

**BEFORE THE NATIONAL GREEN TRIBUNAL**

**SOUTHERN ZONE, CHENNAI**

**Original Application No. 299 of 2013 (SZ)**

**With**

**Original Application No. 164 of 2014 (SZ)**

**With**

**Original Application No. 164 of 2015 (SZ)**

**With**

**Original Application No. 130 of 2016 (SZ)**

**AND**

**Original Application No. 170 of 2024(SZ)**

**In the matter of:**

**Tribunal on its own motion on the  
News item reported in The Hindu  
Dt. 25.10.2013 about beach at  
Adyar Estuary with trash, rubble**

**And**

**The Principal Secretary,  
Environment & Forests,  
Govt. of Tamil Nadu, Chennai & Others**

**...Respondent(s)**

**With**

**P. Edwin Wilson,  
Purasaiwalkam, Chennai**

**...Applicant(s)**

**Versus**

**The State of Tamil Nadu,  
Rep. by its Chief Secretary,  
Chennai & Others.**

**...Respondent(s)**

**With**

**Jawaharlal Shanmugam,  
Thiruvanmiyur, Chennai**

**...Applicant(s)**

**Versus**

**Tamil Nadu Pollution Control Board & Others**

**...Respondent(s)**

**With**

**S. Muthumeena,  
Egmore, Chennai**

**...Applicant(s)**

**Versus**

**The Secretary to the Government,  
PWD, Secretariat, Chennai & Others**

**...Respondent(s)**

**And**

**Tribunal on its own motion SUO MOTU  
Based on the News item in Dinamalar,  
Chennai edition, Newspaper dt: 09.05.2024,  
Under the caption, “Encroachment by  
dumping construction waste along the  
banks of Aminthakarai Koovam”**

**And**

**The Chief Secretary to Govt. of Tamil Nadu,  
Chennai and Others.**

**...Respondent(s)**

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**Through**

**Dr. D. Shanmuganathan**

**Standing Counsel of Tamil Nadu**

**National Green Tribunal**

**Southern Zone, Chennai**

**Date: 18.09.2024**

**BEFORE THE NATIONAL GREEN TRIBUNAL  
SOUTHERN ZONE, CHENNAI**

Original Application No. 170 of 2024

**IN THE MATTER OF:**

Tribunal on its own motion SUO-MOTU

based on the news Item in Dinamalar

Newspaper, Chennai Edition dt:

09.05.2024, "Encroachment by dumping construction waste along the banks of Aminthakarai Koovam".

**And**

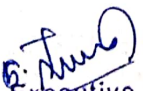
Water Resources Department,


.....Respondent(s)

Report Filed by 4th Respondent - Water Resource Department

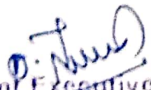
I, G.R Radhakrishna, son of Govindarajulu Ramalingam, aged above 51 years, officiating as Executive Engineer in the Water Resources Department and having my office at the PWD Campus, Chepauk, Chennai - 5, do solemnly affirm and sincerely state as follows:

I humbly submit that I am presently working as Executive Engineer in the Water Resources Department and hence I am acquainted with the facts and circumstances of the case from the available records. I am filing this counter affidavit on behalf of Water Resources Department.

  
Assistant Executive Engineer, PWD.,  
Cooum Basin Sub Division,  
Chepauk, Chennai - 600 005


  
Executive Engineer, W.R.D.,  
Araniyar Basin Division, Chennai-5.

1. I humbly submit that when the Hon'ble Green Tribunal, Southern zone; took up the said case for suo-moto on 25.07.2024 notice was ordered to the Water Resource Department.
2. I humbly submit that the Hon'ble Tribunal has SUO-MOTU entertained this Original Application No.170 of 2024 based upon the news item published in Dinamalar Newspaper, Chennai Edition dt: 09.05.2024, titled as "Encroachment by dumping construction waste along the banks of Aminthakarai Koovam".
3. I humbly submit that the Cooum River originates from Kesavaram Anicut in Thiruvallur District and flowing about 72km in upstream of Chennai city and the tributary from Cooum Tank also joins with river located at Satharai village at a distance of 65km from Chennai, on its path and the River has been feeding from the surplus of 75 numbers in Cooum Sub Basin tanks and the River catchment area is 453 Sq.Km. In Chennai city limits starts at Koyambedu village running about 18 kilometer of river including North Arm passes through the highly urbanized areas such as Inner Ring road, NSK nagar, Choolaimedu, Chetpet, Egmore and Chindadiripet and the river finally confluence into the Bay of Bengal.
4. I humbly submit that, "the said news item discloses that "the Encroachment by dumping construction waste along the banks of Aminthakarai Koovam" have been dumping loads of sand and construction debris and leveling the river bed near Aminjekarai". This is due to the formation of approach road and Piling work executed by NHAI.

  
Assistant Executive Engineer, PWD.,  
Cooum Basin Sub Division,  
Chepauk, Chennai - 600 005.

  
Executive Engineer, W.R.D.,  
Araniyar Basin Division, Chennai-5.

5. I humbly submit that The Government of Tamil Nadu had accorded in-principle approval to the NHAI for construction of four lane elevated road from Chennai port to Maduravoyal by using one side of the Cooum River bank vide.G.O.Ms.No.199,Public works (WR2) Department dated 22.06.2007. In this regard A Memorandum of Understanding was signed between the Tamil Nadu Government, Chennai Port Authority, National Highways Authority of India and The Indian Navy on 16.05.2022.
6. I humbly submit that The Engineer-in-Chief & Chief Engineer (General), WRD has recommended the proposal to the Government with terms and conditions for issuing concurrence for arrangement of plan submitted by NHAI towards the preparation of feasibility study/ Detailed report for Construction of New four lane elevated road from Chennai port to Madhuravoyal (NH 4).
7. I humbly submit that, the Chief Engineer, Chennai Region, WRD, has sought additional particulars with remarks and recommendations (copy enclosed) for issuing NOC for construction of New four lane elevated road from Chennai Port to Maduravoyal (NH4) on 25.03.2024.
8. I humbly submit that, The special secretary to Government, WRD has requested to send the remarks on the comments submitted by the Regional Officer, NHAI for issuing NOC. In this connection, the Chief Engineer, Chennai Region, WRD has submitted the additional particulars with recommendations for issuing NOC by Govt. vide the letter No.OT-1 /AE-1 /F-NHAI (ELEVATED ROAD) /2024 /Dt:25.03.2024.
9. Based on the joint consultation meeting with Line Departments the following decisions were made by Water Resource Department to ensure the Hydraulic integrity of the Cooum River and ensure the minimum hindrance to the floods during monsoon season.

  
Assistant Executive Engineer, PWD.,  
Cooum Basin Sub Division,  
Chepauk, Chennai - 600 005

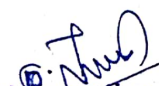
  
Executive Engineer, W.R.D.,  
Aranlyar Basin Division, Chennai-5.

- a) A model study should be conducted by Centre for Water Resources(CWR), Anna University for accessing the impact on introduction of piers and appurtenance works of Elevated Corridor. This study will be suggesting appropriate mitigation measures to be carried out in River Cooum flow regime.
- b) NHA1 to execute a undertaking in bond with WRD to remove all the working platform formed using earthwork and construction debris and also to provide fund for executing the mitigation measures suggested by Anna University.

10.I humbly submit that, On this subject the Chief Secretary, Government of Tamilnadu have conduct a review meeting and formed a Monitoring Committee under the Chairmanship of Principal Secretary to Government, Muncipal Administration and Water supply Department (MASWS) comprising of Greater Chennai Corporation, Water Resource Department, National Highways Authority of India and Highways Departments for continuous monitoring and ensuring the timely removal of the working platform on before 30.09.2024 to avert the flood scenario during monsoon and high flow periods.

11.I humbly submit that, the Principal secretary, to Government (MASWS) also conducted a coordination meeting on 25.06.2024.All the stakeholder Departments including WRD,NHAI,HW & GCC attended the meeting. The plan of action to expedite the work and timely removal of these obstructions was discussed and instructed to take follow up action.

12.I humbly submit that, the Cooum River site was handed over to NHA1 on 31.05.2024.The NHA1 also executed the undertaking to WRD. Followed with,


  
Assistant Executive Engineer, PWD..  
Cooum Basin Sub Division,  
Chepauk, Chennai - 600 005

  
Executive Engineer, W.R.D.,  
Araniyar Basin Division, Chennai-5.

