

BEFORE THE NATIONAL GREEN TRIBUNAL  
PRINCIPAL BENCH, AT NEW DELHI

O.A. NO. 610/2023

In the matter of:

SUGANDHA

.....APPLICANT

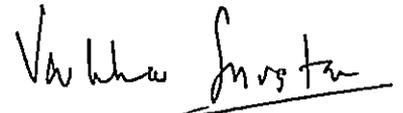
VERSUS

MINISTRY OF ROAD TRANSPORT & HIGHWAYS .....RESPONDENT

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Through



Sh. Vaibhav Srivastava

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New Delhi 110014

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Place : New Delhi

Date : 14.03.2024

|  
BEFORE THE NATIONAL GREEN TRIBUNAL  
PRINCIPAL BENCH, AT NEW DELHI

I.A. No. ....2024

in

O.A. No 610/2023

In the matter of:

SUGANDHA

.....APPLICANT

VERSUS

MINISTRY OF ROAD TRANSPORT & HIGHWAYS

.....RESPONDENT

**APPLICATION FOR PERMISSION FOR EXTENSION OF  
TIME FOR FILING THE FINAL REPORT IN COMPLIANCE  
OF ORDER DATED 09.10.2023 PASSED BY THIS HON'BLE  
TRIBUNAL in O.A. No 610/2023. (ALONG WITH COPY OF  
INTERIM REPORT)**

**Most Respectfully Sheweth:**

1. That the instant Original Application filed by the Applicant relates to the issue of construction of four-lane highway by NHAI from Kiratpur to Manali and Pathankot to Mandi in flood prone area close to the Beas river.
2. That this Hon'ble Tribunal vide order dated 09.10.2023 in the Original Application constituted a Joint Committee and directed as follows:-

*“..2...Therefore, on the limited issue relating to construction on the flood plain area, we deem it proper to call for a report from a joint Committee comprising of the Executive Engineer, In-charge of NHAI, Officer deputed by Member Secretary, CPCB and the Member Secretary, HPPCB. The Member Secretary, HPPCB will act as a nodal agency. The Committee will examine the issue and submit the report before the Registrar General of this Tribunal within eight weeks by e-mail at [judicial-ngt@gov.in](mailto:judicial-ngt@gov.in) preferably in the form of searchable PDF/OCR Support PDF and not in the form of image PDF. If found necessary, the matter may be listed for the Tribunal for consideration.*

*..3..The Original Application is accordingly disposed of..”*

A True copy of Order dated 09.10.2023 is marked and annexed herewith as **Annexure P-1. (Pages to 5-6)**

3. That in compliance of the above directions of this Hon'ble Tribunal the first meeting of the Joint Committee was convened by the Member Secretary, HPSPCB on 01.11.2023 in which officials of NHAI, CPCB and HPSPCB were present. During the meeting, various issues to be addressed during the site visits were deliberated upon by the Committee.
4. That the Regional Officer, Mandi, HPSPCB (nominated as the 'Nodal Officer') was asked to arrange the required documents from the concerned agencies/stakeholders such as NHAI, Municipal bodies, Meteorological department, I&PH Department/Jal Shakti Vibhag, Forest Department etc.
5. That in this matter, an Interim Report has been submitted by the Nodal Officer wherein, it is apprised that at present two sections of the Highway in question i.e. Kiratpur to Nerchowk and

Nerchowk to Pandoh have been visited & verified by the Joint Committee; whereas other two sections i.e. Pandoh to Takoli and Takoli to Kullu are yet to be visited by the Joint Committee. A copy of the interim report is annexed herewith and is marked as **Annexure P-2.** (Pages 7 to 103).

6. That it has been further apprised that the Joint Committee requires atleast three months to complete the inspections of the remaining sections of the National Highway. Also, that the requisite details/information pertaining to the matter is awaited from various quarters including the executing agency i.e. NHAI, which is causing delay in finalisation of the Report.
7. That for timely compliance of the directions passed by this Hon'ble Tribunal various reminders were sent to the concerned quarters by the Nodal Officer from time to time (reminders are enclosed with the interim report).
8. That all efforts are being made by the Applicant to comply with the orders of this Hon'ble Tribunal.
9. Thus, in view of the above, it is requested that time extension of for a period of atleast three-four months to file the Final report may be granted, as the view point of all the Committee members, other stakeholders and requisite details/information need to be considered for submission of final report of the Joint Committee.
10. Moreover, it is humbly submitted that appropriate directions may be issued to the members of the committee (especially to the executing agency i.e. NHAI) to extend full cooperation and to complete the inspections expeditiously & to supply the necessary documents timely.
11. That the present Application is being made bonafide and in the interest of Justice.

**PRAYER**

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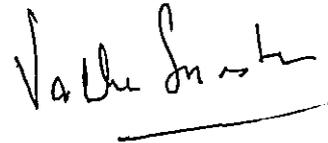
In view of the facts and circumstances mentioned hereinabove, it is most humbly prayed that this Hon'ble Tribunal may be pleased to:-

- a. Extend the time for filing the final report in compliance of order dated 09.10.2023 by a period of atleast four months;
- b. Issue appropriate directions to the members of the committee (especially to the executing agency i.e. NHAI) to extend full cooperation and to complete the inspections expeditiously & to supply the necessary documents timely;
- c. Pass any other order or directions as this Hon'ble Tribunal may deem fit and proper in the facts and circumstances of the present case.

**AND FOR THIS ACT OF KINDNESS THE APPELLANT  
AS IN DUTY BOUND SHALL EVER PRAY.**

Date: 14/3/2024  
New Delhi

Filed by



VAIBHAV SRIVASTAVA  
Advocate  
K-6, LGF, Jangpura Extension  
New Delhi - 110 014

Item No. 01

Court No. 1

**BEFORE THE NATIONAL GREEN TRIBUNAL  
PRINCIPAL BENCH, NEW DELHI**

Original Application No.610/2023

Sugandha

Versus

Applicant

Ministry of Road Transport and Highways

Respondent

Date of hearing: 09.10.2023

**CORAM: HON'BLE MR. JUSTICE PRAKASH SHRIVASTAVA, CHAIRPERSON  
HON'BLE DR. A. SENTHIL VEL, EXPERT MEMBER****ORDER**

1. This Original Application has been registered on the basis of the letter petition sent by one Sugandha Sharma with the allegation that the National Highways Authority of India is constructing a four-lane highway from Kiratpur to Manali and Pathankot to Mandi in flood prone area specially close to the Beas river. There are certain other allegations in the letter petition like targeting existing building for demolition instead of utilizing the effective plan etc. which are not directly relating to the issues concerning environment.

2. Therefore, on the limited issue relating to construction on the flood plain area, we deem it proper to call for a report from a joint Committee comprising of the Executive Engineer, In-charge of NHAI, Officer deputed by Member Secretary, CPCB and the Member Secretary, HPPCB. The Member Secretary, HPPCB will act as a nodal agency. The Committee will examine the issue and submit the report before the Registrar General of this Tribunal within eight weeks by e-mail at [judicial-ngt@gov.in](mailto:judicial-ngt@gov.in) preferably in the form of searchable PDF/ OCR Support PDF and not in

the form of Image PDF. If found necessary, the matter may be listed for the Court for consideration.

3. The Original Application is accordingly disposed of.

Prakash Shrivastava, CP

Dr. A. SenthilVel. EM

October 09, 2023  
Original Application No.610/2023  
SN

INTERIM REPORT

in Compliance of Orders dated 09.10.2023 of Hon'ble NGT  
in O.A. NO. 610/2023 titled  
Sugandha v/s. Ministry of Road Transport & Highways

**1. Background:**

The matter is related to an application filed before Hon'ble NGT, wherein it was alleged that the National Highways Authority of India NHAI is constructing a four-lane highway from Kiratpur to Manali and Pathankot to Mandi in flood prone area especially close to the Beas River.

It was also observed by Hon'ble NGT that "...*There are certain other allegations in the letter petition like targeting existing building for demolition instead of utilizing the effective plan etc. which are not directly relating to the issues concerning environment...*".

In this matter, the Hon'ble National Green Tribunal vide order dated 09/10/2023 (Copy enclosed as Annexure-I) directed as under:

*"2... Therefore, on the limited issue relating to construction on the flood plain area, we deem it proper to call for a report from a joint Committee comprising of the Executive Engineer, In-charge of NHAI, Officer deputed by Member Secretary, CPCB and the Member Secretary, HPPCB. The Member Secretary, HPPCB will act as a nodal agency. The Committee will examine the issue and submit the report before the Registrar General of this Tribunal within eight weeks by e-mail at [judicial-ngt@gov.in](mailto:judicial-ngt@gov.in)..."*

**2. Compliance of the order dated 09/10/2023 of Hon'ble National Green Tribunal:****2.1. Constitution of the Joint Committee:**

In compliance of the afore-mentioned directions of Hon'ble NGT, the Joint Committee has been constituted comprising of the following members:

- i. Dr. Narender Sharma, Scientist 'F', Central Pollution Control Board, Regional Directorate, Chandigarh (Member nominated by Member Secretary CPCB )
- ii. Sh. Vikas Surjewala GM Tech. cum Project Director NHAI, PIU Mandi, Distt. Kangra
- iii. Sh. Varun Chari, Project Director NHAI, PIU Mandi, Distt. Mandi.
- iv. Er. Atul Parmar, HPPCB, Regional Officer, Mandi (Nominated as Nodal Officer by Member Secretary, HPPCB, Shimla.

**2.2. First meeting of the Joint Committee:-**

The first meeting of the Joint Committee was convened on 01.11.2023 under the Chairmanship of the Member Secretary HPPCB in which other officials of HPPCB and NHAI were also present (Attendance Sheet of the meeting is enclosed as Annexure-II).

During the first meeting various issues to be addressed during the site visits were deliberated upon so as to arrive at the conclusion:- including but not limited to the following:-

1. To check the alignment and deviation from the planned alignment (if any) of the already constructed Kiratpur Manali and Pathankot to Mandi sections of the NH.
2. The HFL (Highest Flood Levels) to be taken into consideration while preparing DPR and executing the project and to check actual construction (if any and in case) in the visible HFL line. The list of details/documents required from NHAI was shared with the representatives of NHAI.
3. The members were also requested to provide the list of additional documents required, if any, to examine and conclude if the Highway has been constructed on flood plain area, as directed by Hon'ble National Green Tribunal. In this regard, the Nodal Officer nominated by the Member Secretary, HPPCB was requested to arrange the following documents from concerned agencies, in addition to the documents requested from NHAI:

- i) With reference to the letter of MC Mandi to NHAI (attached with the Original Application by the Applicant), it appears that various place were visited by MC team indicating breach of HFL (Highest Flood Levels) and thereby requesting amendment in DPR.

\*[Therefore, such spots along with Geo-coordinate of the places/spots under reference has been sought from the Commissioner, M.C Mandi vide this office letter no. 2513-15, dated 08.02.2024, the same has not received. Accordingly, a reminder letter to M.C Mandi has been issued vide this office letter no. 2539-41, dated 15.02.2024 so that team could also cover these spots during site visits. (Copies of letters enclosed as Annexure-III).

- ii) During the meeting, the officers/representatives of NHAI also mentioned that root cause analysis has also been done by various teams/agencies of NHAI and the State Government.

\*[Minutes of Meetings (MoM's)/Reports of all such meetings has been sought from The Project Director, PIU, Mandi, Distt. Mandi vide this office letter no. 2499-2501, dated 08.02.2024, the information is awaited. (Copy enclosed as Annexure-IV)].

- iii) As per "Report On Prevention and Control of Pollution in River Beas: A Revised Action Plan for Rejuvenation of River Beas, Districts- Kullu, Mandi, Hamirpur & Kangra (IIP)" submitted in compliance to the Hon'ble National Green Tribunal (NGT) order dated 20th September, 2018 and 19th December, 2018, 08th April, 2019 in the matter of OA No. 673 of 2018, by HPPCB, the following was one of the action point with deadline of 31<sup>st</sup> July, 2019: "*Checking encroachment in flood plain zone of River Beas along with notifying flood plain zone along the stretch of River Beas. IP&H Department Forest Department State Government 31st July, 2019*"

\*The status of implementation of this action point as on date is as under:

S. No.	Action Plan for Rejuvenation of River Beas	Agency Responsible for Execution of Task	Status
(c)	Plantation/afforestation in Flood Plain Zone.	Forest Department	Copy of the Status report received from DFO Mandi enclosed as Annexure V.
(d)	Checking encroachment in flood plain zone of River Beas along with notifying flood plain zone along the stretch of River Beas.	Jal Shakti Vibhaag & Forest Department	Marking of flood plain zone of River Beas was done during 2015-16 based upon the HFL of that time. The marks were shown to officials of revenue department for further marking their record. However, marking of flood zone as per recent HFL created in last monsoon has not yet done. Copy enclosed as Annexure-VI.

2.3. Site Visit by the Joint Committee: The site under reference (Highway from Kiratpur to Pandoh) covering two Sections of the Highway i.e. Section 1: Kiratpur to Nerchowk and Section 2: Nerchowk to Pandoh, were visited by the Joint Committee on 28.12.2023. The petitioner/applicant Ms Sugandha Sharma was also informed about the schedule of the joint inspection vide HPPCB letter no. No. /Mandi/EE/ (OA No. 610/2023)/2023-2288-92 Dated 27.12.2023, however, Sh. Birbal attended the joint inspection on her behalf.

The Joint Committee was assisted by various officers of HPPCB & NHAI. The Attendance sheet of the same is enclosed as Annexure-VII. During the joint inspection, the joint committee carried out inspection of the section of the under construction stretch of the NH mainly where the alignment is in close proximity to River Beas ahead of Mandi town. The HFL data (Highest Flood Levels) of River Beas was sought from various authorities; however no data was made available to the committee. The replies received from various authorities are tabulated as below:

S. No	Name of Department	Reply
1.	The Commissioner, Municipal Corporation Mandi	No HFL data available
2.	The Executive Engineer, Jal Shakti Vibhaag Mandi	Marking of flood plain zone of River Beas was done during 2015-16 based upon the HFL of that time. The marks were shown to officials of revenue department for further marking their record. However, marking of flood zone as per recent HFL created in last monsoon has not yet done.
3.	Tehsildar, Tehsil. Sadar. Dist. Mandi	Reply awaited.

## 2.4. Findings/observations based on the site visit and examination of the documents provided by NHAI:-

### 2.4.1 : About the Highway under reference:

NHAI is developing the Kiratpur -Manali section of NH-21 from 02 lanes to 04 lanes. The project road is an important connectivity route towards Leh- Ladakh. NH-21 also connects Chandigarh and tourist destination Manali. The project road is being built for 191.00 km total length and Rs. 6740 Cr (approx.) as Civil Cost. This includes 13 Nos. of tunnels, bypasses, 41 major bridges of span 60 m to 675 m (including both completed and under construction).

Initially the Environmental Clearance was obtained for widening and improvement of existing two lane to four lane of Kiratpur to Bilaspur Section NH-21 in the state of Punjab and Himachal Pradesh issued by MOEF, GOI vide letter dated 21.03.2013 (Copy enclosed as Annexure-VIII).

Environmental Clearance was also obtained for widening and improvement of existing carriageway to 2/4 lane of Bilaspur to Nerchowk Section of NH-21 from Km 134.500 to Km. 186.500 in the state of Himachal Pradesh issued by MOEF, GOI vide letter dated 21.03.2013 (Copy enclosed as Annexure-IX).

The remaining NH sections does not require any Environmental Clearance as its falls under ambit of exempted provisions of MOEFCC, GOI Notification S.O. 2559, dated 22.08.2013, paragraph 4 i.e. " *All Highway projects are exempted up to 100 km from line of control or border subject to compliance of Standard Operating Procedure notified in this regard from time to time*" the committee has recommended that expansion of National Highways projects up to 100 Kms involving additional right of way or land acquisition up to 40 mts on existing alignments and 60 mts on realignments or bypasses may be exempted from the preview of the notification" (Copy enclosed as Annexure-X).

The National Highway stretch from Kiratpur to Manali Four Lane Project has been divided into 5 packages; the detail of the same is as under:

- ♣ Section 1, Kiratpur – Nerchowk
- ♣ Section 2, Nerchowk – Pandoh
- ♣ Section 3, Pandoh – Takoli
- ♣ Section 4, Takoli – Kullu
- ♣ Section 5, Kullu – Manali

The similar details for the Highway from Pathankot to Mandi has been sought from The Project Director National Highway, PIU Palampur, Tehsil. Palampur, Distt. Mandi vide this office letter no. 2505-07, dated 08.02.2024 and the reply is awaited. (Copy enclosed as Annexure XI).

#### 2.4.2 GEOGRAPHICAL LOCATION OF THE NH ALIGNMENT

- The alignment of the Kiratpur Manali section partly falls in the state of Punjab and majorly falls in the state of Himachal Pradesh. The alignment falls in the catchment of River Sutlej (catchment of Gobind Sagar Lake/Reservoir) till Sundernagar in Distt Mandi and thereafter entirely in the catchment of River Beas till Manali.
- The NH traverses along the Gobind Sagar Lake near Bilaspur town and along the River Beas starting from Mandi town till Manali.
- The Pathankot- Mandi stretch of the under construction highway falls entirely in the catchment of River Beas but the alignment of this NH is in the proximity of River Beas only near Mandi Town for less than a km.

#### 2.4.3. CONSTRUCTION AND OPERATIONAL STATUS

##### ❖ Section 1, Kiratpur – Ner Chowk

- The construction work of NH section from Kiratpur to Ner Chowk is completed and same is operational.
- Total 05 Nos. of Tunnels falls in this stretch and all are fully operational.
- Only few Km. of this sections running along the Backwater/ Gobind Sagar Reservoir in Bilaspur District near Bilaspur town however the finished road level (FRL) is adequately at very high than designed HFL. The requisite information has been sought from The Project Director, PIU, Mandi, Distt. Mandi vide this office letter no. 2499-2501, dated 08.02.2024 and the information is awaited. (As already enclosed as Annexure IV)

The Alignment crosses the Gobind Sagar Reservoir / River Sutlej at 03 places where bridges with well foundations has been provided. The Finished Road Level (FRL) of road where it is running along the river stream/ backwater, is about 05-07 meters above the HFL and also the offset is very far distance from the water body at all places. The alignment is adequately away from the water body and above the HFL in this stretch. The requisite information regarding distance of the alignment from water body has been sought from The Project Director, PIU, Mandi, Distt. Mandi vide this office letter no. 2499-2501, dated 08.02.2024 and the information is awaited. (As already enclosed as Annexure IV)



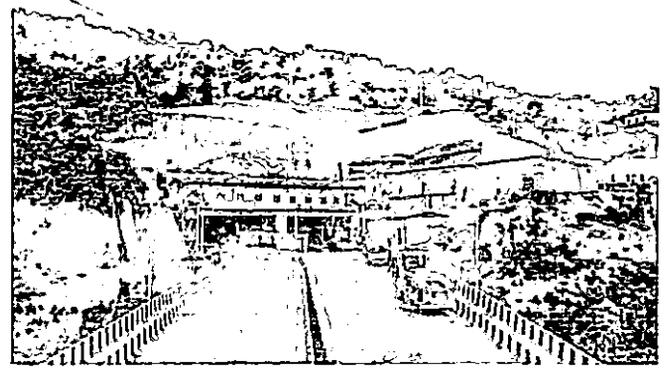
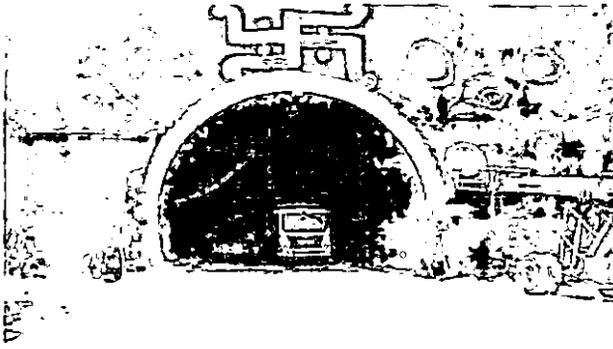
Bridges over Gobind Sagar Lake (Distt Bilaspur)



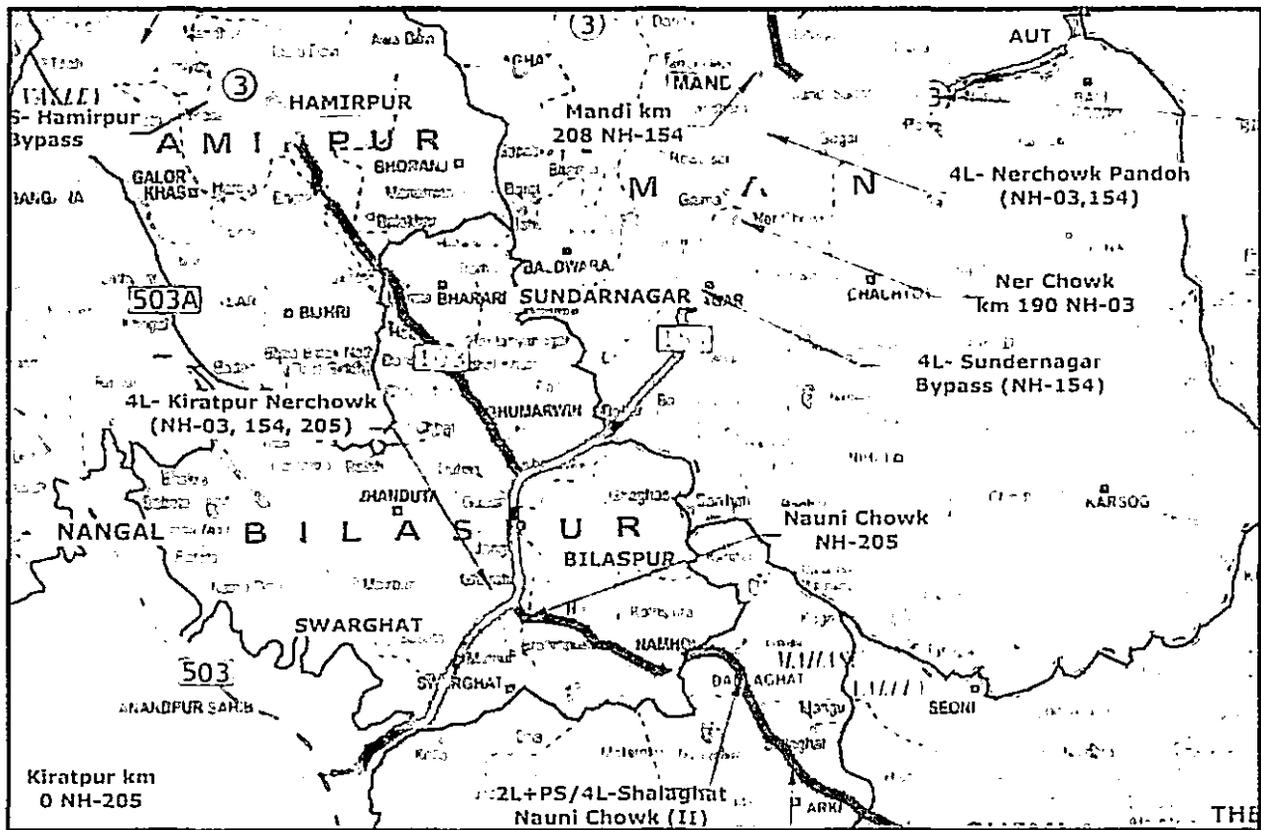
Alignment of the Highway – Kiratpur Ner Chowk Section



Alignment of the Highway – Kiratpur Ner Chowk Section



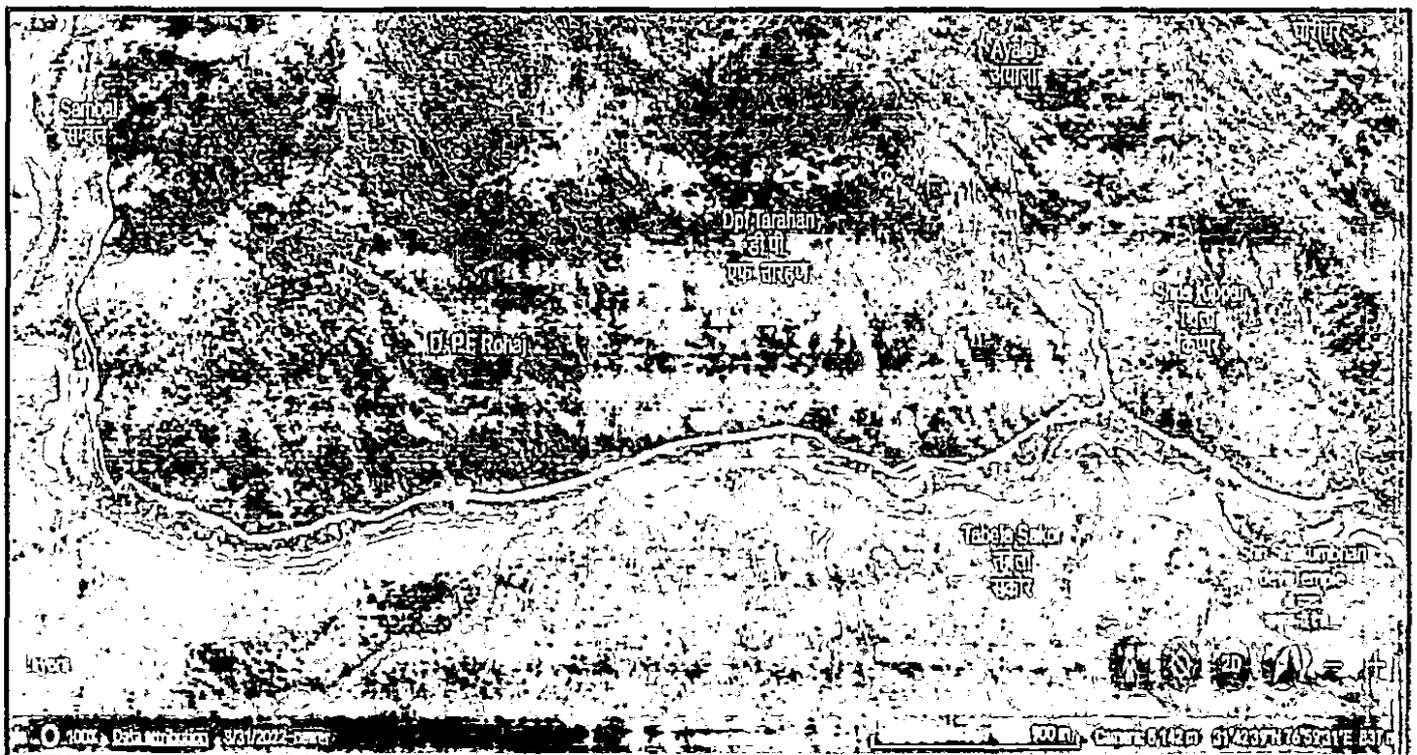
Tunnels – Kiratpur Ner Chowk Section



Strech of 04 lane from Kiratpur to Ner Chowk has been completed and is operational as highlighted in Red

