



Bamboo Plantation – Valley Side - (102.760) – 3000 Sq. Mtr. – Planted

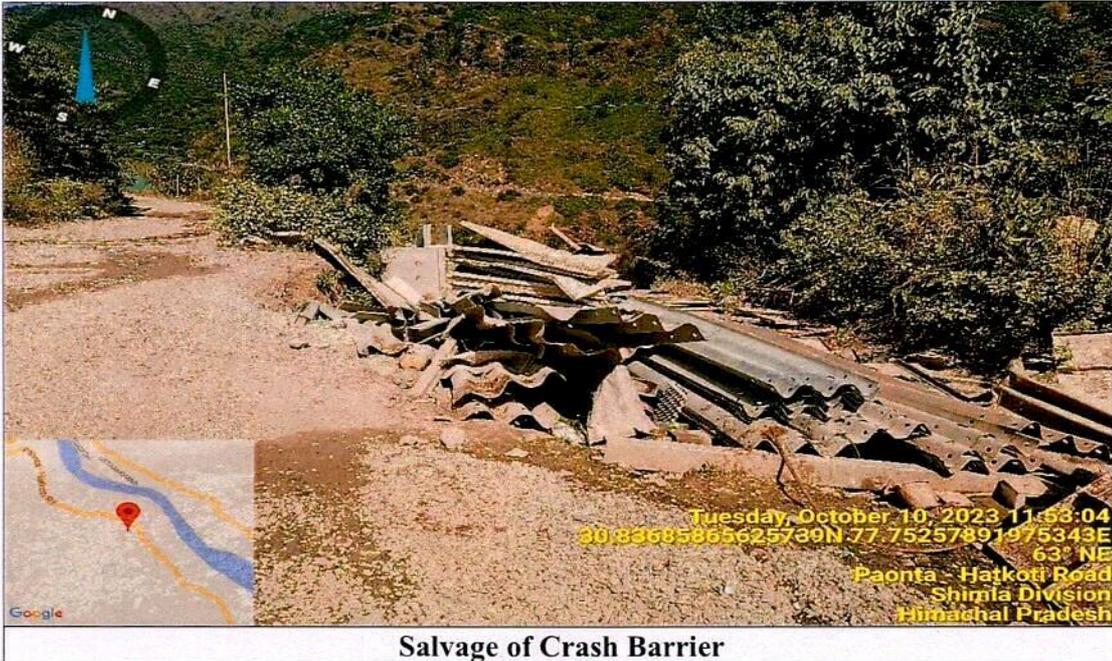
Photographs taken on 10.10.2023.



Geocell Hydroseeding / Bamboo Plantation (Valley Side) at 103.530

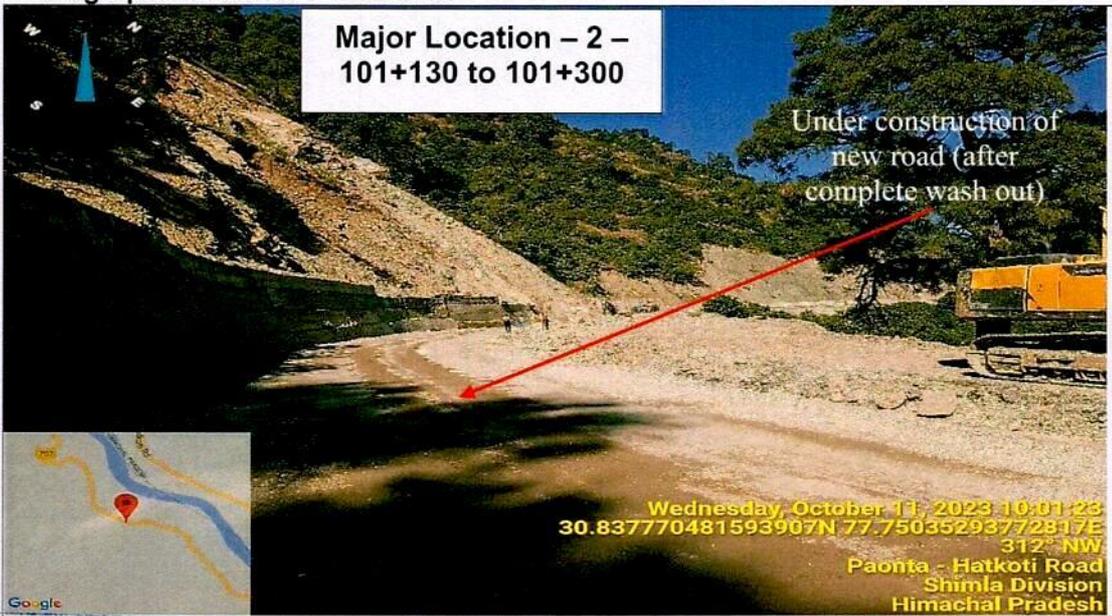


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Salvage of Crash Barrier

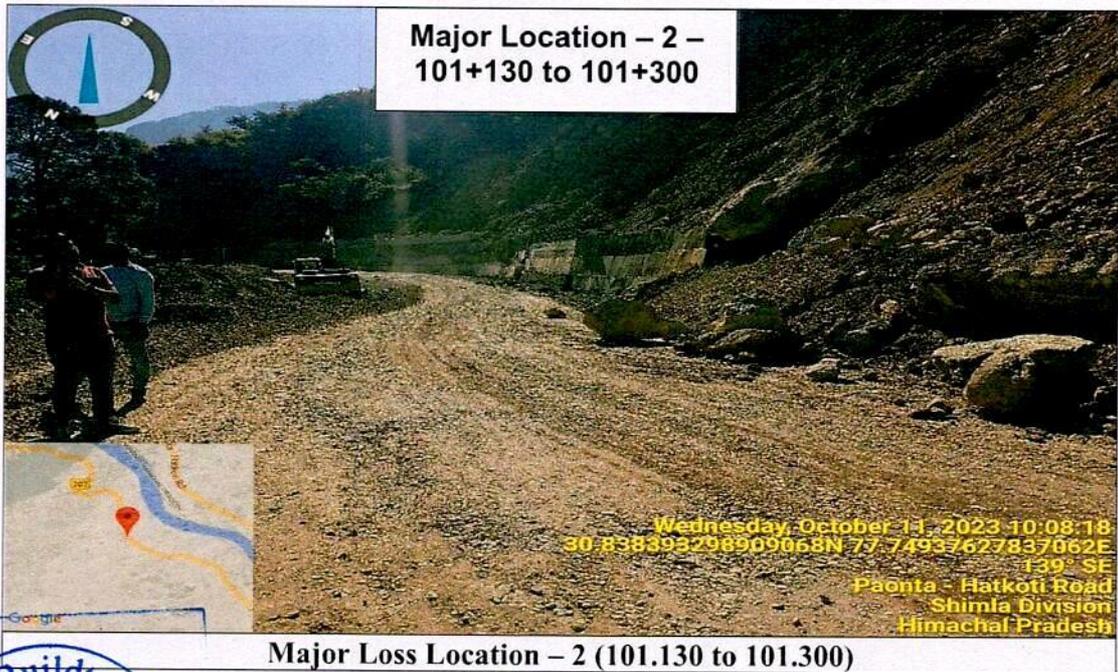
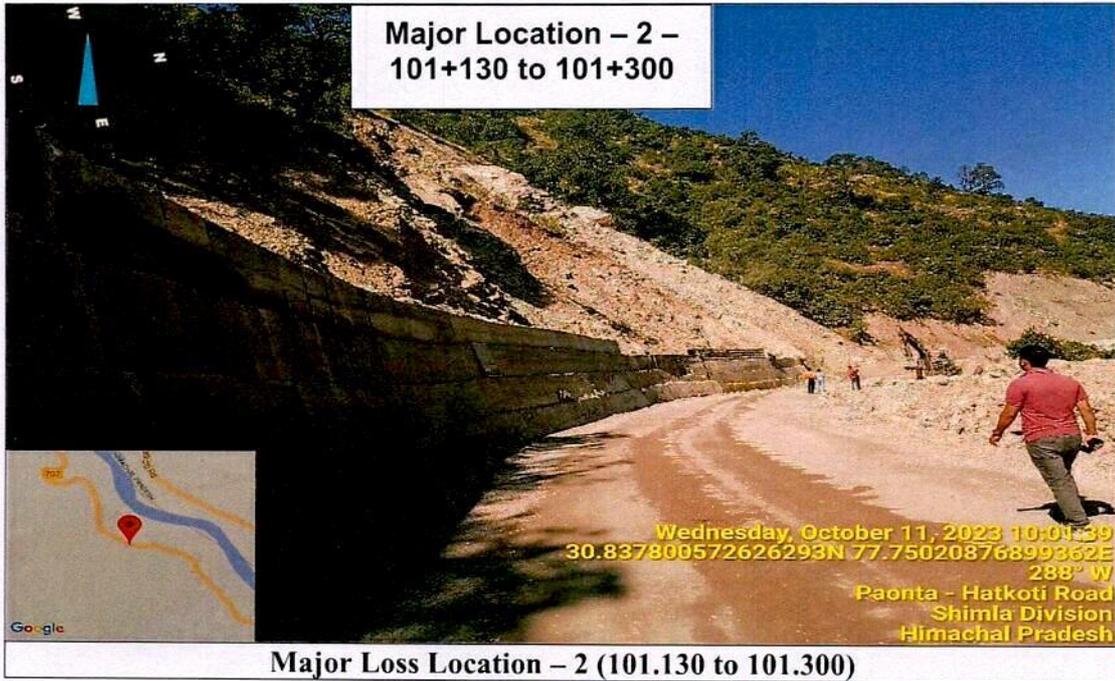
Photographs taken on 11.10.2023.



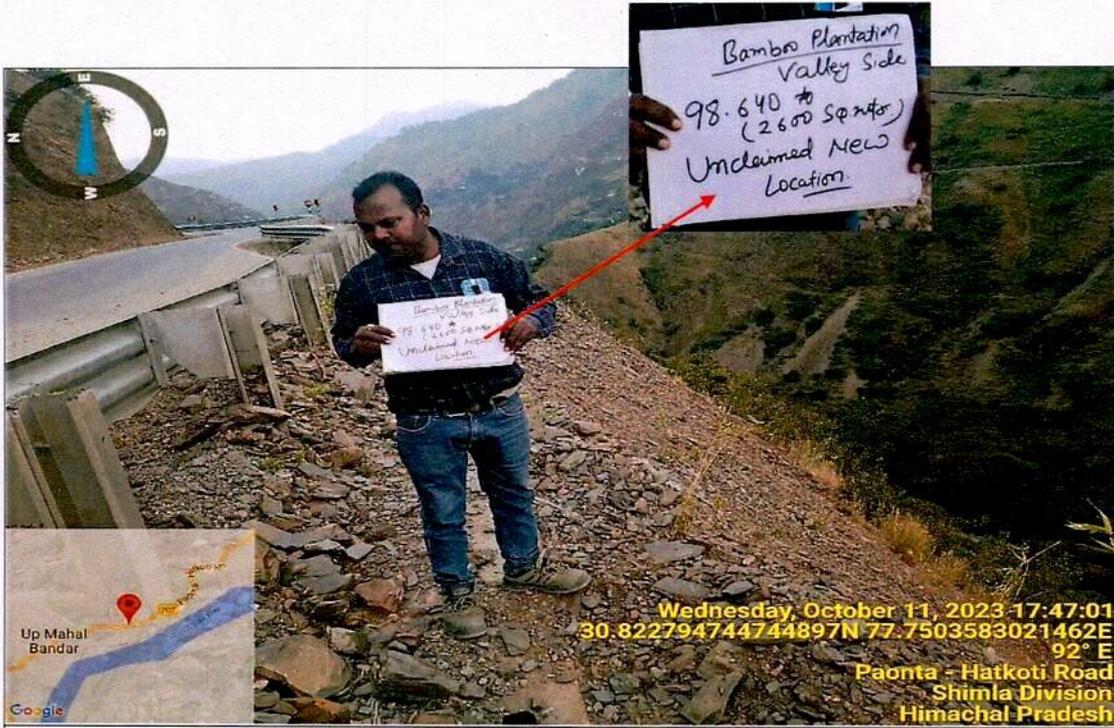
Major Loss Location - 2 (101.130 to 101.300)



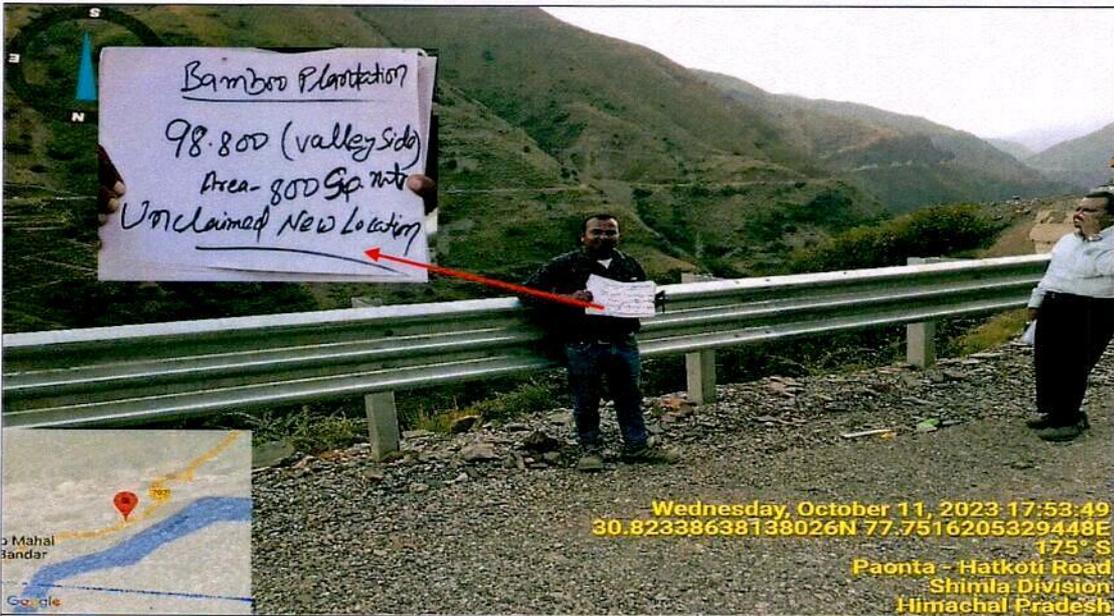
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Bamboo Plantation (Valley Side) at 98.640 (2600 Sq. Mtr.) – Unclaimed New Location



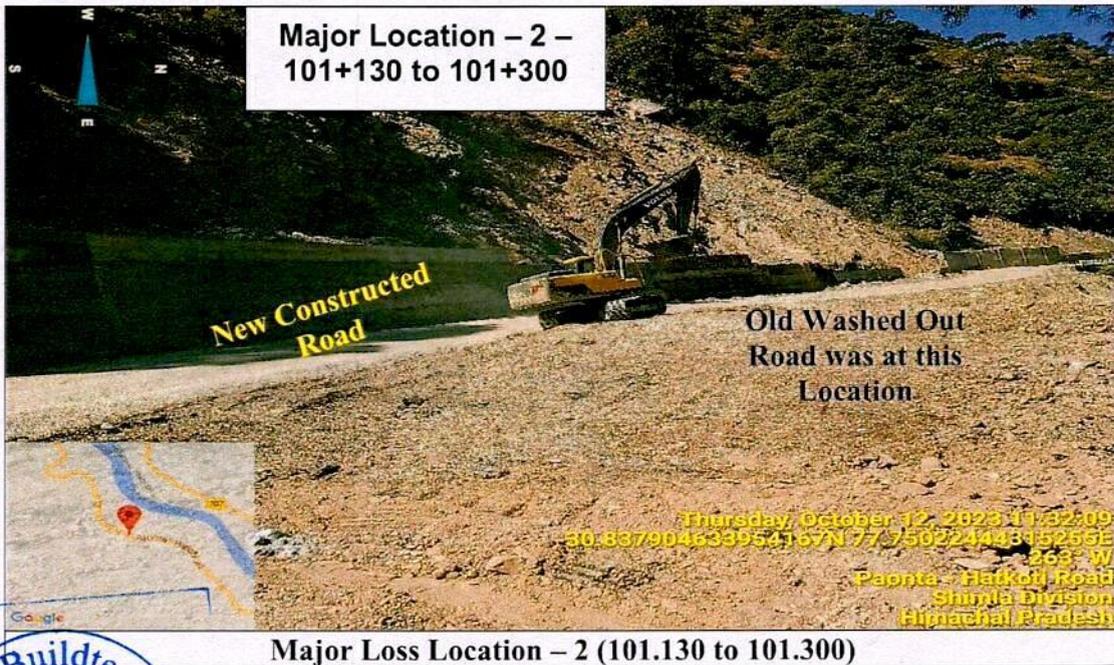
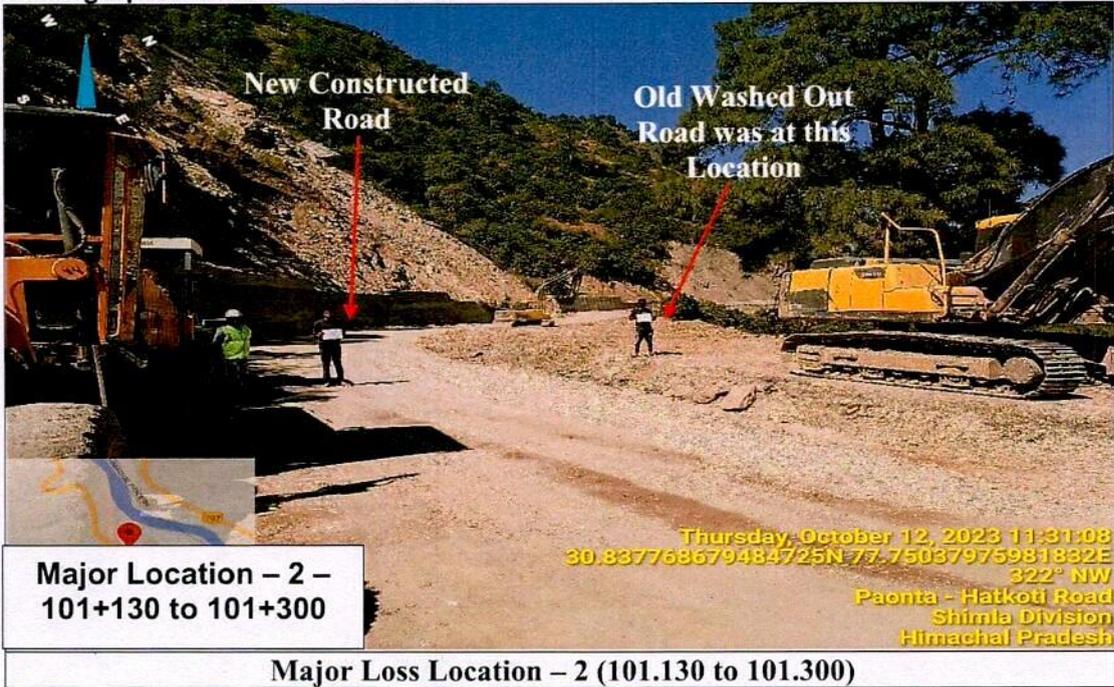
Bamboo Plantation (Valley Side) at 98.800 (800 Sq. Mtr.) – Unclaimed New Location