NHAI started to form the approach roads and platforms using construction debris for pile driving inside the Cooum River at various stretches for the Construction of New four lane elevated road from Chennai port to Maduravoyal.

13.I humbly submit that, the NHAI is dumping debris to level the river bed for their approach road and piling work. Debris is being dumped along the river bed in 97 locations from Ls 3320m to Ls 6700m, and at present piling work is in progress at 15 locations. Additionally, debris is being dumped over 100 meter upstream of Inner ring road bridge and 300m downstream of Inner ring road bridge along the Cooum River bed, with a width varying from 50m to 85m at Inner ring road in Koyambedu. Each piling location has a working platform length varying from 32m to 42m and width varying from 15m to 23m was formed as part of construction activity by NHAI. The photographs are presented below,



  
Assistant Executive Engineer, PWD.  
Cooum Basin Sub Division,  
Chepauk, Chennai - 600 005.

  
Executive Engineer, W.R.D.,  
Araniyar Basin Division, Chennai-5.



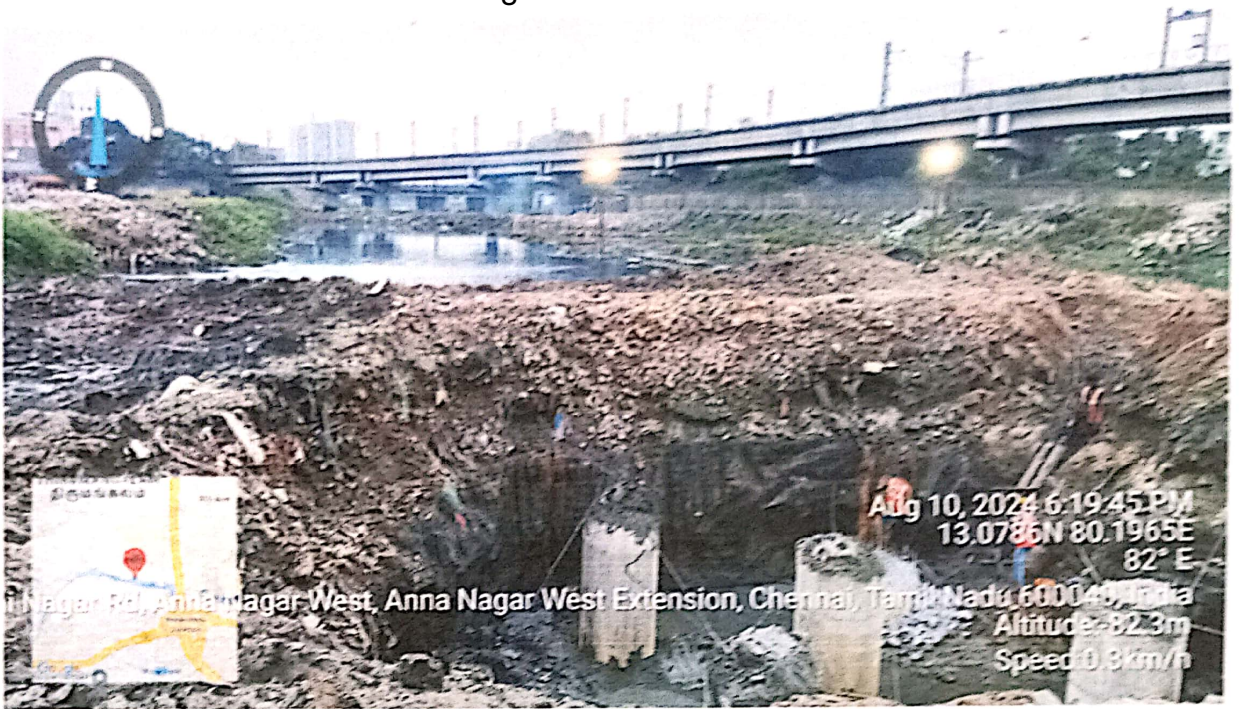
*A. Thirub*  
Assistant Executive Engineer, PWD.,  
Cooum Basin Sub Division,  
Chepauk, Chennai - 600 005.

*Jmf*  
Executive Engineer, W.R.D.,  
Araniyar Basin Division, Chennai-5.



*D. Jeyaraj*  
 Assistant Executive Engineer, PWD.  
 Cooum Basin Sub Division,  
 Shepauk. Chennai - 600 005

*Jeyaraj*  
 Executive Engineer, W.R.D.,  
 Araniyar Basin Division, Chennai-5.



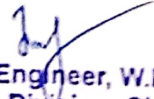
14.I humbly submit that, in this connection, the action plan, schedule of work and program chart for execution of work was asked from NHA1 also instructed to remove all the construction debris on or before 30.09.2024 to ensure the free flow of water during North- east monsoon period.

15.It is therefore most respectfully prayed that this Hon'ble Tribunal may be pleased to accept this status report filed on behalf of the Water Resource Department, record the same and be pleased to pass such further or other orders as this Hon'ble Tribunal may deem fit and proper in the facts and circumstances of the case and thus render justice.

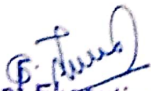
Solemnly affirmed at Chennai

on this the 30<sup>th</sup> day of August, 2024

and signed his name in my presence.

  
Executive Engineer, W.R.D.,  
Araniyar Basin Division, Chennai-5,

Advocate : Chennai

  
Assistant Executive Engineer, PWD,  
Cooum Basin Sub Division,  
Chepauk, Chennai - 600 005.



**ABSTRACT**

Public Works Department, Cooum River – Construction of Elevated Expressway from Chennai Port to Maduravoyal – Using the Cooum River Bank – In-principle Approval - Orders - Issued.

Public Works(WR2) Department

G.O.Ms. No. 199

Dated: 22.06.2007

Read:

1. From the Chairman, Chennai Port Trust D.O.letter No.JDC/1203/05/E, dated 21.3.2007.
2. From Chief Engineer(Chennai Region), Public Works Department, Letter No. OT1/6225/2007/CEB, dated 25.4.2007.

**ORDER:**

A proposal for construction of Elevated Expressway along Cooum River from Chennai Port to Maduravoyal is under correspondence with the Government of India. The Chairman, Chennai Port Trust, on behalf of the National Highways Authority of India, has in the meantime requested to grant in-principle approval for the use of Cooum River banks for construction of an Elevated Expressway from Chennai Port to Maduravoyal under the Port Connectivity Project.

2. A Committee consisting of the concerned agencies was constituted with the Chief Engineer, Public Works Department, WRO, Chennai Region as the Chairman to take up a joint inspection of the relevant stretches of Cooum River and submit a report on various aspects such as right of way available, encroachments and need for resettlement, shifting of utilities etc and give recommendations regarding the grant of 'in-principle approval' to National Highways Authority of India.

3. The Members of the Committee have inspected various locations along the Cooum Bank and Bridges across the Cooum River on 21.4.07. The Chief Engineer, Public Works Department, Water Resources Organisation, Chennai Region, the Chairman of the Committee has discussed on the proposal and plans with the consultant on 24.4.07 and made inspection from Maduravoyal to Napier Bridge. The Chief Engineer, Public Works Department, Water Resources

Organisation, Chennai Region, has sent the Committee's report on 25.4.2007. Some of the salient observations of the Committee are as follows:

- (a) The Coastal Regulation Zone clearance is to be obtained for the project by the Port Trust.
- (b) Vertical clearance of 6.50m is to be kept at crossing of MRTS lines as suggested by Chennai Metropolitan Development Authority.
- (c) In view of the pile foundation proposed for the pillars of the Expressway, Metro Rail proposal has to be considered before finalizing this project and the alignment of Expressway is to be finalized taking with consideration the new Projects proposed at the Koyambedu market terminus for metro as suggested by Chennai Metropolitan Development Authority.
- (d) Existing Storm Water Drainages have to be handled in consultation with the Corporation of Chennai for finalizing the decision as requested by Chennai Metropolitan Water Supply and Sewerage Board.
- (e) The enumeration and rehabilitation of the slum dwellers in the Cooum banks have to be carried out as part of this project in consultation with the Tamil Nadu Slum Clearance Board and they will carry out the rehabilitation activities in the Government lands, if available or by acquiring private lands as may be suggested by the Tamil Nadu Slum Clearance Board if suitable Government lands are not available.
- (f) Plugging of storm water drains either zone wise or to link them into the main storm water central drain will be handled by Chennai Metropolitan Water Supply and Sewerage Board.
- (g) The demand made by M/s. Wilbur Smith Associates, the consultant, for a piece of land of size 200 m x 7 m near Sivananda Salai on south bank of Cooum river for widening of Sivananda Salai and to access the Elevated Expressway from all the adjoining roads like Kamarajar Salai and Anna Salai, etc. may be accepted.
- (h) A clear width of 8m in between the pillars have to be provided for provision of at-grade road.
- (i) The finalized project report and design of the NHA for the Expressway have to be got vetted through all the State Departments concerned before finalizing the Project.