❁ Section 2, Nerchowk – Pandoh

- The NH starts from Nagchala RD 190.00 till Jawahar Navodaya Vidyalaya at Pandoh in Distt Mandi. RD 211.0335. As per latest status report submitted by the Project Authorities, 76 % works have been completed, the break up is as under –
- 75 % Road works. Tunnel (bypass Mandi town) (Lining) 98 %, Tunnel Earth Work 100 %, the Structure Works (Bridges)- 62 %
- The stretch is having 02 no. Twin tunnels, thus the stretch is entirely in the catchment of River Beas and Suketi (tributary of Beas River). Approximately half of alignment is in close proximity to River Beas in the said section. The FRL of road where it is running along the river stream is above the HFL at adequately height at per IRC/ MoRTH Specifications. The details regarding HFL and the height of the alignment has been sought from The Project Director, PIU, Mandi, Distt. Mandi vide this office letter no. 2499-2501, dated 08.02.2024, the information is awaited. (Already enclosed as Annexure IV)

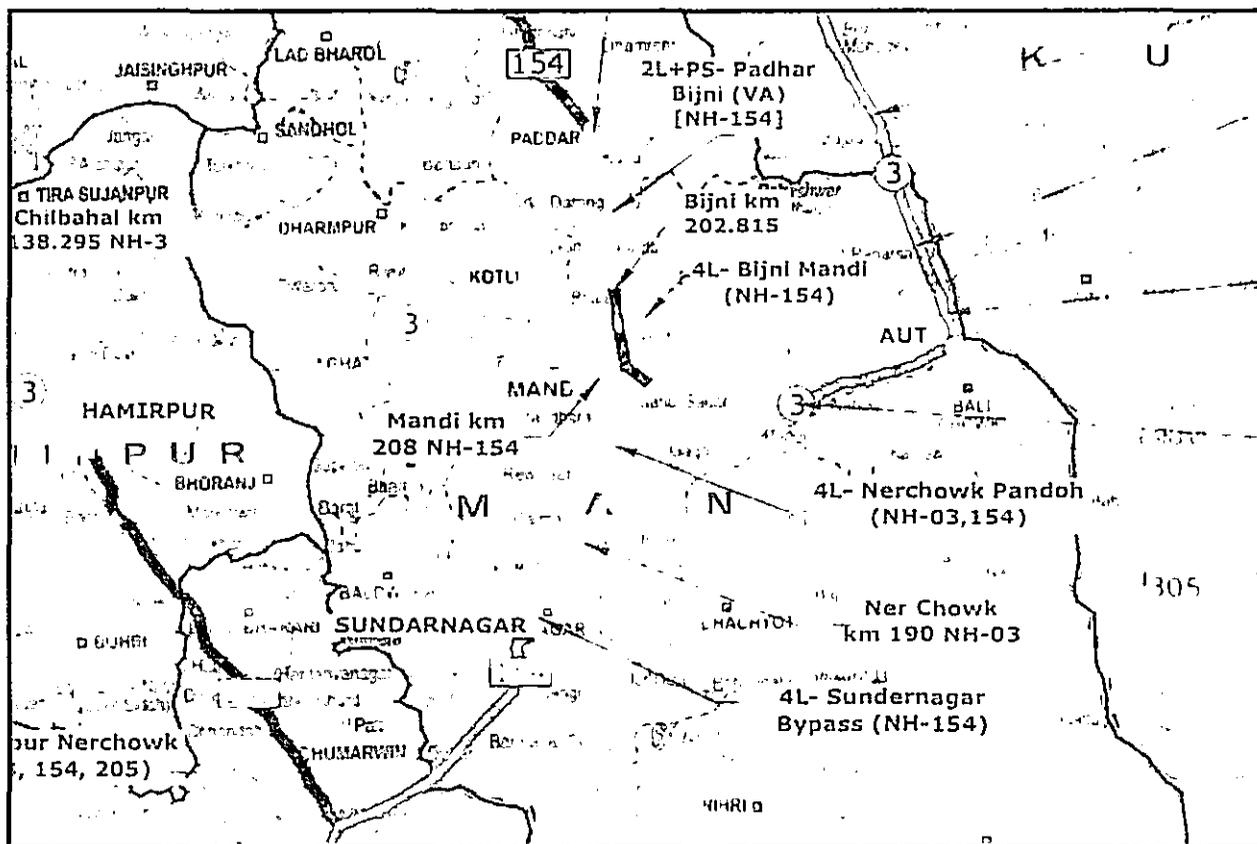


Alignment from Mandi to Sambal (Nerchowk- Pandoh Section)

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Alignment from Sambal- Pandoh (Nerchowk- Pandoh Section)

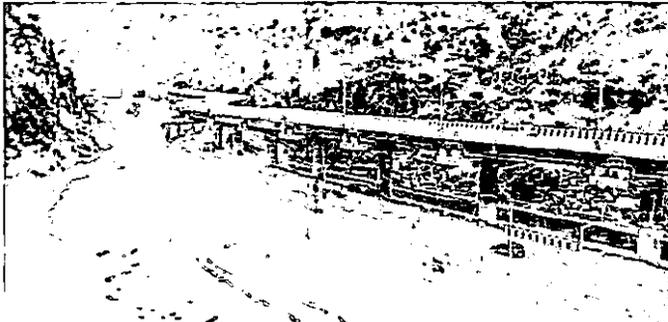


The stretch from Ner Chowk to Pandoh is under construction.(Highlighted in Green)

❖ Section 3, Pandoh – Takoli (PT):

As per details provided by NHAI:

- The NH starts from Kainchi Mor, Pandoh RD 216+290.000 till RD 309.345 Near Manali Bridge. Presently, 93% (PT), 100 % ( TK) & 100 % ( KM) works have been completed respectively.
- 04 Nos. (Twin Tunnel), 02 Nos. (Single Tube Tunnel) & 01 Nos. (Existing Single Tube Tunnel) falls under this stretch out of which 02 Nos. (Twin Tunnel), 01 Nos. (Single Tube) (Due to landslides at portal, presently, closed temporarily for restoration work of slopes) & 01 Nos. (Existing Single Tube Tunnel) are operational and balance are under construction.
- Majority of road stretch under this section running along the River Beas whole stretch is in the catchment of River Beas but nowhere in very close proximity to the HFL. FRL of road is adequately at high than HFL. The alignment crosses the river Beas at three places i.e. Jia, Ramshilla and Manali where Bridges has been designed at safe designed HFL as per IRC: MoRTH Specification.
- This stretch is yet to visited and verified by the Joint Committee.



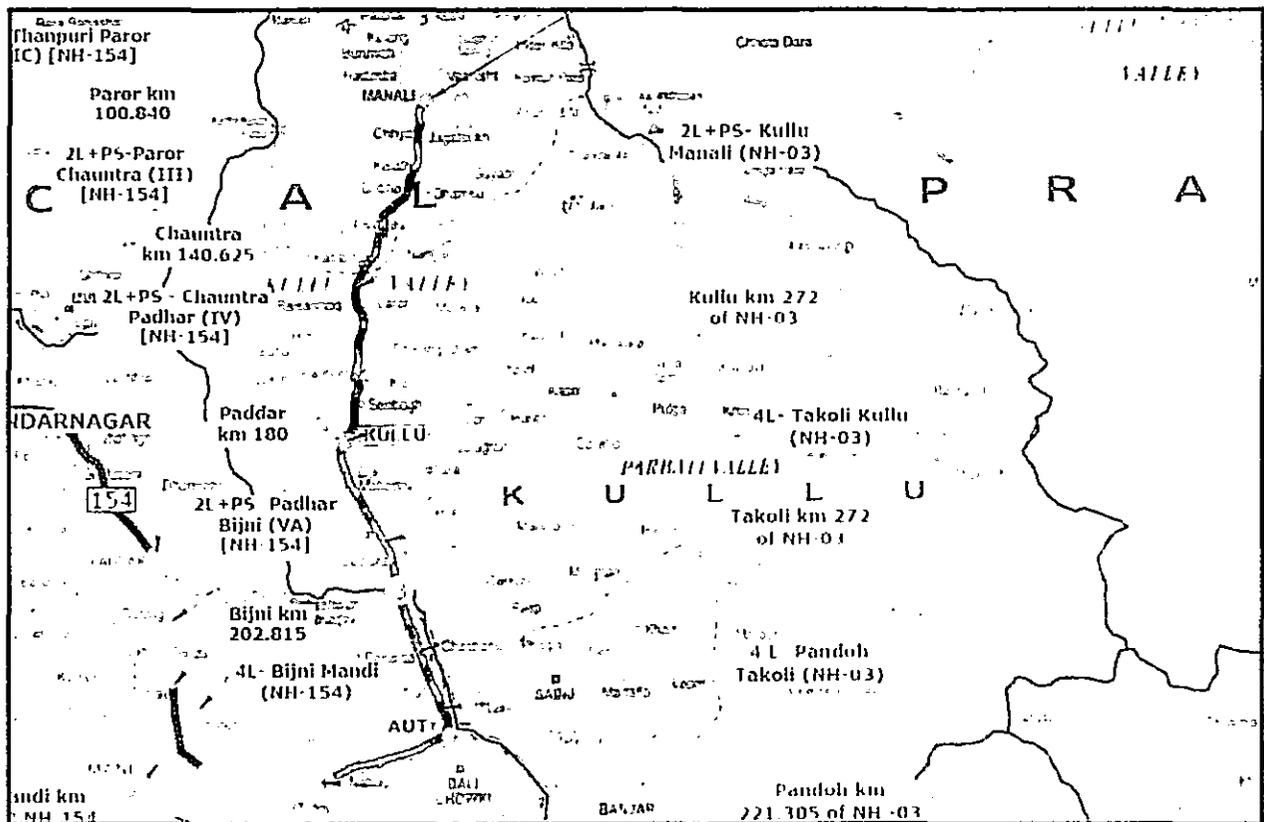
NH existing alignment with new overhead carriageway near Larji Power House & protection works towards River Beas



Tunnel Portals near Aut



Tunnel Portals with overhead carriage way & existing old alignment at ground level



The stretch from Pandoh to Manali is complete as highlighted in Red.

❖ Section 4, Takoli – Kullu

As per details provided by NHAI:

The NH start From Aut Village RD 236+285 to Kullu RD 264+975 with Total length of the project is 28.690 Km. the projects already completed and under maintenance period from 12 July 2022. The Completion Certificate already issued By Authority Engineer to Contractor on dated 29.03.2023.

- The whole stretch is in the catchment of River Beas but nowhere in very close Proximity to the HFL. And cross the River Beas Right bank to Left at RD 249+500 with Major Bridge and also crossing the River Parvati at Rd 255+300.
- This stretch is yet to visited and verified by the Joint Committee.



NH section from Aut to Kullu

## ✦ Section 5, Kullu – Manali

19

As per details provided by NHAI:

- The NH starts from Kullu Ramshilla RD 272+000 to Manali RD 309+345. As per the latest status of the project, the project Highway is under Operation & Maintenance period and was completed on 20.11.2019.
- This stretch is yet to visited and verified by the Joint Committee.



NH section from Kullu to Manali

### 3. SITE VISIT BY COMMITTEE:

It is submitted that the two no. sections Kiratpur to Ner chowk and Ner chowk to Pandoh have been visited by the Joint committee, the details related to various observations made during the inspection and the as submitted by the Project Authorities are as under:

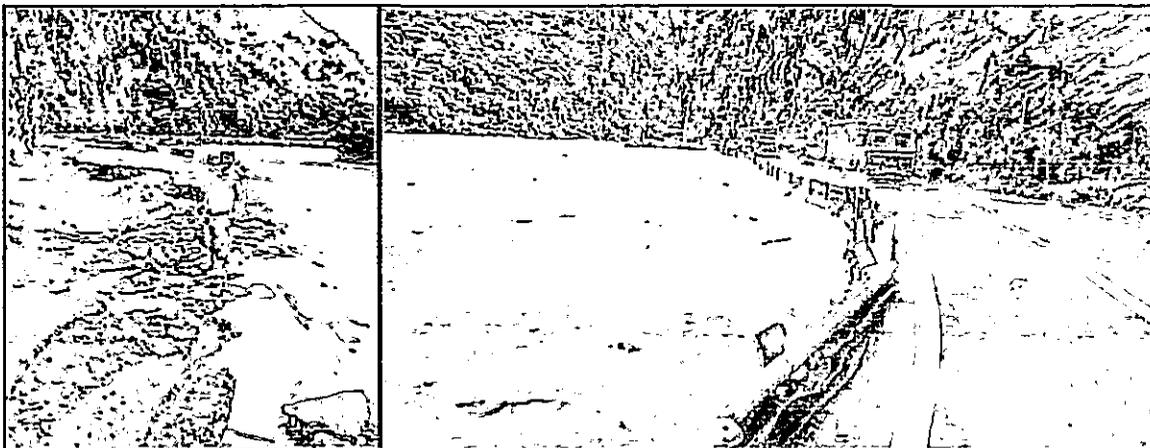


Joint Inspection of the Kiratpur-Manali four lane Stretch

The following is the summary of key observations made during the visit of the Joint Committee to Kiratpur to Pandoh Section of the National Highway:-

1. The alignment of the NH which is in close proximity to River Beas is mainly observed from Mandi town. Here the NH traverses along the river Beas on one side and hills on the other
2. The said stretch is along the valley and the existing alignment has been widened. It is pertinent to highlight that only the existing alignment is being widened and that towards the hill side by cutting and also raised the road level at various locations (wherever required). The details regarding the cutting width and height to be raised has been sought from the Project Director, PIU, Mandi, Distt. Mandi vide this office letter no. 2499-2501, dated 08.02.2024, the information is awaited. (As already enclosed as Annexure IV)
3. A part new alignment in the said stretch is through tunnels (04 no of twin tunnels, 2Nos. Single Tube Tunnel.)
4. Due to the recent unprecedented rainfall and flash floods most previous HFL levels have been exceeded breached. The information in this regard has been sought from The Project Director, PIU, Mandi, Distt. Mandi vide this office letter no. 2499-2501, dated 08.02.2024, the information is awaited. (As already enclosed as Annexure IV). During the recent floods in the monsoon season of 2023, a part of existing NH was flooded near Hanogi mata temple. However already addressing the issue, the said stretch has not been widened and has been bypassed by twin tube tunnels. The HFL vs. Highway level data has been sought from The

Project Director. PIU, Mandi, Distt. Mandi vide this office letter no. 2499-2501, dated 08.02.2024, the information is awaited.(As already enclosed as Annexure IV)

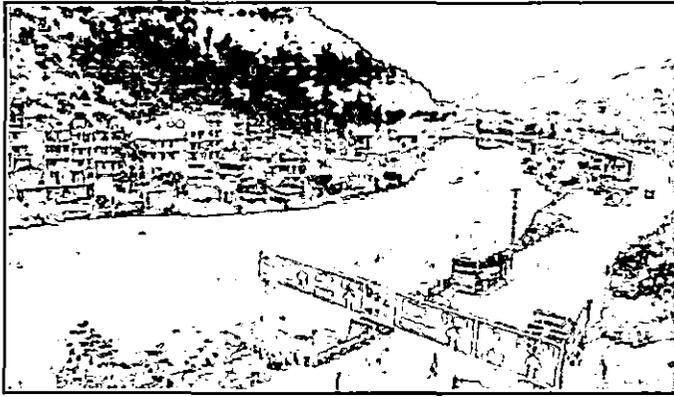


Damaged Stretch

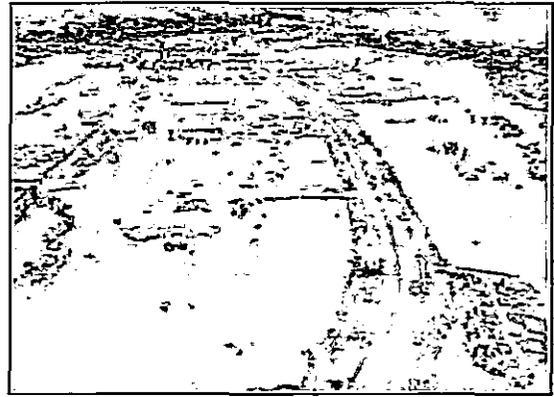
Stretch of old alignment before flooding & damage as same location

5. The Committee also intends to highlight that the monsoon rains during the monsoon season of 2023 were unprecedented and the number of cloud burst and flash flood incidents have also been unprecedented.
6. Due to this unprecedented rainfall and cloudburst incidences the existing HFLs have been breached at most locations and the as per the reply submitted by Executive Engineer, Jal Shakti Vibhaag latest HFLs are still to be demarcated by the concerned agencies.(As already enclosed as Annexure VI)
7. As per the official account of HP IMD Department " In total, Himachal Pradesh experienced a 20% surplus in rainfall for the year 2023, receiving an actual seasonal rainfall of 884.8mm against the normal 734.4mm. The rainfall data of the last monsoon season of 2022-23 and 2023-24 has been sought from The Director, Meteorological Centre, Indian Meteorological Department, Shimla Mandi, Distt. Mandi vide this office letter no. 2502-04, dated 08.02.2024, the information is awaited. (Copy enclosed as Annexure XII)

The monsoon season, characterized by erratic and concentrated rainfall, broke a 75-year record. However, this surplus rainfall came at a cost, with the state grappling with 168 landslides, 52 cloudbursts, and 72 flash floods, resulting in significant loss of life and property "" (#HP-Met-department-monsoon-report)



Flooding in Ballh valley in Ner Chowk



R. Beas in high flood in Kullu Town



IMD issues an Orange alert for several districts in Himachal Pradesh on August 12



ANI

High Flood in Kullu Distt

Damage to the NH in Kullu Distt



Road Undercutting in Floods



Damage to NH due to Floods

8. As per the submissions made by the NHAI it has been reported that at places where the NH has been damaged during the recent monsoon season, in majority of cases the damaged is due to excessive undercutting by flooding along the banks. The second most critical factor for the damage to the NHs has been flash floods in seasonal nallahs due to cloud bursts or excessive rains. Large number of nallahs meet River Beas and cross the NH.



Flash flood in a Nallah crossing the NH near Pandoh Same nallah with boulders accumulated due to flash floods as observed by the committee

9. Submission has been made by the NHAI that the proposed alignment and the final alignment was shared with the district administration and no dispute or objection has been raised by the administration till date clearly indicating that the construction has been carried out in the acquired & approved ROW only. The Submission made by NHAI is enclosed as Annexure-XIII.
10. In reference to the extensive damage to the NH during the monsoons, a Committee vide Notification No. Rev-DMC-F(c) -2/2023-Monsoon-L dated 27.07.2023 was constituted to visit certain areas & habitations vulnerable to flooding in future. The minutes of the Meeting of the said committee are enclosed as Annexure-XIV.
11. The discharge of water from various dams on River Beas and its tributaries viz. Parbati stage III, Malana HEP, Sainj HEP, Larji dam & Pandoh reservoir is also suspected to have enhanced peak floods and the breach of existing HFLS. However any conclusive study in the matter is required.
12. The report of such committee in Mandi Distt is enclosed as per Annexure-XV.
13. The NHAI has submitted that the Finished Road Level (FRL) has been designed and executed at stipulated height above from High Flood Level (HFL) as per the provisions of relevant IRC (Indian Road Congress) guidelines and MORTH (Ministry of Road Transport & Highways) specifications and that no deviation has been reported on the executed alignment from the initially approved alignment. The copy of the submission made by the NHAI is enclosed as Annexure-XVI.
14. In reference to the proposed project of the Pathankot Mandi NH up gradation it has been submitted by the NHAI that all the construction shall be carried out within the acquired width of land and above the HFL of the river. It has been further clarified that in the instant case, the petitioner's art gallery shall be around 06-08 meters below the FRL (Finished road Level) of the proposed new alignment. Also, the River Beas at this location is about 08 meters below the existing NH adjoining to the petitioner's art gallery.

In view of the above, it is submitted that for submitting the final report, the Joint committee requires a period of at least three months to complete the inspections of the remaining packages of the alignment. Also, the requisite details/information is awaited from various quarters, as mentioned above in detail. It is submitted that the view points of all the committee members, other stakeholders and information/requisite details to be provided by them need to be considered before submission of final report of the joint committee before the Hon'ble National Green Tribunal.

Regional Officer (Nodal Officer)  
-cum Environmental Engineer,  
HP State Pollution Control Board,  
Mandi, H.P.

Item No. 01

Court No. 1

BEFORE THE NATIONAL GREEN TRIBUNAL  
PRINCIPAL BENCH, NEW DELHI

Original Application No.610/2023

Sugandha

Versus

Applicant

Ministry of Road Transport and Highways

Respondent

Date of hearing: 09.10.2023

CORAM: HON'BLE MR. JUSTICE PRAKASH SHRIVASTAVA, CHAIRPERSON  
HON'BLE DR. A. SENTHIL VEL, EXPERT MEMBER

ORDER

1. This Original Application has been registered on the basis of the letter petition sent by one Sugandha Sharma with the allegation that the National Highways Authority of India is constructing a four-lane highway from Kiratpur to Manali and Pathankot to Mandi in flood prone area specially close to the Beas river. There are certain other allegations in the letter petition like targeting existing building for demolition instead of utilizing the effective plan etc. which are not directly relating to the issues concerning environment.

2. Therefore, on the limited issue relating to construction on the flood plain area, we deem it proper to call for a report from a joint Committee comprising of the Executive Engineer, In-charge of NHAI, Officer deputed by Member Secretary, CPCB and the Member Secretary, HPPCB. The Member Secretary, HPPCB will act as a nodal agency. The Committee will examine the issue and submit the report before the Registrar General of this Tribunal within eight weeks by e-mail at [judicial-ngt@gov.in](mailto:judicial-ngt@gov.in) preferably in the form of searchable PDF/ OCR Support PDF and not in

the form of Image PDF. If found necessary, the matter may be listed for the Court for consideration.

3. The Original Application is accordingly disposed of.

Prakash Shrivastava, CP

Dr. A. SenthilVel, EM

October 09, 2023  
Original Application No.610/2023  
SN

Attendance Sheet of meeting of Joint Committee constituted by The Hon'ble NGT in OA No. 610/2023 titled as Sugar dha v. Ministry of Road Transport and Highways order dated- 09/10/2023 held on 01/11/2023

Sr. No.	Name & Designation	Department	Mobile No.	Signature
1	Sh. Anil Joshi, TFS	Member Secretary, HP State Pollution Control Board.	9418108062	
2	Dr. Anurag Sharma Additional Director	CPCB	9811111111	
3	Vikas Surjewala GM, PD NHAI	NHAI	1511111111	
4	Aditya Dhar Dwivedi Manager, PD NHAI	NHAI	9721511111	
5	Dr. Anurag Sharma Additional Director	HPPCB		
6	Dr. Anurag Sharma Additional Director	NHAI		
7	Dr. Anurag Sharma Additional Director	NHAI		
8	Dr. Anurag Sharma Additional Director	NHAI		
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100	Dr. Anurag Sharma Additional Director	NHAI		





**H.P. STATE POLLUTION CONTROL BOARD**  
Regional Office Mandi, 1<sup>st</sup> Floor, Legend Building, Opp. - Dev  
Bhoomi Hyundai, VPO Gutkar, Tehsil Balh, District Mandi  
Contact No. 01905-246220 Email: [pcbromandi@gmail.com](mailto:pcbromandi@gmail.com)

No. PCB/RO Mandi/O.A no. 610/2023 - 2539-41

Date:

15.02.2024

To

The Commissioner,  
Municipal Corporation,  
Mandi, Distt. Mandi.

**Subject:** Compliance of order dated 09.10.2023 passed by the Hon'ble NGT in OA No. 610/2023 titled Sugandha v/s Ministry of Road Transport and Highways: regarding.

Sir,

Kindly refer to your office letter no. 12337, dated 12.02.2024 regarding subject mentioned above. In this context, as advised the desired information regarding Sr. no. 01 has been sought from The Tehsildar, Sadar however the information regd. Sr. no. 02 could not be extracted from revenue papers/tatimas as supplied by you.

Also as requested earlier vide letter no. 2513-15, dated 08.02.2024 regarding the submission made to The Project Director NHAI regarding amendment in present alignment DPP in view of serious threats to the public life and property the Geo-coordinate of the places/spots under reference has not been provided.

It is hereby once again requested to provide the requisite details along with Geo-coordinate of the places/spots under reference, so that the team could also cover these spots during the site visits to be conducted.

Yours faithfully,

ATUL  
PARMAR

Atul Parmar  
Regional Officer  
HPPCB Mandi

Copy to:

1. The Member Secretary, HP State Pollution Control Board Shimla for favor of kind information please.
2. Sh. Narender Sharma, Scientist F & Director, Central Pollution Control Board, Regional Directorate Chandigarh for favor of kind information please.

ATUL  
PARMAR

Atul Parmar  
Regional Officer  
HPPCB Mandi



H.P. STATE POLLUTION CONTROL BOARD  
Regional Office Mandi, 1<sup>st</sup> Floor, Legend Building, Opp. - Dev  
Bhoomi Hyundai, VPO Gutkar, Tehsil Balh, District Mandi  
Contact No. 01905-246220 Email: pcbromandi@gmail.com



No. PCB/RO Mandi/O.A no. 610/2023- 25/3-16

Date: 08.02.2024

To

The Commissioner,  
Municipal Corporation,  
Mandi Distt Mandi.

**Subject:** Compliance of order dated 09.10.2023 passed by the Hon'ble NGT in OA No. 610/2023 titled Sugandha v/s Ministry of Road Transport and Highways: regarding.

Sir,

In continuation to this office letter no. 2143-45, dated 11.12.2023 regarding subject mentioned above vide which the following details were sought

1. Details of Encroachments in Beas River Stretch in the area under your jurisdiction.
2. Details of HFL under the area of your jurisdiction.

The said details have not been received till date, Also a request letter vide your office letter no. 5426, dated 22.07.2023 was sent to The Project Director NHAI, PIU Palampur to amend the present alignment/DPR in view of serious threats to the public life and property. Hence, it is hereby once again requested to provide the requisite details through returnable email within two days w.r.t Sr. no. 1 & 2 as mentioned above along with Geo-coordinate of the places/spots under reference, so that team could also cover these spots during site visits.

Yours faithfully,

ATUL  
By ATUL  
PARMAR  
Date 2024/02/08  
15:21:15 (IST)

Atul Parmar  
Environmental Engineer,  
HPPCB Mandi

Copy to:

1. The Member Secretary, HP State Pollution Control Board Shimla for favor of kind information please.
2. Sh. Narender Sharma, Scientist F & Director, Central Pollution Control Board, Regional Directorate Chandigarh for favor of kind information please.