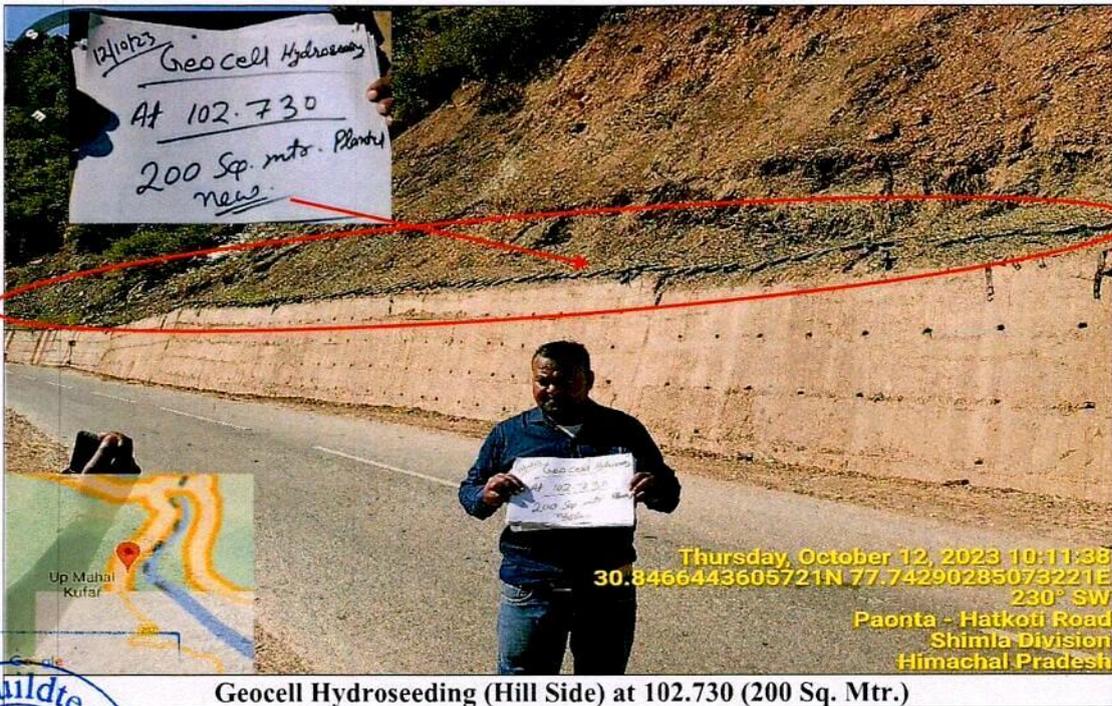
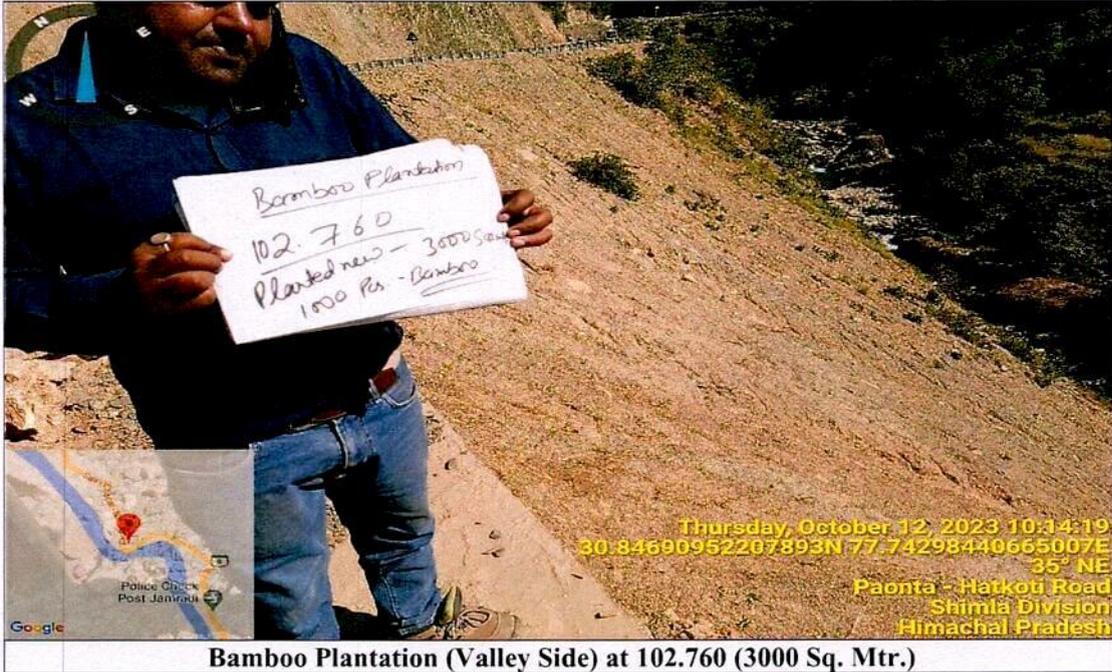
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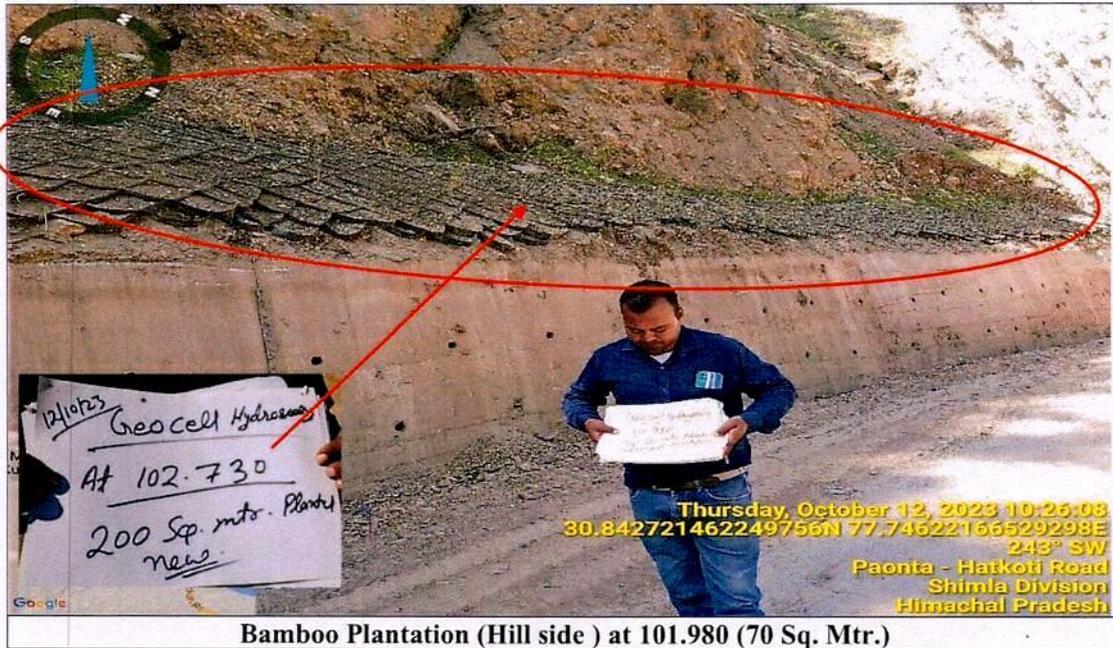
Photographs taken on 12.10.2023.



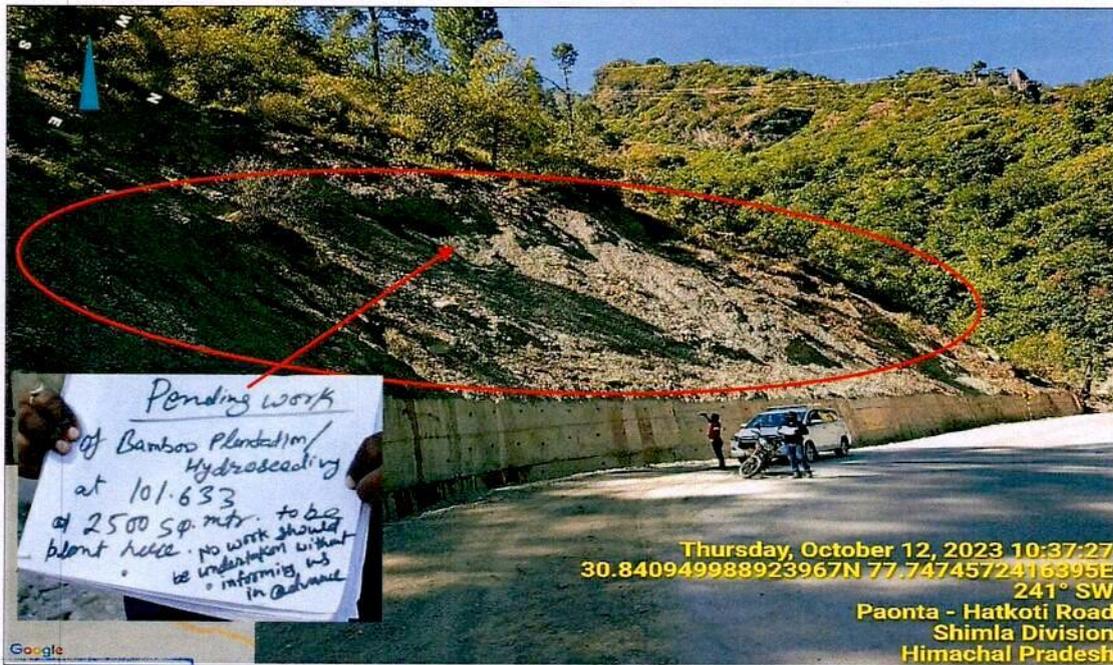
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* SISTER DIVISIONS – FACT VERIFICATION / SALVAGE SETTLER / VALUATION / INSPECTION / MARINE CARGO SUPERINTENDENTS.



INSURANCE SURVEYORS & ENGINEERS ** SLA- 50383 Exp. 05.03.2026 **: IISLA membership no.: F / N / 07598
 SISTER DIVISIONS - FACT VERIFICATION / SALVAGE SETTLER / VALUATION / INSPECTION / MARINE CARGO SUPERINTENDENTS.



Bamboo Plantation (Hill side) at 101.980 (70 Sq. Mtr.)



Pending Work of Geocell Hydroseeding / Bamboo Plantation (Hill side) at 101.633 (2500 Sq. Mtr.)



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Few MOD had been prepared during above visit & are attached hereunder for ready reference -

MOD with Mr. Jaswinder Singh 10/10/2023

1) जसवीरजी की plantation का सारा काम देखते हैं।
 2) जसवीरजी ने बताया कि 7/8 July को Landslide से जो रुकसा ग हुआ उसके बाढ़ किता location पर plantation का काम हुआ है -

Bamboo plantation -	103.530 -	300 Sq mtr. (Valley)
	102.760 -	3000 Sq mtr. (Valley)
	100.421 -	1000 Sq mtr. (Valley)
	99.980 -	1800 Sq mtr. (Valley)
	99.120 -	450 Sq mtr. (Hill side)
	98.800 -	800 Sq mtr. (Valley)
	98.640 -	2600 Sq mtr. (Valley)
Not claimed / damaged (Hill Loc) / Dumping zone-1	→ 96.155-380 -	4000 Sq mtr. (Valley)

No work should be undertaken without advance.
Pending bamboo plantation work - Nil
However at location 101.633 - 2500 Sq mtr. (Hill side) plantation may have to be done if NHAI authority permit for same.

Hydro seeding	103.530 -	300 Sq mtr. (Valley)
	102.750 -	200 Sq mtr. (Hill)
	101.980 -	1000 Sq mtr. (Hill)
	100.421 -	1000 Sq mtr. (Valley)
	99.120 -	450 Sq mtr. (Hill)

No work to be undertaken without advance.
Dumping zone-1 - 96.155-380 - 2500 Sq mtr. completed. 1500 Sq mtr. pending.

Pending Hydro seeding work	96.155-380 -	1500 Sq mtr.
	102.300 -	1500 Sq mtr. (Hill side) 1st watering on 9/10/2023
	101.633 -	2500 Sq mtr. (Hill side)

No work to be undertaken without advance.
Dumping zone-1 (96.155-380) - 4000 Sq mtr.

	101.980 -	70 Sq mtr. (Hill)
	102.750 -	200 Sq mtr. (Hill)
	103.530 -	300 Sq mtr. (Valley)

Pending geocell - Nil





जसमिन्त्र जी ने बताया कि plantation में पानी डालने के लिए मिश्रण टैंकर प्रयोग किए जाते हैं -

12000ltr. tanker - 2 nos.

4000 ltr, Hydro needle tank - 1 no.

12000 ltr. tanker पर एक ड्राइवर व टैलपर होता है जो विश्वजीत की लैबर होती है।

4000 ltr. Hydro needle tank पर 3 लोग होते हैं जो विश्वजीत की लैबर होती है।

अनुरत अनुसार विश्वजीत की लैबर से दूसरी जगह भी काम करा लेते हैं।

जसमिन्त्र जी के अनुसार रात में भी ये टैंकर लगाते हैं पानी डालने के लिए अनुरत अनुसार एक घंटे टैंकर।

रात में supervisory Kesav site पर होता है वह कोई रिपोर्ट नहीं बनाता है कि रात में कितने टैंकर पानी डाला/ Kesav को Bolero ही गई है रात के लिए 9/10/2023 के पहले 30/9/2023 को रात में दो टैंकर लगे थे।

11/10/2023 से 18/10/2023 तक रात में कोई पानी का टैंकर नहीं लगा

26/9/2023 व 28/9/2023 को रात में टैंकर नहीं लगा। टैंकर पर ड्राइवर कम्पनी का होता है व उसके साथ एक टैलपर होता है।

ड्राइवर व टैलपर कम्पनी के होते हैं, टैलपर विश्वजीत

केतन के समसूच का होता है। दिन में भी टैंकर पर एक ड्राइवर व 1 टैलपर (विश्वजीत का) होता है।

10-10-2023
Jaswinder Singh
98967 4035





10/10/2023

MOD

landslide loss A/c - m/s Shivalik Buildtech Pvt. Ltd.
 Sub: Crash Barrier

During discussion it had been confirmed by Mr. Umang that till date of loss (07th to 12th July 2023) crash barrier had been found in length of approx 3.00 Km & till date total crash barrier had been laid upto approx. 6500mtr. Thus ~~5.5~~^{3.5} Km long crash barrier had been fitted after date of loss till date which include

- a) Damaged portion out of 3.00 Km crash barrier
- b) fresh crash barrier at other locations.

Umang

11/10/2023

Crash Barrier Damage details

<u>Sl. No.</u>	<u>Ch. no.</u>	<u>Damaged</u>
①	156 to 250	28 mtr. (Reinstated)
②	94.900 to 95.100	176 mtr. (44 nos changed) (Reinstated)
③	97.280 to 97.930	8 mtr. (Bend only)*
④	101.140 to 101.350	140 mtr. approx. *
⑤	102.126 to 102.260	120 mtr. to be change. *
⑥	103.026 to 103.041	15 mtr. (Reinstated)

* Sr. no. - 3, 4 & 5 are not reinstated so far.

Pawan

Salvage of above crash barrier to be check.





Cost incurred for Bamboo plantation
at location 102720 - 102850.

Work executed between 10/9/2023 to 15/9/2023?

1) 34 mandays of contractor Vishvajet	= 34 x 1500	
@ 1500	= 51,000/-	
2) Cost of Bamboos. 1000 Piece @ Rs 26 ^{* avg. price} per	= 8000/-	
3) Labour on water tanker 24 Nos @ 1500	= 36000/-	
4) Water 20,000 Ltr @ Rs 2 per litre (Diesel + tanker cost)	= 40,000/-	
	1,35,000/-	
Indirect / overhead. @ 15%	20,250/-	Umyrl 09/10/23.
TOTAL	(A) 1,55,250	
Less geocell bedwork done at 96+155 by same labour	(-) 20,400	Umyrl
	(-) 3,060	overhead.
	(B) 23,460	
(A - B)	1,31,790	Umyrl

* Avg. purchase rate as per
bullet w.e.f. 01.08.2023 to till date
is Rs. 26/ltr. Hence cost of bamboos to be
revised. Basis of rate of water @ 2/ltr per litre
to be provided.





Cost of Geocell and soil filling
excluding hydroseeding

Location 103.530

Output = 300 sqm.

1) Labour	19/09/2023	Geocell fixing	= 05 Nos.
	04/10/2023	Mitti filling	= 07 Nos.
		Bamboo plantation	
	04/10/2023	Water tanker	= 02 Nos.
	05/10/2023	Mitti filling	= 07 Nos.
	05/10/2023	Water	= 02 Nos.
	06/10/2023	Hydroseeding	= 03 Nos.
			<u>26 Nos.</u>
	@ 1500		= 39,000/-
2) Cost of geocell including freight @ 61 Rs/sqm			= 61 X 300
			= 18,300/-
3) Bamboos 300 Nos @ 26 Rs/bamboo			= 7800/-
4) Water @ 12,000 ltr for minimum 15 days			= 12,000 X 15 X 2
	@ Rs 2 / ltr.		= 3,60,000 /-
5) Hywa for soil transportation @ 1633 Rs/kip			= 4900/-
6) Excavators for loading/unloading/spilling - 2Nos			= 2200 X 2.
	@ 2200 Rs/exc/hour		= 4400/-
7) Tractor rent @ 1538 Rs/day			= 1538/-
	(A)		<u>4,35,938 /-</u>
Indirect cost @ 15%	(B)		<u>65,390 /-</u>
TOTAL			<u>5,01,328</u>

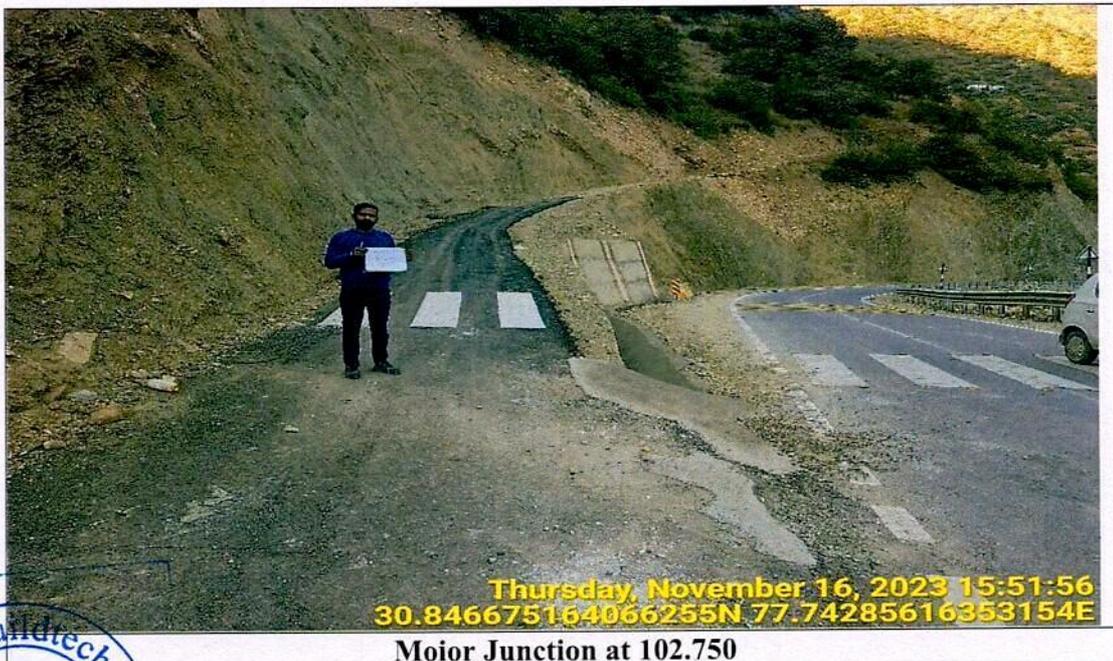
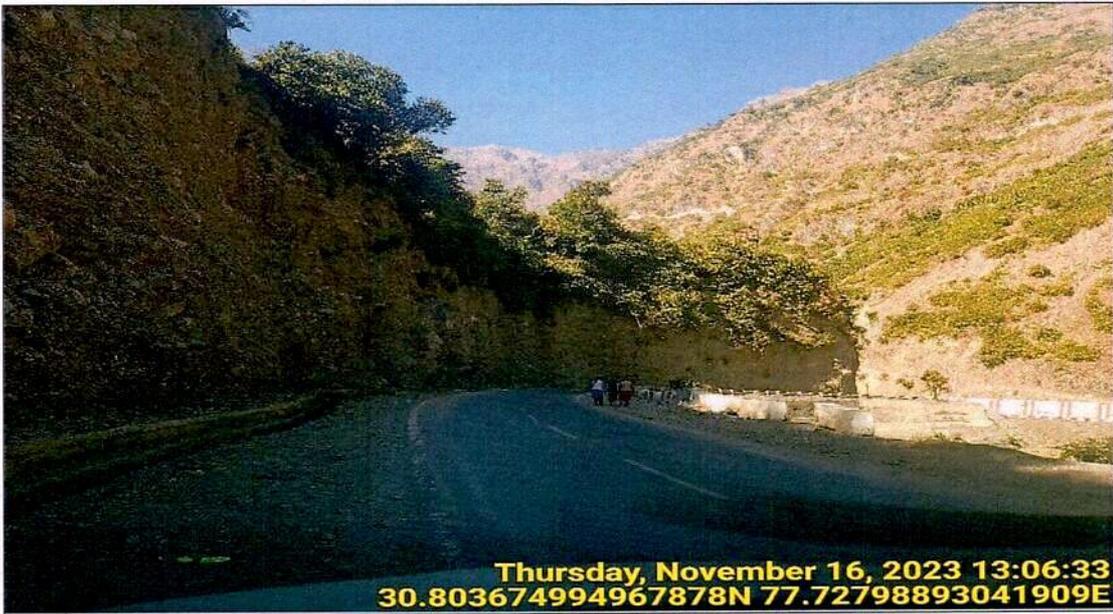
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10.0) Reinstatement confirmation

The reinstatement of the road was confirmed during visit on 16.11.2023 wherein various photos were taken few of which are attached hereunder for ready reference –