- (i) The at-grade road in between the pillars is to be formulated by the National Highways Authority of India and necessary drainage connectivity and modifications are to be done to drain out effectively.
- (k) The protective measures like retaining wall and slope protection walls of Cooum river in this stretch have to be borne by the National Highways Authority of India to accommodate the proposed maximum design discharge of 25000 cusecs.

4. The Government have carefully examined the request of the Chairman, Chennai Port Trust made on behalf of the National Highways Authority of India and the report of the Committee as well. The Government accordingly accord in-principle approval to the National Highways Authority of India for using one side of the Cooum River Bank as per site conditions for the construction of Elevated Expressway from Chennai Port to Maduravoyal subject to the observations as indicated for the present at para 3 above.

(BY ORDER OF THE GOVERNOR)

S. AUDISESHIAH  
SECRETARY TO GOVERNMENT

To  
The Project Director, Port Connectivity, National Highways Authority of India,  
Guindy, Chennai- 32.  
The Chairman, Chennai Port Trust, Chennai.  
The Special Commissioner and Commissioner of Land Administration, Chennai.  
The Collector of Chennai, Chennai- 1.  
The Engineer-in-Chief, Water Resources Organisation,  
Public Works Department, Chennai -5.  
The Chief Engineer, Chennai Region, Public Works Department, Chennai -5.  
The Accountant General, Chennai - 18.

Copy to :

The Secretary to Chief Minister, Chennai -9.  
The Special Personal Assistant to Minister, (PW & Law), Chennai - 9.  
The Special Personal Assistant to Minister ( Highways), Chennai- 9.  
The Private Secretary to Chief Secretary, Chennai- 9.  
The Highways /Revenue/ Finance Department, Chennai - 9.

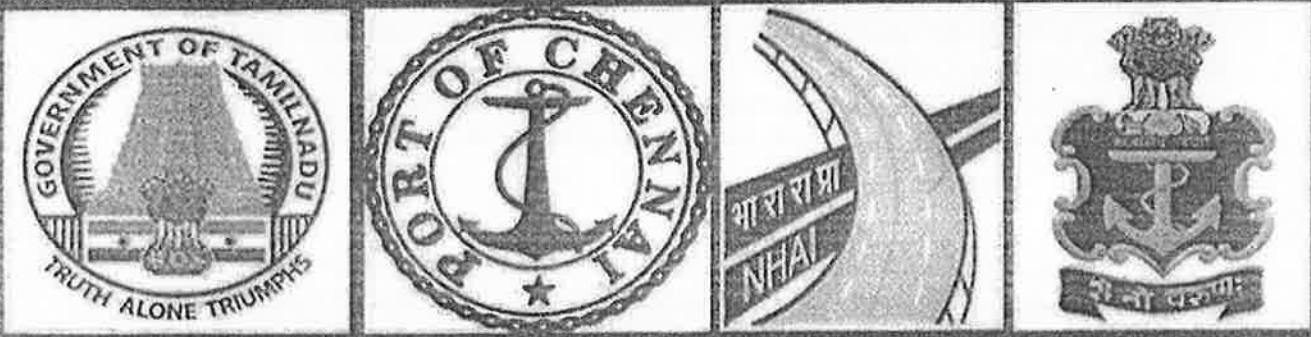
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SECTION OFFICER.  
MMA  
22/6/07

MemU



**MEMORANDUM OF UNDERSTANDING**  
**Between**  
**GOVERNMENT OF TAMIL NADU,**  
**CHENNAI PORT AUTHORITY,**  
**NATIONAL HIGHWAYS AUTHORITY OF INDIA**  
**&**  
**THE INDIAN NAVY**



**For Construction of**  
**Four Lane Elevated Road from**  
**Chennai Port to Maduravoyal (NH-4)**

This **MEMORANDUM OF UNDERSTANDING (MOU)** is entered to on this 16<sup>th</sup> Day of May 2022 at Chennai

between

**THE GOVERNOR OF TAMIL NADU** represented by the Secretary to Government, Highways and Minor Ports Department, Secretariat, Chennai 600 009, or hereinafter referred to as "GoTN" which expression shall unless repugnant to the context or meaning thereof include its successors and permitted assigns of the First Part:

and

**BOARD OF MAJOR PORT AUTHORITY FOR CHENNAI PORT** under the provisions of The Major Port Authorities Act, 2021 represented by its Chairperson and having its Office at Chennai Port Authority, 1, Rajaji Salai, Chennai – 600 001 (hereinafter referred to as the Chennai Port Authority (ChPA) which expression shall unless repugnant to the context or meaning thereof include its successors and permitted assigns) of the Second Part:

and

**NATIONAL HIGHWAYS AUTHORITY OF INDIA**, a statutory authority established under the provisions of the National Highways Authority of India Act, 1988 (Central Act 68 of 1988) represented by its Chairperson and having its Corporate Office at G-5&6, Sector -10, Dwarka, New Delhi 100075 (hereinafter referred to as "NHAI" which expression shall unless repugnant to the context or meaning thereof include its successors and assigns) of the Third Part:

and

The President of India, acting through the Flag Officer Commanding Tamil Nadu and Puducherry Naval Area, Indian Navy, having its Office at Headquarters TN & P Naval Area, Rajaji Salai, Chennai-600009 (hereinafter referred to as "Indian Navy" which expression shall unless repugnant to the context or meaning thereof, include its successors and assigns) of the Fourth Part.

- A. WHEREAS, NHAI recognize the importance of improvement of road connectivity for efficient evacuation of cargo from the Port and accordingly the need for signing of this Memorandum of Understanding for the project of Four /Six lane double deck Elevated Road with Ramps at 13 (Thirteen) locations for local traffic from Chennai Port (Gate No. 10) to Maduravoyal (NH-4) being taken up on EPC mode basis under Bharatmala (hereinafter referred to as "the Project")




- B. WHEREAS, GoTN and ChPA recognize that the implementation of the Project is necessary and required for the development of the State of Tamil Nadu in general and development of infrastructure for growth of Chennai Port in particular and acknowledge that to enable the implementation of the said project, it is necessary for GoTN and ChPA to agree and undertake to support and extend complete co-operation to NHAI.
- C. WHEREAS, ChPA and Indian Navy recognizes that about 120 m of the alignment of Chennai Port to Maduravoyal Elevated Road project is passing through Defence land under the occupation of Indian Navy and accordingly mutually agreed to exchange and transfer the said land from Ministry of Defence to ChPA and vice-versa on the basis of mutually agreeable terms and conditions
- D. Therefore, GoTN, ChPA, NHAI and Indian Navy have agreed that it is necessary and expedient to enter into this Memorandum of Understanding for successful implementation of the project.