ATUL  
By ATUL  
PARMAR  
Date 2024/02/08  
15:21:15 (IST)

Atul Parmar  
Environmental Engineer,  
HPPCB Mandi



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**H.P. STATE POLLUTION CONTROL BOARD**  
Regional Office Mandi, 1<sup>st</sup> Floor, Legend Building, Opp. - Dev  
Bhoomi Hyundai, VPO Gutkar, Tehsil Balh, District Mandi  
Contact No. 01905-246220 Email: [pcbromandi@gmail.com](mailto:pcbromandi@gmail.com)



No. PCB/RO Mandi/O.A no. 610/2023 - 2199-251 Date: 08.02.2024

To

The Project Director  
National Highway Authority of India (NHAI),  
PIU-Gutkar, Distt. Mandi.

**Subject:** Compliance of order dated 09.10.2023 passed by the Hon'ble NGT in O. A No. 610/2023 titled Sugandha v/s Ministry of Road Transport and Highways: regarding.

Sir,

This is in reference to the Joint inspection report to be submitted to Hon'ble National Green Tribunal in O A in OA No. 610/2023 titled Sugandha v/s Ministry of Road Transport and Highways. In this context, the following information related to various submissions/discussions during the meetings/inspections related to four lane alignment pertaining to your jurisdiction is required for compilation of the report:

1. Minutes of Meetings (MoMs)/Reports of all such meetings where the root cause analysis has also been done by various teams/agencies of NHAI and State Government.
2. Please incorporate values/Numbers justifying that due to the recent unprecedented rainfall and flash floods most previous HFL levels have been exceeded / breached".

**Kiratpur to Nerchowk Section**

3. The numerical data which clearly establish that the finished road levels (FRL) in Bilaspur District are adequately designed and are at very high than designed HFL.
4. Please incorporate the values justifying that the FRL of road where it is running along the river stream/ backwater, is about 05-07 meters above the HFL and also the offset is very far distance from the water body at all places.
5. Please justify through numerical values that the alignment is adequately away from the water body and above the HFL in this stretch.

**NERCHOWK to Pandoh Section:**

6. Please provide the value/numbers of the locations where alignment is in close proximity to River Beas in the said section.
7. Please provide the values/numbers regarding FRL of road where it is running along the river stream, is above the HFL at adequately height as per IRC/ MoRTH Specifications.
8. The data/locations where the breach of the existing HFL levels during the unprecedented rainfall and cloudburst incidences.

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9. As submitted during inspection, only the existing alignment is being widened and that also towards the hill side by cutting and the road levels has also been raised at various locations. Please provide the data regarding the road to be widened as well as the detail regarding the locations where road levels have been raised.

**Pandoh to Aut Section:**

10. Please provide HFL vs Highway level where a part of existing NH was flooded near hanogri mata temple.

**Kullu to Manali Section:**

11. The highway was completely washed away at 11 locations from kullu to Manali out of which all the 11 locations have been restored for traffic flow. Please provide the HFL vs Highway level at all these 11 locations.

It is requested that the above said information may be provided within two days through returnable email, please

Yours faithfully,

ATUL Digitally signed by  
ATUL PARMAR  
PARMAR Date: 2014.01.28  
13:50:47 +05'30'

Atul Parmar

Environmental Engineer,  
HPPCB Mandi

**Copy to:**

1. The Member Secretary, HP State Pollution Control Board Shimla for favor of kind information please.
2. Sh. Narender Sharma, Scientist F & Director, Central Pollution Control Board, Regional Directorate Chandigarh for favor of kind information please.

ATUL Digitally signed  
by ATUL PARMAR  
PARMAR Date: 2014.01.28  
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Atul Parmar

Environmental Engineer,  
HPPCB Mandi

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No. 1641 / ..... /  
H.P Forest Department.

Dated Mandi the/ 13-02-2024

From -

Dy. Conservator of Forests,  
Mandi Forest Division, Mandi.

To:-

✓ The Environmental Engineer,  
HPSPCB Mandi, Regional Office Mandi,  
1<sup>st</sup> Floor, Legend Building, Opp. Dev Bhumi  
Hyundai, VPO Gutkar Tehsil Balh Distt. Mandi HF

Subject:-

Regarding action plan prepared in OA No.673/2018  
in the matter of news item published in 'The Hindu'  
Authored by Sh. Jacob Koshy titled "More river  
stretches are now critically polluted: CPCB".

Memo:-

Kindly refer to your office letter PCB/R.O MND/OA  
NO. 673/2018/2023- dated 02.02.2024 on the subject cited above

2. In this connection, it is submitted that in order to  
comply with the OA No. 673/2018 passed by the Hon'ble NGT, this division has raised  
plantation in the flood plain zone during the period as desired. The  
information to this effect is enclosed herewith for information and further  
necessary action at your end please.

Encls:- As Above.

Dy. Conservator of Forests,  
Mandi Forest Division, Mandi..

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Detail of Plantation/ a forestation in Flood Plain Zone for the period 2019-20 and 2020-21 in respect of Mandi Forest Division.

Sr. No.	Circle	Division	Range	Name of P area	Area in Hac.	Year of Plantation
1	Mandi	Mandi	Panarsa	OD490 Ichhani	5	2019-20
2				Halag C-11		
3			Panarsa	Dwada	5	2020-21
4			Panarsa	Dukashti	5	2020-21
			Mandi	Chipanoo	5	2020-21

Dy. Conservator of Forests,  
Mandi Forest Division, Mandi.

Himachal Pradesh  
Jal Shakti Vibhaag

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J.E.-MND-JSV-WA-2023-24/- 17180

Dated: -19.02.2024

The Environmental Engineer  
HPSPCB Mandi

Subject: - Regarding Action Plan prepared in O.A no. 673/2018 O. A No. 673/2018 in the matter of news item published in "The HINDU" AUTHORED BY SHRI JACOB KOSHY titled "More river Stretches are now critically polluted: CPCB".

Reference: - Your office letter no. PCB/R.O MND/O.A No.673/2018/2023- Dated 02-02-2024.

In this context the reply of above said information is given as under:-

Sl. No	Action Plan for Rejuvenation of River Beas	Reply
1)	Checking encroachment in flood plain zone of River Beas along with notifying flood plain zone along the stretch of River Beas.	Marking of flood plain zone of River Beas was done during 2015-16 based upon the H.F.L. of that time. The marks were shown to officials of revenue department for further marking their record. However, marking of flood zone as per recent H.F.L. created in last monsoon has yet not been done.

This is for your kind information and further necessary action

Executive Engineer,  
Jal Shakti Division,  
Mandi







improvements, 26 Bus Bay, 1 truck Lay Bye, 1 toll plaza, 3 Tunnels and 3 Pedestrian cum cattle under pass. Tunnels will be constructed on the basis of controlled blasting technique method by NATM. 8059 numbers of trees present in proposed RoW 45 m however bare minimum trees shall be felled during construction of 4 lane. Total water requirement are 4 lac Kl. 80% from surface water and 20% from Ground Water. Total estimated domestic Solid waste generation is 1000 kg/day. 3164544 Cum cutting and 3460101 Cum filling are involved in the project. 100% cutting material will be used in filling apart from this the project also required 810907 Mt of aggregate, 137,053 Mt of boulder and 117280 Mt of river sand for construction. There is Guru Gobind Singh Super Thermal Power Plant at Roopnagar which is 25 Km away from the start point Km. 73.200. However concerned authority denied to provide fly ash because they have an agreement with adjoining cement industries. 127 families are partially/ completely affected and the affected families will be compensated as per NH Act. Total civil cost for project road is Rs. 724.82 Crore, addition to this environmental cost is approx Rs. 7.5 Crore and R&R cost is Rs. 11.35 Crore. The total cost of the project is Rs. 743.9 Crore.

3. The above proposal was considered in the 109<sup>th</sup> EAC meeting held on 09<sup>th</sup> 10<sup>th</sup> February 2012 including conduct of Public Hearing. Public Hearing conducted on 29.06.2012 at Massewal Roop Nagar District, Punjab and 02.07.2012 in Bilaspur District, Himachal Pradesh.

4. The Expert Appraisal Committee, after due consideration of the relevant documents submitted by the project proponent and additional clarifications furnished in response to its observations, have recommended for the grant of Environmental Clearance for the project. Accordingly, the Ministry hereby accords necessary Environmental Clearance for the above project as per the provisions of Environment Impact Assessment Notification, 2006 and its subsequent amendments, subject to strict compliance of the terms and conditions as follows.

5. **SPECIFIC CONDITIONS:**

- (i) The project involves diversion of 39.462 ha of forest land (3.15 ha Sanctuary and 36.312 ha in protected forests) for which the proponent shall obtain the requisite FC. The proponent can execute the above project on the entire stretch located in non-forest land provided that the proponent submits an undertaking while making application to get FC that the execution of work on non-forest land shall not be cited as a reason for grant of FC and in case FC is declined, width of the portion of road falling in the forest land will be maintained at its existing level.
- (ii) The proposed road passes through Gobindasagar Wildlife Sanctuary at two locations. Hence prior clearance from the Standing Committee of NBWL shall be obtained.
- (iii) 3 tunnels are proposed in the proposed road widening project. Controlled blasting shall be carried out. Proponent shall ensure that

the details of tunnel shall be informed to the Wildlife Board and Forests Authority while applying for clearance

- (iv) It is indicated that 8059 nos. trees falls within RoW, bare minimum of them are to be cut. Necessary permission shall be obtained from the Competent Authority for tree cutting. Compensatory afforestation shall be provided as per the norms. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance
- (v) Noise barrier and safety measures shall be provided near the school.
- (vi) Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500 mts along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.
- (vii) R&R shall be as per the guidelines of State/Central Government
- (viii) IRC guidelines shall be followed for widening & up gradation of road.
- (ix) The responses/commitments made during public hearing shall be complied in letter and spirit
- (x) All the recommendation of the EMP shall be complied in letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF-RO.
- (xi) Green belt development shall be undertaken as suggested in EMP
- (xii) The seismic nature of the area shall be taken into account while designing the project.
- (xiii) The project proponent shall obtain necessary permission from the State Irrigation Department before drawing water from the river sources for the purpose of the proposed construction activity
- (xiv) Sidewalk shall be provided along the bridges
- (xv) The drain shall be at least 1 m. away from the toe of the embankment of the road adopting IRC guidelines
- (xvi) Longitudinal drains shall be provided all along the project road to ensure proper drainage of the area. In addition, adequate number of under passes and culverts to act as cross drainage structures shall also be provided

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- (xviii) The solid waste generated shall be used for rehabilitating the borrow areas.
- (xviii) For providing safety to the crossing animals and avoid road accidents speed breakers/rumbled strips shall be constructed at the identified locations of the animal movements. Enough hoardings and signages shall also be put up for the public and vehicles convenience.
- (xix) Minimum of three times the number of trees to be cut shall be planted. It shall be ensured that the trees planted as a part of the afforestation shall be looked after by NHAI. Tree plantation shall be of the same species/local species and survival shall be monitored. Transplantation of trees shall be carried out wherever possible. The tree plantation shall be taken up on the extreme end of the road.
- (xx) Necessary clearance from the State Government shall be obtained for extraction of sand from the rivers.
- (xxi) Proper signage shall be installed at appropriate locations for the convenience of the traffic movement.
- (xxii) The embankments/slopes and the slopes left after cutting shall be provided with vegetative turning to avoid soil erosion.
- (xxiii) The hot mix plant shall be located at least 500 mts. Away from habitation and on the barren land to avoid its adverse impact on the human population.
- (xxiv) Rehabilitation and payment of compensation to the project affected people (PAPs) shall be made as per the policy of the State Government.
- (xxv) Noise barriers shall be provided at appropriate locations particularly in the areas where the alignment passes through inhabited areas so as to ensure that the noise levels do not exceed the prescribed standards.
- (xxvi) For road safety, IRC guidelines in respect of road signages, service roads, bus bays, inter-sections, pedestrians crossings, etc. shall be strictly adhered to.

6. GENERAL CONDITIONS:

- (i) Adequate provision for infrastructure facilities including water supply, fuel and sanitation must be ensured for construction workers during the construction phase of the project to avoid any damage to the environment.
- (ii) Appropriate measures must be taken while undertaking digg activities to avoid any likely degradation of water quality.

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- (iii) Borrow sites for each quarry sites for road construction material and dump sites must be identified keeping in view the following:
- (a) No excavation or dumping on private property is carried out without written consent of the owner.
  - (b) No excavation or dumping shall be allowed on wetlands, forest areas or other ecologically valuable or sensitive locations.
  - (c) Excavation work shall be done in close consultation with the Soil Conservation and Watershed Development Agencies working in the area, and
  - (d) Construction spoils including bituminous material and other hazardous materials must not be allowed to contaminate water courses and the dump sites for such materials must be secured so that they shall not leach into the ground water.
- (iv) The construction material shall be obtained only from approved quarries. In case new quarries are to be opened, specific approvals from the competent authority shall be obtained in this regard.
- (v) Adequate precautions shall be taken during transportation of the construction material so that it does not affect the environment adversely.
- (vi) Borrow pits and other scars created during the road construction shall be properly levelled and treated.
- (vii) Adequate financial provision must be made in the project to implement the aforesaid safeguards.
- (viii) The project proponent will set up separate environmental management cell for effective implementation of the stipulated environmental safeguards under the supervision of a Senior Executive.
- (ix) Full support shall be extended to the officers of this Ministry/Regional Office by the project proponent during inspection of the project for monitoring purposes by furnishing full details and action plan including action taken reports in respect of mitigation measures and other environmental protection activities.
- (x) A six-Monthly monitoring report shall need to be submitted by the project proponents to the Regional Office of this Ministry regarding the implementation of the stipulated conditions.
- (xi) Ministry of Environment & Forests or any other competent authority may stipulate any additional conditions or modify the existing ones.

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if necessary in the interest of environment and the same shall be complied with

- (xii) The Ministry reserves the right to revoke this clearance if any of the conditions stipulated are not complied with the satisfaction of the Ministry.
- (xiii) In the event of a change in project profile or change in the implementation agency, a fresh reference shall be made to the Ministry of Environment and Forests.
- (xiv) The project proponents shall inform the Regional Office as well as the Ministry, the date of financial closure and final approval of the project by the concerned authorities and the date of start of land development work.
- (xv) A copy of the clearance letter shall be marked to concerned Panchayat/local NGO, if any, from whom any suggestion/representation has been made received while processing the proposal.
- (xvi) Safety provision such as bus bays, service roads intersection, improvement etc, will be carried out by the project proponent. The project proponent shall provide adequate facilities as per the norms/guidelines.
- (xvii) State Pollution Control Board shall display a copy of the clearance letter at the Regional Office, District Industries Center and Collector's Office/Tehsildar's office for 30 days.

7. These stipulations would be enforced among others under the provisions of Water (Prevention and Control of Pollution) Act 1974, the Air (Prevention and Control of Pollution) Act 1981, the Environment (Protection) Act, 1986, the Public Liability (Insurance) Act, 1991 and EIA Notification 2006, including the amendments and rules made thereafter.

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

9. The project proponent shall advertise in at least two local Newspapers widely circulated in the region, one of which shall be in the vernacular language informing that the project has been accorded Environmental Clearance and copies of clearance letters are available with the State Pollution Control Board and may also be seen on the website of the Ministry of Environment and Forests at <http://www.envfor.nic.in>. The advertisement should be made within 10 days from the date of receipt of the Clearance letter and a copy of the same should be forwarded to the Regional office of this Ministry.

44

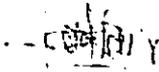
10. Any appeal against this clearance shall lie with the National Green Tribunal, if preferred, within a period of 30 days as prescribed under Section 10 of the National Green Tribunal Act, 2010.

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

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

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

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

  
(Lalit Kapur)  
Director (IA-III)

Copy to

1. The Secretary, Department of Environment, Government of Punjab Chandigarh.
2. The Secretary, Department of Environment, Government of Himachal Pradesh
3. The Chairman, Central Pollution Control Board, Parvesh Bhawan, CPD- cum Office Complex, East Arjun Nagar, Delhi - 110 032
4. The Member Secretary, Punjab Pollution Control Board, Vatavaran Bhawan Nabha road, Patiala-147001, Punjab.
5. The Member Secretary, Himachal Pradesh Pollution Control Board, P.P. S.E. &E, 34, SDA Complex, Kusumapati, Shimla -171009
6. The CCF, Regional Office, Ministry of Environment & Forests (NZ), Bays No. 24-25, Sector-31-A, Dakshin Marg, Chandigarh-160030.
7. IA - Division, Monitoring Cell, MoEF, New Delhi - 110003.
8. Guard file

(Lalit Kapur)  
Director (IA-III)

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F.No. 10-52/2011-IA.III  
Government of India  
Ministry of Environment & Forests  
(IA-III Division)

Paryavaran Bhawan,  
CGO Complex, Lodhi Road,  
New Delhi - 110 003

Dated: 21<sup>st</sup> March, 2013

To  
Chief General Manager (LA),  
National Highways Authority of India,  
G- 5&6, Sector-10, Dwarka,  
New Delhi - 110 075.

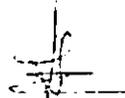
DGM(FW)

**Subject: Environmental Clearance for widening and improvement of existing carriageway to 2/4 lane of Bilaspur - Ner Chowk section of NH-21 from Km 134.500 to km 186.500 in the State of Himachal Pradesh by M/s NHAI - Reg.**

This has reference to your letter No. 11013/1/2k/Env./127 dated 04.09.2012 seeking Environmental Clearance under the Environment Impact Assessment Notification, 2006. The proposal has been appraised as per prescribed procedure in the light of provisions under the Environment Impact Assessment Notification, 2006 on the basis of the main EIA documents enclosed with the application viz., the Form I, EIA, EMP, Public Hearing proceedings and the additional clarifications furnished in response to the observations of the Expert Appraisal Committee constituted by the competent authority in its meeting held 19<sup>th</sup> - 21<sup>st</sup> September, 2012.

2 It is interalia, noted that the proposed road of NH-21 starts at Km 134+350 and ends at Km.186+650. The existing road is a 2-lane carriageway with earthen shoulder and the length is about 63.5 Km. The improvement proposal is of total design length 57.913 Km (including Sunder Nagar Bypass and the Link Connectivity) which consists of 4-lane new construction of New alignment taking off from existing NH-21 near Nauni Chowk to Jarol Village (Km.126+500 to Km 159.070) of length is 32.570Km. The projected traffic indicates that the project road will need to be widened to 4-lane immediately. The Engineering investigations carried out on the existing road revealed that the existing road is deficient in geometrics and improving the geometrics will involve deep cuts and high fills. There are structures on the hills and valleys all along the project road and constructing these large fills and cuts shall not be feasible and shall involve large scale rehabilitation/ resettlement. Accordingly three options were examined for the improvement of the Project Road Section which are

- Option I: Widening of the Existing Road to 2-lane with Paved Shoulder.  
Option II: Alternative New Alignment on the Eastern side of the Existing NH-21



Option III: Alternative New Alignment on the Western side of the Existing NH-21

Based on the merits and demerits, the alternative new alignment on the western side of the existing NH21 between ferry site near Neoni Chowk to Proposed Sundar Nagar bypass was recommended and adopted for implementation. Existing ROW width varies between 11 to 42 m at different location. The Proposed ROW width is 45m except at the existing widening of NH-21 with 24m-30m and link connectivity & tunnels with 20m. The proposed project passes through 44 villages, which fall in two districts namely Bilaspur and Mandi. The proposed length of the alternative new alignment of NH 21 is 57.913 km and the existing length of road is 63.5 km. Existing widening from Jarol Village to Start of Sundar Nagar bypass (follows existing road) (Km.159.070 to Km.167.473) of length 8.403Km. Proposed Sundar Nagar Bypass from Km. 173.904 to Km. 179.582 (2 lane to be constructed by State PWD and another 2 lane to be constructed by NHAI) - 5.678 Km.). Existing widening from End of Sundar Nagar Bypass to Start of Proposed Ner Chowk Bypass (Km.179.582 to Km.184.323) of length 4.741Km. Proposed Ner Chowk Bypass - (Km.184.323 to Km.188.874) of length 4.550Km. Link Connection to ACC Cement Plant of length 1.971 Km. Existing 13 major bridges, 10 minor bridges) whereas proposed 10 major bridges and 12 minor bridges, 222 Culverts exists and 144 nos proposed (83 nos new culverts, 61 nos reconstruction of existing culverts), 1 flyover, 1 pedestrian/Cattle underpass, Truck lay-bye 2, and 1 Toll Plaza at km 151-735 proposed along the entire stretch. There are 12 major and 18 minor junctions on the existing road whereas 5 major junctions and 22 minor junctions proposed on the project road. Provision of 2 tunnels (length of long tunnel is 1.410 km and short tunnel is 0.860 km). A total of 10000 trees are found within the proposed Right of Way, which will be impacted due to new alignment and proposed bypass 1941 households comprising of about 15491 Project affected people (PAPs) also fall in PROW. PAPs shall be compensated according to the provision of NH Act 1956. 1400 KL/day of water is required for construction and 840 KL/day water will be abstracted from existing borings present along the project road and remaining from surface water sources. Fly ash will be utilized for construction of embankment from Guru Gobind Singh super thermal power plant at Kotar near Ghanauli, Punjab as per MoEF notifications. The total project cost is Rs. 1000.49 crore (including civil cost, Environmental cost, shifting of utilities, land acquisition and R&K cost) The total cost for Resettlement and Rehabilitation is approximately Rs. 183.96 crore and environmental budget is Rs. 2.03 crore

2. The proposed project road passes through Govind Sagar lake in a length of 1.57 km at 6-8 locations declared as a Sanctuary area in Dist. Bilaspur. It has been recently proposed for denotification by the State Govt. The project road passes through Protected Forest falling under P. K. S. Forest Division in district Bilaspur whereas Suket and Mandi Forest Divisions in district Mandi. The proposed road passes mostly through hilly and mountainous terrain of Himalayan range, but part of it crosses through agricultural, forest land and built-up area. 189.2 ha of land is proposed to

be acquired for this project (59.64 ha Govt. land and 129.52 ha Private). 26.71 ha. of forest land to be diverted for the proposed project. There are 2 bypasses viz. Sunder Nagar Bypass and Nei Chowk Bypass proposed in the project stretch and total length of bypass is 10.228 Km

4. The project was considered by the EAC in its 103<sup>rd</sup> meeting held on 13<sup>th</sup> - 15<sup>th</sup> July, 2011 including conduct of Public Hearing. Public Hearing conducted on 23.04.2012 at Bilaspur District and 24.04.2012 at Mandi District.

5. The Expert Appraisal Committee, after due consideration of the relevant documents submitted by the project proponent and additional clarifications furnished in response to its observations, have recommended for the grant of Environmental Clearance for the project. Accordingly, the Ministry hereby accords necessary Environmental Clearance for the above project as per the provisions of Environment Impact Assessment Notification, 2006 and its subsequent amendments, subject to strict compliance of the terms and conditions as follows:

**6. SPECIFIC CONDITIONS:**

- (i) The project involves diversion of 26.71 ha of forest land for which the proponent shall obtain the requisite FC. The proponent can execute the above project on the entire stretch located in non-forest land, provided that the proponent submits an undertaking while making application to get FC that the execution of work on non forest land shall not be cited as a reason for grant of FC and in case FC is declined, width of the portion of road falling in the forest land will be maintained at its existing level.
- (ii) The proposed road passes through Gobindesagar Wildlife Sanctuary at two locations. Hence, prior clearance from the Standing Committee of NBWL shall be obtained.
- (iii) 2 tunnels are proposed in the proposed road. Controlled blasting shall be carried out. Proponent shall ensure that the details of tunnel shall be brought to the Wildlife Board and Forests Authority while applying for clearance.
- (iv) It is indicated that 10,000 nos. trees falls within RoW. Minimum are to be cut. Necessary permission shall be obtained from the Competent Authority for tree cutting. Compensatory afforestation shall be provided as per the norms. Necessary green belt shall be provided on both side of the highway with proper central verge and cost provision should be made for regular maintenance.
- (v) Noise barrier and safety measures shall be provided at School.

- (vi) Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500 mts along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.
- (vii) R&R shall be as per the guidelines of State/Central Government.
- (viii) IRC guidelines shall be followed for widening & up gradation of road.
- (ix) The responses/commitments made during public hearing shall be complied with letter and spirit.
- (x) All the recommendation of the EMP shall be complied with letter and spirit. All the mitigation measures submitted in the EIA report shall be prepared in a matrix format and the compliance for each mitigation plan shall be submitted to MoEF along with half yearly compliance report to MoEF RO.
- (xi) Green belt development shall be undertaken as suggested in EMP
- (xii) The seismic nature of the area shall be taken into account while designing the project.
- (xiii) The project proponent shall obtain necessary permission from the State Irrigation Department before drawing water from the river sources for the purpose of the proposed construction activity.
- (xiv) Sidewalk shall be provided along the bridges
- (xv) The drain shall be at least 1 m away from the toe of the embankment of the road adopting IRC guidelines
- (xvi) Longitudinal drains shall be provided all along the project road to ensure proper drainage of the area. In addition, adequate number of under passes and culverts to act as cross drainage structures shall also be provided.
- (xvii) The solid waste generated shall be used for rehabilitating the borrow areas
- (xviii) For providing safety to the crossing animals and avoid road accidents, speed breakers/rumpled strips shall be constructed at the identified locations of the animal movements. Further, hoardings and signages shall also be put up for the public and vehicles convenience.

- (xix) Minimum of three times the number of trees to be cut shall be planted. It shall be ensured that the trees planted as a part of the afforestation shall be looked after by NHAI. Tree plantation shall be of the same species/local species and survival shall be monitored. Transplantation of trees shall be carried out wherever possible. The tree plantation shall be taken up on the extreme end of the road.
- (xx) Necessary clearance from the State Government shall be obtained for extraction of sand from the rivers.
- (xxi) Proper signage shall be installed at appropriate locations for the convenience of the traffic movement.
- (xxii) The embankments/slopes and the slopes left after cutting shall be provided with vegetative turning to avoid soil erosion.
- (xxiii) The hot mix plant shall be located at least 500 mts. Away from habitation and on the barren land to avoid its adverse impact on the human population.
- (xxiv) Rehabilitation and payment of compensation to the project affected people (PAPs) shall be made as per the policy of the State Government.
- (xxv) Noise barriers shall be provided at appropriate locations particularly in the areas where the alignment passes through inhabited areas so as to ensure that the noise levels do not exceed the prescribed standards.
- (xxvi) For road safety, IRC guidelines in respect of road signage, service roads, bus bays, inter sections, pedestrians crossings, etc. shall be strictly adhered to.