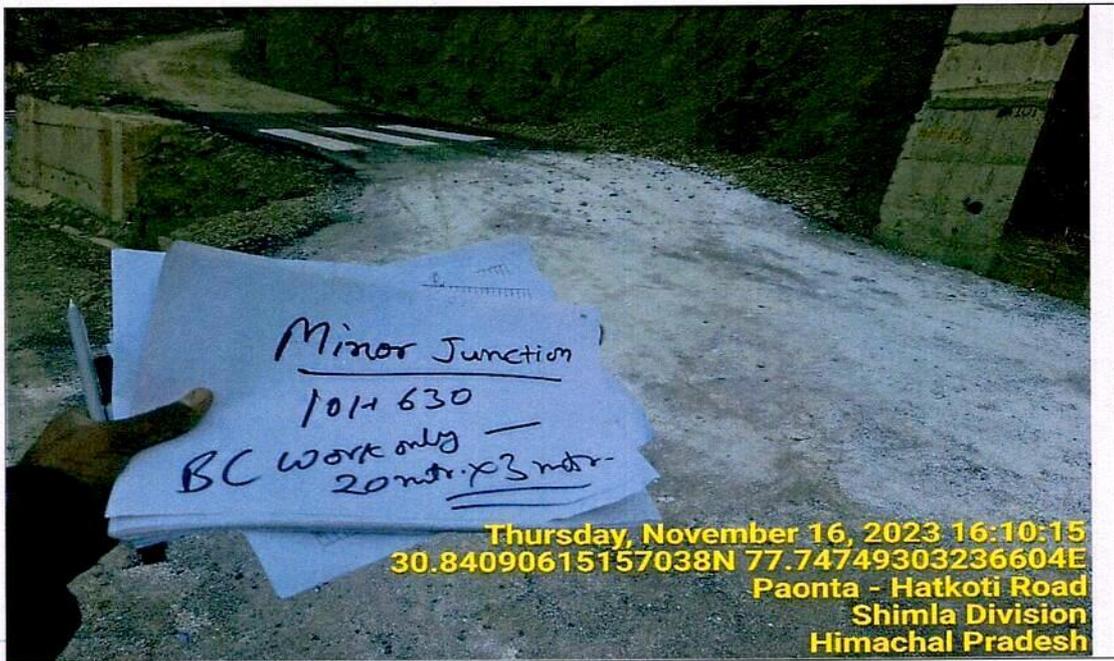


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Thursday, November 16, 2023 16:03:02
30.843172702006996N 77.74429734796286E
Paonta - Hatkoti Road
Shimla Division
Himachal Pradesh

Major Loss Location – 1 (102.126 to 102.246)

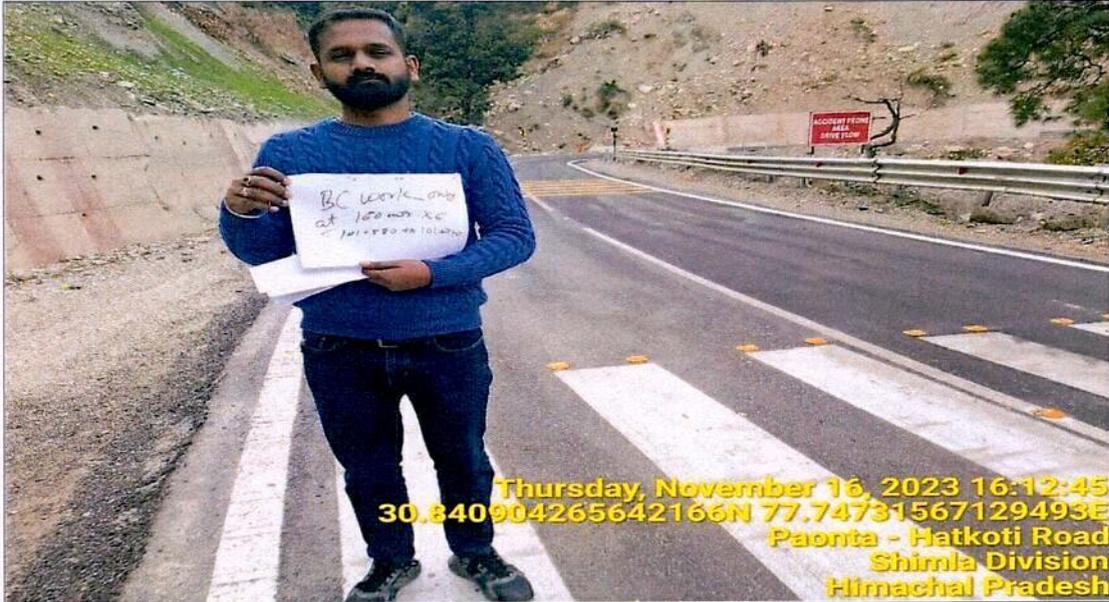


Thursday, November 16, 2023 16:10:15
30.84090615157038N 77.74749303236604E
Paonta - Hatkoti Road
Shimla Division
Himachal Pradesh

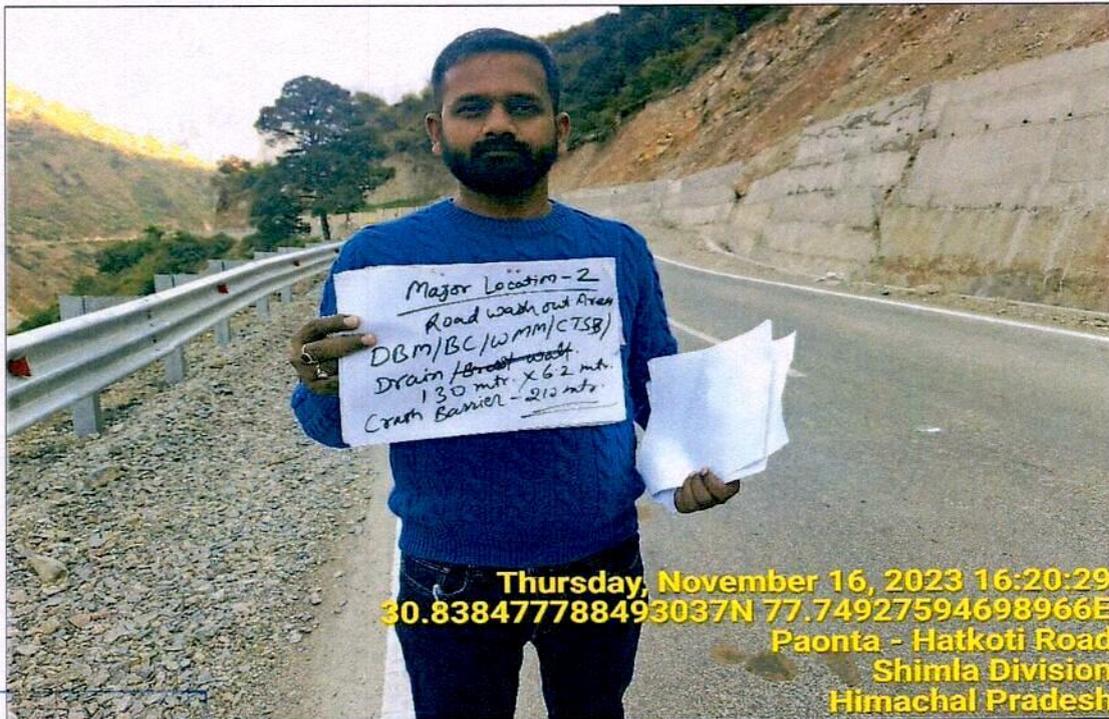
Minor Junction at 101.630 – BC Work only (20 mtr. x 3 mtr)



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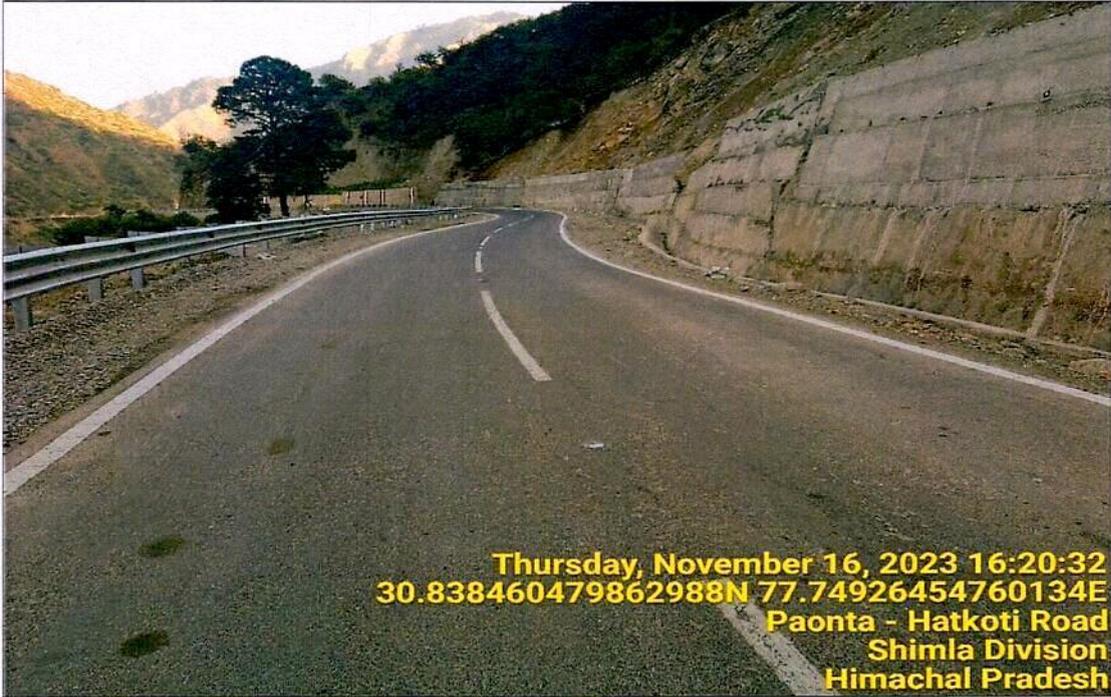
101.580 to 101.770 – BC Work only (160 mtr. x 6 mtr)



Major Loss Location - 2 – (130 mtr. x 6.2 mtr)

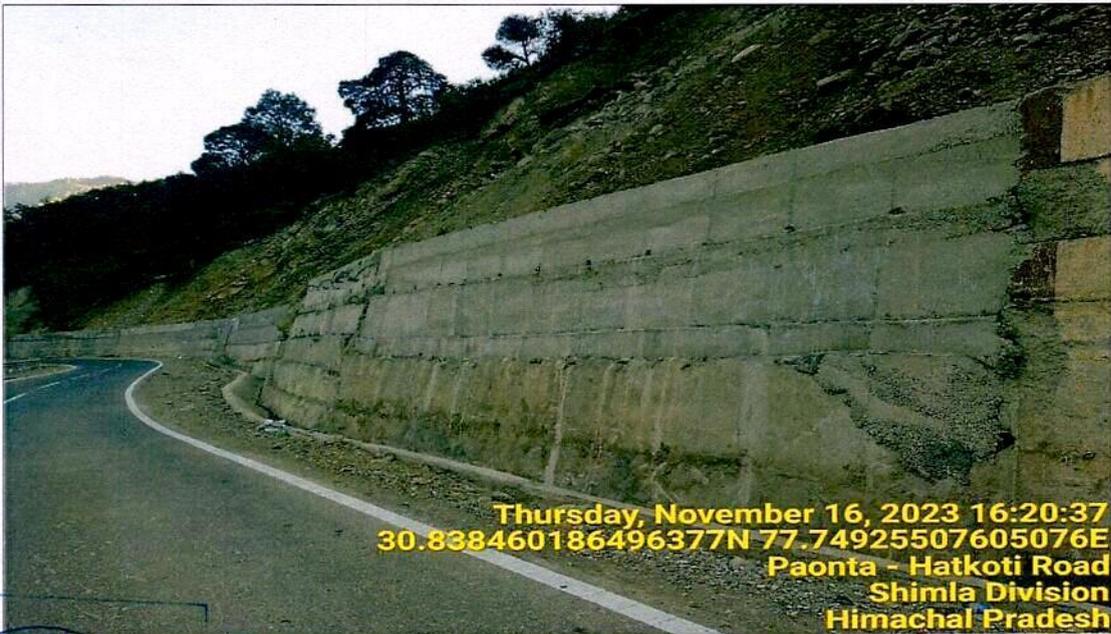


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Thursday, November 16, 2023 16:20:32
30.838460479862988N 77.74926454760134E
Paonta - Hatkoti Road
Shimla Division
Himachal Pradesh

Major Loss Location - 2 – Crush Barrier (210 Mtr.)

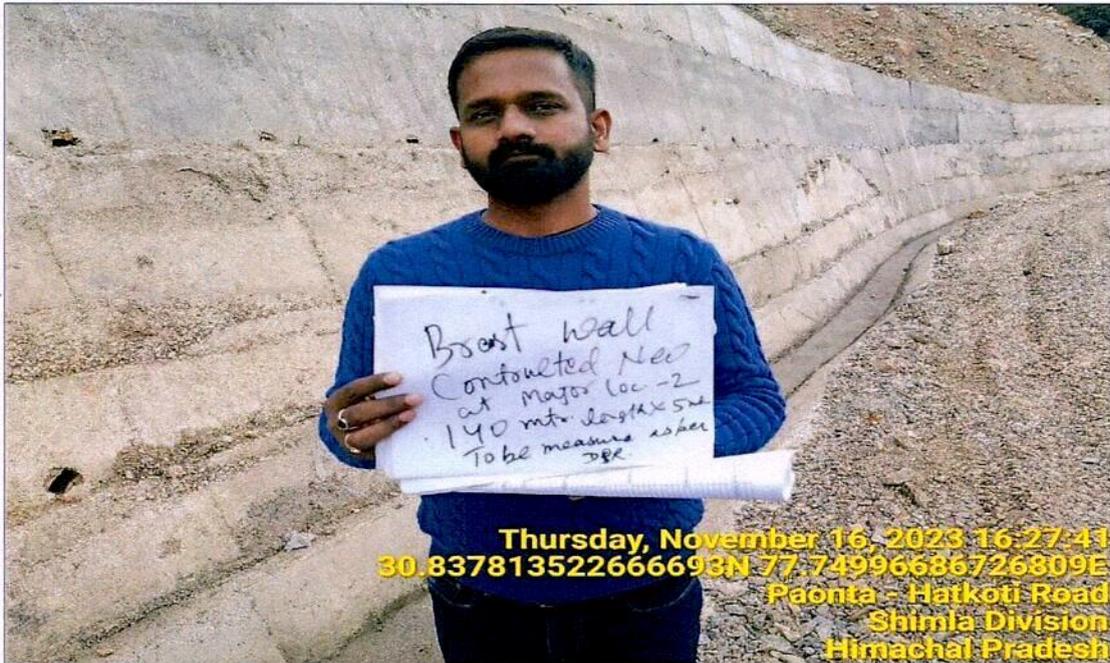


Thursday, November 16, 2023 16:20:37
30.838460186496377N 77.74925507605076E
Paonta - Hatkoti Road
Shimla Division
Himachal Pradesh

Major Loss Location - 2 – Breast Wall Constructed New (140 RMT)

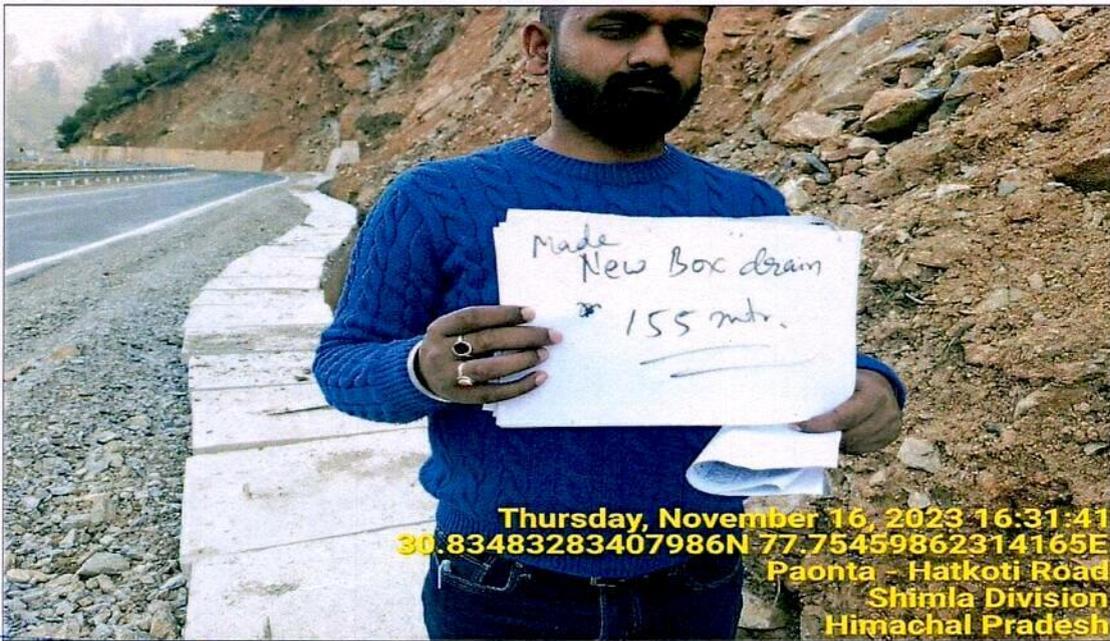


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Thursday, November 16, 2023 16:27:41
30.83781352266693N 77.74996686726809E
Paonta - Hatkoti Road
Shimla Division
Himachal Pradesh

Major Loss Location - 2 – Breast Wall Constructed New (140 RMT)



Thursday, November 16, 2023 16:31:41
30.83483283407986N 77.75459862314165E
Paonta - Hatkoti Road
Shimla Division
Himachal Pradesh

Box Drain constructed new (155 mtr.)



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V-SHAPE DRAIN				
S.N.	Claimed		AFFECTED LENGTH IN METERS	Inspection on 21.09.2023 & 22.09.2023 Damage Area / Remarks
	FROM	TO		
1	0	250	250	Intact
2	94900	95205	305	Intact
3	95603	95650	47	Intact
4	95710	95760	50	Intact
5	95900	96000	100	Intact
6	96000	96060	60	Intact
7	96080	96100	20	Intact
8	96300	96320	20	Intact
9	96660	96760	100	Intact
10	96790	96810	20	Intact
11	96980	97030	50	Intact
12	97250	97270	20	Intact
13	97350	97450	100	30 mtr. need repair & 20 mtr. need to made new
14	97560	97610	50	Intact
15	97660	97710	50	Drain already made new (29 mtr. + 27 mtr.)
16	97840	97860	20	6 mtr. to be repair
17	97880	97930	50	Intact
18	98590	98580	30	Intact
19	98650	98730	80	Intact
20	98930	98980	50	Intact
21	99010	99100	90	Intact
22	99130	99150	20	Intact
23	99670	99870	200	50 mtr. drain to be made new
24	99870	99898	28	Intact
25	101300	101460	160	20 mtr. to be made new
26	101490	101530	40	Intact
27	101636	101700	64	15 mtr. to be made new
28	101722	101770	48	30 mtr. to be made new
29	101770	101810	40	Intact
30	101850	102000	150	Intact
31	102000	102080	80	25 mtr. to be made new
32	102126	102260	134	120 mtr. to be made new
33	102460	102750	290	250 mtr. to be made new (102.480 to 102.760)
34	102780	102800	20	Intact
35	103000	103070	70	Intact
36	97450	97560	110	Intact
37	97710	97840	130	Intact
38	102080	102126	46	Intact
39	102750	102780	30	Intact
40	102800	103000	200	Intact
41	103350	103550	200	Intact
42	97930	98550	620	Intact
43	101530	101636	106	Intact
44	102275	102460	185	Intact
TOTAL AFFECTED LENGTH			4533	

Reinstatement
restoration on
16/11/2023

Repaired

Repaired

made new

made new

made new

made new

250 mtr made new

Unph

[Signature] *Arumugh*





RETAINING WALL

S.N.	Claimed		AFFECTED LENGTH IN METERS	Inspection on 21.09.2023 & 22.09.2023	
	FROM	TO		Damage Area / Remarks	
1	97455	97484	29	Ok	Damaged not found
2	98990	98421	31	Ok	Damaged not found
3	99798	99860	62	40 mtr. x 6.3 mtr. ht. x (width - in top - 0.6 mtr. & base - 2.5 mtr.) - Reinstated	Reinstated
4	101210	101251	41	Fully washed out & not reinstated yet	Not reinstated
5	102126	102260	134	48 mtr. x 5.4 mtr. ht. x (width - in top - 0.6 mtr. & base - 2.4 mtr.) & 9.8 mtr. x 2.35 mtr. ht. x (width - in top - 0.6 mtr. & base - 1.3 mtr.) - Reinstated	Reinstated
6	103026	103041	15	Made of Gabion wall with raft - 16 mtr. x 3 mtr. ht. x (width - in top - 1 mtr. & base 3 mtr.)	Reinstated
TOTAL AFFECTED LENGTH			312		

Reinstatement verification on - 16/10/2023

22/10/2023

Name - Pawanraj Vyas (Deputy Project Manager)
 PHNO - 9634011263
 Name - Animesh Gauriel (Structure Engineer)
 PHNO - 8887853502

WET MIX MACADAM & CEMENT TREATED SUB BASE COURSE

S.N.	Claimed		AFFECTED LENGTH IN METERS	Inspection on 21.09.2023 & 22.09.2023	
	FROM	TO		Area	Remarks
1	99670	99870	200	30 mtr. x 10 mtr.	99.830 to 99.860 (To be construct)
2	99910	100200	290	60 mtr. x 10 mtr.	To be construct here as per Insured's representative
3	100400	100590	190	Ok	No need of subgrade work here.
4	101130	101300	170	Wash Out	To be construct. Work is under progress.
5	101300	101450	160	Ok	No need of subgrade work here.
6	101625	101700	75	Ok	No need of subgrade work here.
7	101722	101770	48	Ok	No need of subgrade work here.
8	101850	102000	150	Ok	No need of subgrade work here.
9	102000	102260	260	120 mtr. x 11 mtr.	102.120 to 102.240 (to be construct)
TOTAL AFFECTED LENGTH			1543		

Reinstatement verification on 16/11/2023

Animesh Singh

30 x 3.2 mtr. not done -
 130 mtr x 6.2
 65 x 3.5 mtr.