NOW THEREFORE THE PARTIES HERETO HEREBY AGREE TO THIS MEMORANDUM OF UNDERSTANDING UNDER THE FOLLOWING TERMS AND CONDITIONS:

1. **TERM:** This Memorandum of Understanding shall come into force on and from the date hereof and shall continue to be in full force and effect for (i) the period of the Agreement of the project is in force and effect in accordance with the terms thereof including any extension thereof, or (ii) final determination and discharge by NHAI, GoTN, ChPA and Indian Navy of all of their liabilities and claims hereunder against them, whichever is later.
2. **OBLIGATIONS OF GoTN:** In consideration of the Project being in the interest of the State of Tamil Nadu and its economic growth and development, GoTN agrees and undertakes to observe, comply with and perform the following with reference to the Project:
- i) That the Government of Tamil Nadu, vide Lr.No.1726/HV2/2012-32 dated 23.05.2017, conveyed "NO OBJECTION" for the revised alignment and NHAI shall adhere to the same for the present modified project proposal having double decker elevated road, with Tier-1 meant for local traffic and Tier-2 for dedicated port bound traffic. Tier-1 will have 13 ramps to facilitate entry and exit of local traffic. As per G.O. (Ms) No.63 Highways (HV2) Department dated 07.03.2008, Chennai Port Trust would initially pay the entire cost of LA and R&R and get the State's share from Govt.of Tamil Nadu, on reimbursement basis. Subsequently, GoTN issued an amendment G.O.(Ms) No.20, dated 04.02.2011 stated that the revised LA and R&R cost of Rs.470.Cr will be met by GoTN and Chennai Port Trust on 50:50 basis; and GoTN's share will be released as and when required; in case of increase in the LA and R&R cost, the excess will be borne by the GoTN.
- ii) That the Govt. of Tamil Nadu has accorded approval to bear the 50% share of cost of LA & RR as preconstruction cost vide Government of Tamil Nadu Highways Department, G.O.(Ms) No: 63 dated 07.03.2008, subject to condition that Chennai

Port Authority would initially pay the entire cost of LA and R&R and get 50% of the cost reimbursed from GoTN. Subsequently, GoTN issued an amendment G.O.(Ms) No.20, dated 04.02.2011 stated that the revised LA and R&R cost of Rs.470 Cr will be met by GoTN and ChPA on 50:50 basis; and GoTN's share will be released as and when required; in case of increase in the LA and R&R cost, the excess will be borne by the GoTN. Further, vide its letter No. 1726/HV2/2012/36, dated 14.07.2017 further accorded approval that the additional cost beyond its 50% share of Rs.235 Cr. out of Rs.470 Cr. towards the LA & RR shall be borne by GoTN. While the additional cost beyond Rs.470 Cr towards LA and R&R due to provisions of Ramps and Double Decker shall be borne by State Government, Ministry will provide fixed sum of Rs.47.00 crore as assessed towards shifting of utilities. The responsibility of shifting of utility rests with NHAI and Government of Tamil Nadu will support them to execute within the reasonable period. Further, in case the need arise, the State Govt. agrees to bear additional cost towards the utilities subject to maximum of 25% of Rs.47 Cr.

iii) That the Govt. of Tamil Nadu shall provide all necessary assistance in acquiring the land and shifting of PAFs. As per G.O. Ms. No.63 Highways (HV2) Department dated 07.03.2008, TNSCB will be the nodal agency to coordinate with NHAI for completing the R&R activities, with a definite time frame. GoTN shall ensure timely release of compensation amount & relocation of PAF and shall extend all assistance in handover the land free from all encumbrances to NHAI.

iv) That the Govt. of Tamil Nadu shall assist in obtaining the estimates for shifting of all utilities affected in the project alignment. TANGEDCO and CMWSSB will take immediate action for shifting water supply/sewage lines and electrical utilities on receipt of proposals from NHAI, subject to usual conditions.

v) That Government of Tamil Nadu will identify source of material i.e. soil, fly/pond ash and aggregates required for the project. GoTN further agreed to provide permissions/clearances for using material from these sources. Further, State Govt. in-principally agreed for royalty exemption on minor minerals for this project, the modalities of which will be worked out in consultation with NHAI.

vi) That the Govt. of Tamil Nadu admits and acknowledges that a total of 338 Piers are coming directly in the Coovum river and 37 piers partially on the river and 229 piers coming on the bank of the river and it has no objection to the same. NHAI shall ensure that the top of pile cap should invariably be kept below bed level of the river, so as not to obstruct the river flow.

vii) That ChPA shall make the review application for seeking fresh CRZ clearance directly with the MoEF & CC (GoI) and mark a copy to GoTN. GoTN will facilitate and assist in the process of obtaining expeditious clearance of State Pollution Control Board for seeking fresh CRZ clearance.

viii) That the GoTN through Chennai Metro Rail Limited (CMRL) will extend necessary assistance in the approvals for crossing of Chennai Metro Rail. Further, GoTN to provide necessary support/ assistance in obtaining approval from Railways.

ix) Government of Tamil Nadu will provide necessary assistance to NHAI for collecting toll/user fee for Tier-2 (dedicated port connectivity, as per NH Fee Rules). There shall be no toll for Tier-1.

x) That the Govt. of Tamil Nadu admits and recognizes that for successful completion of the Project, the construction time shall be allowed for 24 hours a day as per work programme. Barring traffic flow restrictions up to a maximum of 2 hours each during morning and evening peak hours, Govt. of Tamil Nadu shall grant permission for free movement of construction vehicles on city roads, Inner Ring Road, NH-4 at Koyambedu and Gate No.10 of Chennai Port during construction and maintenance period.

xi) State Govt. will expedite the identification of Govt. land required for casting yards, wherever possible, in each of 4 civil package and give permission for use of such land for desired purpose on lease basis to the contractors. NHAI to float the bids for the projects once required identifications of lands are finalised in this regard.

xii) That the Govt. of Tamil Nadu shall provide all other requisite permissions and clearances required for the project expeditiously on receiving applications before launching the project.

xiii) That the Govt. of Tamil Nadu through Police Department shall take a note of the proposed ramps for incorporation under traffic management plan. GoTN to ensure free flow of traffic at the entry/exit of ramps and intermediate up/down ramps along with smooth movement of local vehicles at-grade junctions to avoid clogging of traffic at Tier-I of elevated corridor.

xiv) That the Government of Tamil Nadu will extend necessary assistance to PMG (Project Monitoring Group) to be formed between NHAI, Chennai Port, Indian Navy and Govt. of Tamil Nadu for the timely completion of all the terms and conditions laid down in this MoU.

**3. OBLIGATIONS OF ChPA:** In connection of the Project being in the interest of the development of infrastructure for growth of Chennai Port, ChPA agrees and undertakes to observe, comply with and perform the following with reference to the Project:

- i) That the Chennai Port has agreed to bear the 50% share of LA & RR cost as preconstruction cost of Rs.235 Cr. out of Rs.470 Cr. towards the LA & RR vide its letter No. MP4/1203/05/E dated 01.12.2010.
- ii) To co-ordinate and make best efforts for timely completion of land acquisition and transfer particularly for the land belonging to Ministry of Defence including rehabilitation and Resettlement (R&R) and shifting of Utilities.
- iii) That ChPA shall provide alternative land measuring 9489.87 Sq.m at R.S. No.1802/1 situated at Vepery, Fort Tondiarpet Taluk, Chennai District, along with the existing buildings / structures situated therein, identified and accepted by Indian Navy, in lieu of defence land measuring 9489.87 Sq.m at Survey No. R.S.No:07 and 7 pt situated at Vepery, Madras (Napier lines), Taluk, South Madras, near Napier Bridge. The asset value of the existing buildings and other structures at the Chennai Port land and Defence land will not be considered for any purpose while exchanging after taking over the Defence land by Chennai Port Authority, the required portion (as per approved alignment drawing) of land in as-is-where-is condition to be handed over to NHAI for construction of Elevated Road.

iv) That ChPA will provide assistance and co-ordinate with NHA1 consultant in obtaining all Statutory Clearance for Indian Navy relating to construction of 64 DUs on Defence land at Saidapet; for which, NHA1 consultant will provide requisite documents and assistance in submission of documents for obtaining clearances and related external services (e.g. STP, Power Supply, Water Supply, Drainage etc.) from all the concerned authorities, which would include clearances from CMWSSB, Electricity Board, Sewage, AAI (if required), CRZ (CFEES), Pollution Control Board etc., and any other clearances as required. The expenditure for clearances (if any) is to be included as part of the Project Cost.

v) That the ChPA will provide the scale of configuration of 64 DUs and related external services (e.g. STP, Power Supply, Water Supply, Drainage etc.) duly approved by the Indian Navy to NHA1 for inviting bids for construction of Dwelling units. Further, ChPA would provide the drawings approved by the Indian Navy for construction of 64 DUs to NHA1. NHA1 through its DPR Consultant will assist and co-ordinate with ChPA in finalization of configuration and drawings for 64 DUs.

vi) That the ChPA to obtain Coastal Regulation Zone clearance for the project stretch. All possible assistance required in this regard shall be provided by NHA1 through its DPR Consultant.

vii) To make the stand clear and observe the traffic restrictions at Gate No.10 and various other Gates of the Port during the construction period.

viii) To hand over earmarked ChPA land measuring 9489.87 sq. m. along with existing buildings / structures to Navy; at a date not later than the date of NHA1 handing over the first lot of 32 DUs.