7. GENERAL CONDITIONS:

- (i) Adequate provision for infrastructure facilities including water supply, fuel and sanitation must be ensured for construction workers during the construction phase of the project to avoid any damage to the environment.
- (ii) Appropriate measures must be taken while undertaking digging activities to avoid any likely degradation of water quality.
- (iii) Borrow sites for each quarry sites for road construction material and dump sites must be identified keeping in view the following:
  - (a) No excavation or dumping on private property is carried out without written consent of the owner.



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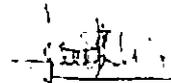
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15. The environmental statement for each financial year ending 31<sup>st</sup> March in Form-V as is mandated to be submitted by the project proponent to the concerned State Pollution Control Board as prescribed under the Environment (Protection) Rules,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



(Lalit Kapur)  
Director (IA-III)

Copy to

- (i) The Secretary, Department of Environment, Government of Himachal Pradesh
- (ii) The Chairman Central Pollution Control Board, Parvesh Bhawan, CBD cum-Office Complex, East Arjun Nagar, Delhi - 110 032
- (iii) The Member Secretary, Himachal Pradesh Pollution Control Board HP SCST &E, 34, SDA Complex, Kusumapati, Shimla - 171002
- (iv) The CCF, Regional Office, Ministry of Environment & Forests (N.E) Bays No 24-25, Sector 31-A, Dakshin Marg, Chandigarh - 160 030
- (v) IA - Division, Monitoring Cell, MOEF, New Delhi - 110003.
- (vi) Guard file

(Lalit Kapur)  
Director (IA III)



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# भारत का राजपत्र The Gazette of India

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असाधारण  
EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (ii)  
PART II—Section 3—Sub-section (ii)

प्राधिकार से प्रकाशित  
PUBLISHED BY AUTHORITY

सं. 3036]

नई दिल्ली, वृहस्पतिवार, जुलाई 14, 2022/आषाढ़ 23, 1944

No. 3036]

NEW DELHI, THURSDAY, JULY 14, 2022/ASHADHA 23, 1944

पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय

अधिसूचना

नई दिल्ली, 14 जुलाई, 2022

का.आ. 3194(अ).—केंद्रीय सरकार ने तत्कालीन पर्यावरण और वन मंत्रालय में पर्यावरण (संरक्षण) अधिनियम, 1986 की धारा 3 की उपधारा (1) और उपधारा (2) के खंड (v) के अधीन प्रदत्त शक्तियों का प्रयोग करने हुए, पर्यावरण समाधान निर्धारण अधिसूचना, 2006 (जिसे इसमें इसके पश्चात् उक्त अधिसूचना कहा गया है) कतिपय प्रवर्ग की परियोजनाओं के लिए पूर्व पर्यावरणीय अनापत्ति को अनिवार्य बनाने के लिए का.आ. 1533(अ) तारीख 14 मिनबर, 2006 द्वारा प्रकाशित की है;

और, आज तक, 15% तक कोयला, लिग्नाईट या पेट्रोलियम उत्पाद जैसे महायुक्त ईंधन का प्रयोग करके जैव स्थूल या गैर परिसंकटमय नगरपालिक ठोस अपशिष्ट पर आधारित 15 मेगावाट तक के तापीय विद्युत संयंत्रों को पर्यावरणीय अनापत्ति की अपेक्षा में छूट दी जाती है, और पूर्वोक्त ईंधन मिश्रण, जो पर्यावरणीय रूप से अनुकूल है, का उपयोग करने के क्रियाकलाप को ध्यान में रखते हुए तथा ऐसे क्रियाकलापों को प्रोत्साहित करने के लिए, केंद्रीय सरकार ऐसे तापीय विद्युत संयंत्रों के लिए न्यूनतम क्षमता में वृद्धि करना आवश्यक समझती है, जिसके लिए पर्यावरणीय अनापत्ति की आवश्यकता नहीं होगी;

और, मत्स्य प्रबंध पत्तनों और बंदरगाहों पर अंतर्निहित मछुआरों की आजीविका सुरक्षा तथा दूसरे के मुकाबले में इन पत्तनों तथा बंदरगाहों के न्यून प्रदूषण संभाव्य और ऐसे अनन्य पत्तन जो ऐसे छोटे मछुआरों की आवश्यकताओं की पूर्ति करते हैं, जिनकी नौकाओं में कमोत्तर प्रदूषण संभाव्य होता है, के मुद्दों को ध्यान में रखते हुए, केंद्रीय सरकार ऐसे पत्तनों और बंदरगाहों के लिए, जो अनन्य रूप से मत्स्य प्रबंध करने हैं, मत्स्य प्रबंध क्षमता के निबंधनानुसार छूट अवसीमा को बढ़ाना आवश्यक समझती है;

और, सीमावर्ती राज्यों में रक्षा और सामरिक महत्व से संबंधित राजमार्ग परियोजनाएं प्रकृति से भवेदनुशील हैं और इन्हें अनेक मामलों में, सामरिक, रक्षा और सुरक्षा संबंधी बातों को ध्यान में रखते हुए पूर्विकता पर कार्यान्वित किए जाने की आवश्यकता है तथा इस संबंध में, केंद्रीय सरकार यह आवश्यक समझती है कि सीमावर्ती क्षेत्रों में ऐसी परियोजनाओं को कार्यान्वित करने वाले अभिकरण द्वारा स्व अनुपालन हेतु ऐसी परियोजनाओं के लिए मानक पर्यावरणीय सुरक्षापायों सहित विनिर्दिष्ट मानक प्रचालन पद्धति के अधीन रहते हुए पर्यावरणीय अनापत्ति की अपेक्षा से छूट प्रदान की जाए;

और यह सत्य है कि टोल प्लाजा को बड़ी संख्या में यानों की आवश्यकता की पूर्ति कर संग्रहण वृक्षों के संस्थापन के लिए अधिक चौड़ाई की आवश्यकता होती है, जो संभव नहीं होगा, यदि चौड़ाई मार्गाधिकार (आरओडब्ल्यू) तक निर्बंधित है और टोल-प्लाजा की पर्याप्त चौड़ाई की अपेक्षा को ध्यान में रखते हुए, 100 कि.मी. से अधिक की लंबाई वाली राजमार्ग विस्तार परियोजनाओं को पूर्व पर्यावरणीय अनापत्ति संबद्ध उक्त अधिमूचना के उपबंध लागू होंगे, भले ही उनका मार्गाधिकार 100 कि.मी. तक राजमार्ग विस्तार के लिए पुनः संग्रहण या बार्ड-पारों के लिए 40 मी. या 60 मी. की अनुज्ञेय विस्तार सीमाएं से कम है और इस संबंध में केंद्रीय सरकार, टोल-प्लाजा पर तथा चौराहों पर जंक्शन सुधार पर चौड़ाई को मार्गाधिकार में सम्मिलित किए जाने से छूट प्रदान करना आवश्यक समझती है;

और, विद्यमान विमानपत्तनों के संबंध में अधिकांश विस्तारवादी क्रियाकलाप वायुपत्तन के विद्यमान क्षेत्र में वृद्धिरहित टर्मिनल भवन विस्तार से संबंधित है, न कि रनवे आदि के विस्तार से तथा इसलिए इसमें केवल वृद्धिशील पर्यावरणीय समाधान सम्मिलित है, जिनकी आवश्यकताओं की पूर्ति ऐसे पर्यावरणीय सुरक्षापायों का उपबंध करके की जा सकती है, जो स्थानीय स्तर पर ऐसी अनापत्तियों की मंजूरी के समय पर्यावरणीय प्रबंध में बनाए जा सकते हैं और इस संबंध में, केंद्रीय सरकार यह आवश्यक समझती है कि वह विद्यमान वायुपत्तन परिमर्गों के भीतर केवल टर्मिनल भवनों और महत्वपूर्ण भवनों से संबंधित विमानपत्तनों विस्तारों का, उक्त अधिमूचना की अनुसूची 8(क) के अनुरूप, चूंकि विस्तार केवल भवन तथा सन्निर्माण पहलू को कवर करता है, प्रवर्गीकृत करे;

और, पर्यावरण (संरक्षण) नियम, 1986 के नियम 5 के उपनियम (3) के खंड (घ) के साथ पठित पर्यावरण (संरक्षण) अधिनियम, 1986 की धारा 3 की उपधारा (1) और उपधारा (2) के खंड (v) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, पर्यावरण समाधान निर्धारण अधिमूचना, 2006 में संशोधन करने के लिए प्रारूप अधिमूचना, भारत के राजपत्र, असाधारण, भाग II, खंड 3, उपखंड (ii) में संख्यांक का.आ. 1744(अ) नारीख 11 अप्रैल, 2022 द्वारा प्रकाशित की गई थी जिसमें उन सभी व्यक्तियों में, जिनके उनसे प्रभावित होने की संभावना थी, उस नारीख में, जिसको उक्त प्रारूप अधिमूचना को अंतर्विष्ट करने वाले राजपत्र की प्रतियां जनता को उपलब्ध करा दी गई थी, साठ दिन की अवधि के भीतर आक्षेप और मुझाव आमंत्रित किए गए थे;

और, उक्त प्रारूप अधिमूचना के उत्तर में प्राप्त आक्षेपों और मुझावों पर केंद्रीय सरकार द्वारा गम्यक रूप में विचार कर लिया गया है;

अतः अब, केंद्रीय सरकार, पर्यावरण (संरक्षण) नियम, 1986 के नियम 5 के उपनियम (3) के खंड (घ) के साथ पठित पर्यावरण (संरक्षण) अधिनियम, 1986 (1986 का 29) की धारा 3 की उपधारा (1) और उपधारा (2) के खंड (v) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, भारत सरकार के तत्कालीन पर्यावरण और वन मंत्रालय की अधिमूचना न. का.आ. 1533(अ) नारीख 14 सितंबर, 2006 में निम्नलिखित और संशोधन करती है, अर्थात्:--

उक्त अधिमूचना की अनुसूची में:--

- (i) मद 1(घ) के सामने, स्तंभ (5) में, शीर्षक टिप्पण के अधीन, पैरा (i) में, "15 एमडब्ल्यू" अंकों और अक्षरों के स्थान पर, "25 एमडब्ल्यू" अंक और अक्षर रखे जाएंगे;
- (ii) मद 7(क) के सामने, स्तंभ (5) में, शीर्षक टिप्पण के अधीन, विद्यमान पैरा को उसके पैरा "(i)" के रूप में संख्यांकित किया जाएगा इस प्रकार संख्यांकित पैरा (i) के पश्चात्, निम्नलिखित अंतःस्थापित किया जाएगा, अर्थात्:--

"(ii) केवल >20,000 विद्यमान विमानपत्तन परिमर्गों के भीतर टर्मिनल भवन और महत्वपूर्ण भवनों के विस्तार के लिए पर्यावरणीय अनापत्ति अपेक्षित होगी और 1,50,000 वर्गमीटर तक गले विस्तार का मूल्यांकन इस अधिमूचना की अनुसूची की मद 8(क) के उपबंधों के अनुसार किया जाएगा, वधनें विमानपत्तन के विद्यमान क्षेत्र में कोई वृद्धि न हो।";

- (iii) मद 7(ड) के मामले, स्तंभ (4) में, "10,000 टीपीए" अंकों और अक्षरों के स्थान पर, "30,000 टीपीए" अंक और अक्षर रखे जाएंगे;
- (iv) मद 7(च) के मामले, स्तंभ (5) में, शीर्षक टिप्पण के अधीन, विद्यमान पैरा को उसके पैरा "(i)" के रूप में संख्यांकित किया जाएगा इस प्रकार संख्यांकित पैरा (i) के पश्चात्, निम्नलिखित अंतःस्थापित किया जाएगा, अर्थात्:--
- "(ii) इस संबंध में समय-समय पर अधिमूचित मानक प्रचालन कार्य पद्धति के अनुपालन के अधीन रहते हुए नियंत्रण की रेखा या सीमा ने 100 कि.मी. तक की सभी राजमार्ग परियोजनाओं को छूट प्रदान की जाती है।
- (iii) टोल प्लाजा पर चौड़ाई वाले क्षेत्र और अन्य सड़कों के चौगट्टे पर जंकशन सुधार को मार्गाधिकार ने छूट प्रदान की जाती है।"

[फा. सं आईए 3-22/10/2022/आईए. III]

डा. सुजीत कुमार वाजपेयी, संयुक्त सचिव

टिप्पण : मूल अधिमूचना भारत के राजपत्र, असाधारण, भाग II, खंड 3, उपखंड (ii) में संख्यांक का.आ. 1533(अ), तारीख 14 सितम्बर, 2006 द्वारा प्रकाशित की गई थी और इसका अंतिम संशोधन का.आ. 2163(अ), तारीख 9 मई, 2022 द्वारा किया गया था।

MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE  
NOTIFICATION

New Delhi, the 14th July, 2022

S.O. 3194(E).—Whereas, the Central Government in the erstwhile Ministry of Environment and Forests, in exercise of its power under sub-section(1) and clause (v) of sub-section (2) of section (3) of the Environment (Protection) Act, 1986 has published the Environment Impact Assessment Notification, 2006 (hereinafter referred to as the said Notification, vide number S.O. 1533(E), dated the 14th September, 2006 for mandating prior Environmental Clearance for certain category of Projects.

And whereas, as on date, Thermal Power Plants up to 15 MW based on biomass or non-hazardous Municipal Solid Waste using auxiliary fuel such as coal, lignite or petroleum products up to 15% are exempted from the requirement of Environmental Clearance and in view of the activity of using the aforesaid fuel mix being eco-friendly, and in order to encourage such activities, the Central Government deems it necessary to increase the threshold capacity for such Thermal Power Plants for which Environmental Clearance shall not be required;

And whereas, taking into account the issues of livelihood security of fishermen involved at fish handling ports and harbours and less pollution potential of these ports and harbours compared to others, and that such exclusive ports cater to the small fishermen whose boats have lesser pollution potential, the Central Government deems it necessary to increase the exemption threshold in terms of fish handling capacity for ports and harbours which exclusively handle fish;

And whereas, the Highway projects related to defence and strategic importance in border States are sensitive in nature and in many cases need to be executed on priority keeping in view strategic, defence and security considerations and in this regard, the Central Government deems it necessary to exempt such projects from the requirement of Environmental Clearance in the border areas subject to specified Standard Operating Procedure along with standard environmental safeguards for such projects for self-compliance by the Agency executing such projects;

And whereas, it is a fact that toll plaza needs greater width for installation of toll-collection booths to cater to large number of vehicles, which may not be possible if the width is restricted to Right of Way (RoW) and in view of the requirement of substantial width of toll plaza, Highway Expansion projects having length more than 100 km shall attract the provisions of the said notification, related to prior Environmental Clearance even if their RoW is less than the permissible expansion limits of 40 m or 60 m for re-alignment or by-passes, for Highway expansion upto 100 km and in this regard, the Central

Government deems it necessary to exempt the width at toll plaza and junction improvement at intersection from being included in RoW:

And whereas, most of the expansion activities with regard to existing Airports are related to Terminal Building expansion without increase in existing area of the Airport, rather than expansion of runway etc., and therefore involves only incremental environmental impacts which can be catered by providing for environmental safeguards which can be built into the Environmental Management Plan at the time of grant of such clearances at the local level and in this regard, the Central Government deems it necessary to categorise Airport expansions pertaining to only terminal buildings and allied buildings within the existing Airport premises, in line with schedule 8(a) of the said notification, as the expansion covers the building and construction aspect only:

And whereas, a draft notification for making amendments in the Environment Impact Assessment Notification, 2006 in exercise of the powers conferred by sub-section (1) and clause (v) of sub-section (2) of section 3 of the Environment (Protection) Act, 1986, read with clause (d) of sub-rule (3) of rule 5 of the Environment (Protection) Rules, 1986 was published in the Gazette of India, Extraordinary, Part-II, Section 3, Sub-section(ii), vide number S.O. 1774(E) dated the 11th April, 2022, inviting objections and suggestions from all the persons likely to be affected thereby, within a period of sixty days from the date on which copies of the Gazette containing the said draft notification were made available to the Public:

And whereas, the objections and suggestions received in response to the said draft notification have been duly considered by the Central Government:

Now, therefore, in exercise of powers conferred by sub-section (1) and clause (v) of sub-section (2) of section 3 of the Environment (Protection) Act, 1986 (29 of 1986), read with clause (d) of sub-rule (3) of rule 5 of the Environment (Protection) Rules, 1986, the Central Government hereby makes the following further amendments in the notification of the Government of India in the erstwhile Ministry of Environment and Forests, number S.O.1533(E) dated the 14th September, 2006, namely:-

In the said notification, in the Schedule,-

- (i) against item 1(d), in column (5), under the heading Note, in para (i), for the figures and letters "15 MW" the figures and letters "25 MW" shall be substituted
- (ii) against item 7(a), in column (5), under the heading Note, the existing para shall be numbered as "(i)" thereof and after the para (i) as so numbered, the following shall be inserted, namely -  
 "(ii) Only expansion of terminal buildings and allied buildings within the existing Airport premises >20,000 shall require Environmental Clearance, and such expansion up to 1,50,000 sqm shall be appraised as per provisions of item 8(a) of the Schedule of this notification provided there is no increase in the existing area of the Airport".
- (iii) against item 7(e), in column (4), for the figures and letters "10,000 TPA", the figures and letters "30,000 TPA" shall be substituted.
- (iv) against item 7(f), in column (5), under the heading Note, the existing para shall be numbered as "(i)" thereof and after the para (i) as so numbered, the following shall be inserted, namely:-  
 "(ii) All Highway projects are exempted upto 100 km from line of control or border subject to compliance of Standard Operating Procedure notified in this regard from time to time.  
 (iii) Width at toll plaza and junction improvement at intersection of other roads is exempted from Right of Way."

[F. No. IA3-22 10 2022-IA.III]

Dr. SUJIT KUMAR BAIJAYEE, Jr. Secy.

Note : The principal notification was published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (ii), vide number S.O. 1533(E), dated the 14th September, 2006 and was last amended vide the notification number S.O. 2163(E), dated the 9th May, 2022.



**H.P. STATE POLLUTION CONTROL BOARD**  
Regional Office Mandi, 1<sup>st</sup> Floor, Legend Building, Opp. - Dev  
Bhoomi Hyundai, VPO Gutkar, Tehsil Balh, District Mandi  
Contact No. 01905-246220 Email: [pcbromandi@gmail.com](mailto:pcbromandi@gmail.com)



No. PCB/RO Mandi/O.A no. 610/2023

2465-07

Date: 07.02.2024

To

The Project Director  
National Highway Authority of India (NHAI),  
PIU-Palampur, Distt. Kangra.

Subject:

Compliance of order dated 09.10.2023 passed by the Hon'ble NGT in OA  
No. 610/2023 titled Sugandha v/s Ministry of Road Transport and Highways:  
regarding.

Sir,

This is in reference to the Joint inspection report to be submitted to Hon'ble National Green Tribunal in O.A in OA No. 610/2023 titled Sugandha v/s Ministry of Road Transport and Highways In this context, the following information related to various submissions/discussions during the meetings/inspections related to four lane alignment pertaining to your jurisdiction is required for compilation of the report:

1. The details of various Sections of the proposed alignment.
2. Applicability of Environmental Clearance on the proposed project and please supply copy of the same. (if applicable/obtained)
3. The HFL vs Highway levels of the locations in the proposed alignment where the highway is passing nearby the river boundaries.

It is requested that the above said information may be provided within two days through returnable email, please

Yours faithfully,

ATUL Engg 1905 15/02/2024  
PARMAR ATUL PARMAR  
Date: 20/02/2024  
15:20:02 +05:30

Atul Parmar  
Environmental Engineer,  
HPPCB Mandi

Copy to:

1. The Member Secretary, HP State Pollution Control Board Shimla for favor of kind information please.
2. Sh. Narender Sharma, Scientist F & Director, Central Pollution Control Board, Regional Directorate Chandigarh for favor of kind information please.

ATUL Engg 1905 15/02/2024  
PARMAR ATUL PARMAR  
Date: 20/02/2024  
15:20:02 +05:30

Atul Parmar  
Environmental Engineer,  
HPPCB Mandi



**H.P. STATE POLLUTION CONTROL BOARD**  
Regional Office Mandi, 1<sup>st</sup> Floor, Legend Building, Opp - Dev  
Bhoomi Hyunda, VPO Gutkar, Tehsil Balh, District Mandi  
Contact No. 01905-246220 Email: [pcbromandi@gmail.com](mailto:pcbromandi@gmail.com)



No. PCB/RO Mandi/O.A no. 610/2023  
To

Date: 0802.2024

The Director/Head,  
Meteorological Centre  
India Meteorological Department,  
Second Floor, The Claremont Building,  
New Vidhan Sabha Chaura Mandi, Shimla 171004

Subject: Compliance of order dated 09.10.2023 passed by the Hon'ble NGT in OA No. 610/2023 titled Sugandha v/s Ministry of Road Transport and Highways: regarding.

Sir,

This is in reference to the OA No. 610/2023 titled Sugandha v/s Ministry of Road Transport and Highways. In this context, the Joint inspection report of the committee is to be submitted before Hon'ble National Green Tribunal and for the completion of the same the following information required for the Four lane alignment from Nerchok To Manali area and Pathankot to Mandi Area is required by the joint inspection committee. In this regard the following information is required

1. The numbers of cloud burst incidents in 2023 and in the year 2022
2. Moth wise rainfall data a/w peak rainfall data in the said stretch and variation since last year and seasonal, yearly, decadal or any other peak rainfall data of the said area

It is requested that the above said information may be provided within two days through returnable email, please

Yours faithfully,

ATUL PARMAR

Atul Parmar  
Environmental Engineer,  
HPPCB Mandi

Copy to:

1. The Member Secretary, HP State Pollution Control Board Shimla for favor of kind information please
2. Sh. Narender Sharma, Scientist F & Director, Central Pollution Control Board, Regional Directorate Chandigarh for favor of kind information please

ATUL PARMAR

Atul Parmar  
Environmental Engineer,  
HPPCB Mandi

## National Highways Authority of India

Ministry of Road Transport and Highways, Govt. of India

NHAI/PIU-Mandi, Bag 121, J.C. Road, P.O. Neeraj, Tehsil, District, Himachal Pradesh

Email: [nhai@nhai.org.in](mailto:nhai@nhai.org.in) Phone: [011-26104000](tel:011-26104000)

NHAI/PD/PIU-Mandi/2023-24/Misc/05/21/23

Dec.2023

To,

Regional Officer,  
HPPCB, Regional Office,  
Mandi (HP)

Sub: Compliance of Order dated 09.10.2023 passed by the Hon'ble NGT in OA no. 610/2023 titled Sugandha v/s Ministry of Road Transport and Highway regarding.

Sir,

Refer to your office letter no. PCB/RO/MND/OA No. 610/2023-2088 dated 25.11.2023 vide which some information has been sought from this office.

2. The requisite information is as under:

Sr. No.	Descriptions	Details
1	Report regarding deviation i.e alignment as proposed in the original plan/drawings and actual deviation on ground	It is to mention that there is no such deviation in alignment as proposed originally It is worth to highlight that proposed alignment from Nerchowk to Manali has already been shared with concerned District Authority before the execution and inception of the projects (Refer letter No. 11012/2/2014/LA/PIU/1397 & 1399 dated 07.02.2014) with aim to avoid future litigations and contrary on project. However, there is no dispute or objection has been raised by District Administration and other stakeholders.
2	Six monthly Environmental Compliance report Kiratpur to Manali Fourlane Project	Attached at Annexure A
3	Detailed Project report along with maps & alignments	Attached at Annexure B

Also, the other necessary details as sought by the Chairperson of the committee during the meeting and same is as under: -

- a) Regarding Extensive Damage to the Kullu - Manali section of NH - 03 It is to mention that vide Notification No. Rev-DMC-F(C)-2/2023 Monsoon-L dated 27.07.2023 regarding the constitution of a committee to visit certain habitations/ areas vulnerable to flooding in the future and accordingly, submit assessment reports vide letter 435/SK(DM) dated 05.10.2023 provides thoroughly analysis of the present conditions of the rover basins in the district, particularly focusing on changes in the course of the Beas. The important key points of the reports is appended below in brief (report enclosed) :-

**Key Observations: -**

प्रधानकार्यालय: जी. 5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली - 110075  
Head Office: G-5&6, Sector-10, Dwarka, New Delhi - 110075

**National Highways Authority of India**

(Ministry of Road Transport and Highways, Govt. of India)

NHAI/PIU-Mandi Bagla Mohan-nakka P.O. Narnaula, Teh. Bagla, Dist. Mandi, Punjab-171001

E-mail: [manoj@pharoad.gov.in](mailto:manoj@pharoad.gov.in), [priti@pharoad.gov.in](mailto:priti@pharoad.gov.in), [priti@nhai.org.in](mailto:priti@nhai.org.in) Phone: 91-0182-271111

- (i) The riverbed of the Beas River is very wide and change in river course is a natural phenomenon during floods.
- (ii) The formation of islands has been a dominant factor for river course changes. The issue has been studied in past by CWPRS through model studies.
- (iii) In some places the river course changes can be attributed to various types of human interventions too i.e., c/o protection walls, encroachment etc.
- (iv) An many places, the river course change has been seen in the point of confluence too wherein the primary factor is deposit of huge debris and boulders by the tributary stream.
- (v) The protection works for the National highway, towards river side and mountain side, have been severely damaged at several locations.

**Recommendations :-**

- (i) In order to protect the habitations and critical infrastructures situated along the Beas river, the *channelization and river training is required to be done as it has been observed that the river bed level has raised in many locations due to continuous deposit of debris and boulders every year.* The report of the CWPRS need to be used as a reference point to undertake any changes within river courses.
  - (ii) It is recommended that, state govt. should formulate a comprehensive *River Dredging Policy* under the provisions of Disaster Management Act-2005 and lay down proper procedure for dredging of rivers scientifically with minimum harm to the river ecosystem.
  - (iii) As a mitigation measure, it is recommended that river training works in most vulnerable sites should be undertaken immediately after the retreat of monsoon. In such locations the rocks, boulders, debris etc. extracted from the river course should be used for the protection of its banks and habitations.
  - (iv) Dredging of the deposits in the course of river to be done at first instance.
  - (v) The material obtained from dredging should be stacked along the river bank to check the erosion of banks.
- (b) **Safety issues regarding discharge of water from Dams:** - Apart from other reason (change in course of river, cloudburst, floods, incessant rainfall etc.) of damaged occurred to the Stretch of the NH from Nerchowk to Manali, one of the prominent reasons is the over and sudden Excess water discharge/released from the barrage in an uncontrolled manner. No controlling and preventive methods had been adopted by the Dams' barrage to control the inflows of the Beas and sudden release of the water from the barrage lead to the formation of the hydraulic jumps & shooting velocities due to which the flood banks are over topped and the protection walls have been

प्राधिकरण का कार्यालय: सी-5&amp;6, सेक्टर-10, द्वारका, नई दिल्ली-110075

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राष्ट्रीय राजमार्ग प्राधिकरण का नया संकेत

## National Highways Authority of India

Ministry of Road Transport and Highways, Government of India  
 National Highway Authority of India, National Highway Development Corporation, Sector 10, Dwarka, New Delhi - 110075  
 Email: head.office@nhai.org.in, nhai@nhai.org.in, nhai@nhai.org.in

damaged/scoured & lost its stability and erosion happened to the protection bunds/roads that lead to the deposition of silt and debris along the road surface / project location.