Breast Wall					
S.N.	Claimed		AFFECTED LENGTH IN METERS	Inspection on 21.09.2023 & 22.09.2023	Damage Area / Remarks
	FROM	TO			
1	99090	99110	20	OK. Not constructed here in past	
2	99767	99805	38	14.5 mtr. x 5 mtr. ht. x (width - in top - 0.6 mtr. & base - 2.1 mtr.)	Not reinstated
3	99910	100079	169	Intact	
4	100512	100528	16	Intact	
5	101130	101300	170	Work is under progress. To be check later	140 mtr. x 5 mtr -
6	101300	101460	160	Intact	
7	101595	101610	15	Intact	
8	101625	101700	75	Intact	
9	101722	101770	48	Intact	
10	101899	101935	36	Intact	
TOTAL AFFECTED LENGTH			747		

[Signature] Annex

MINOR JUNCTION					
S.N.	Claimed		AFFECTED LENGTH IN METERS	Inspection on 21.09.2023 & 22.09.2023	Damage Area / Remarks
	FROM	TO			
1	95200	1		R/wall made new - 13 mtr. x 4.4 mtr. ht. x (width - top - 0.6 mtr. & base - 2 mtr.). Also road to be made here - 30 mtr. x 6 mtr. as per Insured's representative	Reinstatement verification on 16/11/2023 30 mtr x 3.2 mtr.
2	102750	1		80 mtr. x 3 mtr. road had been made earlier. As per Insured's representative, they have to construct again	30 mtr x 3 mtr
3	101625	1		80 mtr. x 3 mtr. road had been made earlier. As per Insured's representative, they have to construct again.	60 mtr x 3 mtr
TOTAL		3			

[Signature] Annex *[Signature]*

11.0) Adequacy Of Insurance

The Insured had confirmed that there was no enhancement in contract value.

Hence, the S.I. was adequate.



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12.0) Insured's Claim & Our Assessment of loss :

Claimed Loss = ₹ 19.55 Crore

Revised to ₹ 5.633 Crore

Available S.I. = ₹ 88.50 Crore

12.1) Basis Of Indemnity & Computation Of Loss

As already clarified in para 4.6, the Insured had initially claimed ₹ 11.71 Crore which was subsequently revised to ₹ 19.55 Crore.

After our survey & verification on various dates they revised their estimate & submitted final claim bill estimating their loss at ₹ 5.6331 Crore on basis of rate analysis for various types of repair work as collected by us during survey & ₹ 8.081 Crore on basis of BOQ rates which is attached hereunder:

ITEM OF WORK	Amount(INR)	Scope of Work	units	Rate as per BOQ		Estimate received on 13.07.2023		Estimate received on 24.07.2023		(As per BOQ rate)			As per rate analysis submitted by Insured			
						Approx. Qty	Amount claimed	Approx. Qty	Amount claimed	Approx. Qty	UOM	Amount claimed	Approx. Qty	UOM	Rate as per Insured	Amount claimed
B.1-Reconstruction (Flexible)																
Rs. Unit																
1) Earthwork up to top of the Sub-grade + Site clearance	92,417,970.11	8.650	Km	10,684.158	per km	1.0	10,684,158	1.87	20,011,429	0.17	Km	1,816,306.93	10,328	Cum	140	1,445,850
2) Sub Base Course	42,706,535.46	8.650	Km	4,937,171.73	per km	1.1	5,430,889	1.54	7,618,056	0.38	Km	1,876,125.26	760	Cum	3,643	2,768,680
3) Shoulder	8,219,081.73	8.650	Km	950,182.86	per km	1.0	950,183	4.31	4,092,438			1,355,501.80	646.00	Cum	2,098.30	1,355,502
4) Non Bitumen Base Course (WMM)	16,305,156.74	8.650	Km	1,954,353.38	per km	1.1	2,149,789	1.54	3,015,567	0.38	Km	742,654.28	596	Cum	4,433	2,643,111
5) Bitumen Base Course (DBM)	24,470,447.87	8.650	Km	2,828,953.51	per km	1.1	3,111,849	3.91	11,064,037	1.16	Km	3,277,625.54	317	Cum	11,881	3,765,500
6) Wearing coat	20,391,347.94	8.650	Km	2,426,745.43	per km	1.1	2,669,420	3.91	9,491,001	1.16	Km	2,811,627.25	280	Cum	14,142	3,961,704
D-Re-Construction and New culverts on existing road, realignments, bypasses:																
Culverts (length < 6 m)	27,786,100.16	38	Nos	731,213.16	per pc	2	1,462,426	9.00	6,580,918	1.00	Nos	731,213.16				
No. of boxes in culvert													8	nos.	139,139	1,113,112
Apron of culvert													8	nos.	22,042	176,336
(ii) Road side drains																
(a) RCC/Lined Drain	8,470,433.09	2025	Rmt	4,182.93	per Rmtr	810	3,388,173	1408.00	5,889,565	182.00	Rmt	761,293.25				
Box													182	nos.	13,000	2,366,000
Slab													270	nos.	1,834	495,242
(b) PCC V-Shape drain	10,614,846.53	6525	Rmt	1,626.80	per Rmtr	3,010	4,896,657	4533.00	7,374,268	626	Rmt	1,018,374.55	626	m	2,867	1,794,949
(i) Crash Barrier	28,788,750.43	8700	Rmt	3,309.05	per Rmtr	1,220	4,037,043	953.00	3,153,526	581	Rmt	1,922,569.08	581	m	5,359	3,113,678
(v) Gabion wall	5,736,305.95	85	Rmt	67,485.95	per Rmtr					15	Rmt	1,012,289.29	45	Cum	3,155	141,997
(vi) Breast wall	135,955,812.10	3615	Rmt	37,608.90	per Rmtr	200	7,521,780	747.00	28,093,774	185	Rmt	6,938,823.80	1,245	Cum	10,586	13,179,570
(vii) PCC Retaining Wall	161,903,214.72	3023.3	Rmt	53,542.96	per Rmtr	490	26,236,052	312.00	16,705,405	110	Rmt	5,389,726.05	870	Cum	10,586	9,209,487
(xvi) Slope Protection measures																
(a) Slope protection in Sliding Zones with Geo cell & Hydros seeding	46,480,161.31	12900	Sqm	3,603.11	per Sqm	6,296	22,685,165	8381.44	30,199,281	4,570	Sqm	16,466,227.89	4,570	Sqm	1,726	7,888,231
(b) Hedge Brush Layer	804,155.04	640	Rmt	1,256.49	per Rmtr											
(c) Hydro seeding	2,787,737.47	23477	Sqm	118.74	per Sqm	2,972	352,905	4798.79	589,824	5,450	Sqm	647,151.22	5,450	Sqm	55	299,750
(d) Bamboo plantation	77,252,494.18	32128	Sqm	2,404.52	per Sqm	8,185	19,680,511	16627.48	39,740,698	13,950	Sqm	33,543,086.83	13,950	Sqm	44	612,824
Total:	769,600,000						115,256,981		193,599,787			80,810,585.77				56,331,521



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Several meetings & discussions were held with Insured's representatives on various dates.

Finally, a V.C. meeting was held on 14.02.2024 wherein long discussions were held on item-to-item basis attended by Mr. Arjun Bhatia (Director of insured firm) & Mr. Umang (Project Manager of insured firm) wherein amount for all items except earthwork including hill cutting & bamboo plantation were settled.

These pending issues were subsequently discussed in length & we finally concluded the matter as follows to avoid dispute for small amount:

- a) We had provisionally assessed earthwork including hill cutting work volume as $150 \times 4.5 \times 10 = 6750$ Cum as Insured had not provided any opportunity to us for verification of quantity at time of hill cutting but during V.C. meeting they argued that it should be $150 \times 4.5 \times 13.5 = 9112.50$ Cum. We opined that the average height couldn't be verified by us as they had completed this work before our first visit & regular photos / videos had not been uploaded by them. However, during V.C. meeting in order to avoid dispute & to sort out the matter we agreed to consider volume of this work as 9112.50 Cum as insisted by them (subjected to acceptance by Underwriters). Then there was difference of opinion for rate of this work which after long discussion we assessed @ Rs.120.00 per Cum against claimed rate of Rs. 140.00 Cum. Later, Insured had provided copy of bill of M/s. Saicon Traders wherein they had charged rate @ Rs.140.00 per Cum.

Hence, we agreed with above claimed rate of Rs.140.00 per Cum as claimed by Insured & cost of earthwork including hill cutting at claimed chainage no. 101130 to 101300 was arrived at Rs.1,275,750.00.

- b) The Insured had been disputing rate of Rs.43.93 per Sq. mt. as claimed by them in the claim bill raised by them for bamboo plantation & allowed by us at the same claimed rate of Rs.43.93 on the pretext that bamboo plants need too much of caring & watering. Further after 1st plantation no. of bamboo plants get damaged & new plants had to be grown in place of damaged one & then rewatering had to be done for these for another 20 days. We asked them to produce record of such plantation at various chainage, but no such record had been maintained by them.





We asked them as to how many plants out of reinstated plants had got damaged, but no such record was available. They have also not informed us about any such replantation till date. During survey we had been told that at the initial stage only they put excess plants in addition to required plants in one Sq. mtr. so that if few plants do not grow, others grow & their requirement is met & this extra plantation had been already taken into account by them in estimation of Rs.43.93 per Sq.m which we had considered at 100% rate as claimed.

Hence, we expressed inability to consider their claim for higher rate in absence of any documentary evidence for replantation & considered rate of Rs. 43.93 per Sq. mt. as claimed by them in their revised claim bill for which cost sheet also had been provided by them.

A mail was sent to Insured on 16.02.2024 communicating this assessment to the Insured wherein it was clarified that we had finalized our assessment at Rs.2.18 Crore towards gross loss suffered by them considering 100% of BOQ rate in most of the cases as they had already almost completed the project & handover was in progress when the loss took place & now they have incurred cost of reinstatement as more than BOQ cost in most of the items except plantation as claimed by them. This is a very special case wherein we had agreed for zero deduction on account of profit because of above reason which may be appreciated. This is, however, subjected to approval of Underwriters.

Hence, we arrived at final loss as depicted in **TABLE – 1**

Summary of assessment as per this table is as hereunder:

Gross Loss suffered by Insured = ₹ 45,119,048.78

However, gross indemnifiable loss is arrived upon as follows:

- a) By considering rates lesser of BOQ rate or costing of various items as submitted by Insured as BOQ rate is the maximum indemnifiable rate for any item &
- b) Disallowing items which had not been reinstated.



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ITEM OF WORK	Amount(INR)	Scope of Work	units	Our Assessment (as per our physical verification of reinstatement & Various discussions including VC meeting on 14.02.2024)						
				Rate as per BOQ		Qty. Assessed		Rate Assessed by us		Amount Assessed
				Rs.	Unit	Qty.	Unit	Rs.	Unit	Rs.
B.1-Reconstruction (Flexible)										
1) Earthwork up to top of the Sub-	92,417,970.11	8.650	Km	10,684,158.39	per km	9,112.50	Cum	140.00	per Cum	1,275,750.00
2) Sub Base Course	42,706,535.46	8.650	Km	4,937,171.73	per km	182.35	Rmtr	4,937.17	per Rmtr	900,293.26
3) Shoulder	8,219,081.73	8.650	Km	950,182.86	per km	1,500.00	Rmtr	712.64	per Rmtr	1,068,960.00
4) Non Bitumen Base Course	16,905,156.74	8.650	Km	1,954,353.38	per km	144.90	Rmtr	1,954.35	per Rmtr	283,185.32
5) Bitumen Base Course	24,470,447.87	8.650	Km	2,828,953.51	per km	448.15	Rmtr	2,828.95	per Rmtr	1,267,795.52
6) Wearing coat	20,991,347.94	8.650	Km	2,426,745.43	per km	707.60	Rmtr	2,426.75	per Rmtr	1,717,165.06
D- Re-Construction and New culverts on existing road, realignments, bypasses:										
Culverts (length < 6 m)	27,786,100.16	38	Nos	731,213.16	per pc					
No. of boxes in culvert								139,139.00		
Apron of culvert						7.00	nos.	15,000.00	per pc.	105,000.00
(ii) Road side drains										
(a) RCC/ Lined Drain	8,470,433.09	2025	Rmt	4,182.93	per Rmtr					
Box						120.00	Rmtr	4,182.93	per Rmtr	501,951.59
Slab						6.29	Rmtr	4,182.93	per Rmtr	26,292.70
(b) PCC V-Shape drain	10,614,846.53	6525	Rmt	1,626.80	per Rmtr	596.00	Rmtr	1,626.80	per Rmtr	969,570.66
(ii) Crash Barrier	28,788,750.43	8700	Rmt	3,309.05	per Rmtr	447.00	Rmtr	2,812.69	per Rmtr	1,257,274.22
(vi) Gabion wall	5,736,305.95	85	Rmt	67,485.95	per Rmtr	45.00	Cum	3,155.48	per Cum	141,996.60
(vii) Breast wall	135,955,812.10	3615	Rmt	37,608.80	per Rmtr	140.00	Rmtr	37,608.80	per Rmtr	5,265,232.00
(viii) PCC Retaining Wall	161,903,214.72	3023.8	Rmt	53,542.96	per Rmtr	110.00	Rmtr	53,542.96	per Rmtr	5,889,726.05
(xvi) Slope Protection measures										
(a) Slope protection in Sliding Zones with Geo cell & Hydroseeding	46,480,161.31	12900	Sqm	3,603.11	per Sqm	570.00	Sqm	1,300.00	Per Sqm	741,000.00
(b) Hedge Brush Layer	804,155.04	640	Rmt	1,256.49	per Rmtr					
(c) Hydro seeding	2,787,737.47	23477	Sqm	118.74	per Sqm	2,500.00	Sqm	55.00	Per Sqm	137,500.00
(d) Bamboo plantation	77,252,494.18	32128	Sqm	2,404.52	per Sqm	6,100.00	Sqm	43.93	Per Sqm	267,973.00
Total :	769,600,000									21,816,665.98

Rate considered as 75% of BOQ rate

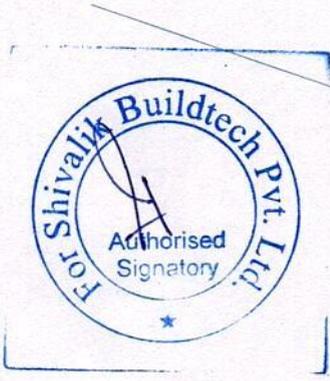
Lumpsum rate considered

Thus,

Gross Indemnifiable loss = ₹ 21,816,665.98

~ ₹ 21,816,666.00

=====



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Letter of consent received from Insured towards acceptance of above gross assessed indemnifiable loss & liability after deducting salvage & excess clause is enclosed as [Annexure - C4(1)] & is attached herewith.

Letter of consent

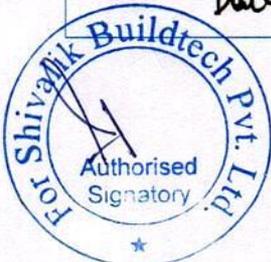
C4(1)

Road damage claim A/c - M/s. Shivalik
Buildtech (P) Ltd.
NH 707 (Gumna - Fediz Road)

We have gone through Schedule of Assessment computing gross assessed loss as Rs 2,18,16,665.98/- sent to us by mail dated: 16/2/24. We hereby concur with same & agree to accept claim amount after deducting excess clause & salvage.

You are requested to release survey report at earliest.

Thanking You
Ajay Bhatia
CARJUN BHATIA
(SHIVALIK. BUILDTECH P. LTD.)
Date: 24/2/24.





12.2) Adjustment Of Loss / Net Liability

The net liability or adjusted loss is arrived upon by taking into account of salvage, underinsurance & excess clause.

❖ **Net Assessed Loss (Indemnifiable) = ₹ 21,816,666.00**

❖ **Salvage = The salvage value against damaged items is arrived as follows:**

Item	Qty allowed	Qty washed away	Net qty	Wt of iron	Total Weight	Approx salvage rate	Total Salvage value
	Mtr	Mtr		Mtr	Kg./m	kg.	per kg
Crash barrier	447	120	327	12.9	4218.3	30	126,549.00
Salvage against GABION & RCC lined drain							10,000.00
Total :							136,549.00

The considered salvage rate of ₹ 30.00 per kg. for M.S. items is most reasonable at current time as verified from market.

Thus, Net Assessed Salvage value = ₹ 136,549.00

❖ **Underinsurance**

Underinsurance = NIL

❖ **Excess clause**

Excess clause for AOG Perils as per policy = 10% of claim amount subject to minimum of ₹ 7,500,000.00 (₹ 75 Lakhs)



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Net Liability

Hence Net liability is arrived as follows:

Assessed Loss	=	₹	21,816,666.00
Less : Salvage	=	₹	136,549.00
Sub - Total	=	₹	21,680,117.00
Less : Underinsurance (0.0)	=	₹	-
Sub - Total	=	₹	21,680,117.00
Less : Excess Clause	=	₹	7,500,000.00
Net Liability	=	₹	14,180,117.00

Hence,

NET LIABILITY = ₹ 14,180,117.00

=====

13.0) Breach of Warranty, if any

During course of survey, no particular breach of warranty had been observed.

14.0) Conclusion

In the opinion of Undersigned, the above loss at the project site of Insured appears to be genuine and appears to have been caused by a peril (landslide) against which the Insured may be indemnified as per terms of insurance policy.

Therefore, it is quite fair, just and reasonable to settle this claim for a sum of Rs. **14,180,117.00 (One Crore Forty-one Lakhs Eighty Thousand One hundred & seventeen only)** in lieu of the financial loss suffered by the Insured due to reported loss at project site subjected to Insurer's final approval & terms & conditions of insurance policy.



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15.0) Annexure

15.1) Pen drive with various photos & videos taken during survey

15.2) TABLES

Table no.	Description
1	Schedule of assessment of loss

15.3) DOCUMENTS

S.L. No.	ANNEX. MARK	DESCRIPTION
1)	A	Photographs
	A1 (1-4)	12 nos. photographs taken on 25.07.2023.
	A2 (1-3)	9 nos. photographs taken on 26.07.2023.
	A3 (1)	3 nos. photographs taken on 12.08.2023.
	A4 (1-2)	6 nos. photographs taken on 14.08.2023.
	A5 (1)	3 nos. photographs taken on 20.09.2023.
	A6 (1)	3 nos. photographs taken on 21.09.2023.
	A7 (1-2)	6 nos. photographs taken on 22.09.2023.
	A8 (1)	3 nos. photographs taken on 23.09.2023.
	A9 (1)	3 nos. photographs taken on 09.10.2023.
	A10 (1)	3 nos. photographs taken on 10.10.2023.
	A11 (1)	3 nos. photographs taken on 11.10.2023.
	A12 (1)	3 nos. photographs taken on 12.10.2023.
	A13 (1)	6 nos. photographs taken on 16.11.2023.
2)	B	Deputation / Insurance policy
	B1 (1-10)	Deputation mail & intimation mail.
	B2 (1-4)	Insurance Policy.
3)	C	Claim Form / Claim Bill
	C1 (1-2)	Duly filled Claim Form.
	C2 (1-2)	Final Estimate received from Insured.
	C3 (1-3)	Mail sent to Insured with our schedule of assessment seeking concurrence from Insured.
	C4 (1)	Letter of Consent.