(ix) That the ChPA shall in exchange of the defence land (described in Annexure I) convey, transfer and assigns all rights, title and interest of the ChPA land (described in Annexure II) together with all the rights, easement and appurtenant there to, upon the Ministry of Defence.

(x) That the ChPA shall allow for erection/establishment of Toll Plaza near Gate No. 10. Further ChPA shall provide necessary support to NHA1 for collecting Toll from the dedicated port traffic as per NH Fee Rules.

(xi) That the ChPA to extend all necessary assistance/support to PMG (Project Monitoring Group) to be formed between GoTN, ChPA, Indian Navy and NHA1 for the timely completion of all the terms and conditions laid down in this MoU.

(xii) That ChPA shall pay all dues, charges, demands, arrears, electricity charges, water charges, outstanding bills, property tax etc., in respect of the ChPA land / properties to the Departments concerned, till the date of handing over of land to Indian Navy; as well as any arrears if received by the Indian Navy at a later date.

(xiii) That upon completion of DUs and handing over by NHAI, ChPA shall handover the first 32 DUs out of the 64 DUs, ready in all respects including provisions of electricity, water supply, sewage treatment plant and other allied support facilities necessary for active occupation of a residential complex, to the Indian Navy to enable shifting of families. The balance 32 dwelling units shall be completed within a period of one year from the completion of first 32 dwelling units and the same shall be handed over to Indian Navy in ready for occupation condition.

#### 4. OBLIGATIONS OF NHAI:

i) That the NHAI will obtain requisite approvals from Government of India for taking up the above Project on EPC mode basis, carry out bidding process for selection of the Contractor, award the contract, signs the Agreement with the contractor, monitor the work during the Contract Period as per provisions stipulated in the Agreement of the project.

ii) That NHAI Consultant shall be associated with ChPA and Indian Navy for assisting in preparation of drawings for dwelling units.

iii) That based on the approved drawings provided by ChPA keeping in view of specifications laid down in SADS-09 and MAP specifications promulgated by E-in-C Branch for construction of 64 Navy dwelling units, NHAI through its Consultant/Agencies shall invite the bids. The tenders for construction of Naval dwelling units shall be bid out separately by NHAI instead of making it a part of Civil work package of elevated corridor.

iv) That the NHAI has no role to directly deal with Indian Navy. Upon completion of construction of dwelling units, NHAI will hand over the completed dwelling units/officers quarters to ChPA only.

v) That the NHAI through its Contractor will provide a two year Defect Liability period post construction of dwelling units. The relevant clause in this regard will be included in Contract Agreement.

vi) That the NHAI will acquire the land required for the project to an extent of 2.216 Ha which includes 1.026 Ha of Private Land and 1.19 Ha of Government Land for the construction of Elevated Corridor including Ramp Portion under NH Act-1956, for which cost of LA shall be borne by GoTN and ChPA.

vii) That the NHAI to extend all necessary assistance/support to PMG (Project Monitoring Group) to be formed between GoTN, ChPA, Indian Navy and NHAI for the timely completion of all the terms and conditions laid down in this MoU.

## 5. OBLIGATIONS OF INDIAN NAVY

i) That the Indian Navy to provide and approve the configuration, scale and specifications of 64 DUs to ChPA and related external services (e.g. STP, Power Supply, Water Supply, Drainage etc.).

ii) That the Navy will provide all assistance required to ChPA for identifying the scale of configuration and preparation of drawings for 64 Dwelling Units and related external services (e.g. STP, Power Supply, Water Supply, Drainage etc.). Navy to obtain necessary Statutory Clearances which would include clearances from CMWSSB, Electricity Board, Sewage, AAI (If required), CRZ (CFEES) etc. and any other clearances as required. ChPA and NHAI Consultant, to provide all assistance to Indian Navy.

iii) To hand over the existing defence land measuring 9489.87 sq.m. bearing Survey No.R.S.No.07 and 7 pt situated at Vepery, Madras (Napier Lines), Taluk South Madras along with existing buildings/ structures to Chennai Port Authority within 30 days of taking over of the first 32 DUs out of the 64 DUs and related external services (e.g. STP, Power Supply, Water Supply, Drainage etc.) are ready in all respects including provision of electricity, water supply, sewage treatment plant and other allied support facilities necessary for residing in the residential complex, to enable shifting of families. The asset value of the existing buildings and other structures at the ChPA and Defence land will not be considered for any purpose while exchanging.

iv) That the Indian Navy shall provide designated Defence land bearing survey number 1-1/K in Govt. Farm Village Saidapet, Chennai free from all encumbrances to NHAI for construction of 64 Dwelling Units and related external services (e.g. STP, Power Supply, Water Supply, Drainage etc.).

v) That the Indian Navy shall in exchange of the ChPA land (described in Annexure II) allow implementation of working permission accorded by Ministry of Defence and DEO Chennai Circle shall convey, transfer and assign all rights, title and interest of the Naval land (described in Annexure I) together with all the rights, easements and appurtenant thereto, upon ChPA after obtaining approval of Competent Authority.

vi) That the Indian Navy shall provide security cover at the construction location, to enable smooth and rapid progress of construction of the 64 Dwelling units.

vii) That the Ministry of Defence, Government of India to accord working permission for NHAI to commence construction for Elevated Road over 9489.87 sq.m. land within one month of taking over of 32 DUs and related external services (e.g. STP, Power Supply, Water Supply, Drainage etc.) from ChPA provided that the 32 DUs are certified fit for occupation by Indian Navy.

viii) That the Indian Navy to extend all necessary assistance/support to PMG (Project Monitoring Group) to be formed between GoTN, ChPA, Indian Navy and NHAI for the timely completion of all the terms and conditions laid down in this MoU.

ix) That Indian Navy shall pay all dues, charges, demands, arrears, electricity charges, water charges, outstanding bills, property tax etc., in respect of the Defence land / properties to the Departments concerned, till the date of handing over of land to ChPA, as well as any arrears if received by the ChPA at a later date.

#### 6. EXECUTION AND MONITORING:

6.1 In order to facilitate for completion of construction of dwelling units and exchange of land process, in the time frame manner, a Project Monitoring Group (PMG) is constituted as under;

1. RO, NHAI, Chennai shall be Head of Group
2. Project Director, NHAI, Chennai Member 1
3. Representative from Indian Navy Member 2
4. Chief Engineer from ChPA Member 3
5. Representative from GoTN Member 4

6.2 The Project Monitoring Group shall finalize the timeline of various activities in tandem with the project schedule.

6.3 Authorized Representative: Each of the Parties shall by notice in writing designate their respective authorized representative through whom only, all communications shall be made. A party hereto, shall be entitled to remove and / or substitute or make fresh appointment of its authorized representative by similar communication to each Party.

#### 7.0 GOVERNING LAW AND DISPUTE SETTLEMENT

7.1 This Memorandum of Understanding shall be governed by and interpreted in accordance with the laws of India. The provisions contained in this clause shall survive till the termination of this Memorandum of Understanding.

7.2. Any dispute, difference or controversy of whatever nature howsoever arising out of or in connection with or in relation to this Memorandum of Understanding, which is not resolved amicably within 90 (ninety) days of receipt of notice of such dispute, difference or controversy from the Part of the "Claimant" by the other remaining Parties (collectively the "Respondents") the same shall be decided finally by reference to arbitration to a Board of Arbitrators comprising of one nominee each of the Claimant and of the Respondent against whom the claim has been made and if the claim is against both the Respondents then the two Respondents shall jointly select their nominee arbitrator and if the two Respondents are unable to agree upon such arbitrator then such arbitration shall be appointed by the International Centre for Alternative Dispute Resolution, New Delhi in accordance with its Rules.

7.3 Such arbitration shall be held in accordance with the provisions of the Arbitration and Conciliation Act, 1996. The arbitration shall be subject to the provisions of the Arbitration and Conciliation Act, 1996 (Central Act 26 of 1996) as amended from time to time. The Arbitrators shall issue a reasoned award. The venue of such arbitration

shall be in Chennai. The Award made in any such Arbitration shall be final and binding on the Parties.

7.4 Parties agree that they shall continue to perform their respective obligations under this Memorandum of Understanding during such arbitration, unless the performance or otherwise of such arbitration is itself the subject matter of arbitration.