Kindly refer "MoM on Safety issues regarding discharge of water from Dams held under Chairmanship of Worthy Chief Secretary, GoHP on 18.08.2023 at 11:30 AM in HP Secretariate Shimla" (copy enclosed).

Point 9 - .....Recently on 26.06.2023 in the Board meeting of BBMB w.r.t. discharge release schedule/mechanism the concerns of state were effectively raised with BBMB authorities by associating the District authorities of Kangra, Mandi & Bilaspur along. Mr. Jasrotia further stated that as or as effective EWS implantation is concerned Nathpa & Koldam authorities are complying to desirable standards however 11 Dam authorities have put in efforts but still not near to desirable norms and rest 10 dams just have basic EWS system and they seriously need to come up hard. For all 23 Dams the required pre monsoon inspections have been completed. 24 x 7 Dam safety units have been placed at all Dams but some of Dam are still lagging in placement of experienced staff. All Dams except Nathpa Dam do not possess the full proof communication system like the Satellite phones.....

.....Further as per Dam Safety Act all Dam authorities have been asked for taking up comprehensive dam safety evaluation through an independent panel of experts within five years of date of commencement of Dam safety Act. Mr. Jasrotia stated that Dam Break analysis have been taken up by some of the Dams authorities but they are required to be updated by including the GLOF aspects and changed river regime & its commensurate/changed carrying capacity, further it should compliment with hydraulic routing studies taken up in different scenario through proper modeling according to the Dam authorities have been directed.

Point 15 - At last worthy Chief Secretary, GoHP stated that Dam Safety seems to be an area wherein more attention & focus is required in view of the current incidents reported wherein the sudden discharge of water from the Dams have created devastation downstream which has resulted in damage to the public & private property, agriculture produces beside hampering the road networks significantly. He stressed that many dams authorities have failed in fulfilling their duties as specified under Dam Safety Act as the relevant provision under Dam safety Act like setting up of Early Warning Systems, Water release Guidelines, setting up of fully equipped Control rooms at Dam site, having updated Emergency Action Plans, reservoir operation manuals and all time communication networks have not been effectively adhered to per CWC guidelines. Further the Dam owners across the state are yet to carry out comprehensive Dam risk assessments, which cannot be delayed more.

पधानकार्यालय: जी-5 एवं 6, सेक्टर 10 द्वारका, नई दिल्ली - 110075

Head Office: G-5&6, Sector-10, Dwarka, New Delhi - 110075

रातीय राजमर्ग क

**National Highways Authority of India**

(Ministry of Road Transport and Highways, Govt. of India)  
 NHAI, Ministry of Road Transport and Highways, Sector 10, Dwarka, New Delhi-110022  
 Email: nhai@nhai.gov.in, nhai@nhai.org, nhai@nhai.com Phone: 011-26107000

The above facts were also highlighted in prominent newspaper "The Indian Express & The Tribune dated 19.08.2023" and same is reiterated as under -

*"In an alarming revelation, 21 of the 23 hydel projects in HP have been found guilty of non-compliance with dam safety norms, resulting in thousands of people being forced to leave their homes, inundated after sudden discharge of water from upstream dams such as Pong.*

*A related presentation was made by the state Directorate of Energy before Chief Secretary Prabodh Saxena, who has vowed legal action, which may include criminal liability against violators.*

*The flooding of low-lying areas in Punjab and Himachal has been attributed to release of water from the Pong Dam in Kangra, besides Panduh and Malana dams. Sources said despite request of the administration of some districts, the authorities at most of the dams had failed to ensure timely release of excess water. What's more alarming is that the violators include four government projects--- Larji on the Beas in Mandi; Jateon on Giri in Sirmour, both operated by HP State Electricity Board ..... Sainj on Sainj (Beas Tributary) in Kullu under HP Power Corporation.....*

*He admitted that the "lack of monitoring" by government agencies such as the Directorate of Energy was also to be blamed for the violations...."*

3. This is submitted for your kind information and necessary action please.

(Aditya Dhar Dwivedi)  
 Manager (P)  
 for Project Director

Encl. As above.

CC : - Regional Office, NHAI, Shimla, HP.

MINUTES OF MEETING ON SAFETY ISSUES REGARDING DISCHARGE OF WATER FROM DAMS HELD UNDER CHAIRMANSHIP OF WORTHY CHIEF SECRETARY, GoHP ON 18.08.2023 AT 11:30AM IN HP SECRETARIAT SHIMLA.

The meeting to review the safety issues related to sudden discharge of water from dams was held on 18.08.2023 under the chairmanship of the worthy Chief Secretary to the GoHP in the C.S. office Ellerslie Building HP Secretariat Shimla. The respective Dam authorities were connected through virtual mode.

2. The consolidated list of participants present (Physically & Virtually) is attached as per Annexure-I.
3. At the outset, the Shri D.C. Rana, Director-cum-Special Secretary (Rev-DM), GoHP welcomed the Chair & all the participants present physically & virtually. Director-cum-Special Secretary (Rev-DM) then submitted a brief overview of the meeting's agenda to all participants and stated that the State Disaster Management Authority (SDMA-HP) along with State Dam Safety Organization (SDSO-HP) will be jointly presenting a comprehensive Power Point presentation focusing on the safety issues associated with the sudden discharge releases from the dams and other related aspects.
4. Er. Deepak Jasrotia Head SDSO-HP apprised the Chair and participants about the status of 23 Specified Dams & 7 under construction Dams in Himachal Pradesh. He briefed the participants about the issues related to sudden discharge of water from dams other dam safety related issues and about the implementation of Dam Safety Act in the State after its enactment by parliament in December 2021 and subsequent GoHP notification with constitution of State Committee on Dam Safety (SCDS-HP) & State Dam Safety Organization (SDSO-HP) in May 2022.
5. Shri Sanjay Kundu, Director General of Police, GoHP emphasized the importance of conducting pre-monsoon and post-monsoon inspections of Specified Dams and ensuring the implementation of Early Warning Systems (EWS) effectively. He highlighted the vulnerability factor associated with Dams in Himachal Pradesh in view of State's geographical situation and peculiar/unpredicted weather conditions. Shri Kundu suggested that Dam authorities must be directed to conduct the comprehensive Dam risk assessments analysis. He further suggested to develop and implement an integrated monitoring and data sharing information systems so that reservoir and operations of Dams situated in cascade in the basin be managed and controlled uniformly and more effectively in adverse conditions.
6. Taking the proceedings further Shri D.C. Rana recalled the tragic incident of 2014 in Beas River at Thalout, where in 24 students lost their lives due to the sudden release of water from the Larji Dam despite the sounding of hooters and sirens. He informed the participants that in response to this incident, the Central Water Commission (CWC), Government of India, introduced guidelines for Early Warning Systems (EWS) in 2014 and 2015. He stated that the State Executive Committee had directed Dam authorities to adhere to these guidelines and ensure the proper alert to populations downstream during release of water from dams but those were not complied by many a Dam authorities as a whole.
7. Shri D.C. Rain highlighted on the issue of non-effective implementation of proper Early Warning Systems (EWS) by Dam authorities. He stated a review meeting was taken up on 28/06/2023 with all Dam authorities wherein it was directed to dam authorities for establishing

and implementing the comprehensive Early warning system (EWS) till 15th August, 2023, but it's unfortunate that many a Dam authorities have yet not complied upon the same. Shri Rana underscore the need for sirens to be accompanied by voice messages in both English and Hindi, which several dam authorities were failing to adhere to and still continuing with outdated warning system. He further recommended to establish a centralized control center with the capability to operate sirens and voice messages from remote not even by Dam authorities but also by SDMA, DDMA & SDSO.

8. Pr. Secretary Revenue Shri Onkar Sharma stated that indeed this is a failure on part of Dam authorities to implement the Dam Safety Acts's norms and CWC Guidelines effectively, as it has made the state to suffer heavy losses. He stated that the big projects even don't carry the basic requirements by citing the example of the Malana-II incident, where dam authorities lacked basic communication infrastructure, such as satellite phones, real-time monitoring and EWS. Shri Sharma stressed that there are other vulnerable HEPs with Dams' barrages and having considerable storage also so SCDS & SDSO must consider them under Specified Dams to ensure their regular monitoring in line with Dam Safety Act. He highlighted that SVP Bhaba in Distt. Kinnaur is one such HEP which should immediately be considered.
9. Further in the meeting Er. Deepak Jasrotia apprised the Chair and the participants in a short span of one year after the constitution of SCDS & SDSO in the state they have taken up the task in line with roles and duties as defined in the Dam safety Act. He stated that SCDS have conducting the meeting regularly. A meeting for monsoon preparedness with all Dam authorities were taken on 30<sup>th</sup> May 2023, meeting on EWS installation was held in association with SDMA on 28<sup>th</sup> June and further the midterm monsoon review was taken up on 20<sup>th</sup> July 2023 where in even the concerned district authorities were also made part of. Recently on 26.06.2023 in the Board meeting of BBMB w.r.t. discharge release schedule/mechanism the concerns of state were effectively raised with BBMB authorities by associating the District authorities of Kangra, Mandi & Bilaspur along. Mr. Jasrotia further stated that as for as effective EWS implantation is concerned Nathpa & Koldam authorities are complying to desirable standards, However 11 Dam authorities have put in efforts but still not near to desirable norms and rest 10 dams just have basic EWS system and they seriously need to come up hard. For all 23 Dams the required pre monsoon inspections have been completed, 24 x 7 Dam safety units have been placed at all Dams but some of Dam are still lagging in placement of experienced staff. All Dams except Nathpa Dam do not possess the full proof communication system like the Satellite phones. The hydro metrological stations are in place but some of them required to be updated and further their integration with relevant stakeholders has been asked for. 14 dams have seismological station. Further as per Dam Safety Act all Dam authorities have been asked for taking up comprehensive dam safety evaluation through an independent panel of experts within five years of date of commencement of Dam safety Act. Mr. Jasrotia stated that Dam Break analysis have been taken up by some of the Dams authorities but they are required to be updated by including the GLOF aspects and changed river regime & its compromised/changed carrying capacity further it should compliment with hydraulic routing study taken up in different scenario through proper modeling, accordingly the Dam authorities have been directed
10. On the issue of probable Dam breach scenario Er. Jasrotia stated that Malana-II & Koldam have developed problems. In Koldam the detachment of flip bucket and plunge pool sinking

issues cropped up and SDSO immediately intervened, NTPC authorities made serious efforts, involved experts agencies and started the rectification work which is likely to be completed before next monsoon season as per dam authorities. The situation is under controlled as even with half measures they could pass a discharge of approx. 2200 cumex through spillway this year.

11. On Malana-II issue he stated that the sudden gates closure problem had happened again in year 2013 and after having the detailed inspection the rectification and alternate safety measures were suggested and after submission of design & mechanism based on detailed investigation by the Dam authorities same were approved by Directorate of Energy 2018. But despite repeated and regular instructions dam authorities failed to comply the instructions. Immediately after 2<sup>nd</sup> incident of overtopping SDSO team visited the Dam Site on 30.07.2023 along with District administration and appropriate remedial measures were suggest in line with already approved proposal. The steps and measures with regard to EWS, to control the losses, taking up prior evacuation of vulnerable habitations downstream were all discussed and direction were imparted of is effective implementation. The ratification work is going and SDSO is continuously reviewing the situation on daily basis. With regard to issue of BBMB baggi canal it was apprised to the chair and participants that the site visit has been conducted by Chief Engineer (Energy), DoE and appropriate directions are being imparted to BBMB authorities
12. On the suggestion of including SVP Bhaba in the category of specified dam list Mr. Jasrotia apprised that in the SCDS meeting the matter has been deliberated at length and on receipt of few clarification from project developers in the next meeting it will be recommended to NCDS, NDSA and CWC for inclusion of this dam in the list of specified dams in the country so as to have its monitoring and surveillance in line with Dam Safety Act. On the suggestion to develop and implement an integrated monitoring and data sharing information systems so that reservoir and operations of Dams situated in cascade in the basin be managed and controlled uniformly and more effectively it was submitted that already in association with SDMA the State Dam Safety Organization is taking up a proposal of setting up basin level control centre in every basin which will be funded, established and run by the respective dams authorities of that particular basins and these will be connected with all stake holders. The target to complete this tasks has been kept 31<sup>st</sup> March, 2024.
13. In the end Mr. Jasrotia submitted that except few, most of the Dam authorities are not putting up the required efforts as are required as per Dam Safety ACT, related to installation and implementation of EWS, having sufficient funds for O&M, placing the required experienced staff for operation at Dam and timely and honestly adhering to the instructions of SDMA, SCDS & SDSO. Even the required in time information/data obtaining from most of the Dam authorities has become a challenge for State monitoring agencies. As for as monitoring and surveillance is concerned even with the very skeleton structure the SDSO is taking up the tasks by putting best of efforts and is in continuous touch with all dam authorities, concerned Distt authorities and SDMAs for providing the necessary assistance and support.
14. Further in the meeting Shri Harikesh Meena, Director (Energy), GoHP stated that since all the dams in the States are of Hydroelectric projects hence every developer is more towards the commercial interests and the important safety concerns are being sidelined. Though after enactment of Dam Safety Act the SCDS and SDSO formed are taking up the tasks of

surveillance and monitoring seriously and in line with the provision of Dam Safety Act. However for more effective functioning the SDSO needs to be strengthened. As the top level functionaries in SDSO are with additional charges and the middle and lower level functioning posts are vacant. This is more important in a view to have the regular monitoring and surveillance of the CPSU owned projects for which otherwise the SDSO is National Dam Safety Authority (NDSA) but the dams are in the state and impacting the State.

15. At last worthy Chief Secretary, GoHP stated that Dam Safety seems to be an area wherein more attention & focus is required in view of the current incidents reported wherein the sudden discharge of water from the Dams have created devastation downstream which has resulted in damage to the public & private property, agriculture produces, beside hampering the road networks significantly. He stressed that many dams authorities have failed in fulfilling their duties as specified under Dam Safety Act as the relevant provision under Dam safety Act like setting up of Early Warning Systems, Water release Guidelines, setting up of fully equipped Control rooms at Dam site, having updated Emergency Action Plans, reservoir operation manuals and all time communication networks have not been effectively adhered to as per CWC guidelines. Further the Dam owners across the state are yet to carry out comprehensive Dam risk assessments, which cannot be delayed more.
16. As such in view of the detailed deliberations held as stated above the following directions imparted by Worthy Chief Secretary, GoHP for immediate compliance

- a) Since it is the prime responsibility of Dam authority to adhere and implement the provisions as stated in Dam Safety Act, 2021, guidelines of CWC, 2015 and to act upon the direction as imparted by other authorities such as SDMA, SCDS and SDSO, immediate show cause notices be issued to all concerned authorities which have failed to comply the provision and instructions which in turn has lead to devastation in the downstream area of dams. (Action by DoE)
- b) In view of recent incidents occurred in Malana-II Dam, Parbati-III Dam, Pandoh Dam and Pong Dam, these four dams needs specific investigation. As such a committee headed by Chief Engineer (Energy), DoE including head SDSO-HP, independent appropriate level technical members from CWC, ADM level officer from respective Distt. and appropriate level Dam Safety experts from other agencies may be constituted. The committee will inspect these four dams and based upon the inspection and the relevant data and information will submit a comprehensive report to the Govt.
- c) The cost incurred on rescue missions and the amount assessed for dam related damages and losses shall be recovered from the concerned dam owners. The concerned Department will initiate the process immediately after receiving the claims. Concerned DCs be asked to prepare damage and loss assessment reports. (Action by DMC Dept. Of Revenue)
- d) Initiate criminal cases against dam authorities, if the compliances to the instructions and the show cause notices are not adhered upon in time. Also if found responsible through the inspection reports as per above for four projects the criminal proceedings shall be taken up immediately. (Action by DoF)
- e) A good panel of lawyers be consulted and hired on the subject matter to take up further legal course as shall be required. (Action by DoE)

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- f) BBMB BSL project authorities be asked for not maintaining the Baggi Canal and putting up the inhabitants surrounded at risk.
- g) The State owned dams to be upgraded as a role model w.r.t. effective implementation of dam safety provisions within three months' time. (Action by DoI)
- h) State Disaster Management Authority to analyse the violations under Disaster Management Act despite directions to the concerned dam authorities on setting up Early Warning Systems. (Action by DMC Dept. Of Revenue)
- i) Directorate of Energy, GoHP to submit a proposal for SDSO strengthening for more effective functioning w.r.t. monitoring and surveillance of all dams in the State. (Action by DoE)

The meeting ended with vote of thanks to and from the chair.

Approved by

(Prabodh Saxena)  
Chief Secretary to the  
Government of Himachal Pradesh

Endst. No. Rev (DMC) (F) 11-45/2020-CB

Dated

August, 2023.

Copy forwarded for information and necessary action to all the participants of the meeting

  
16  
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100  
(D. C. Rana)

Director-cum-Spl. Secy. (Rev-DM)  
Government of Himachal Pradesh

List of the Participants

1. Sh. Onkar Chand Sharma (IAS), Principal Secretary (Rev-DM).
2. Sh. Rajeev Sharma, Secretary MPP & Power.
3. Sh. Sanjay Kundu, DGP, HP.
4. Sh. D.C. Rana (IAS), Director-cum-Special Secretary (Rev-DM).
5. Sh. Harikesh Mecna, Director Energy.
6. Er. D.P. Gupta, CE (Energy) DOE.
7. Er. Deepak Jasrotia, Dy. Chief Engineer DoE.
8. Sh Vijay Singh, IT Coordinator, DM-Cell.



83

The Office of Deputy Commissioner-cum-Chairman  
District Disaster Management Authority, Kullu.  
Phone No.: 01902-225633, 1077, Email Id: ddma.kul.hp@nic.in

From

The Deputy Commissioner,  
District - Kullu, H.P.

To

The Principal Secretary (Revenue) to the  
Government of Himachal Pradesh.

No.: -434 /SK (DM) Date Kullu the 05<sup>th</sup> October, 2023

**Subject:** Regarding the recommendations of the Committee for river  
basin changes in District Kullu, H.P.

Sir,

This is with reference to your esteemed office Notification No. Rev-  
DMC-F(2)-2/2023-Monsoon-L dated: 27<sup>th</sup> July 2023 regarding the  
constitution of a committee to visit certain habitations/areas vulnerable to  
flooding in the future.

It is submitted that committee has diligently conducted field  
visits and comprehensive assessments in the district of Kullu, focusing on  
river basin changes. Enclosed herewith, please find the detailed field report  
along with specific recommendations, as per the committee's findings

The report provides a thorough analysis of the present condition  
of the river basins in the district, particularly focusing on changes in the  
course of the Beas, Parvati, Sainj, and Tirthan rivers. The document also  
includes short-term and long-term measures recommended by the committee  
to protect vulnerable habitations and areas from river erosion and potential  
flooding in the future

This is for your information and further necessary action, please.  
Encl. as mentioned above

Yours faithfully,

(Ashwani Kumar) H.A.S  
Additional District Magistrate  
-cum-CEO, DDMA Kullu.

Ends. No.: -435 /SK (DM) Dated: 05.10.2023

A copy is forwarded to:-

1. The Director-cum-Special Secretary (Rev.-DM) to the Government of  
Himachal Pradesh, Shimla-2 for information, please.

(Ashwani Kumar) H.A.S  
Additional District Magistrate  
-cum-CEO, DDMA Kullu.

# RECOMMENDATIONS OF THE COMMITTEE FOR RIVER BASIN CHANGES IN DISTRICT KULLU, H.P.

69

## PRELIMINARY REPORT

### INTRODUCTION:-

Himachal Pradesh witnessed a severe monsoon season this year characterized by massive landslides, slope failures, rockfalls, cloudbursts, and flash floods. This monsoon has been unusually intense, with most areas experiencing significantly higher rainfall than the average. The continuous heavy rainfall reduced the land's moisture retention capacity to its minimum level, while the water levels of the rivers reached all-time high flood levels. The period from 7<sup>th</sup> to 15<sup>th</sup> July saw particularly devastating floods in Himachal Pradesh, followed by additional spells of heavy rain in August. The cumulative damage and losses have now exceeded INR 12,000 crores. District Kullu has been the worst affected, with widespread devastation in the entire Kullu valley. What makes this year's floods unique is that not only did the River Beas flood, but its tributaries, including the Parvati River, Sainj River, and Tirthan River, also experienced flooding. This unprecedented phenomenon resulted in record-high flood levels for the Beas River, causing extensive damage to road infrastructure, bridges, riverine habitations, and agricultural lands. Consequently, a specialized study of the Beas River basin is necessary to assess changes in the river's course, vulnerable habitations, and mitigation measures. Accordingly, the Govt. of Himachal Pradesh has constituted a Committee of the following members:-

1. Chief Engineer, Jal Shakti Vibhag, Zonal Office, Mandi
2. Representative of Director IIT Roorkee
3. Representative of Director GSI, Chandigarh
4. ADM Kullu-cum-CEO DDMA Kullu
5. Sh. Gaurav Sharma, Geologist, Directorate of Industries

### TERMS OF REFERENCE:-

The committee's terms of reference include:

1. Assessing the current condition of the Beas, Parvati, Sainj Rivers in Kullu District regarding changes in course post-flooding and identifying vulnerable habitations/areas for future flooding.
2. Recommending short-term measures, if necessary, to protect these vulnerable habitations/areas from river erosion and future flooding.
3. Proposing long-term measures, including a strategy for auctioning mining leases in these rivers, to minimize damage in future flooding events.

The committee has conducted a field visit of the river Beas, Parvati, Saini and Liruan on dated 7<sup>th</sup> and 8<sup>th</sup> September. During the field visit, the Committee members visited all the locations where river course has been changed. In addition to it, the committee members visited all the vulnerable habitations too, which have become vulnerable for future flooding. The details of the places visited along with photographs are enclosed as Annexure "A".

#### KEY OBSERVATIONS:-

- The riverbed of the Beas River is very wide and change in river course is a natural phenomenon during floods.
- The formation of islands has been a dominant factor for river course changes. The issue has been studied in past by CWPRS through model studies.
- In some places the river course changes can be attributed to various types of human interventions too i.e., c/c protection walls, encroachment etc.
- In many places, the river course change has been seen in the point of confluence too wherein the primary factor is deposit of huge debris and boulders by the tributary stream.
- The protection works for the National highway, towards river side and mountain side have been severely damaged at several locations.

#### RECOMMENDATIONS:-

Based on the field visits and close observations of the sites, the committee is of the view that various structural and non-structural interventions are required to be undertaken to protect the vulnerable sites which are as follows:-

1. The restoration of National Highway and other major roads should be done immediately after conducting proper studies on behavioral pattern of the river Beas, its hydrological analysis and road engineering techniques.
2. The alternate highways of connectivity between different places should be restored and strengthened. These alternate routes have proved their utility in the past and in the present crisis.
3. Immediate structural interventions are required to be undertaken in the habitations, which have become highly vulnerable due to river course change and flooding.
4. The required structural interventions should be done immediately and completed before the onset of next monsoon.

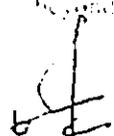
5. In order to protect the habitations and critical infrastructures situated along the Ghaghara river, the channelization and river training is required to be done as it has been observed that the river bed level has raised in many locations due to continuous deposit of debris and boulders every year. The report of the CWPRS need to be used as a reference to undertake any changes within river courses.
6. It is recommended that, state govt. should formulate a comprehensive River Dredging Policy under the provisions of Disaster Management Act-2005 and lay down proper procedure for dredging of rivers scientifically with minimum harm to the river ecosystem.
7. As a mitigation measure, it is recommended that river training works in most vulnerable sites should be undertaken immediately after the retreat of monsoon. In such locations the rocks, boulders, debris etc. extracted from the river course should be used for the protection of its banks and habitations.
8. The demarcation of prohibited and restricted zones, corresponding to the 25 and 50 years flood frequency lines for the Ghaghara Rivers, in line with the guidelines of NDMA guidelines should be undertaken to minimize any damage to the river ecosystem due to development, as a long-term measure.

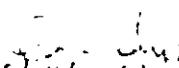
#### Short Term Measures

1. The revenue department identifies the actual course of the river so that the planning to reclaim the land can done.
2. The HFL should be marked on different permanent structure making the public aware of it.
3. Dredging of the deposits in the course of river to be done at first in low flow.
4. The material obtained from dredging should be stacked along the river bank to check the erosion of banks.

#### Long Term Measures

1. Design and construction of river training works.
2. Regular maintenance of river training works in the high flow season.
3. Strict compliance of the instruction issued by Hon'ble Sd/- for the construction beyond the HFL.

  
 (Ishwani Kumar) Member Secretary  
 Additional District Magistrate cum  
 Chief Executive Office, DDMA Kullu (HP)

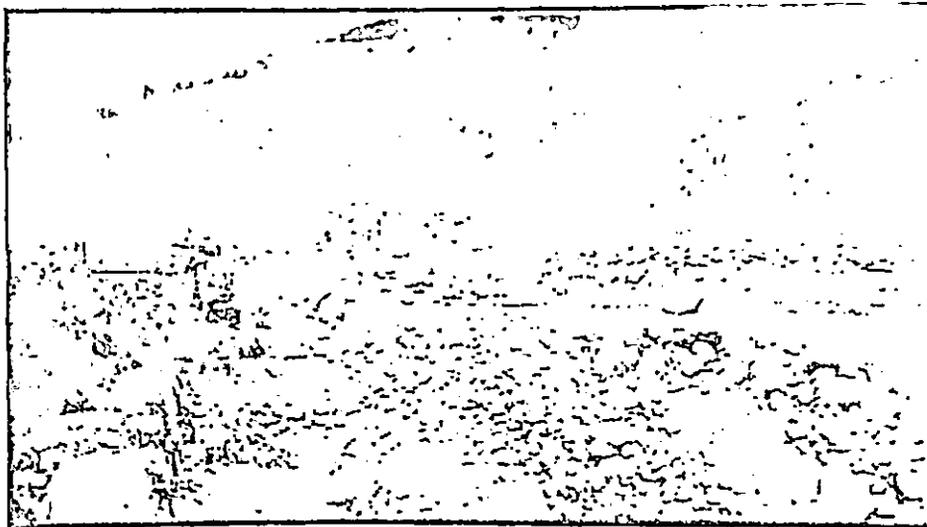
  
 (Upender Vaidya) Chairman  
 Chief Engineer, Jil Shakti Vibhag,  
 Zonal Office, Mandi, (HP)

## Field Report of the Committee to Address Impact of River Course Changes and Flooding

**Introduction:** The committee was constituted in response to the significant losses incurred due to incessant rainfall between July 8<sup>th</sup> and 11<sup>th</sup>, 2023, amounting to a direct loss of Rs. 1200 Crore across the district. The heavy precipitation during this period resulted in various rivers changing their course, posing a threat to habitation and making certain areas vulnerable to future flooding. This field visit aimed to assess the impact of river course changes and flooding and recommend short and long-term measures to mitigate these risks.