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	C5 (1)	Estimate of loss received with deputation mail.
	C6 (1-18)	Revised Estimate of loss received on 24.07.2023.
	C7 (1-20)	Extra copy with various observations / measurement during survey.
	C8 (1-2)	Measurement sheet of Plantation work before loss.
	C9 (1-3)	Summary of major loss.
	C10 (1-11)	Physical verification on 22.09.2023.
	C11 (1)	Physical verification of Crash Barrier damage noted on 11.10.2023.
	C12 (1-5)	Revised claimed estimate received on 16.11.2023.
	C13 (1-19)	Cost calculation submitted by Insured.
	C14 (1-14)	Physical verification on 16.11.2023.
	C15 (1-6)	Purchase of seeds etc. for hydroseeding before loss.
	C16 (1-7)	Copies of few bills of bamboo plant, grass seeds, geocell purchases after date of loss.
	C17 (1-3)	Attendance sheet.
	C18 (1-11)	Activity sheets on few dates.
	C19 (1-9)	Diesel feeding report in one excavator (sample record).
	C20 (1-10)	Attendance record of various operator & helper engaged on machines.
	C21 (1)	Proof of rate of hill cutting.
	C22 (1)	Purchase bill for Gabion.
	C23 (1-3)	Modified Thrie Beam Crash Barrier work.
4)	D	Various statements / MOD
	D1 (1-2)	Incident Report
	D2(1-2)	MOD with Mr. Jaswinder Singh on 10.10.2023.
	D3 (1)	MOD with Mr. Umang on 10.10.2023.
	D4	MOD with Mr. Arjun Bhatia on 24.02.2024.
5)	E	Risk Profile / Balance Sheets
	E1 (1-2)	Risk Profile
	E2(1)	Balance sheet as on 31.03.2021 & 31.03.2022.





6)	F	Copy of Contract / Proof of payment
	F1 (1-57)	Copy of Contract.
	F2 (1-7)	Payment details of contractors and party.
	F3 (1-3)	Copies of few pages of bank account statement out of 128 pcs. received in soft copy.
	F4 (1-20)	Abstract sheet of various payments.
7)	H (1-15)	Various correspondences

Note:

This report is issued without any prejudice in respect of cause, nature & extent of loss/damage & is subjected to the terms and conditions of the insurance policy.

A. Anand

Signed
(For JSRSLA)



Media Links:

1. <https://tinyurl.com/5bh9abbv>
2. <https://fb.watch/INRLilqlAw/?startTimeMs=73000&mibextid=v7YzmG>
3. <https://www.facebook.com/100064602675755/posts/pfbid02qSwcHMmYQF6VC5yHXmRf9YGhF1mebcPZC2UkfYyBBpxPFofHb4GDMR4han8tvNicl/?mibextid=5eVWNK>
4. <https://fb.watch/IMDTyB9xsV/?mibextid=6aamW6>
5. [NH707 फेज 5 फेडिजपुल के साथ भारी भूस्खलन से बंधित रोड 10 दिन तक आवाजाही के लिए खोल दिया जाएगा | By DNS Network | Facebook](#)





Government of India

Ministry of Road Transport & Highways

(Project Implementation Unit, Paonta Sahib, Himachal Pradesh)

[Opposite Sun Pharma, Up sampda Bata Mandi, Paonta Sahib, Distt. Sirmour, H.P. - 173025]

No.: MoRTH PIU-P.S./C.W./P-V/2021-22/2951

Dated: 10.02.2024

To,

Regional Officer (Himachal Pradesh)

Ministry of Road Transport & Highways, Government of India

Room No. 512-515, Nirman Bhawan, Nigam Vihar, Shimla-171009, H.P.

Sub: Rehabilitation and Up-gradation to Intermediate Lane configuration of Gumma - Fediz section (Km 94.900 to Km 103.550) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with loan assistance of World Bank on EPC mode (Package-V) - **proposal for issuing completion certificate reg.**

Sir,

The Ministry of Road Transport and Highways (the "Authority") awarded the work of "Rehabilitation and Up-gradation to Intermediate lane configuration of Gumma - Fediz section (Km 94.900 to Km 103.550) of NH-707 in the State of Himachal Pradesh under Green National Highways Corridor Project (GNHCP) with loan assistance of World Bank on EPC mode (Package-V)" to M/s Shivalik Buildtech Pvt. Ltd., vide letter no. RW/NH-12014/05/2020/HP/PKG-V/EAP dated 22.02.2022 for a contract value of Rs. 76,96,00,000/- (Rupees Seventy Six Crore and Ninety Six Lakh only) (excluding GST) payable in India. The Contract Agreement for the said work was signed on 25.03.2022 and appointed date for the project was declared as 22.04.2022;

2. The Ministry awarded the work for supervision consultancy [Authority's Engineer (A.E.)] of rehabilitation/ up gradation of Paonta Sahib - Gumma - Fediz section of NH-707 in the State of Himachal Pradesh on EPC mode (in 05 nos. project packages) funded by World Bank under GNHCP scheme to M/s L.N. Malviya Infra Projects Pvt. Ltd., vide letter no. RW/NH-12011/01/2019/HP/Packages-I-V/EAP dated 12.02.2021. The Contract Agreement for the said work was signed on 18.02.2021 and effective date for the same is 05.04.2021;

3. The Authority's Engineer vide letter no. LNMIPPL/PD/MORTH/2023-24/9165 dated 22.01.2024 received vide email dated 23.01.2024 (**copy attached**) has certified that the Contractor has completed all the items as per the original scope as per Schedule-B and Schedule-C of signed EPC Contract Agreement on 25.03.2022; the details of which are as under:

Sr. No.	Component	Work Executed	Units
1	Earthwork up to top of the sub-grade + Site Clearance	8.65	Km.
2	Shoulders	8.65	Km.
3	Sub. Base Course (CTSB)	8.65	Km.
4	Non Bituminous Base Course (WMM)	8.65	Km.
5	Bituminous Base Course (DBM)	8.65	Km.

Page 1 of 3



[Handwritten Signature]
10.02.2024

Sr. No.	Component	Work Executed	Units
6	Wearing Coat (BC)	8.65	Km
7	Recon-formation and New culverts on existing road realignments, bypasses Culverts: Box culverts of Length < 6m	38	Nos
8	Box Culvert Drain	2,025	Rmt
9	Footpath drain	6,525	Rmt
10	Crash Barrier	8,300	Rmt
11	kerb and Road markings	8,450	Rmt
12	Road signs, safety Devices, Road Furniture etc.	8,450	Rmt
13	Solar Panels	30	Nos
14	Gabion Wall	85	Rmt
15	Breast Wall	3,615	Rmt
16	PCC Retaining wall	3023.80	Rmt
17	Bus Shelter	4	Nos
18	Passing places	13	Nos
19	Highway light	10	Nos
20	Paver block with sand bedding	505	Rmt
21	Maintenance During Construction	18	Nos
22	Major Jn (Including Jn Culvert)	1	Nos
23	Minor Jn (Including Jn Culvert)	5	Nos
24	Loading Unloading Platform including building	1	Nos
25	Medical Aid center building + Ambulance	1	Nos
26	Wayside Amenities	1	Nos
27	CCTV camera + operation building	1	Nos
28	Slope protection in Sliding zones with Geo cell & Hydroseeding	12,900	Sqm
29	Hedge brush layer	640	Rmt
30	Hydroseeding	23,477	Sqm
31	Bamboo Plantation	32,128	Sqm
32	Facilities for Authority Vehicle	18	Month

Authority's Engineer has certified that the Project Highway has been constructed as per scope defined under Schedule-B & Schedule-C in conformity with the Technical Specifications & Standards set forth in Schedule D of the signed EPC Contract Agreement and the entire scope of work as envisaged in the agreement has been completed on 23.10.2023. It has further been stated that all works/ items including ancillary items (including shoulders, road signs, markings, dressing of slopes, road furniture items etc.) forming part of the project highway have been completed in all respect conforming to the Standards & Specifications of the Ministry. The requisite documents have been submitted by Authority's Engineer vide letter no. LNMIPPL/PD/MORTH/2023-24/9165 dated 22.01.2024 received vide email dated 23.01.2024 and letter no. LNM/MoRTH-PIU/PKG-V/2023-24/2662 dated 06.02.2024 received on 10.02.2024.

4. Tests as per Schedule-K of signed EPC Contract Agreement have been conducted on the completed Project Highway pursuant to the provisions of signed EPC Contract Agreement. The test results have been examined by Authority's Engineer as per provisions of the relevant standards and Specifications and in compliances of relevant IRC and MoRTH guidelines and certified that test results have been found to be in order & satisfactory. The detailed test report/ audit reports/ other documents as applicable under Schedule-K and other provisions of signed EPC Contract Agreement are attached herewith for kind reference:

Arjun V...
10.02.2024

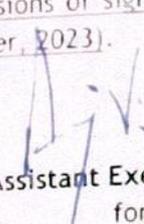
Page 2 of 3



1. Report of Visual and Physical Tests performed by the Authority's Engineer;
- 1.2 NSV report for riding quality test;
- 4.3 Rebound hammer test report;
- 4.4 Ultrasonic Pulse Velocity test report;
- 4.5 Falling Weight Deflectometer test report;
- 1.6 Retro reflectometer test report for road signages and road markings;
- 4.7 Luminous intensity test report for street lighting;
- 4.8 Environmental Audit report;
- 4.9 Safety Audit Report;
- 4.10 Maintenance Manual;
- 4.11 Copy of approved drawings;
- 4.12 As built records;
- 4.13 Quality records and documents;
- 4.14 Video recording;
- 4.15 Notarized true copies of insurance policies and premium payment receipt.

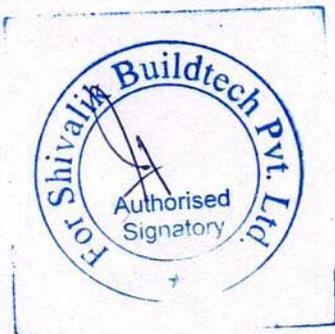
5. Since it has been certified that the Project Highway has been constructed as per scope defined under Schedule-B & Schedule-C in conformity with the Technical Specifications & Standards set forth in Schedule D of the signed EPC Contract Agreement and the entire scope of work as envisaged in the agreement has been completed on 23.10.2023; approval of the Competent Authority is hereby solicited for issuing the completion certificate for subject project work as per provisions of signed EPC Contract Agreement with date of completion as 23.10.2023 (23rd October, 2023).

Enclosures: As above.

Yours faithfully,

 10.02.2024
 Assistant Executive Engineer
 for Project Director

Copy for kind information to (along with all enclosures):

- (i) Superintending Engineer (EAP), Ministry of Road Transport and Highways, Govt. of India, Ground Floor, Tower-1, Jeevan Bharti Building, 124, Connaught Place, New Delhi-110001;
- (ii) Executive Engineer (EAP), Ministry of Road Transport and Highways, Govt. of India, Ground Floor, Tower-1, Jeevan Bharti Building, 124, Connaught Place, New Delhi-110001.



**Fwd: Lr. No. 117 Submission of CoS**

Shivalik Buildtech <shivalik.nh707@gmail.com>

Fri, Jul 28, 2023 at 5:54 AM

To: sandeep Bhatia <sandeepshivalik18@gmail.com>, sandeep bhatia <shivalikorg@yahoo.co.in>,
Madhavbhatia@shivalikbuildtech.com, Arjun Bhatia <arjunbhatia07@gmail.com>

----- Forwarded message -----

From: **LNM Paonta Sahib** <lnmpsnh707@gmail.com>

Date: Thu, 12 Jan, 2023, 11:47

Subject: Re: Lr. No. 117 Submission of CoS

To: Shivalik Buildtech <shivalik.nh707@gmail.com>

Dear Sir,

Please submit the hard copy of the same to the Authority's Engineers office.

Regards

L N Malviya Infra Projects Pvt. Ltd.

Project Office

Paonta Sahib

On Thu, 12 Jan 2023 at 10:26, Shivalik Buildtech <shivalik.nh707@gmail.com> wrote:

Sir,

Pls find the attached files for your reference regarding Change of Scope.

--

Thank You

Regards

**Shivalik Buildtech Pvt. Ltd.**

Site Office - Bandur, Nerwa

Distt - Shimla (H.P.)

Pin - 171210

Corporate Office - A1/A, 2nd Floor,

Sector 16, Noida (U.P.)

Pin - 201301



Induction of Forced Majeure Event and Need of Change of Scope.

From: sandeep bhatia (shivalikorg@yahoo.co.in)

To: Inmpsnh707@gmail.com

Cc: piu.paontasahib.morth@gmail.com; romorthshimla@gmail.com; arjunbhatia07@gmail.com; shivalik.nh707@gmail.com

Date: Tuesday 1 August, 2023 at 01:22 PM IST

Dear Sir,

PFA for your reference and necessary action please.

Regards
Sandeep Bhatia

1. Media Coverage :

Link 1 : <https://fb.watch/IQGp0VYbII/?mibextid=6aamW6>

Link 2 : <https://fb.watch/IMDTyB9xsV/?mibextid=6aamW6>

Link 3 : https://fb.watch/l_c5JazKsq/?mibextid=Nif5oz

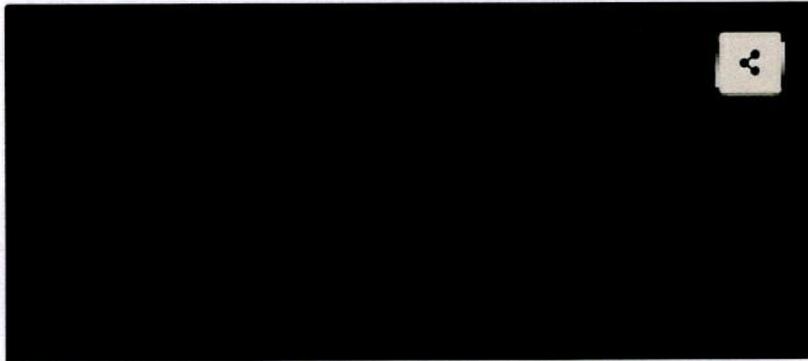
Link 4 : <https://fb.watch/IMDTyB9xsV/?mibextid=6aamW6>

Link 5 : <https://tinyurl.com/5bh9abby>

Link 6 : <https://fb.watch/INRLiIqIAw/?startTimeMs=73000&mibextid=v7YzmG>

Link 7 : [NH707 फेज 5 फेडिजपुल के साथ भारी भूस्खलन से बंधित रोड 10 दिन तक आवाजाही के लिए खोल](#)

[दिया जाएगा। | By DNS Network | Facebook](#)



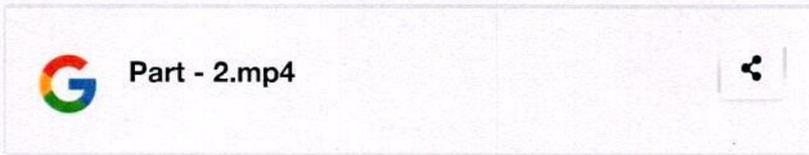
NH707 फेज 5 फेडिजपुल के साथ भारी भूस्खलन से बंधित रोड 10 दिन तक आवाजाही ...

NH707 फेज 5 फेडिजपुल के साथ भारी भूस्खलन से बंधित रोड 10 दिन तक आवाजाही के लिए खोल दिया जाएगा।



2. Drone Video of Project before rainfall

[Part - 2.mp4](#)



Shivalik Buildtech Private Limited

A-1A, Sector-16, Noida- 201301 (U.P.)

Tel: 0120-4575106, 107

Email: info@shivalikbuildtech.com

Website: <http://www.shivalikbuildtech.com>

 Gumma letter.pdf
10.9MB



**SHIVALIK BUILDTECH PVT. LTD.**

A-1/A, 2nd Floor, Sector-16, Noida (U.P.)-201301

Tel. : 0120-4575106, 107, 108

E-mail : info@shivalikbuildtech.com

Website : www.shivalikbuildtech.com

Ref: SBPL/WB/JULY/2023-24/184

Date: 01.08.2023

To,
The Team Leader,
LN Malviya Infra Project Pvt. Ltd.
Paonta Sahib, Himachal Pradesh

Project: Rehabilitation & Up-gradation to Intermediate –lane configuration of Gumma-Fediz Section (Km 94.900 to km 103.550) of NH-707 in the State of Himachal Pradesh under Green National Highway Corridor Project (GNHCP) with the loan assistance of World Bank on EPC mode.

Subject: - Induction of Forced Majeure Event and Need of Change of Scope.

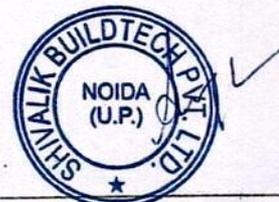
Dear Sir,

We would like to appraise you of the following course of events in the aforesaid project :

1. The above said prestigious work was taken up by us with positive intent of executing it with full vigor. The same was executed at site, with all the milestones being achieved by us before time. Right from the beginning our goal was to achieve before time completion. This itself clearly indicates our intent and approach for executing work on ground.
2. The intimation regarding completion of project stretches and our intent to subject it for testing as per Schedule – K was sent to you vide Lr. No. SBPL/WB/JULY/2023-24/184 dt. 19.04.2023 and 15.05.2023 was the date specified by us for completion.
3. A team of experts were constituted by your good self to conduct the measurements of retaining structures and bioengineering works which were completed by then. All the measurements were found to be within the quantities agreed in the contractual agreement.

The MPR of May 2023 submitted by us stated 96.31% of the project complete with following items completed by end of May 2023

• Earthwork	- 100%
• Sub Base Course	- 100%
• Non Bitumen Base Course	- 100%
• Bitumen Base Course	- 100%
• Wearing Coat	- 100%
• Culverts	- 100%
• RCC/Lined Drain	- 100%
• PCC V-Shape Drain	- 100%
• Gabion Walls	- 100%
• Breast Walls	- 100%
• PCC Retaining Wall	- 100%
• Bus Shelter	- 100%
• Passing Places	- 100%
• Highway Light	- 100%
• Paver Block with sand bedding	- 100%
• Minor Junction	- 100%
• Loading/Unloading Platform	- 100%
• Medical Aid Centre	- 100%



- Traffic Aid Centre - 100%
- CCTV Building - 100%
- Slope Protection Measures - 100%

4. Most of the work was completed by that period by then with minor finishing works being attended as instructed during site visits of Authority's Engineer. However, monsoon arrived before the expected time, also with higher than usual rainfall in the month of **May and June to the tune of over 200% than usual** (Data of the rain fall has been enclosed). This resulted in continuous landslides in that period, causing damage to our structures, road furniture and finishing works like culverts, drains, sheds, BC, crash barriers, road markings etc.
5. In the month of July, due to unprecedented heavy rain falls experienced in our project stretch, multiple landslides occurred and various items in almost 03 Km of stretch getting adversely affected including nearly 01 km of total stretch washed away and with the occurrence of approximately 34 major landslides. We have attached the rainfall data of your reference. It indicates 240% increase in the rainfall from the average rainfall in the region.

Even though we tried to clear the area for traffic access, but due to continuous rains and landslides, the traffic was halted initially for 02 Days and later for 12 days' time. All local media outlets made an extensive coverage of the site. The links of which are also enclosed herewith.

6. In addition to this, in early phases of the executing of the project, we had realised that the nature of hills, rocks in which the concerned package are quite fragile and different natured as compared to other ongoing packages of NH 707. Moreover, we also realised no substantial hill stabilisation/strengthening measures were incorporated in our contract. Though, other packages have provisions of DT Mesh, shotcreting, rhomboidal mesh, crib wall etc., ours have none.
7. Considering the same, we had suggested the department earlier also to pay the attention towards slope stabilisation and hill strengthening. Thereafter, we were asked to submit a detailed reports along with geo investigation reports to suggest additional measures hill strengthening. Accordingly, we submitted an extensive report with financial impact as well for Change of Scope (CoS) consideration. However, somehow action could not be taken on that report.

A drone survey of the site conducted before rainfalls is enclosed herewith this letter for your reference. It suggests that the work was more or less complete.

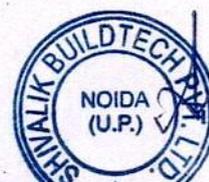
Even as we are in process to repair the road for smooth traffic access after such huge destruction, there are difficulties to remobilise the increased quantum of resources. Due to landslides in the whole district, transportation is a big issue and workforce fearing to work in the landslide hit regions. Our machinery such as loaders, graders; Back hoe loaders, excavators, breakers, tippers etc have been routed back to the site but they cannot reach until the situation improves.

Such issues along with huge cost impact of this calamity is nerve racking. With our final bill yet to be submitted, substantial amount is yet to be taken from the department. With already huge investments done for early completions and completion of final stretch of the project, we have left with no financial resources to rectify the work.

During execution as well slides have occurred numerous times. At that time our losses were not that heavy as the work was in progress and finishing items were not executed. Now we are seriously anticipating that recurrence of such huge slides will be there in future also. We won't be able to absorb such high risk of financial disaster repeatedly.

Corrective measures for hill strengthening are in the interest of ourselves, the department and the road users and immediate course correction is needed for constructing a safe, secured and smooth green highway.

Within the next ten days, we would be able to submit the revised geotechnical investigation reports and suggestive measures for slope strengthening to be considered as Change of Scope from your end. Moreover, due to unavailability of dumping zones and the allotted ones already filled, the debris removal, damage rectification and further hill strengthening in the anticipation of CoS, shall need extension of time of atleast 365 days.



We seek your understanding regarding the need of COS of hill strengthening in this package and extension of time to recreate what we achieved before this disaster. Also, we need financial support to execute the work and again ensure safe passage for everybody.

In light of the above facts and figures, it is requested to kindly declare force majeure event under Article 21 of the contract agreement with consideration of CoS on priority basis for early executions.