7.5 The courts of Chennai shall have exclusive jurisdiction over all matters arising out of or relating to this Memorandum of Understanding.



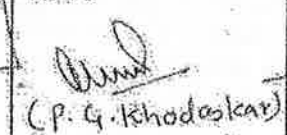

**8. MISCELLANEOUS**

8.1 Alteration of Terms: All additions, amendments, modifications and valuations to this Memorandum of Understanding shall be effectual and binding only if in writing and signed by the duly authorized representatives of GoTN, ChPA, NHAI & Indian Navy.

8.2 Notices: Any notice or communication hereunder shall be in writing and shall either be delivered personally or sent by registered post or by electronic means. A copy of facsimile transmission other means of telecommunication shall be sent in permanent written form. The service of notice shall be by way of a notice to the Parties at their following address:

If to the GoTN Attn. Email id: hwaysec@ln.gov.in Tel.No. 044-25670959	If to the ChPA Attn. email id: chairman@chennaiport.gov.in Tel.No. 044-25361086	If to the NHAI Attn. email id: rochennai@nhai.org Tel No. 91-44-22252635	If to the Indian Navy Attn. Email id: noictn@gmail.com Tel No. 044-25397230, 044-25317200
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9. Original Document: This Memorandum of Understanding is made in four counterparts, each of which shall be deemed to be an original.

ON BEHALF OF GoTN  Signature:	ON BEHALF OF ChPA  Signature:	ON BEHALF OF NHAI  Signature:	ON BEHALF OF Indian Navy  Signature:
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Principal Secretary to Government  
 Highways and Minor Ports Department  
 Secretariat, Chennai - 600 009.  
 Witness 1:

Chairperson  
 Chennai Port Authority  
 Chennai-600 001  
 Witness 2:

COMPTROLLER  
 NHAI  
 HQ

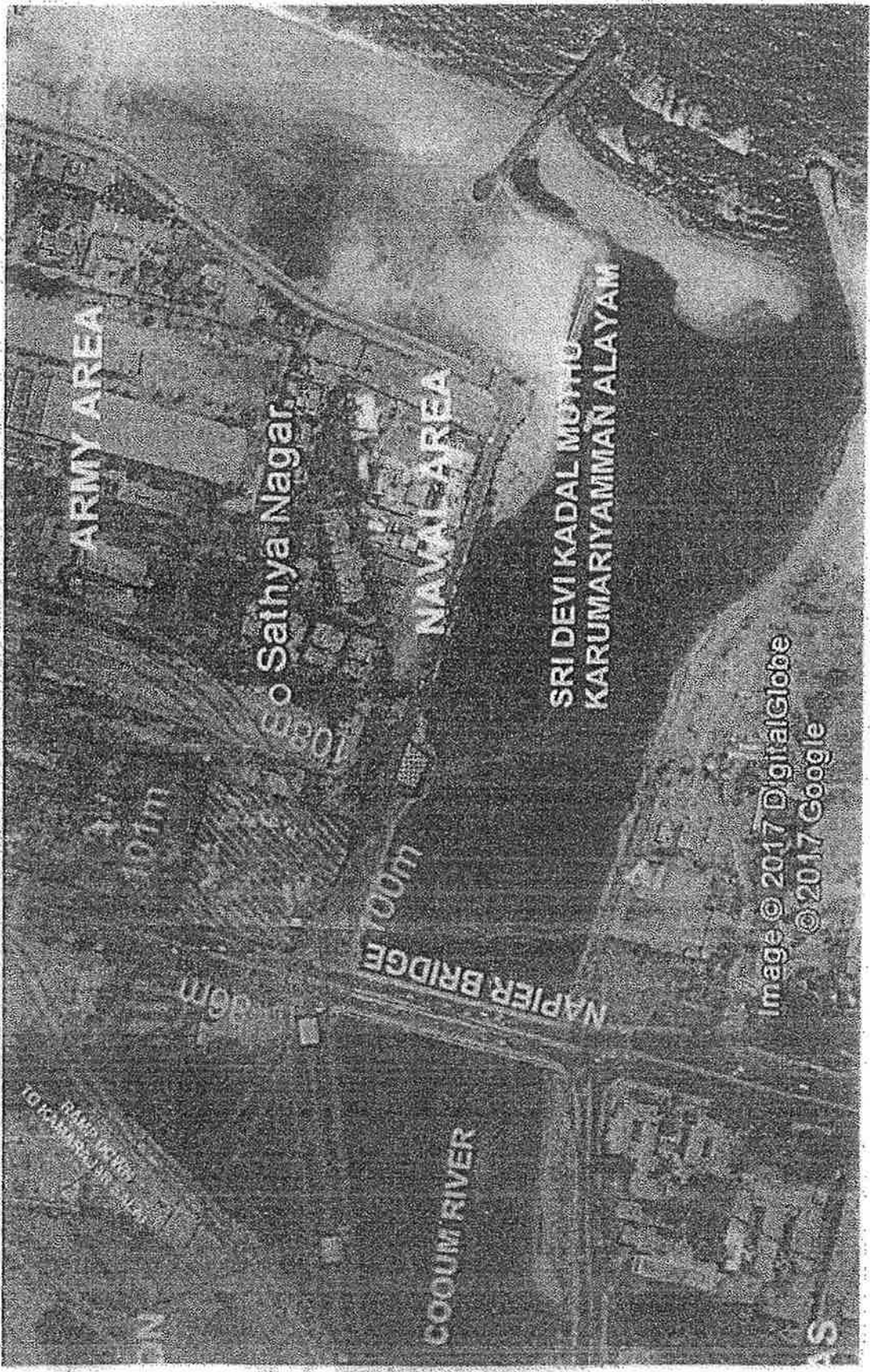


Commodore  
 Naval Officer in-Charge(TN&P)