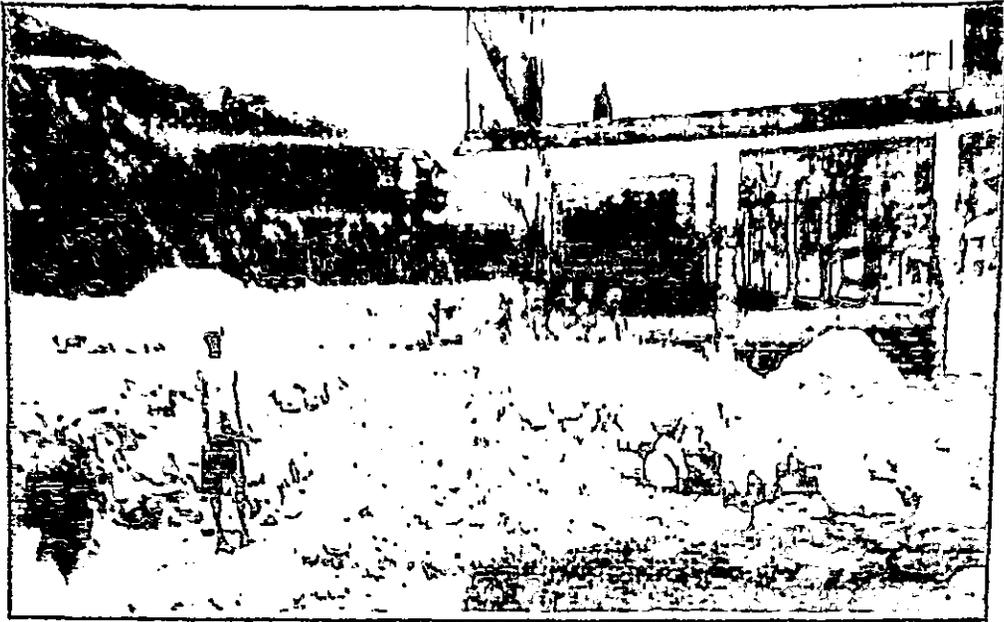
**Field Visit Locations:** The committee visited multiple critical points in the affected areas, including:

1. Kalath: Coordinates: 32° 14' 41"N, 77° 11' 27" E



2 Abu Ground Coordinates: 0° 1' 11.7" N, 77° 11' 30" E

73



3 Bahang Coordinates: 0° 16' 29" N, 77° 10' 48" E

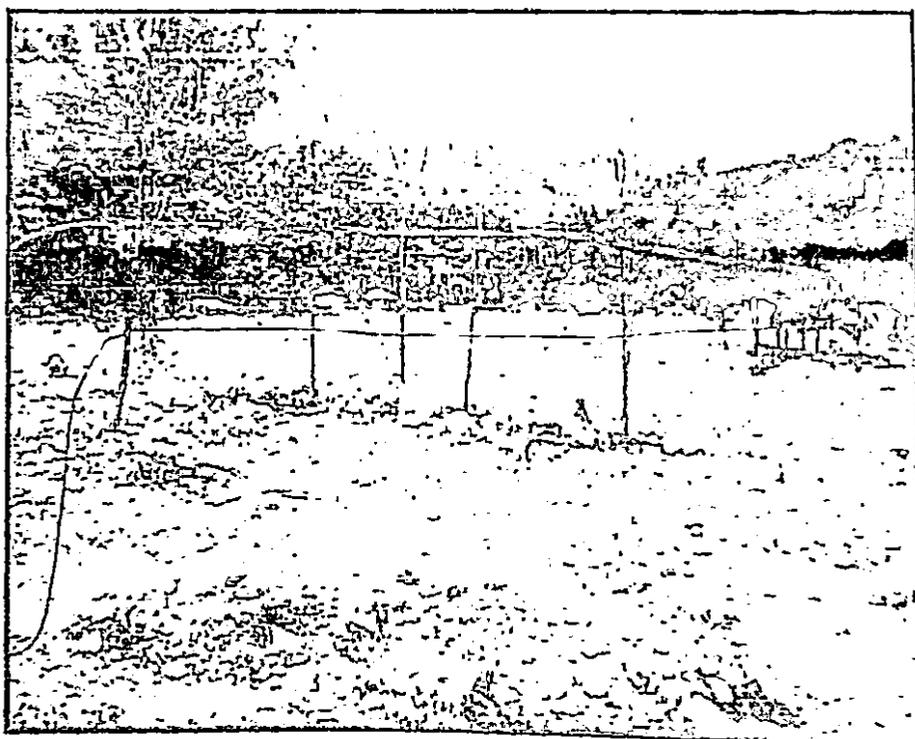


4. Bahnu: Coordinates: 32° 16' 29"N, 77° 10' 35"E

74



5. Bran: Coordinates: 32° 09' 58"N, 77° 09' 24"E

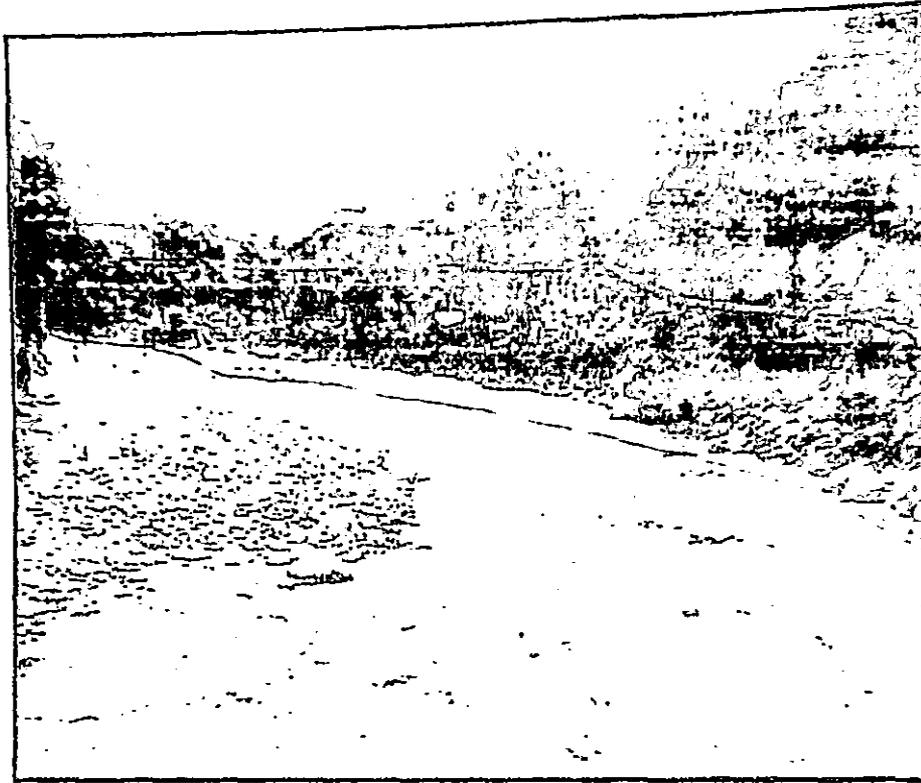


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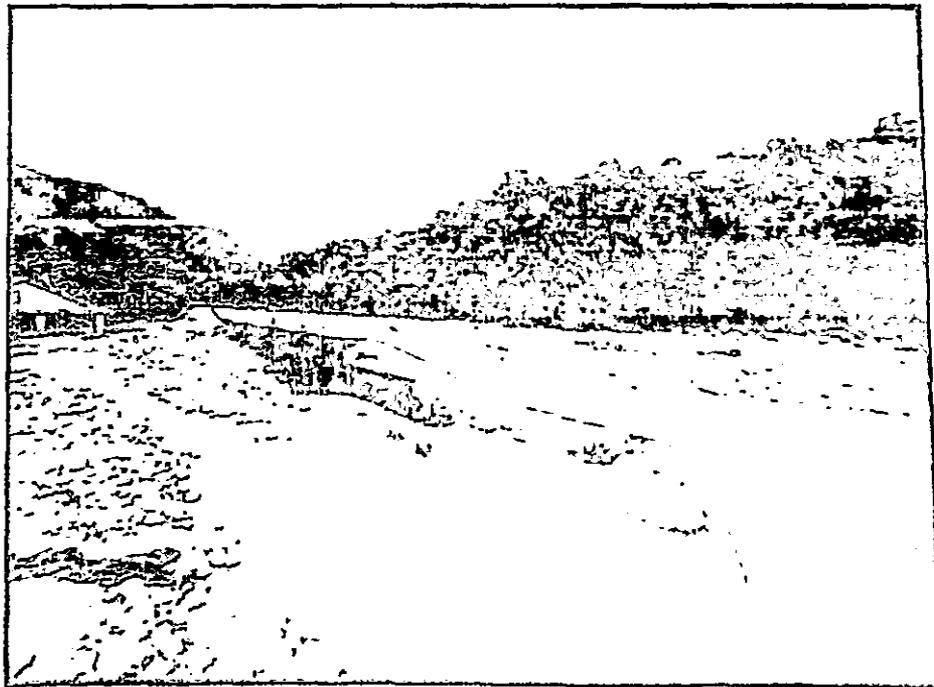
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6. 15 Mile Bridge: Coordinates: 32° 08' 13"N, 77° 09' 32" E

75



7. 14 Mile Inner Colony: Coordinates 32° 06' 47"N, 77° 08' 50" E

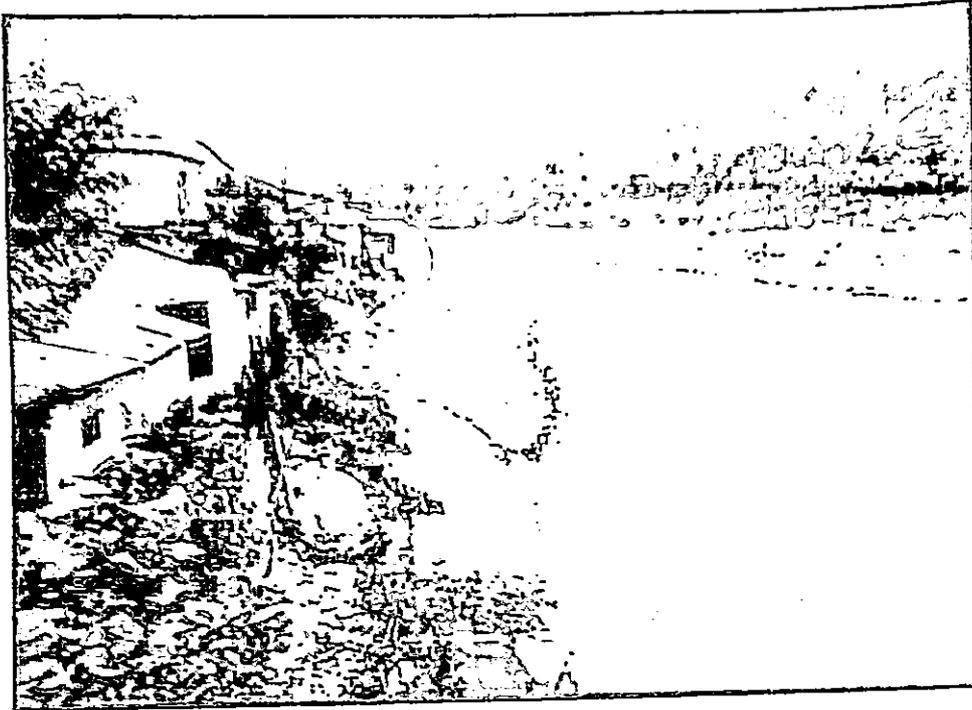


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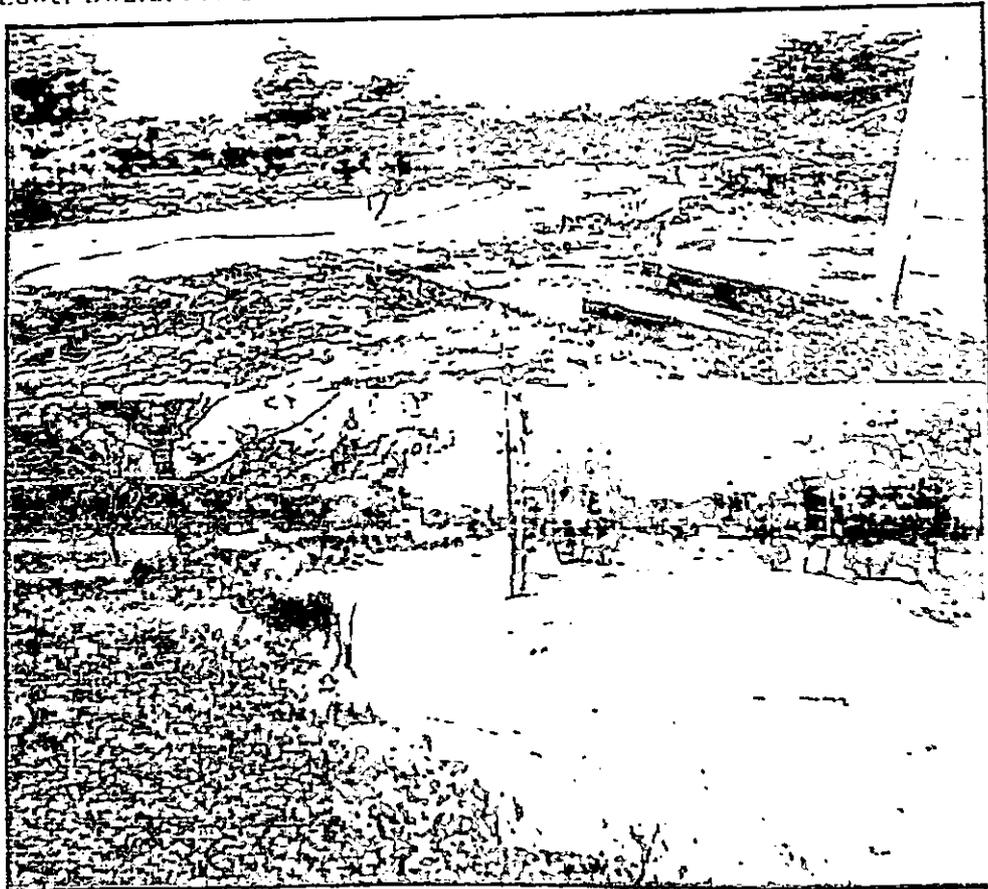
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8. Patlikuhal New Sabzi Mandli. Coordinates:  $32^{\circ} 05' 26'' N$ ,  $77^{\circ} 07' 18'' E$

76



9. Lower Dwara: Coordinates:  $32^{\circ} 03' 30'' N$ ,  $77^{\circ} 08' 07'' E$



10. Raison Bazar: Coordinates: 32° 05' 26"N. 77° 07' 48" E.

77

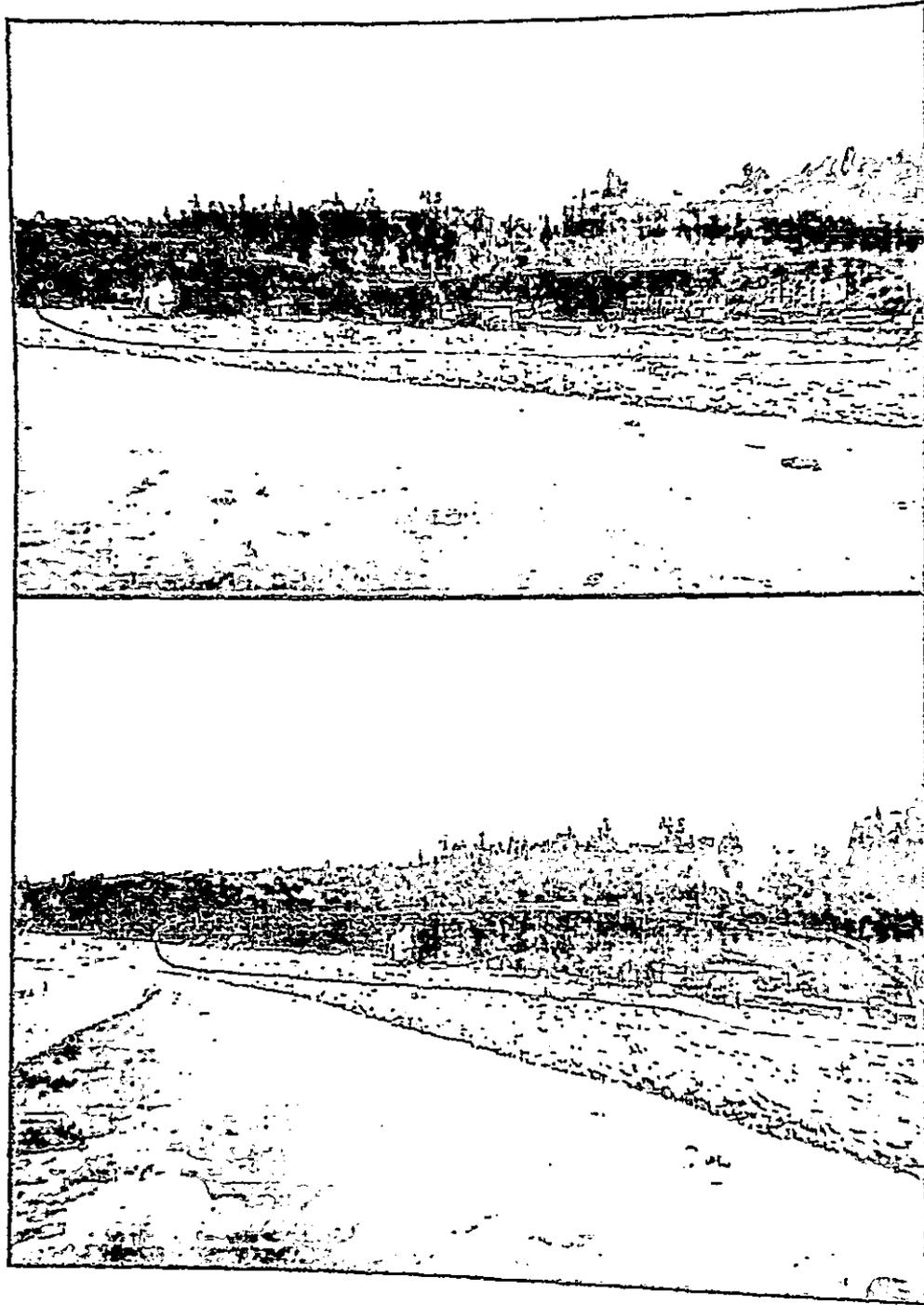


11. Raison Bihal: Coordinates: 32° 08' 46"N. 77° 09' 24" E.



12. Village Mahili P.O. Nagar: Coordinates 32° 06' 47"N, 77° 08' 59" E

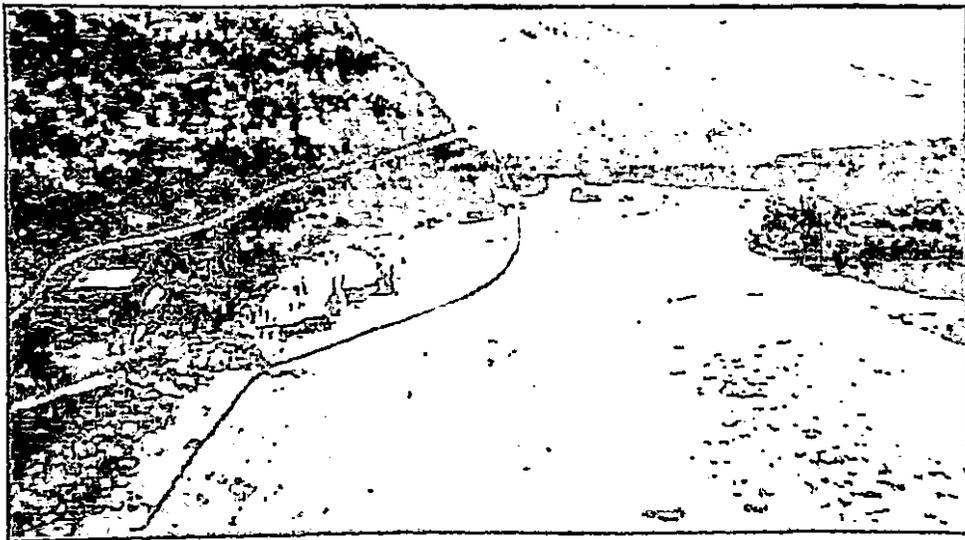
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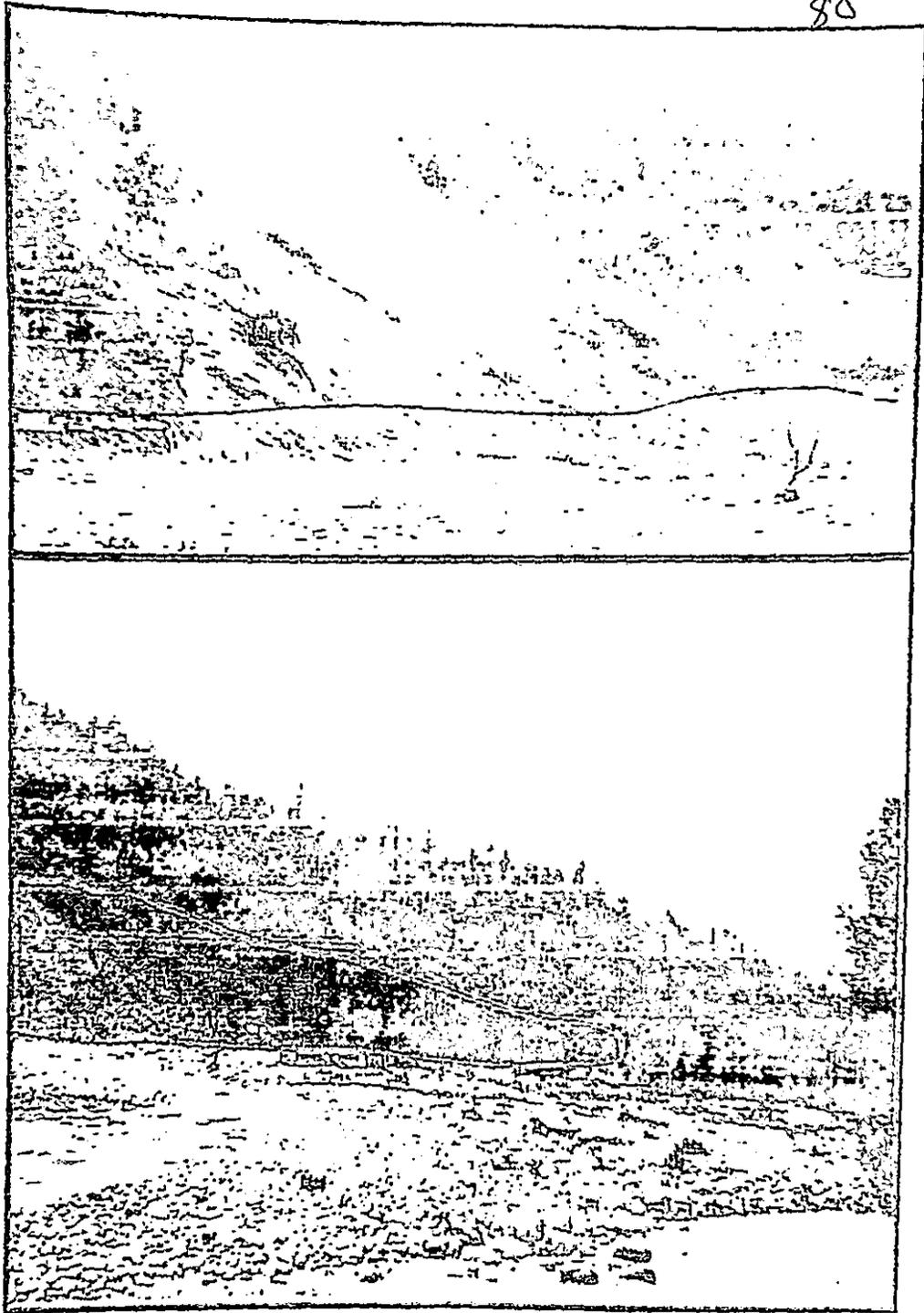
13. Dobhi VPO Raison Near Shirar Resort: Coordinates: 32° 06' 47"N, 77° 08' 59" E.