For SHIVALIK BUILDTECH PRIVATE LIMITED

[Handwritten Signature]
AUTHORISED SIGNATORY

Authorized Signatory

Copy To:

1. The Resident Engineer,(LNM) Pkg-V,khadriAwas, Balikoti Road, near civil Hospital Shillai, H.P- 173027
2. PIU, Paonta Sahib (Himachal Pradesh)
3. RO, Shimla (Himachal Pradesh)

Encl:

1. Media Coverage :

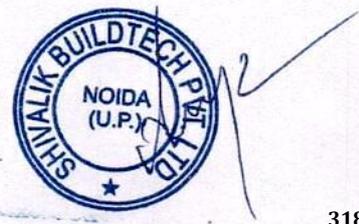
- Link 1 : <https://fb.watch/IQGp0VYbII/?mibextid=6aamW6>
- Link 2 : <https://fb.watch/IMDTyB9xsV/?mibextid=6aamW6>
- Link 3 : https://fb.watch/l_c5JazKsq/?mibextid=Nif5oz
- Link 4 : <https://fb.watch/IMDTyB9xsV/?mibextid=6aamW6>
- Link 5 : <https://tinivurl.com/5bh9abbv>
- Link 6 : <https://fb.watch/INRLiIqIAw/?startTimeMs=73000&mibextid=v7YzmG>
- Link 7 : <https://fb.watch/IQMLG4oFgP/?mibextid=fxoyai>

2. Government of India, Ministry of Earth Sciences, Meteorological Centre, Shimla
3. Drone Video of Project before rainfall

Part - 2.mp4



A	B	C	D	E	F	G
REHABILITATION AND UPGRADATION TO INTERMEDIATE-LANE CONFIGURATION OF GUMMA-FEDIZ SECTION (KM. 94.900 TO KM. 103.550) OF NH -707 IN THE STATE OF HIMACHAL PARDESH UNDER GREEN NATIONAL HIGHWAY CORRIDOR PROJECT (GNHCP) WITH THE LOAN ASSISTANCE OF WORLD BANK ON EPC MODE.						
Weather Report (01.05.2023 to 31.05.2023)						
DATE	TEMPERATURE °C		HUMIDITY (%)		RAIN/SNOW/FALL	WEATHER
	MAX.	MIN.	MAX.	MIN.		
01 May 2023	18.00	11.00	82.0	62.0	RAINY-35MM	CLOUDY/RAINY
02 May 2023	18.00	10.00	85.0	79.0	RAINY-42MM	RAINY-42MM
03 May 2023	20.00	11.0	87.0	63.0	RAINY-58MM	RAINY-58MM
04 May 2023	20.00	13.00	82.0	60.0		SUNNY
05 May 2023	20.00	10.00	80.0	62.0		SUNNY
06 May 2023	24.00	12.0	64.0	42.0		SUNNY
07 May 2023	23.00	10.00	53.0	32.0		SUNNY/CLOUDY
08 May 2023	23.00	10.00	52.0	32.0		SUNNY/CLOUDY
09 May 2023	26.00	11.00	53.0	33.0		SUNNY/CLOUDY
10 May 2023	26.00	11.00	64.0	40.0		sunny
11 May 2023	26.00	11.00	63.0	32.0		sunny
12 May 2023	28.00	13.00	52.0	40.0		sunny
13 May 2023	28.00	14.00	48.0	32.0		sunny
14 May 2023	27.00	13.00	52.0	30.0		sunny
15 May 2023	26.00	14.00	52.0	42.0		sunny
16 May 2023	27.00	13.00	53.0	42.0		SUNNY/CLOUDY
17 May 2023	27.00	14.00	52.0	32.0		sunny
18 May 2023	27.00	14.00	52.0	42.0		sunny
19 May 2023	28.00	15.00	53.0	34.0		sunny
20 May 2023	28.00	14.00	52.0	40.0		sunny
21 May 2023	31.00	16.00	63.0	32.0		sunny
22 May 2023	30.00	16.00	82.0	58.0	RAINY-16MM	CLOUDY/RAINY
23 May 2023	30.00	16.00	98.0	52.0	RAINY-12MM	CLOUDY/RAINY
24 May 2023	22.00	13.00	98.0	72.0	RAINY-58MM	HEAVY RAINY
25 May 2023	23.00	13.00	83.0	59.0	RAINY-12MM	CLOUDY/RAINY
26 May 2023	29.00	12.00	52.0	42.0		CLOUDY/LIGHT RAINY
27 May 2023	23.00	12.00	52.0	42.0	RAINY-27MM	CLOUDY/RAINY
28 May 2023	25.00	14.00	48.0	42.0		CLOUDY/RAINY
29 May 2023	25.00	14.00	60.0	40.0		SUNNY/CLOUDY
30 May 2023	21.00	14.00	62.0	58.0		SUNNY/CLOUDY
31 May 2023	19.00	13.00	93.0	83.0	RAINY-42MM	HEAVY RAINY
				min. temperature off this month:-	10°C	
				Max. Temperature For This Month :-	31°C	
				Min. Humidity For This Month :-	30%	
				Max. Humidity For This Month :-	98%	



REHABILITATION AND UPGRADATION TO INTERMEDIATE-LANE CONFIGURATION OF GUMMA-FEDIZ SECTION (KM. 94.900 TO KM. 103.550) OF NH -707 IN THE STATE OF HIMACHAL PARDESH UNDER GREEN NATIONAL HIGHWAY CORRIDOR PROJECT (GNHCP) WITH THE LOAN ASSISTANACE OF WORLD BANK ON EPC MODE.

WEATHER REPORT FOR THE MONTH OF JUN 2023

Weather Report (01.06.2023 to 30.06.2023)

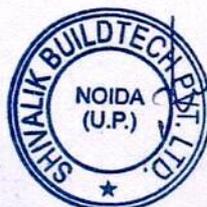
DATE	TEMPERATURE °C		HUMIDITY (%)		RAIN/SNOW/FALL	WEATHER
	MAX.	MIN.	MAX.	MIN.		
01 June 2023	22.00	12.00	87.0	64.0		SUNNY/CLOUDY
02 June 2023	20.00	11.00	59.0	66.0		SUNNY/CLOUDY
03 June 2023	26.00	13.0	76.0	49.0		sunny
04 June 2023	27.00	14.00	48.0	29.0		sunny
05 June 2023	25.00	14.00	52.0	40.0		sunny
06 June 2023	23.00	13.0	81.0	52.0		SUNNY/CLOUDY
07 June 2023	25.00	13.00	90.0	66.0		SUNNY/CLOUDY
08 June 2023	27.00	14.00	76.0	49.0		sunny
09 June 2023	29.00	16.00	59.0	34.0		sunny
10 June 2023	28.00	17.00	48.0	29.0		sunny
11 June 2023	28.00	16.00	53.0	28.0		SUNNY/CLOUDY
12 June 2023	28.00	17.00	48.0	29.0		sunny
13 June 2023	29.00	17.00	46.0	26.0		sunny
14 June 2023	29.00	16.00	59.0	34.0		sunny
15 June 2023	27.00	15.00	76.0	49.0		sunny
16 June 2023	32.00	24.00	78.0	49.0		sunny
17 June 2023	34.00	24.00	80.0	62.0		sunny
18 June 2023	34.00	26.00	84.0	68.0		sunny
19 June 2023	34.00	26.00	85.0	60.0		sunny
20 June 2023	34.00	26.00	85.0	68.0		sunny
21 June 2023	28.00	21.00	97.0	77.0		sunny
22 June 2023	27.00	21.00	99.0	88.0		sunny
23 June 2023	27.00	21.00	98.0	88.0		sunny
24 June 2023	27.00	21.00	84.0	68.0		CLOUDY/ LIGHT RAINNY
25 June 2023	27.00	21.00	99.0	74.0		CLOUDY/ LIGHT RAINNY
26 June 2023	27.00	21.00	90.0	66.0		CLOUDY/ LIGHT RAINNY
27 June 2023	27.00	21.00	84.0	68.0		CLOUDY/ LIGHT RAINNY
28 June 2023	26.00	18.00	85.0	68.0		CLOUDY/ LIGHT RAINNY
29 June 2023	26.00	17.00	90.0	66.0		SUNNY/CLOUDY
30 June 2023	25.00	17.00	90.0	84.0		SUNNY/CLOUDY

min. temperature off this month:- 11°C

Max. Temperature For This Month :- 34°C

Min. Humidity For This Month :- 28%

Max. Humidity For This Month :- 99%



भारत सरकार
पृथ्वी विज्ञान मंत्रालय
मौसम केंद्र, शिमला



Government of India
Ministry of Earth Sciences,
Meteorological Centre, Shimla

Monthly Rainfall (मासिक वर्षा)

01 July - 18 July 2023

District (जिला)	Actual Rainfall (mm) (वास्तविक वर्षा)	Normal Rainfall(mm) (सामान्य वर्षा)	Percentage (%) Departure from the normal
BILASPUR	402.3	149.4	169
CHAMBA	339.2	163	108
HAMIRPUR	366.5	170.7	115
KANGRA	442.1	309.7	43
KINNAUR	154	35.8	330
KULLU	351.9	98.4	258
LAHAUL & SPITI	148.4	70.1	112
MANDI	407.1	203.7	100
SHIMLA	388.8	114.3	240
SIRMAUR	836.3	245.5	241
SOLAN	563.1	173.1	225
UNA	360.3	179.3	101
SUBDIVISION RAINFALL	327.2	137.3	138

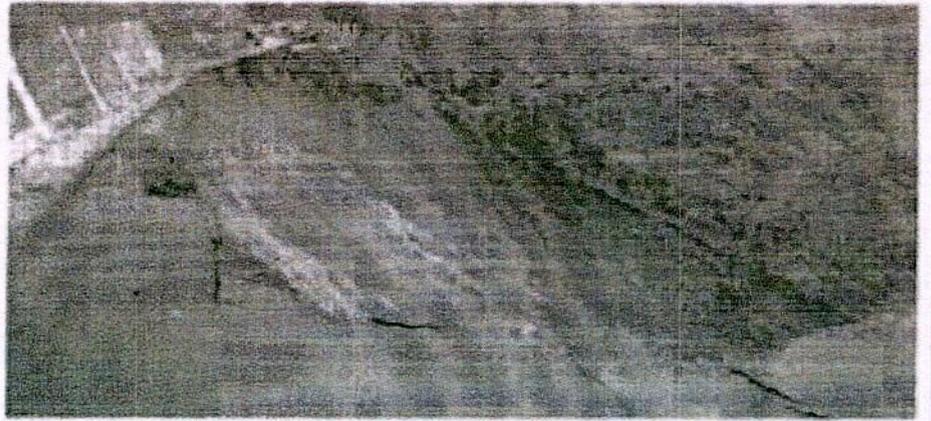


फेडिजपुल में 120 मीटर तक ध्वस्त हुआ एनएच, पैदल आवाजाही भी बंद बड़ी-बड़ी दरारें पड़ने से और टूट सकती है सड़क

हिवाचल दस्तक ■ नैरवा/चौपाल

■ क्षेत्र का यूपी-उत्तराखंड से संपर्क कटा, किसानों की भी बढ़ती परेशानी

फेडिजपुल के नजदीक एनएच-707 पर 100 मीटर से अधिक सड़क पूरी तरह से धंस गई है। इससे यहां से वाहनों की आवाजाही पूरी तरह से ठप हो गई है। हालात ये हैं कि अब यहां पैदल जाने तक के लिए सड़क नहीं बची है। वहीं कई मीटर सड़क पर बड़ी-बड़ी दरारें आ गई हैं जिससे उस हिस्से के भी टूटने के पूरे आसार बने हुए हैं।



जानकारी के अनुसार खीरवार देर शाम फेडिजपुल के नजदीक पहाड़ी में भू-स्खलन हो गया, जिससे भारी-भरकम चट्टानें सड़क पर आ गिरीं। सड़क पर अत्यधिक भार पड़ने से उक्त जगह से एनएच लगभग 120 मीटर तक टूट गया। सड़क के टूटने से नैरवा क्षेत्र का जिला सिरमौर और उत्तराखंड से संपर्क भी कट चुका है। इस कारण किसानों-बागवानों को अपने उत्पाद उत्तराखंड और यूपी की मंडियों में पहुंचाना मुश्किल हो गए हैं। वहीं सड़क के टूटने से इसका निर्माण कर रही शिवालिक कंस्ट्रक्शन कंपनी को करोड़ों रुपये का नुकसान हुआ है। इस स्थान पर

3-3 मशीनें भी नहीं हटा पा रही चट्टानें

जानकारी के अनुसार बड़ी-बड़ी चट्टानें गिरने से सड़क के टूटने का शिवालिका सुकवार को भी जरा रस। कंस्ट्रक्शन कंपनी के एजी अर्जुन मारिया ने बताया कि सुबह से ही सड़क पर गिरी चट्टानें हटाने का कार्य शुरू कर दिया है, परंतु ये चट्टानें इतनी बड़ी हैं कि 3-3 मशीनें भी इन्हें हिला तक नहीं पा रही हैं। अर्जुन मारिया ने कहा कि सड़क को तैयार करने में काफी समय लग सकता है।

सड़क टूटने से बड़ी किसानों-बागवानों की मुश्किलें

उधर इस सड़क के टूटने से किसानों और बागवानों को अपने उत्पाद देहरादून और सहारनपुर की मंडियों में पहुंचाने मुश्किल हो गए हैं। उत्तराखंड चौपाल और कुपवा के निचले क्षेत्रों में हजारों टन टमाटर खेदों में पकाकर तैयार है। इसके आलायक उत्तराखंड के सीमांत क्षेत्र रूढ़ी, अटाल, अणु, सैज, देवघर, झरक व बंगाल के किसान भी अपने कृषि उत्पाद इसी रास्ते से उत्तराखंड, यूपी और दिल्ली की मंडियों में पहुंचते हैं। इस सड़क के टूटने से अब इन किसानों को परेशानी होगी।

करीब 120 मीटर तक सड़क इस कदम दूर की बात है पैदल चलने के लिए भी टूट चुकी है कि इससे वाहन गुजरना तो जगह नहीं बची है।



फेडिज पुल के समीप हाईवे का 120 मीटर हिस्सा ढहा

एनएच पर एक करोड़ की लागत से बना ट्रैफिक मैनेजमेंट सिस्टम ध्वस्त, सुरक्षा दीवारें, क्रेश बैरियर टूटे

संवाद न्यूज एजेंसी

नेरवा (रोहड़ू)। उपमंडल चौपाल को सिरमौर, उत्तराखंड और दिल्ली समेत देश के अन्य राज्यों से जोड़ने वाले एनएच 707 का फेडिज पुल के समीप 120 मीटर हिस्सा मिट गया है। बीरवार को पहाड़ी से बड़ी-बड़ी चट्टानें गिरने से सड़क का बड़ा हिस्सा पूरी तरह टूटकर ध्वस्त हो गया है।

एनएच का बड़ा हिस्सा गिरने से एक करोड़ की लागत से लगा एटीएमएस (एडवांस्ड ट्रैफिक मैनेजमेंट सिस्टम), करोड़ों रुपये की सुरक्षा दीवारें, क्रेश बैरियर और सड़क के किनारे लगाए गए लाइटों के खम्भे भी ध्वस्त हो गए हैं। सड़क के टूटने से इसका निर्माण कर रही शिवालिक कंस्ट्रक्शन कंपनी को 12 करोड़ रुपये से भी अधिक का नुकसान झेलना पड़ा है। सड़क के टूटने से किसानों और बागवानों को अपनी फसलें देहयानु, सहारनपुर और दिल्ली की मंडियों तक पहुंचाने और दिल्ली का सामना करना पड़ रहा है। इन दिनों क्षेत्र में टमाटर मौजबूत



हिमाचल-उत्तराखंड सीमा के समीप फेडिज पुल में बारिआ के बाद क्षतिग्रस्त एचएच 707 - संवाद

किसानों को टमाटर सहित अन्य फसलों को मंडी तक पहुंचाने में आएंगी दिक्कतें

जोरों पर है। किसानों को टमाटर के मंडियों में अच्छे मिल रहे लेकिन मार्ग अवरुद्ध होने से किसानों की मुश्किलें बढ़ गई हैं। उपमंडल

चौपाल और कुपवाँ के निचले क्षेत्रों में हजारों टन टमाटर खेतों में मंडियों के लिए तैयार है।

इसके इसके अतिरिक्त हिमाचल प्रदेश के साथ लगते उत्तराखंड के सीमांत क्षेत्र लूपी, अटाल, आपु सैज, देवघर, बांकर और बोगाण के किसान भी अपने कृषि उत्पादों को गन्ने से उत्तराखंड की मंडियों तक पहुंचाने के लिए फसल मंडियों तक पहुंचाने का काम भी लगाना है। चट्टानों के गिरने से सड़क के

सेब सीजन से पहले सड़कें करें दुरूस्त

रामपुर बुशहर। ब्लॉक काँग्रेस अध्यक्ष सतीश शर्मा ने सभी जौन प्रभारियों को निर्देश दिए हैं कि इस विपदा की स्थिति में सभी अपने-अपने जौन और पंचायत में सभी की सहायता करें।

जिन ग्रामीणों के घरों का नुकसान हुआ है, उन सभी की सूची बनाकर ब्लॉक कार्यालय के पास जमा करें। ब्लॉक कार्यालय ने कहा कि नोगली में एचएच पॉथ में हुए दर-दरक सड़क हादसे में ननखड़ी क्षेत्र की खड़ाहण पंचायत के लोहडू गांव के एक ही परिवार, दो पुरुष और दो महिलाओं के मतलुज में तीन मशीनें उनको हिला एक नहीं पा रही है।

सड़क को तैयार करने में काफी समय लग सकता है। उन्होंने कहा कि पहाड़ी से चट्टानें गिरने का शिवालिक धमने और हटाने के बाद ही आगला काम शुरू होगा।



सड़क के साथ कैश बैरियर-सुरक्षा दीवारें टूटने से कंस्ट्रक्शन कंपनी को 12 करोड़ की चपत

एनएच का 120 मीटर हिस्सा 'गायब'

सुरेश सूद - चौपाल, नेरवा

उत्तराखंड की सीमा पर फेडिज पुल के समीप एनएच 707 पर 120 मीटर सड़क पूरी तरह टूट गई है तथा कई मीटर तक दरारें आ गई हैं। सड़क टूटने से नेरवा, चौपाल का संपर्क उत्तराखंड और जिला सिरमौर से टूट चुका है। यह मार्ग नेरवा व चौपाल की 50 पंचायतों को उत्तराखंड के त्यूणी, अटाल, बाबर आदि क्षेत्र को उत्तराखंड के विकासनगर व देहरादून तथा जिला सिरमौर के पांवटा साहिब, नाहन व हरिपुरधर से जोड़ने वाला सबसे नजदीकी मार्ग है, जबकि अन्य वैकल्पिक मार्गों की दूरी इस मार्ग से 100 किलोमीटर से भी अधिक