S. BALAJI ARUNKUMAR, IRTS/ Deputy Chairperson/  
 CHENNAI PORT AUTHORITY  
 CHENNAI - 600 001

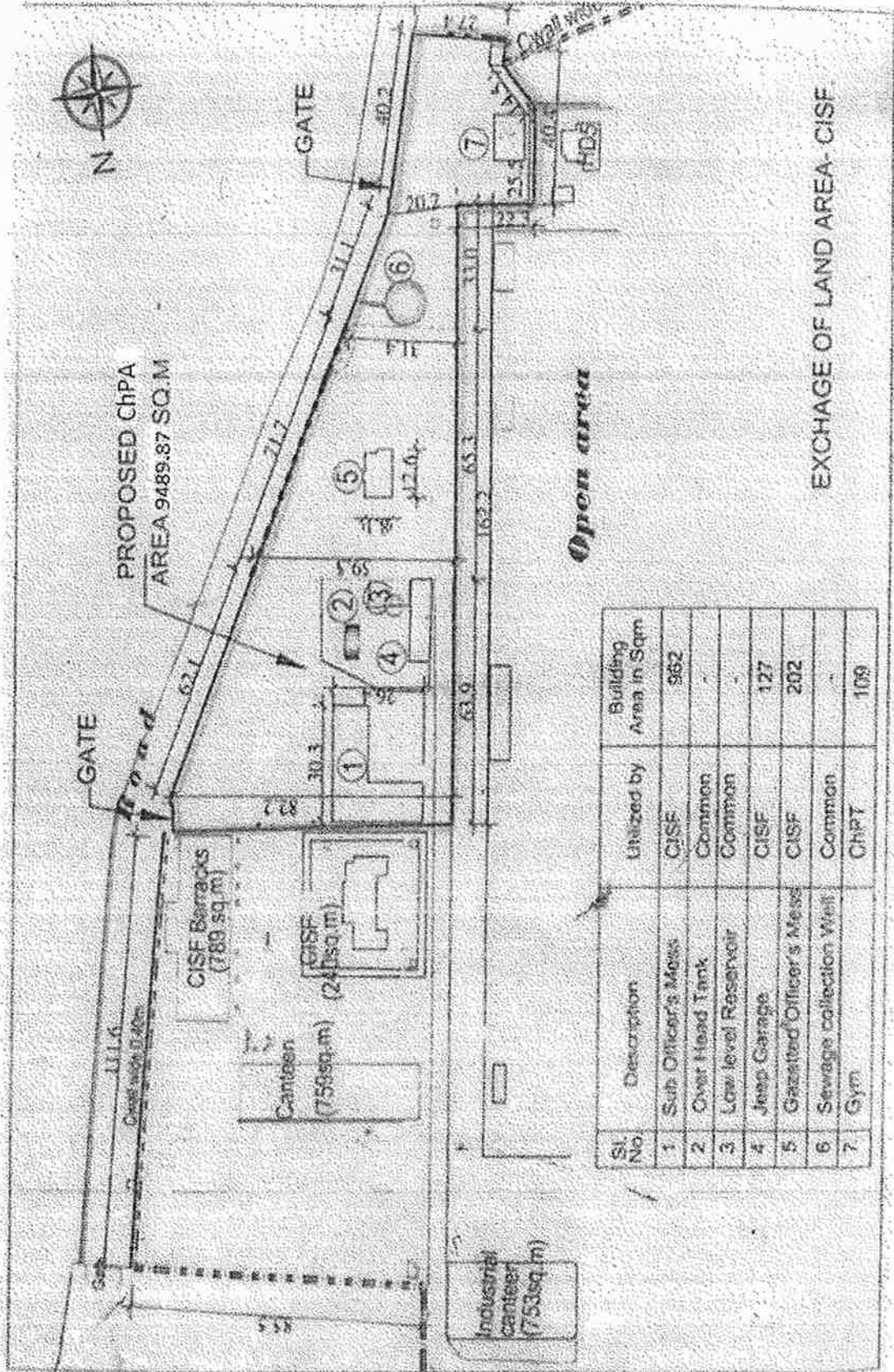
NAVAL LAND

(9489.87 SQM / R.S NO. 07 and 7 pt. VEPERY, MADRAS (NAPIER LINES);  
CHENNAI)



*[Handwritten signatures and marks]*

**LAND OFFERED BY CHPA**



Sl. No	Description	Utilized by	Building Area in Sqm
1	Sub Officer's Mess	CISF	962
2	Over Head Tank	Common	-
3	Low level Reservoir	Common	-
4	Jeep Garage	CISF	127
5	Gazetted Officer's Mess	CISF	202
6	Sewage collection Well	Common	-
7	Gym	CHPT	109

EXCHANGE OF LAND AREA- CISF

*Handwritten signatures and initials*



03489

24

GOVERNMENT OF TAMIL NADU  
WATER RESOURCES DEPARTMENT

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From  
Er. K. Asokan, M.Tech.,  
Engineer-in-Chief &  
Chief Engineer (General), WRD, (FAC)  
Chepauk, Chennai – 600 005.

To  
The Additional Chief Secretary to Government,  
Water Resources Department,  
Secretariat,  
Chennai - 600 009.

Letter No. S7(1) / 36384 /OT5/ NHAI NOC/ 2024 / Dated: 25.04.2024.

Sir,

**Sub:** Chennai Region, WRD – NHAI – PIU, Chennai – Construction of New four lane elevated road from Chennai port to Madhuravoyal (NH 4) –Arrangement plan submitted by NHAI – Concurrence to be issued – **Submitting the Additional particulars with recommendations for issuing No objection Certificate by Government**–regarding.

- Ref:**
1. The Government Lr.No.1555 / R2 / 2022-1 / Water resources Dated:31.01.2022
  2. The Chief Engineer, WRD, Chennai Region, Chennai-5 Lr.No. 3 OT-1 / AE-1 / F-(NOC-NHAI) / 2022 / Dt 04.07.2022
  3. The Engineer-in-Chief & Chief Engineer (General),WRD, Lr.No S7 (1) / 36384 / OT5 / 2018 / Dated 26.08.2022
  4. The Regional Officer, NHAI, Chennai Lr.No.NHAI / 11016 / 59 / RO Chennai / E-215392 / 2642 / Dated 20.09.2023
  5. The Government Lr.No.1555 / R2 / 2022-8 / Water Resources / Dated:17.10.2023
  6. The Government Lr.No.1555 / R2 / 2022-8 / Water Resources / Dated:08.12.2023
  7. The Special Chief Engineer, WRD, Palar Basin Circle, Chepauk, Chennai-5's Lr.No.DB/JDO-2//F-2301/ 2024 / dt: 13.03.2024.
  8. The Chief Engineer, WRD, Chennai Region, Chennai-5 Lr.No. OT-1 / AE-1 / F-NHAI (Elevated Road)/ 2024 / Dt 25.03.2024

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In the reference to the letter 3rd cited, it is recommended to the Government with terms and conditions for issuing concurrence to the arrangement plan submitted by NHAI towards the preparation of feasibility study/ Detailed report for Construction of New four lane elevated road from Chennai port to Madhuravoyal (NH 4).

In this regard, the Regional officer, NHAI has scrutinized the terms and conditions stipulated by the Engineer-in-Chief & Chief Engineer (General), WRD and has submitted his comments on the conditions to the Additional Chief Secretary, Highways and Minor ports Department for getting concurrence vide reference 4<sup>th</sup> cited.

In this connection, the Special Secretary to Government, WRD has requested to send the remarks on the comments submitted by the Regional officer, NHAI for issuing No objection certificate vide reference 5<sup>th</sup> and 6<sup>th</sup> cited.

The Chief Engineer, WRD, Chennai Region, vide reference letter 8<sup>th</sup> cited has mentioned the following remarks on the comments submitted by the Regional officer, NHAI:

The following terms and conditions stipulated by WRD was accepted by NHAI as "Shall be complied" (22 paras:)

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI	Remarks by WRD
1.	NHAI should not deviate the alignment of the proposed elevated corridor as recommended by the Technical Committee for which no objection has been 1. issued by the Government of Tamil Nadu vide Lr.No.1726/HV2/2012-32/ DL.23.05.2021	Shall be complied	Agreed
6.	There shall be no hindrance to the free flow of water in Cooum River at any point of time.	Shall be complied	Agreed
7.	Necessary initiative measures should be taken against the adverse impact to the water bodies	Shall be complied	Agreed

the Government  
an submitted  
instruction

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI	Remarks by WRD
9.	There shall be no disposal of solid and liquid wastes into the water body. The solid waste should be properly collected, regulated and disposed as per the provisions of solid waste (Management and Handling) Rule 2000 ✓	Shall be complied	Agreed
10.	All the top soil excavated during construction activities should be stored for use in horticulture / landscape development within the project site and should not be dumped in the river portion or right of way causing hindrance to the free flow of water in Cooum River.	Shall be complied	Agreed
11.	The excess/waste of the ready mix concrete should not be allowed to dump in the banks & bed of Cooum River portion which affects the ecology of the river.	Shall be complied	Agreed
12.	The disposal of muck during the construction phase, should not create any adverse effect on the surrounding area	Shall be complied	Agreed
13.	The height of the bunds should not be raised by dumping the waste construction materials on the banks.	Shall be complied	Agreed
14.	Storm water control / regulation arrangements should be made for storm water drain that carries flood water into the river.	Shall be complied	Agreed
15.	Rain water harvesting including fill and grease trap should be provided and also rain water harvesting structures should be provided @every 500m along the road.	Shall be complied	Agreed

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI	Remarks by WRD
16.	The drains shall be provided at least 10m from the outer toe of the embankments	Shall be complied	Agreed
17.	Hot mixing plant should be located at least 500m away from the habitation and it should not be provided/ located in the right of way	Shall be complied	Agreed
18.	The WRD reserves the right to revoke this clearance, if any of the conditions stipulated are not complied with.	May not arise	Agreed
20.	The provision shall be made for construction of houses to the laborers with all necessary facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical case, crèche, etc., as per norms and the infrastructure for housing should not be within the alignment/right of way of Cooum River and to ensure that the free flow of water in the river and also the flow from side drains.	Shall be complied	Agreed
21.	No construction work other than those permitted in CRZ notification should be carried out in Coastal Regulation Zone	Shall be complied	Agreed
22.	After completion of the work, the damaged portion of the river banks & structure if any, should be set right and restored to the original conditions as per standards, by NHAI at their own cost.	Shall be complied	Agreed
23.	The applicant shall not carry out any cross masonry structures along /across the river obstructing the flow in river and prior permission from WRD is required.	Shall be complied	Agreed
24.	WRD will not be held responsible for the design and construction drawings adopted in	Noted	Agreed

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI	Remarks by WRD
	this proposed construction and this concurrence cannot be taken as the right to encroach the water body.		
25.	The applicant should not object at any time for the Maintenance works Improvement works of the river, which are proposed to be carried out by WRD/CRRT in future. The applicant should give an undertaking in writing to the effect that the above proposal will not obstruct in case any maintenance improvement / development works as per Revenue records (FMB), which are proposed to be carried out by WRD/CRRT in future periodically	Shall be complied	Agreed
26.	The applicants should abide by the rules and regulation of the WRD from time to time. The applicant should also abide court of law of both State & Central Government from time to time	Shall be complied	Agreed
28	The applicant should abide the hydraulic parameters of the Cooum River without fall.	Shall be complied	Agreed
30.	The applicant should not claim any privilege on the above portion of the land and if the portion of the land required for the Government for the benefit of some other large general common public schemes, the applicant should not object to handover the land to this department for which applicant is not entitled for any compensation and as well as legal entity. Further, the portion of and has to be handed over to this department as is original condition.	Shall be complied	Agreed

1. The detailed recommendations made on the comments by Regional Officer, NHA for remaining eight paras which was stipulated by WRD as terms and conditions.