79



14. Nathan, Village Mahili, PO Katralu: Coordinates: 32° 06' 47"N, 77° 08' 59" E

80



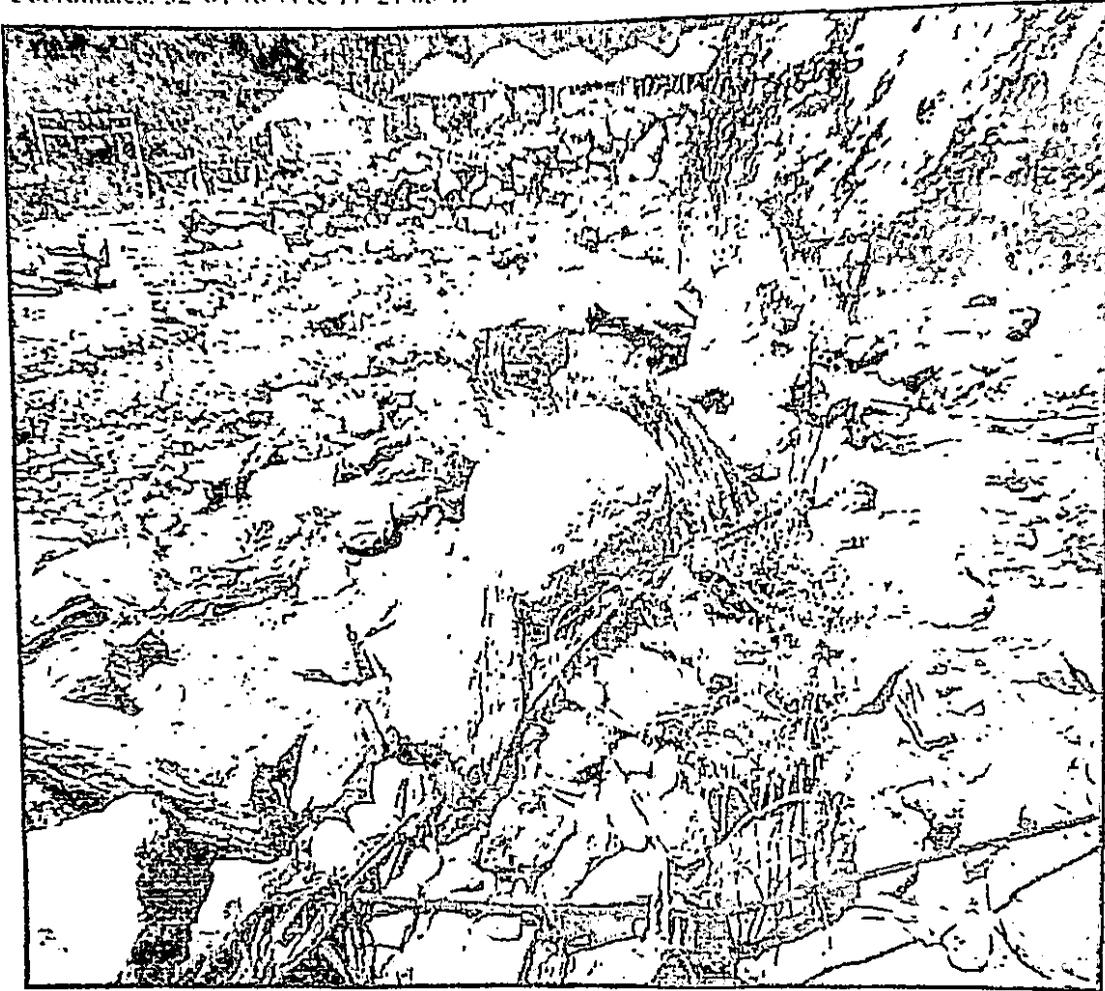




**Summary of Critical Points Visited:** The committee observed and assessed several vulnerable points along the River Beas, Parvati, Sainj, and Jibhi rivers. Below are the key findings and recommendations for each location:

**Location 1: Below Village Breuna (Manikaran) near Harison Project**  
Coordinates: 32°01'46"N & 77°21'05"E

83



- **Short Term Measure:** Gabion structure for toe protection to delay sinking process.
- **Long Term Measure:** Soil conservation with drainage arrangement around the village for runoff is suggested. Structural work is not feasible due to topographical constraints and large sinking mass.

Location 2: Manikaran Coordinates:  $12^{\circ}01'36''\text{N}$  &  $77^{\circ}21'03''\text{E}$

84



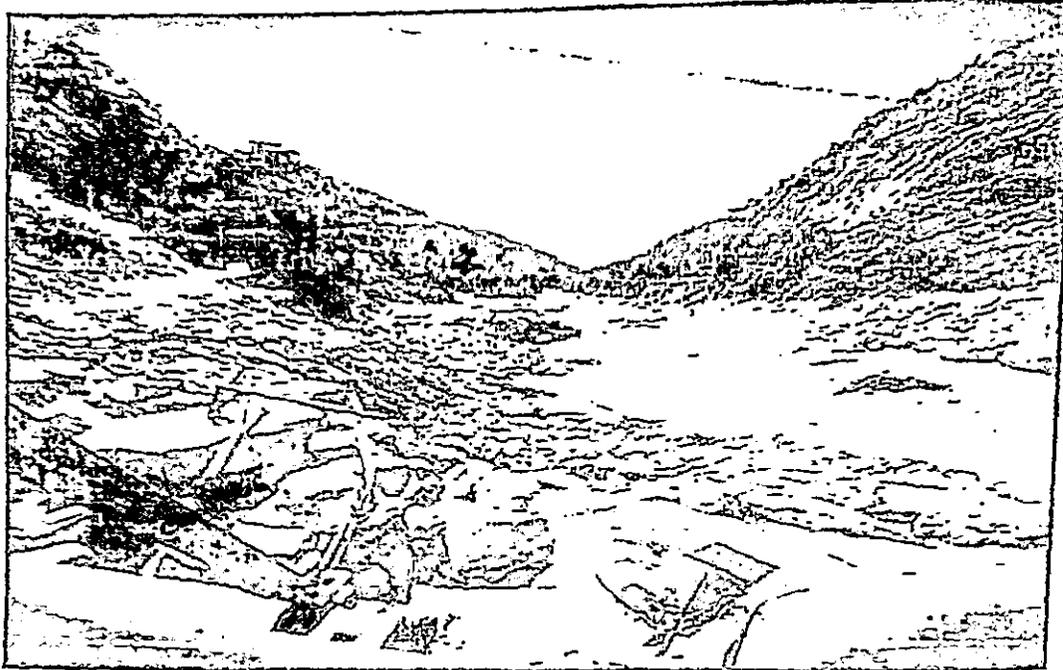
- Short Term Measure: Removal of larger boulders from the center of the waterway during lean periods. There is immediate necessity of embankment protection on Right bank of River Parvati as the construction of protection wall is possible only in lean discharge period i.e. October to January month.
- Long Term Measure: RCC Cantilever or Counterfort structure for embankment protection.

Location 3: Choj Coordinates:  $32^{\circ}01'01''\text{N}$  &  $77^{\circ}19'42''\text{E}$



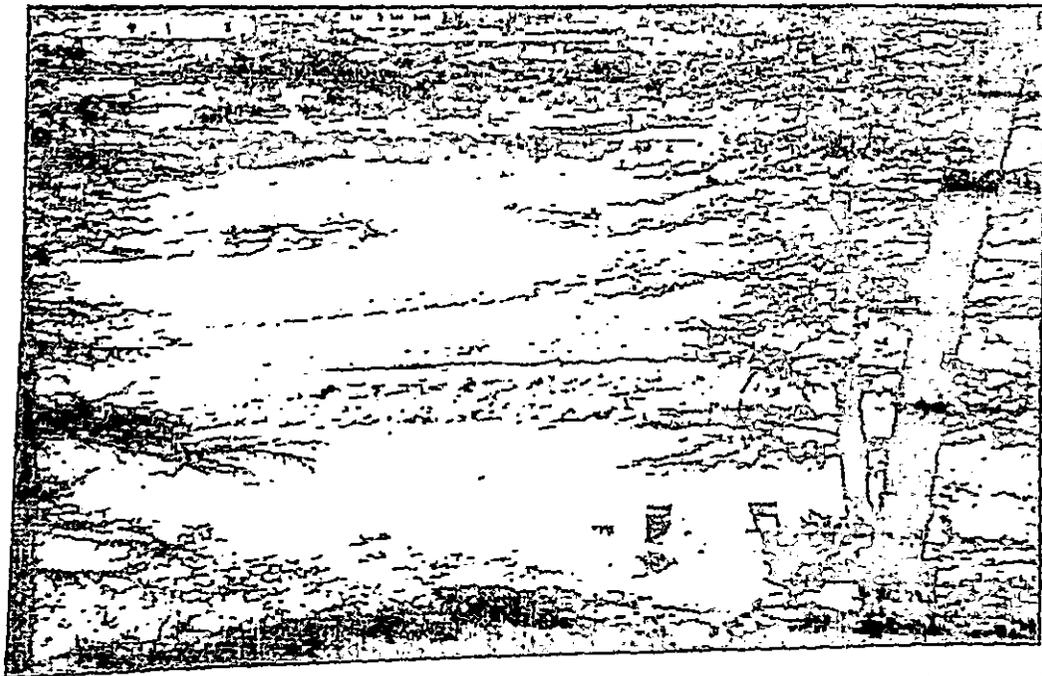
- Short Term Measure: Clear the waterway of Choj Nalla up to 100 meters from the confluence point with River Parvati
- Long Term Measure: Implement river training measures for Choj Nallah and its confluence point.

Location 4: U/S Kasol Camps at Kasol Coordinates  $32^{\circ}00'48''\text{N}$  &  $77^{\circ}19'15''\text{E}$  85



- Short Term Measure: Gabion embankment.
- Long Term Measure: RCC Cantilever or counterfort wall and river training work at the upstream of Kasol camp.

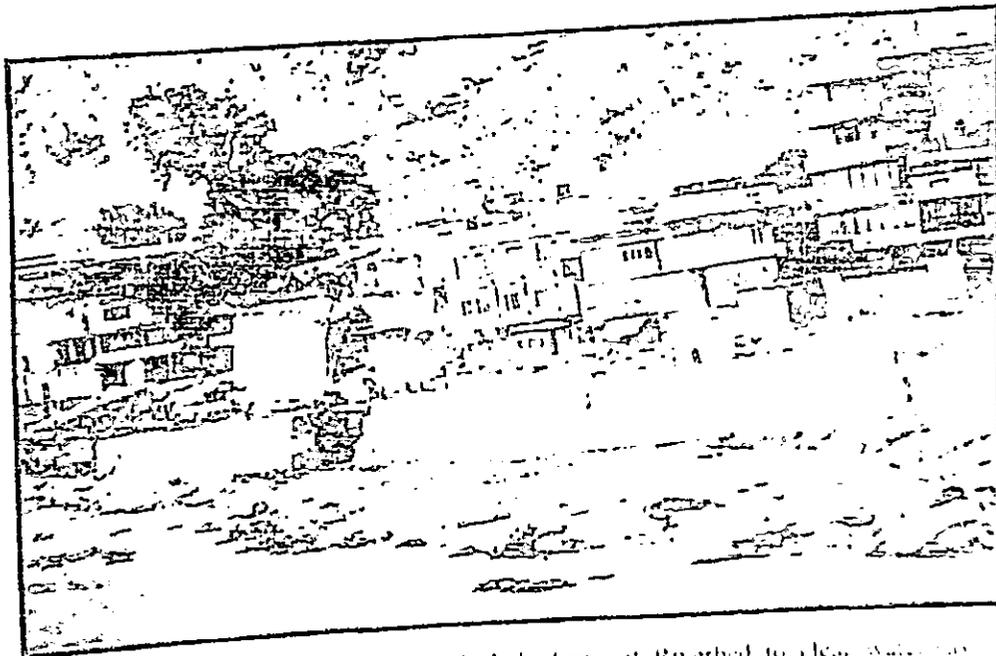
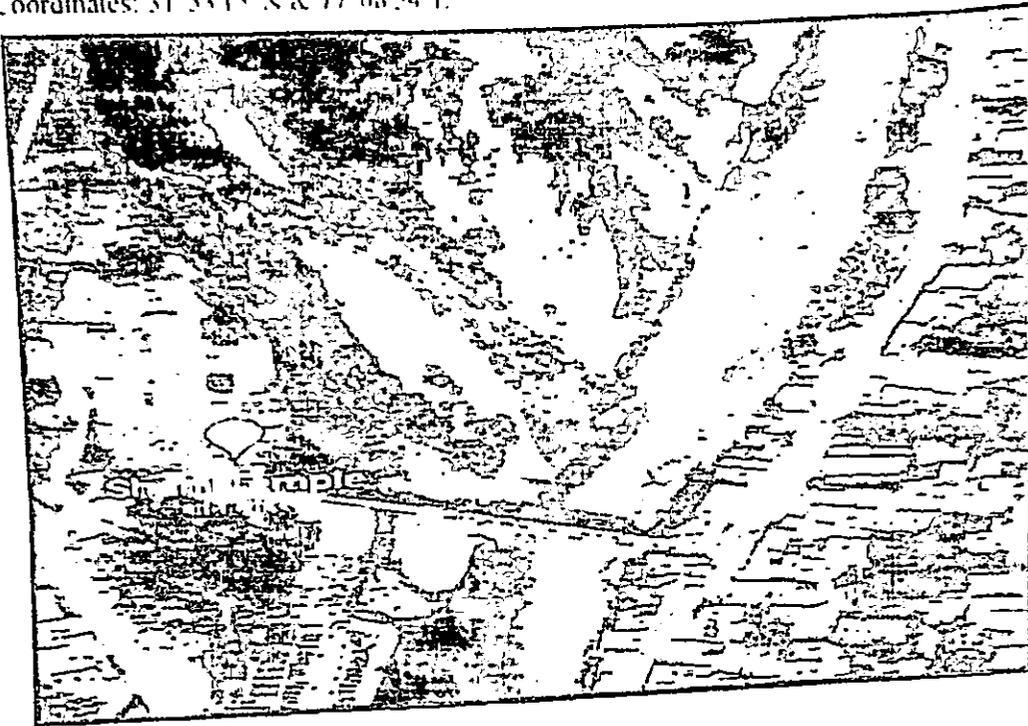
Location 5: Katagla Coordinates:  $32^{\circ}00'35''\text{N}$  &  $77^{\circ}17'30''\text{E}$



- Short Term Measure: Gabion embankment and mechanical dredging of the riverbed to clear the waterway.
- Long Term Measure: Implement embankment protection work, using Gabions, RCC or PCC with apron.

Location 6: Bhunter (Confluence point of River Beas and River Parsati)  
Coordinates: 31°53'15"N & 77°08'54"E

86

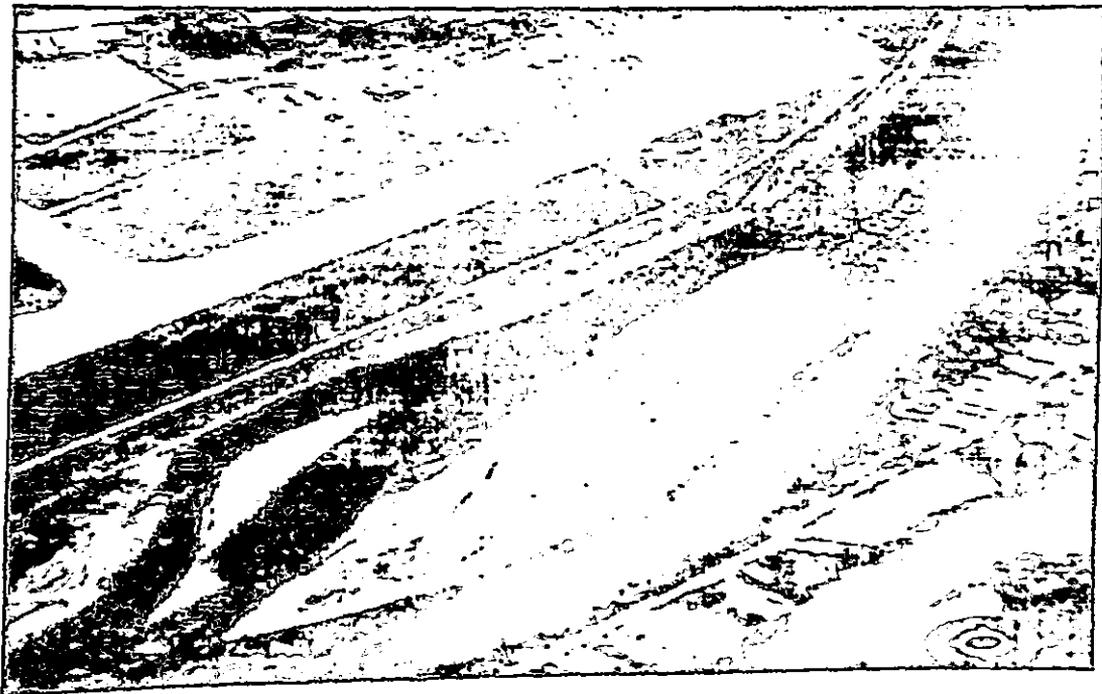
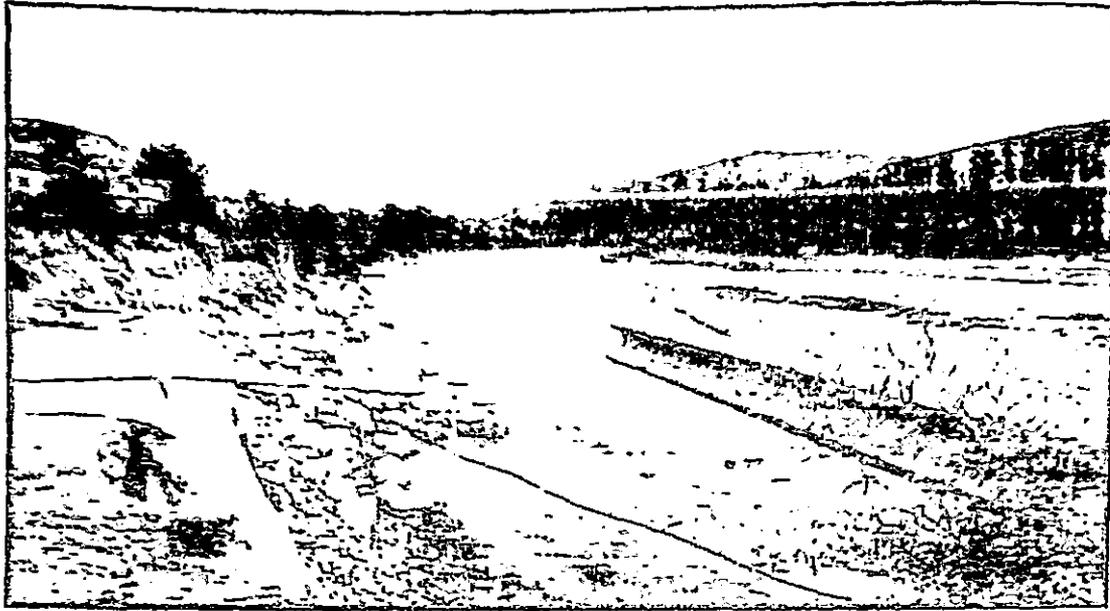


- Short Term Measure: Mechanical dredging of Riverbed to clear waterway and removal of Tapou.
- Long Term Measure: Implement embankment protection using RCC, Gabions and apron

Location 7: Chhota Bani opposite Kullu Manali Airport

Coordinates: 31° 52' N, 77° 10' E

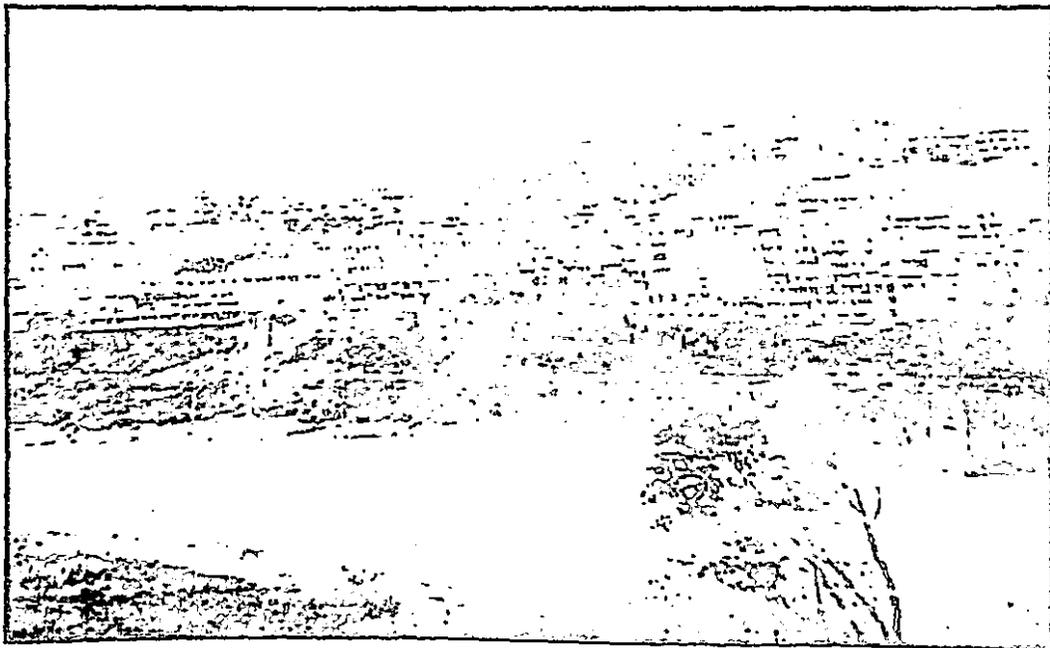
87



- Short Term Measure: Gabion wall for the protection on the left bank, dredging of the riverbed, and removal of Lapso
- Long Term Measure: Implementation of protective wall on the right bank and

Location 8: Sarwari Confluence point to Shastri Nuggar  
Coordinates: 31°56'54"N & 77°06'39"E

88



- Short Term Measure: Gabion walls or PCC wall for toe protection on the right bank, mechanical dredging of the riverbed, and removal of Lapoo.
- Long Term Measure: Implement embankment protection with RCC and apron from the confluence point of Sarwari nalla with River Beas to SIP Badah

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Other Locations: Sainj Khad The committee also assessed damage along the Sainj Khad and identified the length of protection required at various locations

89

• Neuh

N: 31.77776501, 77.381238

Nature of damage: Residential Public Property damaged (Sainj Khad)

Length of protection required: 180 meters



• Satesh

N: 31.06161811, 77.022741

Nature of damage: Agriculture land damaged (Sainj Khad)

Length of protection required: 20 meters



98

Ropa:

N-310-16°34' E-770-21°41' 3"

Nature of damage: Agriculture Land Residential building damaged (Sam Khadi)

Length of protection required: 180 meters



Jiwa & Sharan: 180 meters

N-310-17°28' E-770-19°51'

Nature of damage: Agriculture land damaged (Sam Khadi)

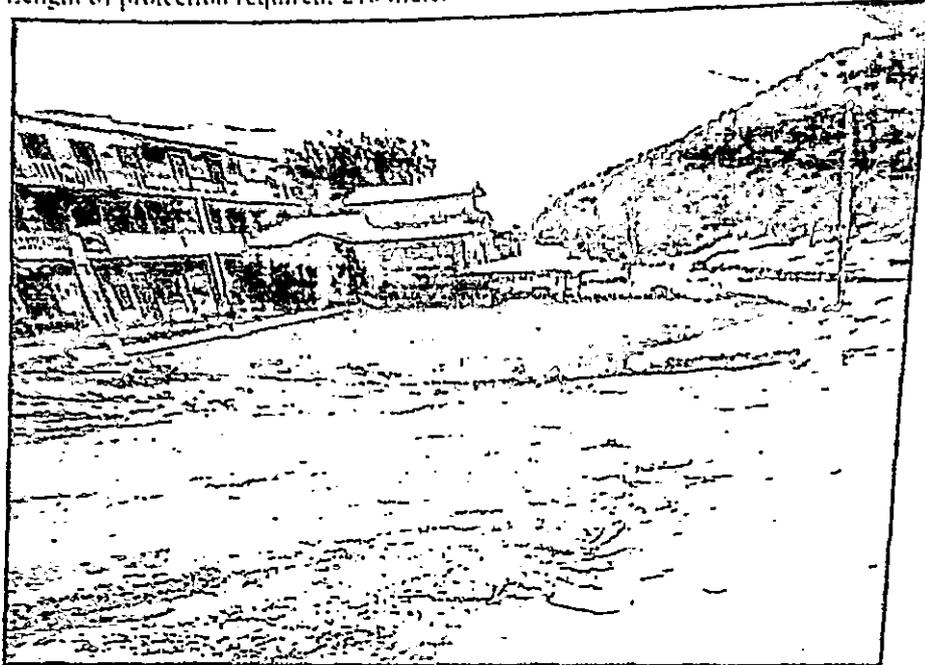
Length of protection required: 180 meters



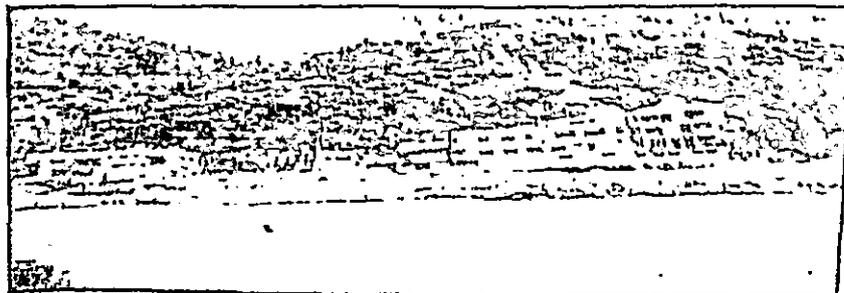
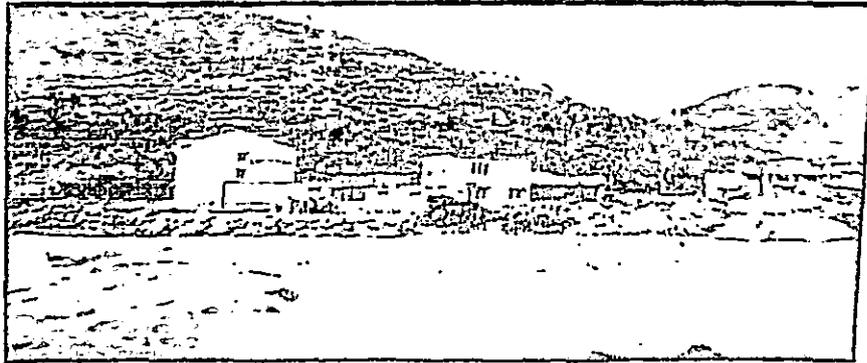
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91

- **Bodali Mata:**  
 N-310-46°21.9' E-770-18°-59.8"  
 Nature of damage: Agriculture Land, Residential buildings damaged (Sainj Khad)  
 Length of protection required: 210 meters



- **Sainj Market:**  
 N-310-46°16.5' E-770-18°-33.6"  
 Nature of damage: Residential Public Property damaged (Sainj Khad)  
 Length of protection required: 800 meters



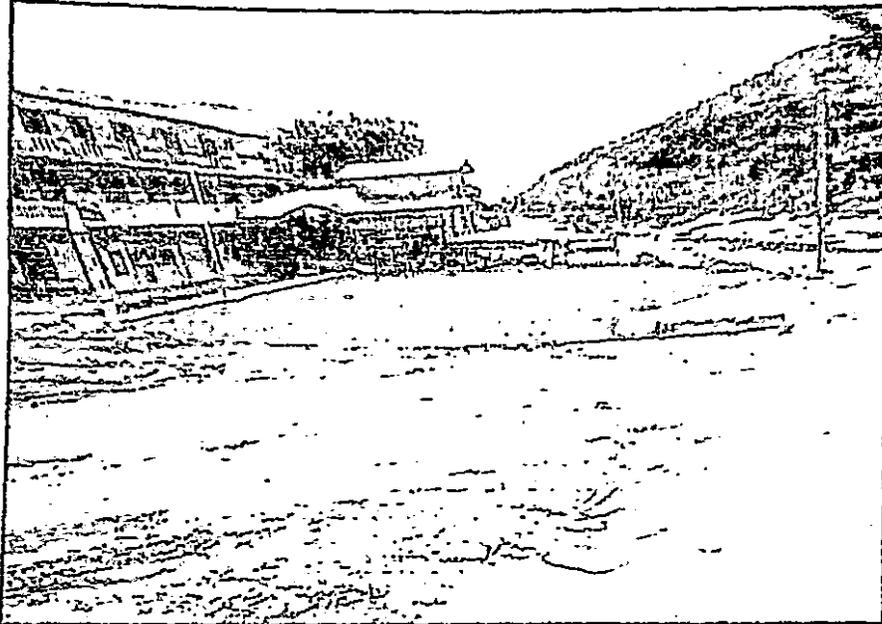
92

• Bodali Mata:

N-310-46°21.9' E-770-18°-59.8"

Nature of damage: Agriculture Land, Residential buildings damaged (Saini Khad)

Length of protection required: 210 meters

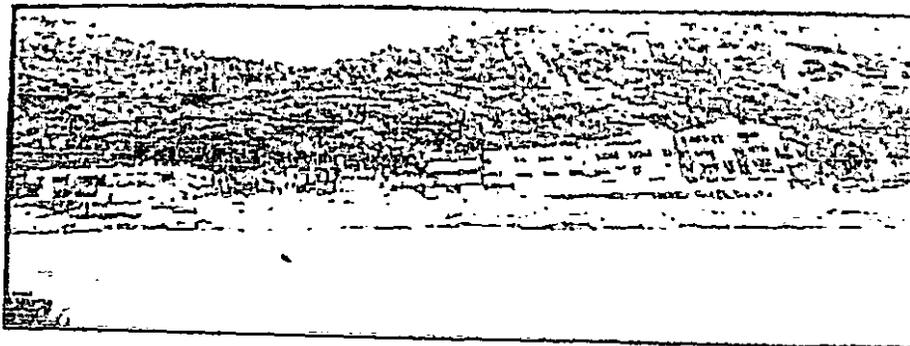
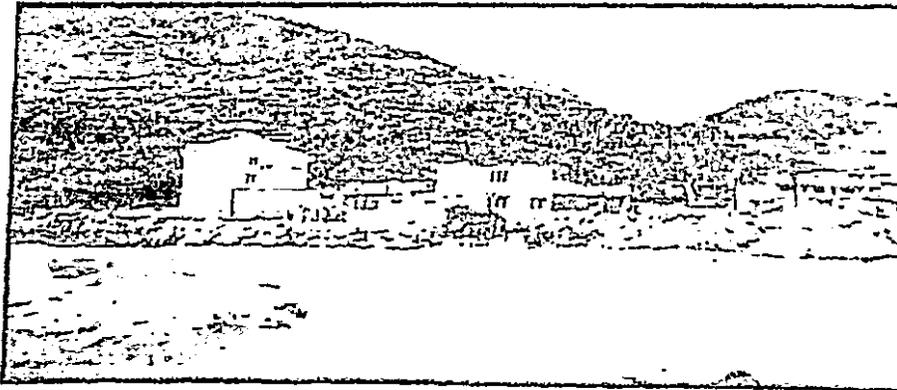


• Sainj Market:

N-310-46°16.5' E-770-18°-33.6"

Nature of damage: Residential/Public Property damaged (Sainj Khad)

Length of protection required: 800 meters



Bakhshal:

N-310-16-18-371-770-18-136

Nature of damage: Agriculture Land Residential buildings damaged (Sainj Khud)

Length of protection required: 260 meters

93



Bekar:

N-310-16-3371-770-16-245

Nature of damage: Agriculture Land Residential buildings damaged (Sainj Khud)

Length of protection required: 450 meters



94

Taredu:

N-310-46°33' E-770-16'-21.5"

Nature of damage : Agriculture land damaged (Sainj Khad)

Length of protection required : 220 meters



Spanganic:

N-310-45°19.5' E-770-15'-1.6"

Nature of damage: Agriculture/Horticulture Land damaged (Sainj Khad)

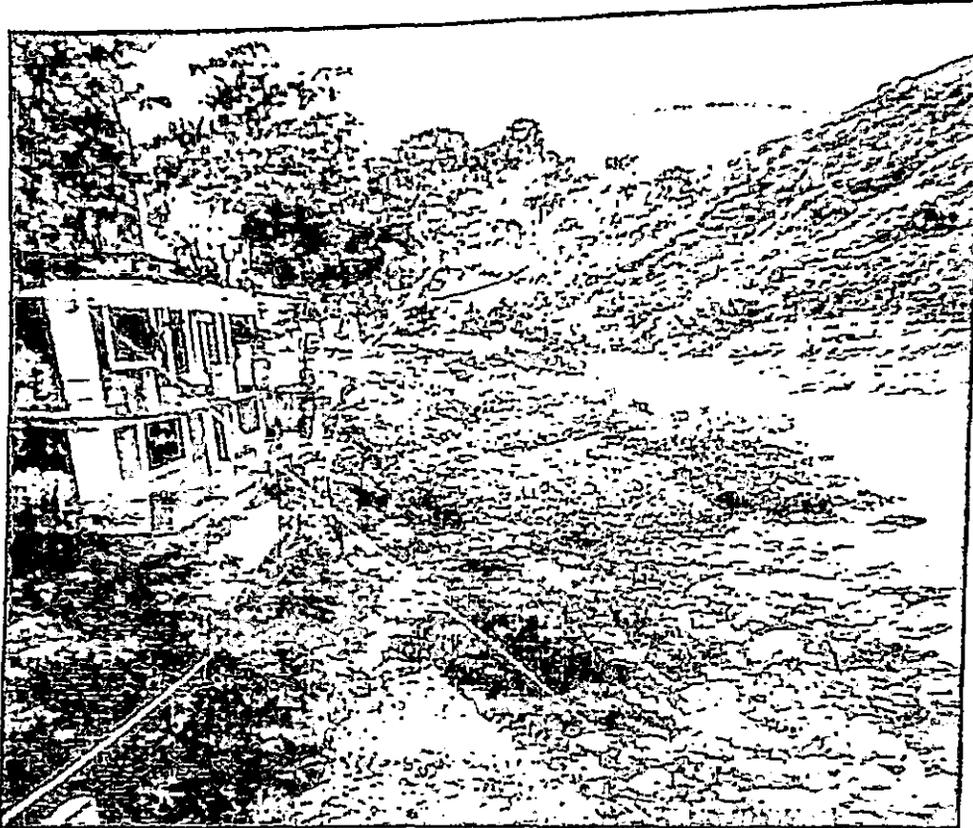
Length of protection required: 480 meters



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- Larji:  
N-310-43'36.4" E-770-13'-34.4"  
Nature of damage: Public Property damaged (Sainj Khad)  
Length of protection required: 220 meters

95



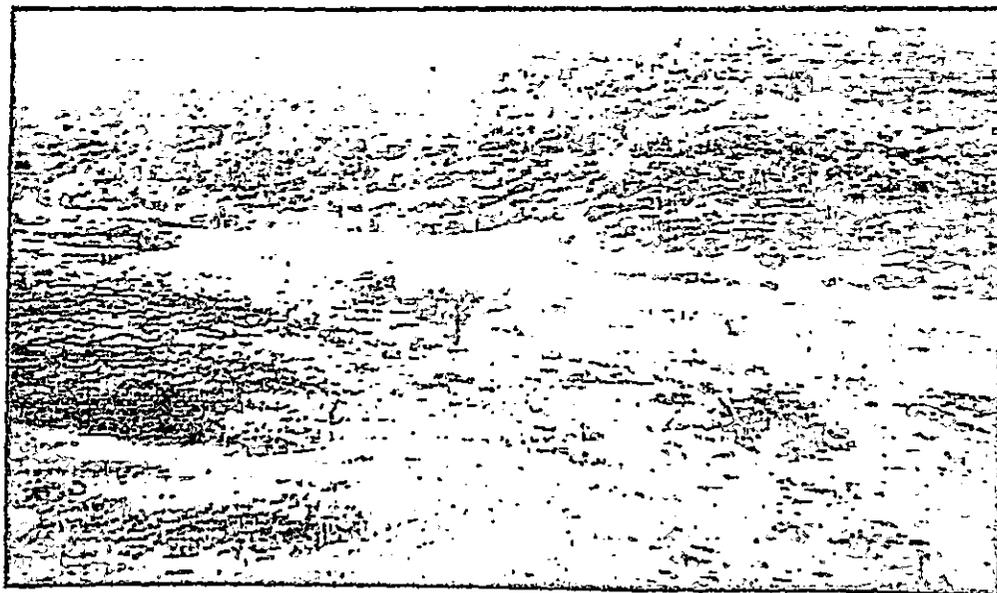
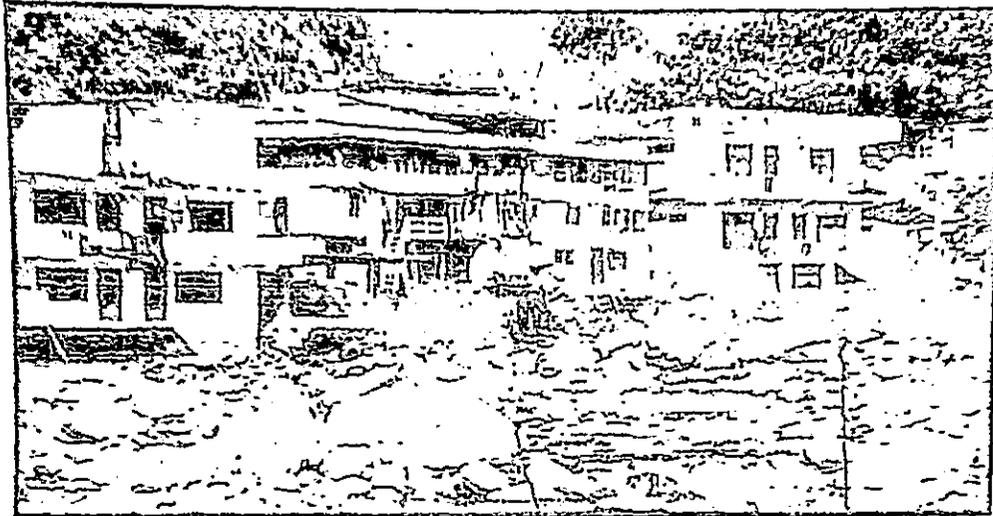
• Gushmini

N 31° 38' 20.31" E 77° 25' 8.92"

Nature of damage: Residential public property damaged (Lalhan Khad)

Length of protection required: 850 meters

96



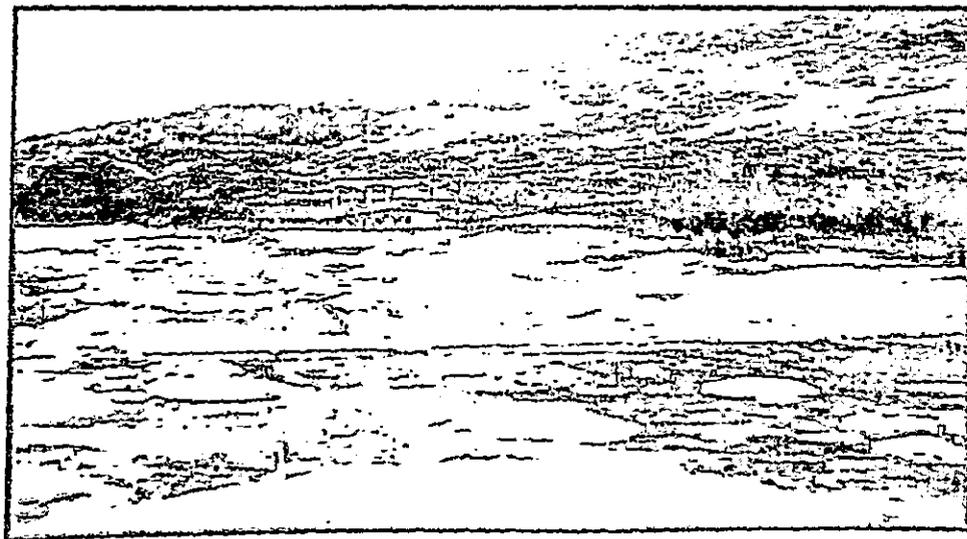
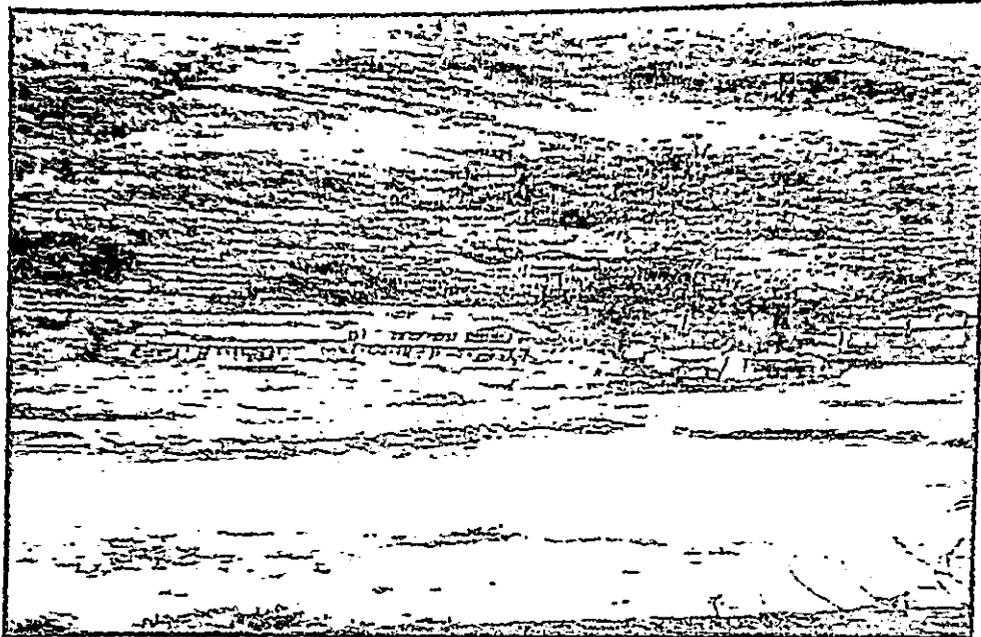
- Location - Jabal (Lithan river)

N 31° 38' 40" E 77° 24' 8.10"

Nature of damage: Residential property & agricultural land damaged

Length of protection required - 750 meters

97



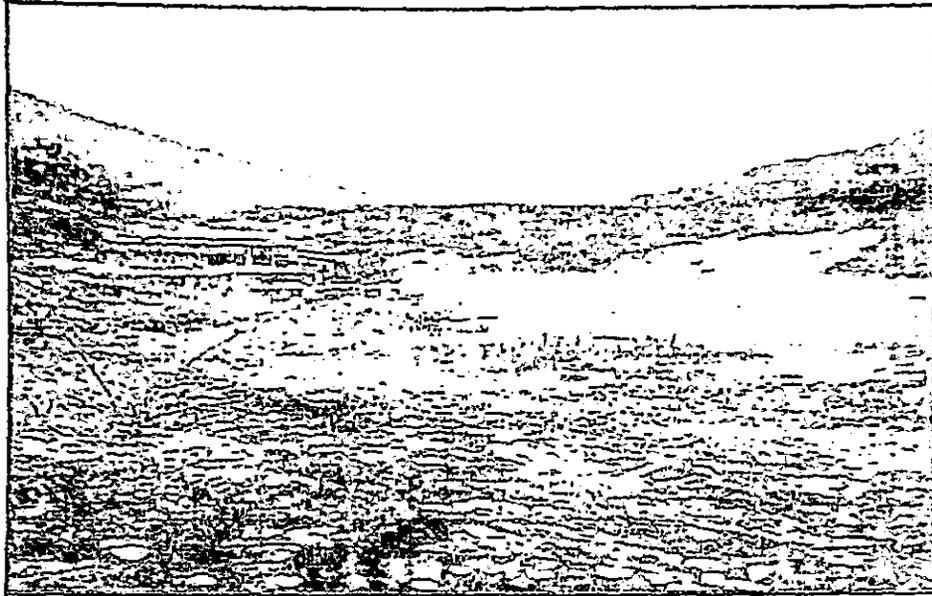
- Location - Dari

N 31° 38' 26" E 77° 24' 07"

Nature of damage: Erosion of agricultural land and liquefaction of soil.

Length of protection required - 550 meters

99



- Location - Kaluropa (Tirthan River)

N 31° 38' 45" E 77° 21' 56"

Nature of damage: Erosion of agricultural land and threat to private property

Length of protection required - 600 meters



- Location - Horngad (Tirthan river)  
 N 31° 38' 44" E 77° 24' 09"  
 Nature of damage: Erosion of agricultural land and liquefaction of soil.  
 Length of protection required - 650 meters

99



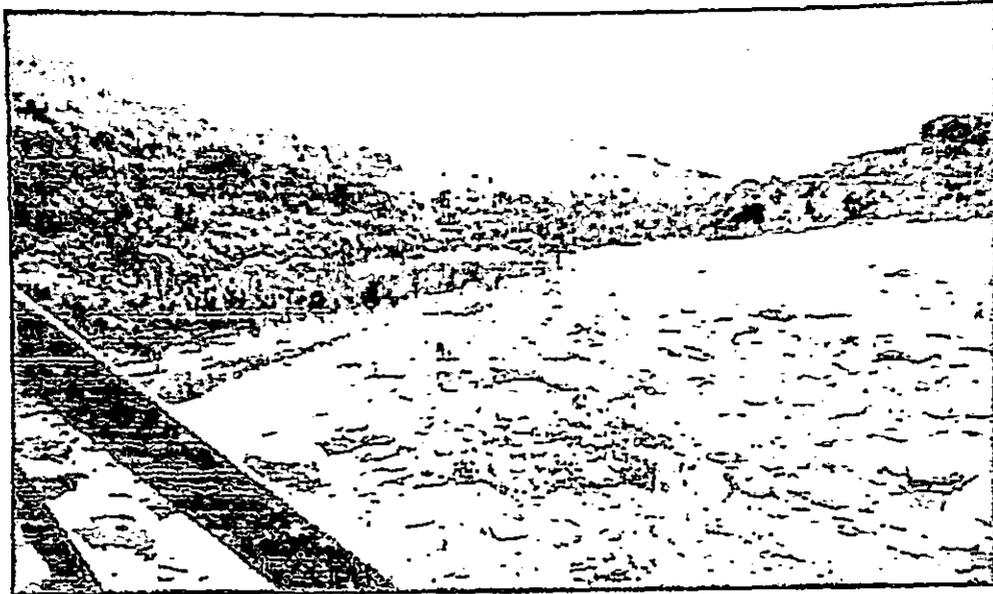
- Location - Sharai (Tirthan River)  
 N 31° 39' 05" E 77° 19' 56"  
 Nature of damage: Erosion of agricultural land and liquefaction of soil.  
 Length of protection required - 650 meters



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- Location - Manglore (Irthan River)  
N 12° 40' 00" E 77° 18' 31"  
Nature of damage - Erosion of agricultural land  
Length of protection required - 700 meters

100



- Location - Dhadudhar (Jibhi Khad)  
N 31° 38' 34" E 77° 20' 33"  
Nature of damage - Damage of Private property & agricultural land  
Length of protection required - 600 meters



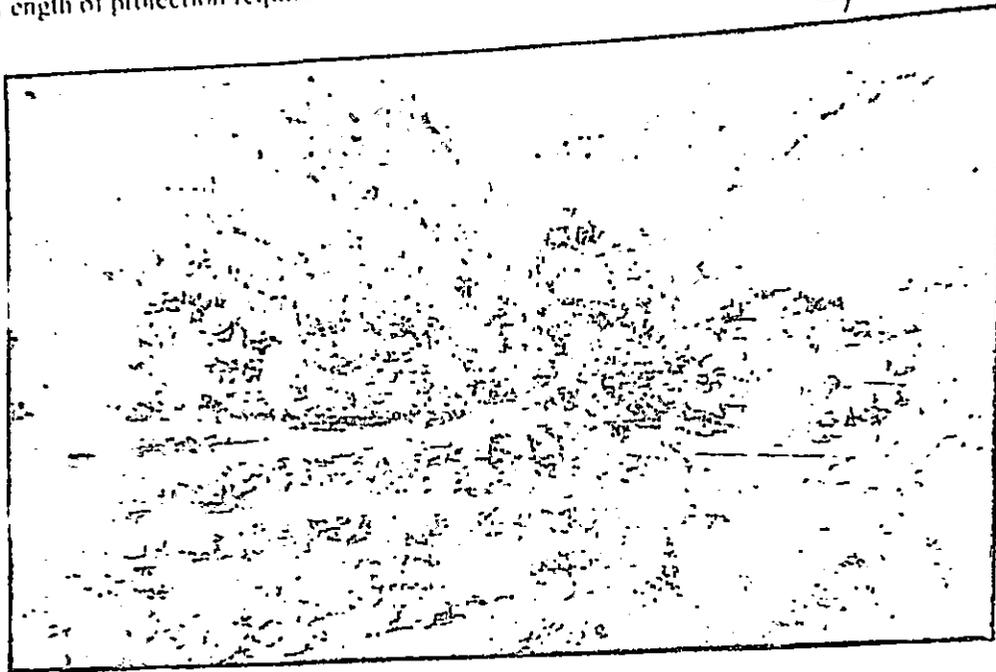
- Location - Khundan (Tirthan River)

N 31° 38' 53" E 77° 20' 58"

Nature of damage: Erosion of agricultural land and damage of private property.

Length of protection required - 700 meters

(10)



Conclusion: The committee has made detailed assessments and provided short and long-term recommendations for each critical location visited. These measures aim to protect vulnerable areas from river erosion and future flooding.

(Ashwani Kumar) Member Secretary  
Additional District Magistrate-cum-  
Chief Executive Office, DDMA Kullu, H.P.

(Upender Vaidya) Chairman  
Chief Engineer, Jal Shakti Vibhag,  
Zonal Office, Mandi, H.P.



संतोष कुमार यादव, अध्यक्ष  
SANTOSH KUMAR YADAV, IAS  
CHAIRMAN



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
राज्य ल परिवहन और राजमार्ग विभाग  
National Highways Authority of India  
MINISTRY OF ROAD TRANSPORT & HIGHWAYS

102

DO No. NHAI/Misc/JK&HP/2021/38853  
October 31, 2023

Respected Sir,

As you are aware that devastating floods of July in Himachal have damaged the National Highway from Manali to Mandi at many locations and the impact of River on NH was so high that at many locations complete highway was washed away and connectivity to/ from Manali was lost.

31/10/23  
Pr. Secy (PWD)

2. It was seen that at many locations the NH was overtopped by flood water even though it was designed for Highest Flood Level (HFL) recorded. It was reported that De-silting from River bed couldn't be taken up in recent past leading to the rise in bed level of the River. The problem got aggravated in recent floods of July wherein large number of boulders have deposited on the River bed and many Boulder Islands have been formed and due to this River has got diverted towards the NH and is continuously damaging the NH. If these boulders are not removed from the River bed before the next monsoon, then even in moderate flood in Beas River, the River will further damage the NH. During the visit of Hon'ble Minister of Road Transport & Highways to Manali on 1<sup>st</sup> August, it was requested to Hon'ble Chief Minister, HP that De-Silting from the River bed should be done by the State Govt. on priority to avoid further damages to NH.

3. I request you to kindly direct the concerned to take immediate necessary action for De-Silting of Beas between Manali and Mandi and policy may also be framed for use of de-silting/ dredge material in highway construction so that further damage to the National Highway is avoided.

With regards,

Yours sincerely,

(Santosh Kumar Yadav)

Shri Prabodh Saxena  
Chief Secretary  
Government of Himachal Pradesh  
H P Secretariat, Shimla - 171002  
cs-hp@nic.in

एन. हाई. वॉय. ऑथॉरिटी ऑफ इंडिया

National Highways Authority of India

(Ministry of Road Transport and Highway, Govt. of India)

NHAI PIU-Mandi, Bagla Mandi, Tehsil Bagla Mandi, District Mandi, Jammu & Kashmir

Email: [mandi@nhai.org.in](mailto:mandi@nhai.org.in), [piu\\_mandi@nhai.org.in](mailto:piu_mandi@nhai.org.in) Phone: 01905-246363

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NHAI/PD/PIU-Mandi/2023-24/Misc/05/2067

January 2024

To,

Regional Officer,  
HPPCB, Regional Office,  
Mandi (HP)

Sub: Compliance of Order dated 09.10.2023 passed by the Hon'ble NGT in OA no. 610/2023 titled Sugandha v/s Ministry of Road Transport and Highway: regarding.

Ref: - (i) NHAI/PD/PIU-Mandi/2023-24/Misc/05/2067 dated 11.12.2023

(ii) Joint Site visit on 28.12.2023 (reference letter - No. /Mandi/EE/(OA No. 610/2023)/2023-2288-92 dated 27.12.2023)

Sir,

Reference is invited to the cited subject and continuation to the referred letter, following is submitted for your kind information and necessary action please:

- a) The finished road level (FRL) has been designed and executed at stipulated height above from High flood level (HFL) as per provisions of relevant IRCs guidelines / MoRTH Specifications.
  - b) It is to mention that no deviation has been reported or came to notice on executed alignment from approved alignment.
2. For necessary action please.

(Varun Chari)  
Project Director

CC : - Regional Office, NHAI, Shimla, HP.

पञ्चानकार्यालय: जी-5 एवं 6, संकर-10 द्वारका, नई दिल्ली-110075

Head Office: Connaught Place, New Delhi-110075

## BEFORE THE NATIONAL GREEN TRIBUNAL AT NEW DELHI.



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I.A. No. ....

in

O.A. No 610/2023

Sugandha

..... Applicant

Versus

Ministry Of Road Transport &amp; Highways

..... Respondent

KNOW ALL to whom these presents shall come that I, Anil Joshi, Member Secretary, HP State Pollution Control Board, New Shimla

Do hereby appoint **Sh. Vaibhav Srivastava** (hereinafter called the **Advocate**) to be my/our advocate in the above cited cause and authorise him:-

To act, appear and plead in the above noted cause in the Court at approved fee of the Board;

To sign, file and present pleadings, appeals cross objection or petitions for execution, revision, restoration, withdrawal compromise or other petition, replies, objection or affidavit, other documents as may deemed necessary or proper for the proper prosecution of the said cause in all stage.

To file and take back documents to withdraw or compromise the said cause or submit to arbitration any difference or disputes that may rise touching or in any manner relating to the said cause.

To take out execution proceeding; to deposit draw and receive money and grant receipts therefore, and to do all other acts and things which may be necessary to be done for the progress and in the course of the prosecution of the said cause.

To appoint and instruct any other legal practitioner authorizing him to exercise the power and authorities hereby conferred upon the advocate whenever he may think it to do so;

And I/we undersigned do hereby absolute bind myself/ourselves and confirm that all acts or steps taken by the Advocate or his substitute in the above cause shall be as good and binding on me/us if they were my/our own acts and deeds and they shall in all ways be absolutely binding on me/us.

IN WITNESS WHEREOF I/we have appended our signature to these presents on this...<sup>14<sup>th</sup></sup>...day of March, 2024.

Advocate.

Client.

Member Secretary,  
HP State Pollution Control Board  
Shimla