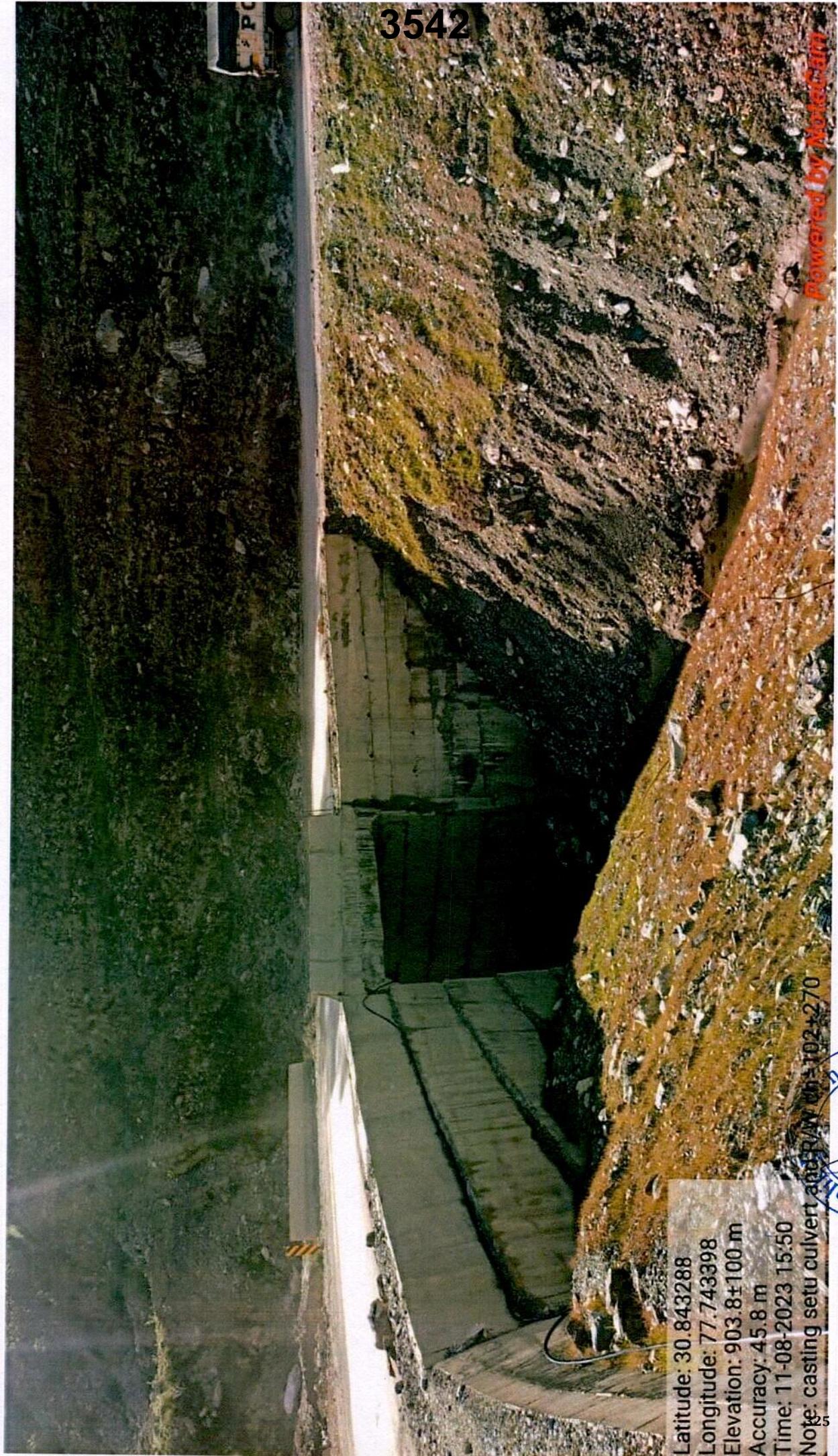
है। सड़क के साथ ही एक करोड़ की लागत से लगा एटीएमएस (एडवांस्ड ट्रेफिक मैनेजमेंट सिस्टम), करोड़ों रुपए की सुरक्षा दीवारें, क्रेश बैरियर तथा सड़क के किनारे लगाए गए लाइट के खंभे भी ध्वस्त हो गए हैं। इस सड़क का निर्माण कर रही शिवालिक कंस्ट्रक्शन कंपनी को 12 करोड़ रुपए से अधिक का नुकसान होने का अनुमान है। कंस्ट्रक्शन कंपनी के एमडी अर्जुन भाटिया ने बताया

कि सुबह से ही सड़क पर गिरी चट्टानें हटाने का कार्य शुरू कर दिया है। सड़क के टूटने से किसानों और बागवानों को अपने उत्पाद देहरादून और सहारनपुर की मंडियों में पहुंचाने मुश्किल हो गए हैं। इन दिनों क्षेत्र में टमाटर सीजन पूरे यौवन पर है और किसानों को इसके ऊंचे दाम मिल रहे हैं। उपमंडल चौपाल और कुपवी के नीचले क्षेत्रों में हजारों टन टमाटर खेतों में पक कर तैयार है। इसके आलावा उत्तराखंड के सीमांत क्षेत्र त्यूणी, अटाल, अणु, सैंज, देवघर, बाबर व बंगाण के किसान भी अपने कृषि उत्पाद इसी रास्ते से उत्तराखंड, यूपी और दिल्ली की मंडियों में पहुंचाते हैं। -एचडीएम



For Shivalik
Authorized Signatory
Buildtech Pvt. Ltd.
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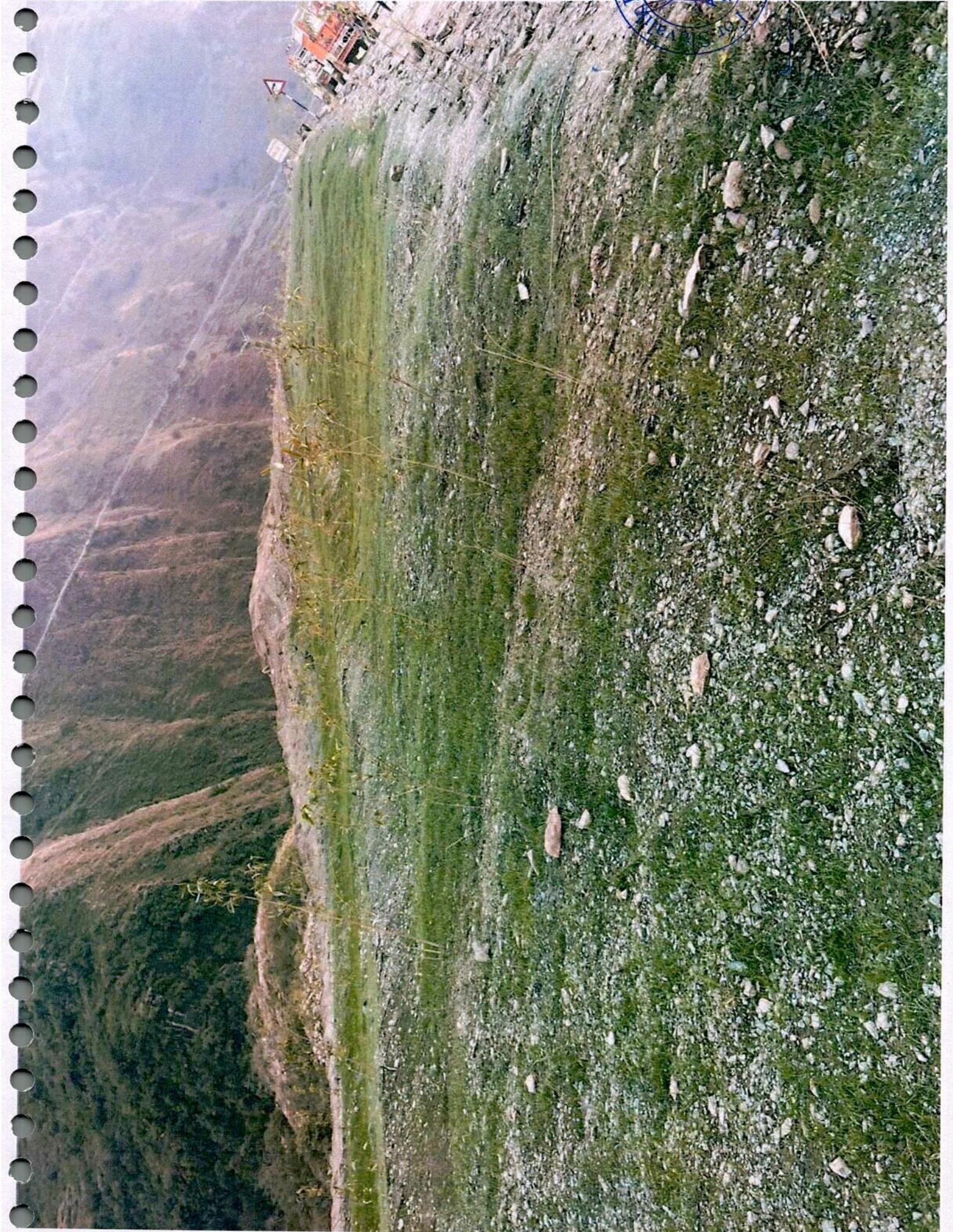


Latitude: 30.843288
Longitude: 77.743398
Elevation: 903.8±100 m
Accuracy: 45.8 m
Time: 11-08-2023 15:50
Note: casting setu culvert and PAV on 102+270

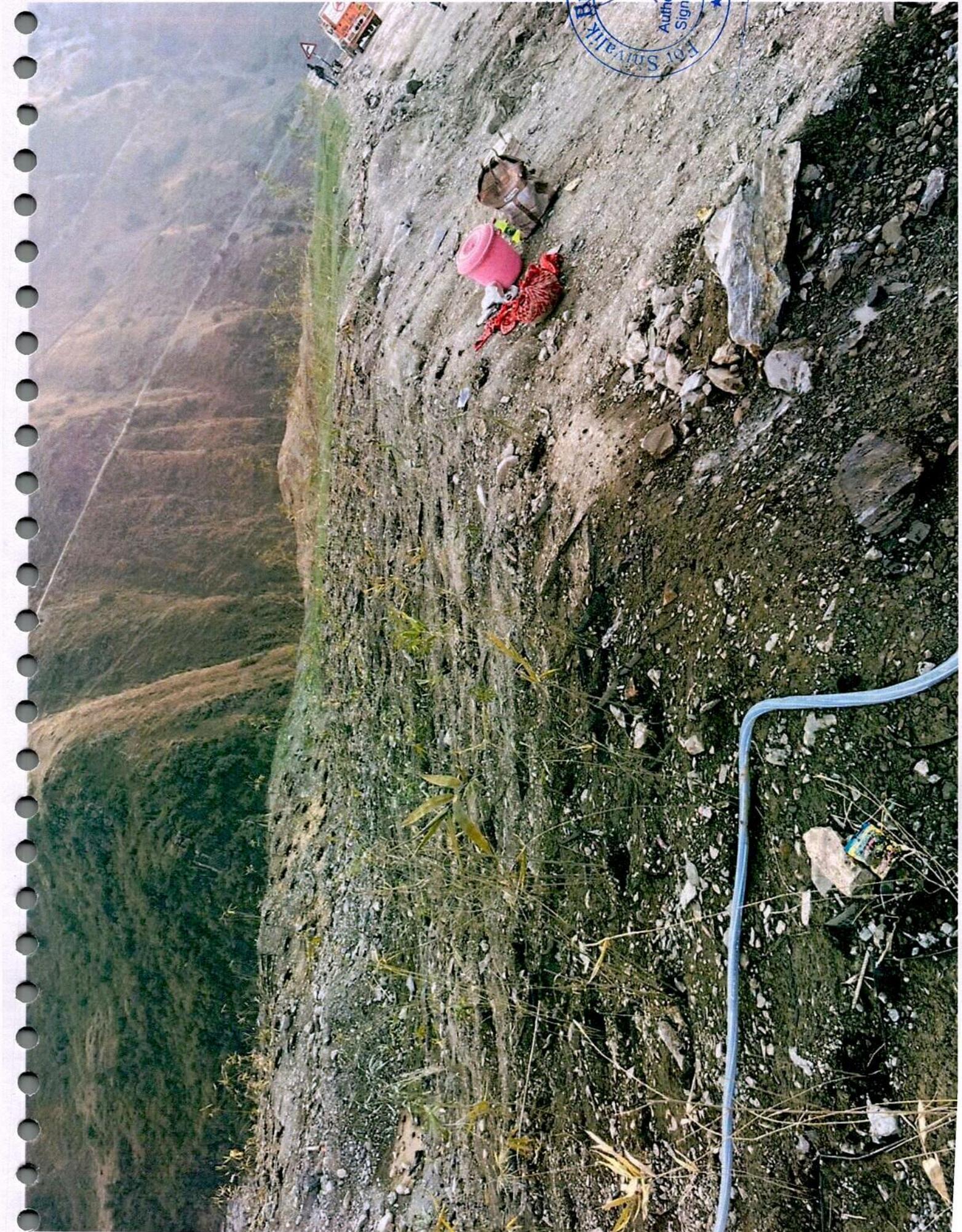
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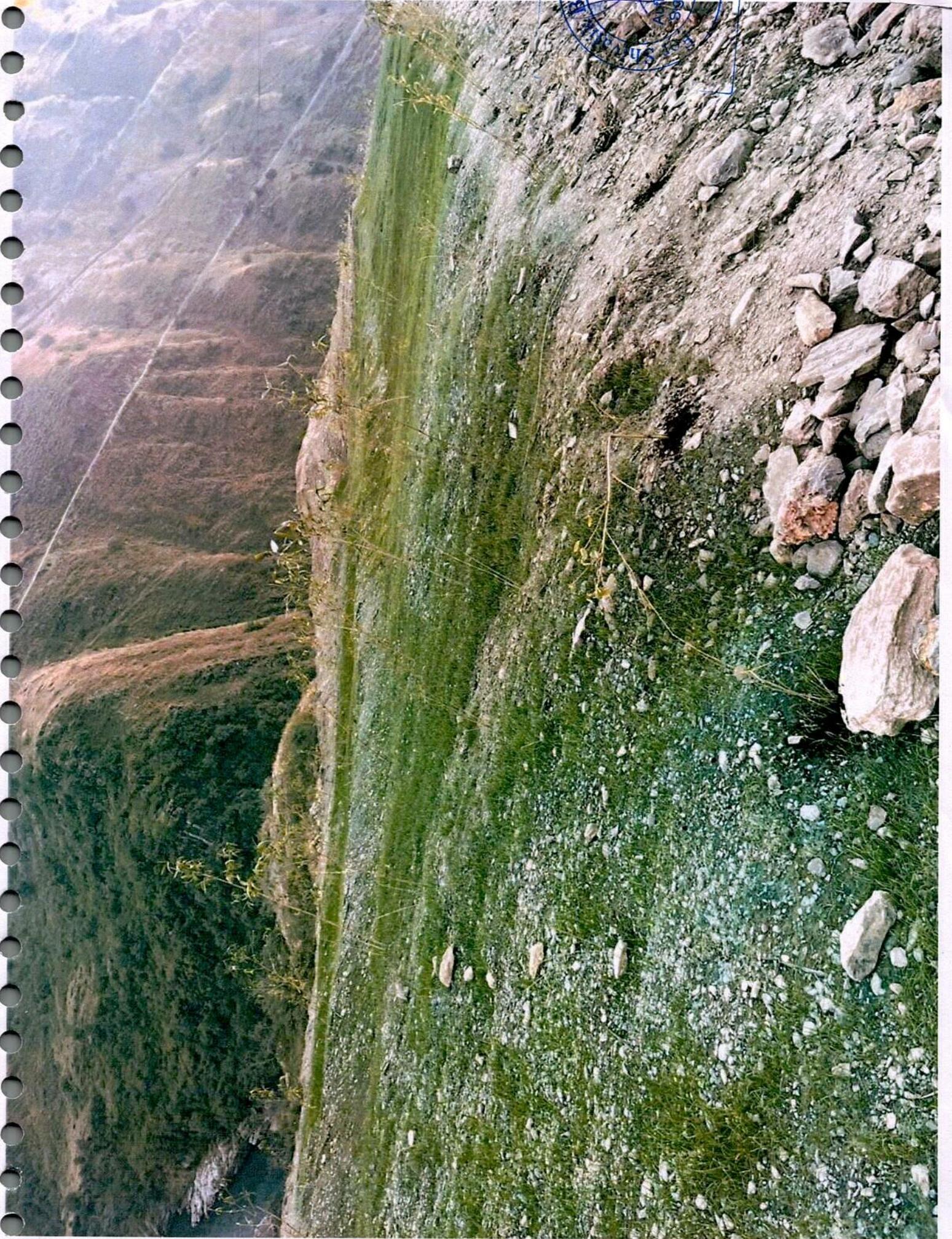
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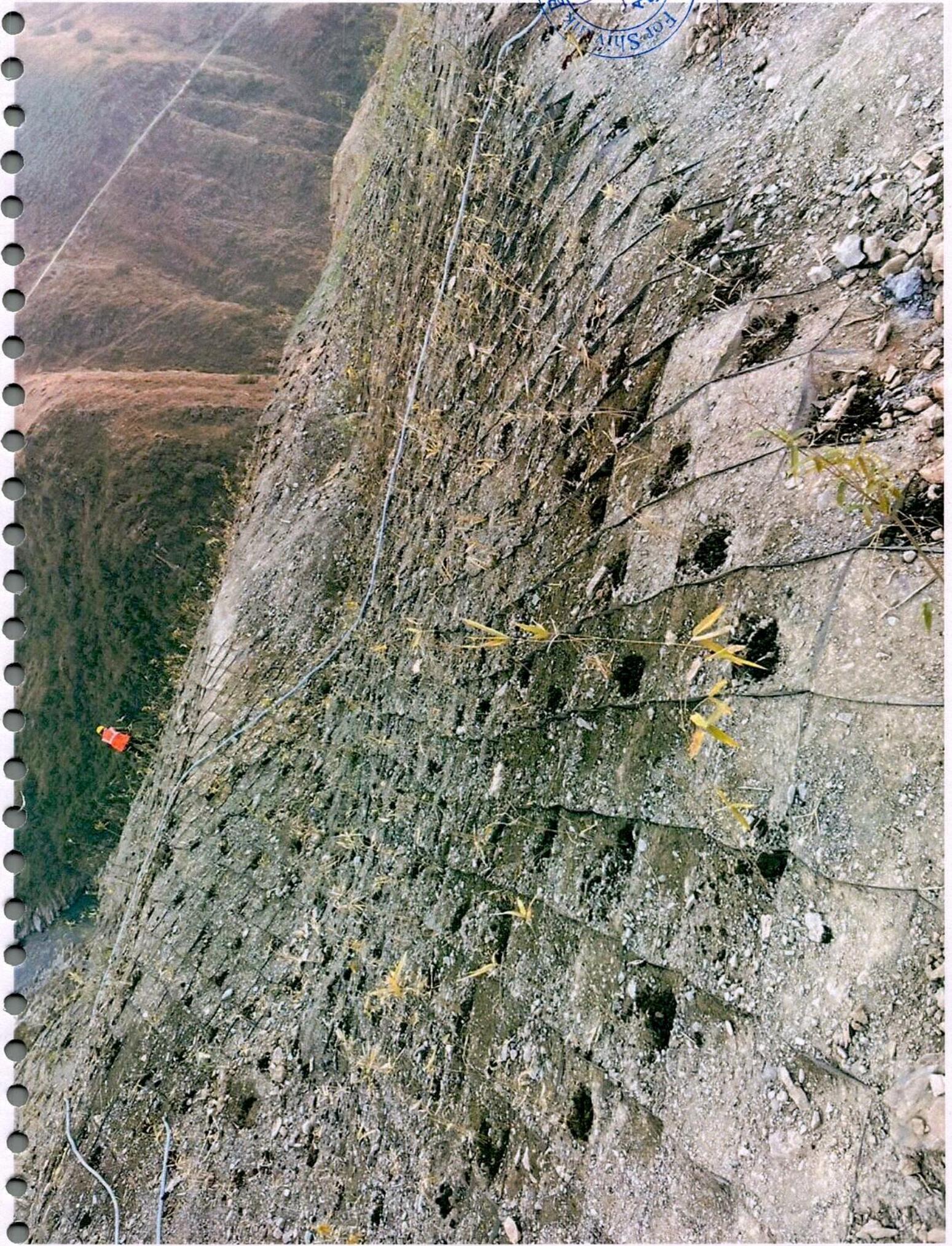
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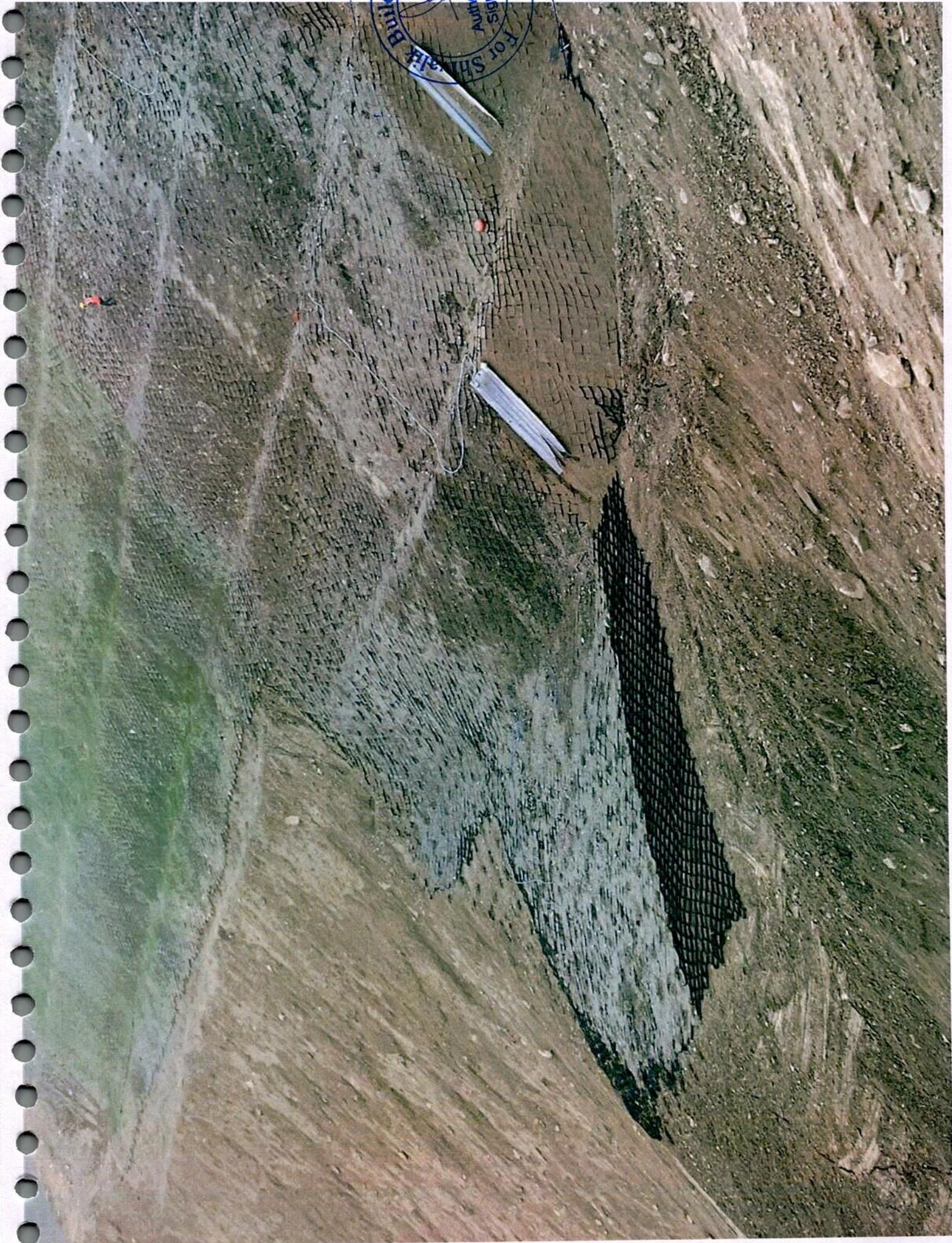


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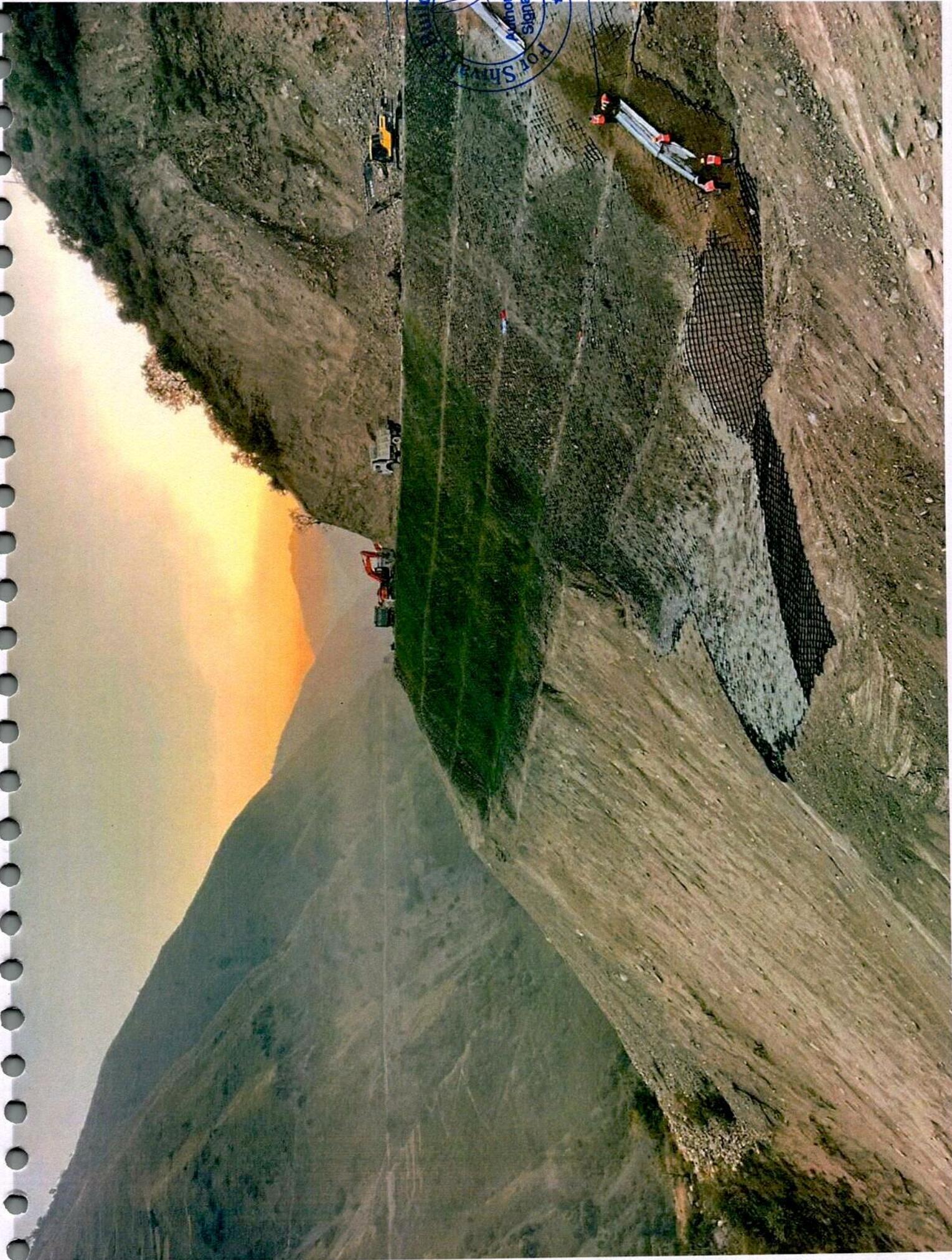




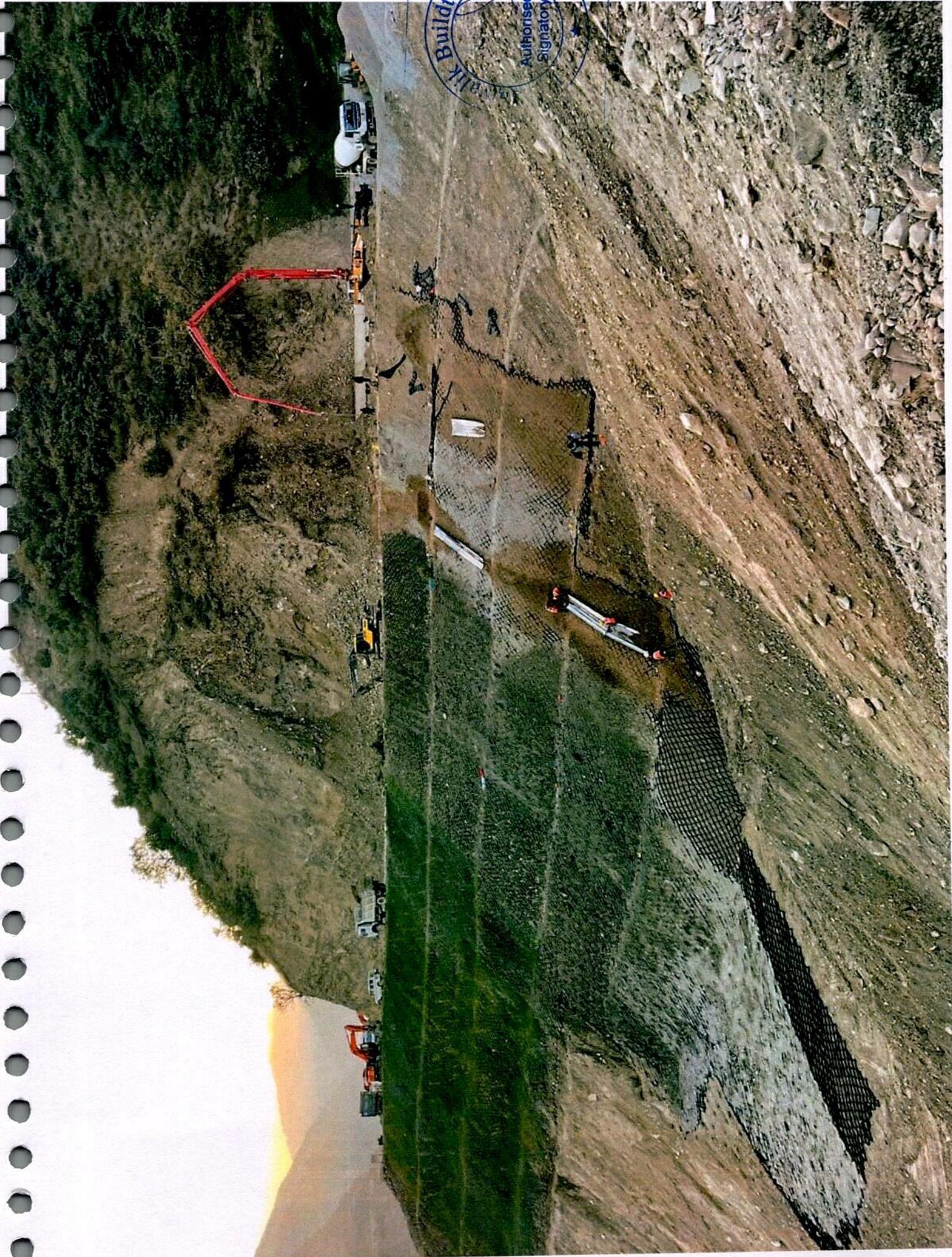
For Sale
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FOR SIGNATURE
Authorised Signatory
Pvt. Ltd.



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CIN No. - U45201DL2004PTC127501



SHIVALIK BUILDTECH PVT. LTD.

Corporate Off. : A-1/A, 2nd Floor, Sector-16, Noida (U.P.)-201301
Site Office : Rajendra Complex, Gumma, Bour Tehsil Nerwa, (H.P.)-171210
Tel. : 0120-4575106, 107, 108, E-mail : info@shivalikbuildtech.com
Website : www.shivalikbuildtech.com

Dated: 23/01/2023

To,
Regional Office
HP SPCB
R. O. Shimla

Subject: Precautionary measures taken by us for prevention and control of Pollution

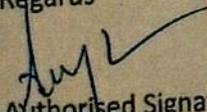
With reference to your letter no. PCB/ROS/WPC 681 of 2020 and 845 of 2020/2022- 1832-33, Dated: 29/12/2022, we would like to inform you that we have to develop road of 8.5 Km out of which we have already developed 7.5 km and overall, only 1 km road cutting is balance. We have deployed 3 tankers with sprinklers in a shift of 6 hours each which start from 6 am in the morning to 10 pm in the night to minimize pollution. We are doing this since start of work to prevent/minimize pollution. We are attaching site photographs for your immediate reference which shows that tankers are working at various chainages of road.

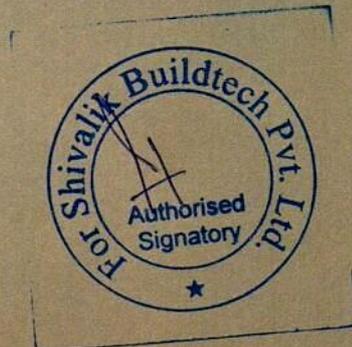
Moreover, we have also deployed high-capacity water motors with sprinklers specially designed for spraying of water at height which is an alternative of anti-smog gun. Photos of spraying water through high-capacity motors are attached for your reference.

Further we are making all efforts for prevention and control of pollution.

This is for your information.

Regards


Authorised Signatory
(9717240409)



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e: 30.837835
 ide: 77.75074
 on: 814.25±85 m
 cy: 202.3 m
 11-21-2023 12:23
 h,101+100

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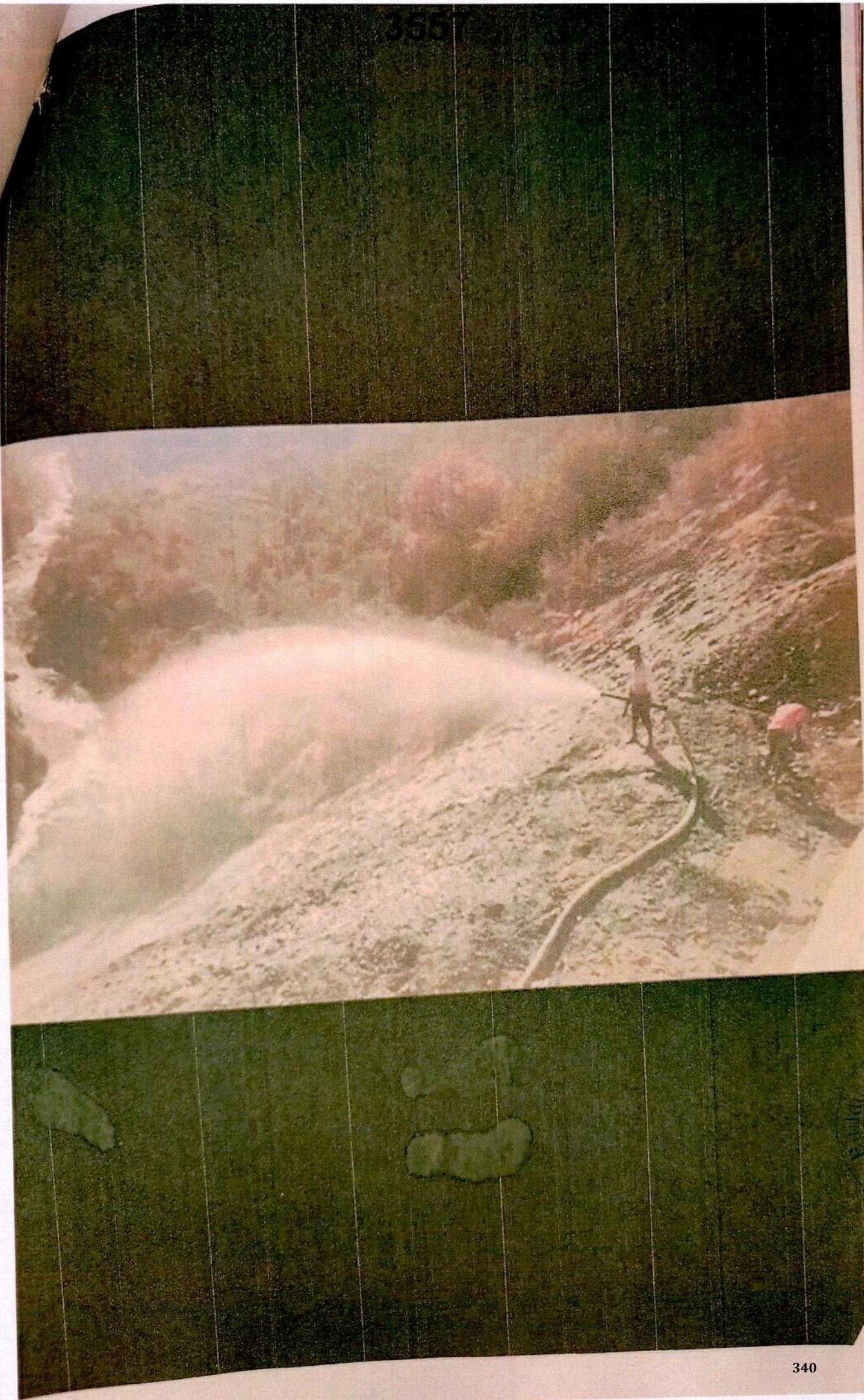


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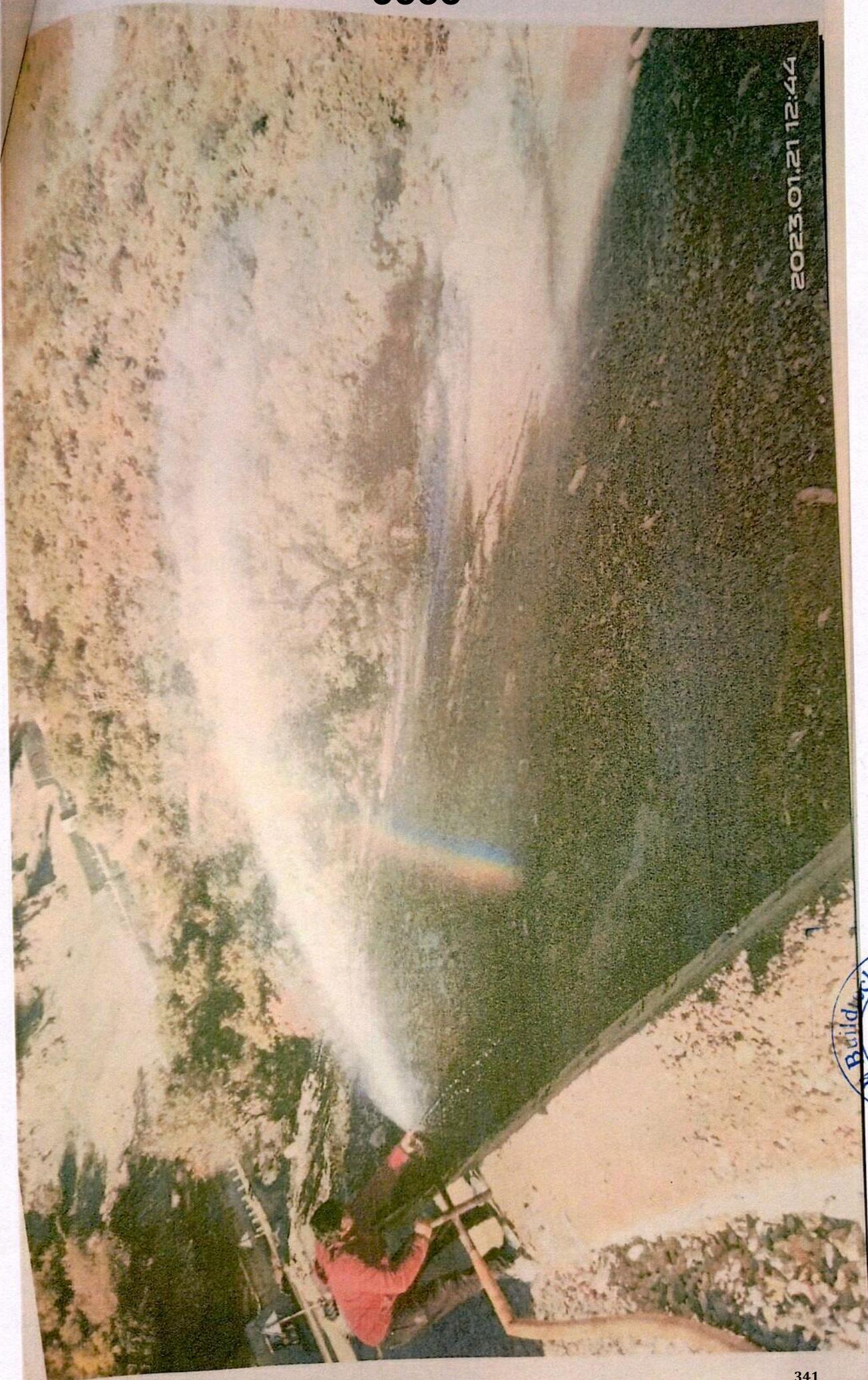


For Shivalik
Authorised
Signatory
Buildtech Pvt. Ltd.

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2023.01.21 12:44



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H.P. STATE POLLUTION CONTROL BOARD
Regional Office, Him Parivesh, Phase-III,
New Shimla (H.P.) - 171009

75
Azadi Ka
Amrit Mahotsav

36

No.PCB/ROS/Shivalik Buildtech/2022- 1678
To,

Dated: 13/12/2022

M/s Shivalik Buildtech Pvt. Ltd.,
Upmohal Kyarla, Tehsil Nerwa,
District Shimla, H.P.

Subject:- Violation of the provisions under C&D Waste Management Rules, 2016, Water (Prevention & Control of Pollution) Act, 1974 & Environment (Protection) Act, 1986.

Whereas, it has been observed through physical inspection of area on dated 12-12-2022 that your unit is conducting the road widening activity from fedij bridge to gumma. The muck generated from excavation activity is being dumped along the rivulet without any protection measure.

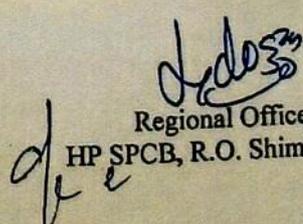
The facts above tantamount to violation of the section 25 of Water (Prevention & Control of Pollution) Act, 1974 section 21 of Air (Prevention & Control of Pollution) Act, 1981 constituting a cognizable offence punishable under the aforesaid acts.

Now, therefore in accordance with the provisions of above quoted laws, it is proposed to initiate action against you in accordance with the provisions of:

- Section 41 and 44 of the water (Prevention & Control of Pollution) Act, 1974 attracting fine of rupees ten thousand and imprisonment upto six years.
- Section 37 & 39 of the Air (Prevention & Control of Pollution) Act, 1981 attracting fine (s) upto rupees ten thousand and imprisonment upto six years.
- Environmental compensation as per formula devised by Hon'ble NGT in O.A. 593/2017 titled "Paryavaran Suraaksha Smiti & Anrs. Vs. UOI & ors." Dated 19.02.2019.

However, before proceeding against you further in the matter, you are hereby directed:- i) To immediately provide protection measure at all muck dumping sites. ii) Submit the muck statement. iii) Not to dump muck at any unauthorized site. Action taken report in the above matter should reach to the office of the undersigned within 10 days.

Please note that in the event of failure to comply with above directions, penal and legal actions stated above shall be initiated against you for the above mentioned violations and non-compliance at your risk and cost.


Regional Officer,
HP SPCB, R.O. Shimla

Received
14/12/22
[Signature]