Para 2:

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHA
2.	The diameter of circular columns of size 3.50m should be modified and got approved from the Executive Engineer concerned before Execution	The subject matter was referred to the DPR consultant to explore the possibilities. In this regard, the DPR consultant has submitted originally twin pier of size 2m each has been envisaged, later it was optimised as single pier of 2.5m dia and got approved by GoTN for a single level bridge. Subsequently, based on the requirement of GoTN, the proposal has been modified as 2 tier with local traffic at 1 <sup>st</sup> level, due to which the pier size has been revised as 3.5m. Further the consultant has informed that size of the piers was already optimized to carry 2 tier elevated four lane road.

**Remarks and Recommendations of WRD regarding Para 2:**

While scrutinizing the alignment, the length of four lane road about 15.893 Km falls within the Coom River with the proposed alignment and pier arrangements crossing over the stream from left to right vice versa.,. During peak flood period, the maximum discharge of more than 25000 Cusecs will be flow in Coom River and this peak discharge need to be disposed to the sea with high tidal influence at the river mouth. Due to construction of 3.50m diameter circular columns for pier the direction of flood flow will definitely be altered with possible deflection and deviation to its original nature of flow and may causes damage to the bund in many locations.

The DPR consultant designed the proposal according to the structural point view only not conducted hydraulic study. Hence, it is requested the **hydraulic dynamic and mathematical model studies should be conducted for a length which falls in Coom River** by reputed institutes such as Institute of Hydrology and

Hydraulics, Poondi (or) Anna University Chennai, to finalize the impact of flood flow due to introduction of piers. In case if study results recommends any additional flood defences must be implemented and the cost for conducting model study will be borne by the NHAI and report to be submitted to WRD for issuing concurrence.

**Para 3:**

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI
3.	All necessary clearances as applicable to the project shall be obtained from concerned authorities before initiating the project with revised alignment.	GAD approval from Southern Railways, CRZ clearance from MOE & CC clearance were obtained.

**Remarks and Recommendations of WRD regarding para3:**

The copy of GAD approval from Southern Railways, CRZ clearance from MOE & CC clearance letters may be sent to this office also.

**Para 4:**

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI
4.	The CRZ management authority is advised to monitor the above proposal during construction and operation phases	A six-month monitoring report shall need to be submitted by the project proponent regarding the implementation of conditions stipulated in CRZ approval

**Remarks and Recommendations of WRD regarding para4:**

The copy of monitoring report may be sent to this office periodically.

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI
5.	A Caution deposit of Rs 1.00 Crore has to be deposited by NHAI In favour of the Executive Engineer, WRD, Araniyar Basin Division, Chepauk, Chennai-5 which will be refunded only after completion of work and based on the Certificate stating that the above construction work had been completed without any damages to the construction properties (or) damages caused during execution if any, will be rectified fully by NHAI. If failed, the cost of restored work will be borne from the Caution deposit.	The condition for deposition of 1 crore shall be set aside as the project is declared as be Iconic Project" by GoTN and also serves in alleviating the city traffic. The first tier with 13 ramps is dedicated to cater the city traffic without tolling. NHAI will submit an undertaking duly accepting the conditions of the WRD and will restore the damages (if any) caused during the execution of work.

#### Remarks and Recommendations of WRD regarding para5:

The Government of Tamil Nadu had accorded In-Principle approval to NHAI for construction of four lane road from port to Maduravoyal by using one side of the Cooum River bank vide G.O.Ms.No 199, Public Works (WR2) Department dated 22.06.2007. After 11 months of execution, TNPWD issued notice to NHAI stating that the pillars are constructed near spur tank road in Cooum River instead of Cooum River banks in violation of G.O then the work was stopped.

During the period of 11 months, NHAI executed the components of piles, pile caps, pier raising were constructed by forming approach road inside the Cooum River as tabulated below(Approximately).

Chainage (in alignment of four lane road)	Length (in Km)
Pile Works	
LS 5.175 Km -8.050Km	2.875 Km
Pile cap and pier raising Works	
LS 5.890 Km – 6.90Km	1.010 Km
LS 7.140 Km – 8.050Km	0.910 Km

In old alignment, the piles and pile caps, piers were constructed above the bed level of the Cooum River without considering the bed level which obstructs the flood flow and inundates nearby areas. Still now, the piles and pile caps and piers has not been demolished. So the NHAI has to take necessary steps immediately at their own cost to demolish the structures which were executed above the bed level of the Cooum River and has to remove the old approach roads formed for construction activities.

The field observation and satellite imageries indicates that presence of these pier at bed level itself altering the river morphological characteristics and there are viable erosion and deposition altering the flow characteristics of the Cooum River. Hence, it is obvious that the proposed project with its alignment in the River regime will be altering the natural conditions which needs model study as stated above.

In this connection, a Caution deposit of Rs 50.00 Crores (Rough cost estimate enclosed) including escalation of damage cost in future as well as considering the future natural calamities has to be deposited by NHAI in favour of the Executive Engineer, WRD, Araniyar Basin Division, Chepauk, Chennai-5 for the removal and conveyance of approach roads inside the river, restoration of the bunds and demolition of structures if any used for construction activities inside the river . The caution deposit amount will be refunded only after completion of whole work. Also the NHAI will submit an undertaking duly accepting the conditions of the WRD and will restore the damages (if any) caused during the execution of work.

**Para 8:**

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI
8.	The NHAI shall be requested to obtain CRZ clearance for the revised alignment for the construction of Elevated Road from Chennai Port to Maduravoyal. The construction shall be carried out strictly as per the provisions of CRZ notification dated 2011/2019 as applicable.	CRZ clearance for the subject project has been obtained from Ministry off from Environment, Forest and Climate Change vide F.No.11-6/2023-JA.III17.04.2023

### Remarks and Recommendations of WRD regarding para8:

The copy of clearance letter may be sent to this office.

### Para 19:

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI
19.	The erosion of embankment in front side of the river due to flood water, and the afflux, if any, the revetment either by stones or concrete blocks should be provided throughout the stretch of Coom River. In between the river stretch from Padikuppan to Napier Bridge, there are so many bends available for which it is better to provide the stone pitching throughout the stretches, if necessary.	The afflux due to the inclusion of the piers has been calculated by DPR consultant duly considering hydraulic parameters and found to be 0.17m. Since, the afflux will not adversely impact the flow and cause flooding the condition to provide stone pitching/retaining wall/slopped the concrete throughout the stretch may not be required.

### Remarks and Recommendations of WRD regarding para19:

The afflux found out by DPR consultant around 17cm will be encroaching the free board and under high tidal influence during storm surge coupled with peak floods, there is eminent possible break at various locations at the densely populated core city. Hence, it is important to raise the height of bund as well as the width of bund. According to the bed width of Coom River and alignment of river the afflux height may be variable in various locations. Hence, it is submitted **hydraulic dynamic and mathematical model studies should be conducted for a length which falls in Coom River** at reputed institutes such as Institute of Hydrology and Hydraulics, Poondi (or) Anna University Chennai, to finalize the afflux due to introduction of piers. Based on the model study only will finalize the protection works to the river bund of Coom in various locations.

Para 27 and 29:

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI
27.	The applicant should remove all the construction solid debris, namely constructions materials, coffer dam etc. in river bed without affecting the free flow of water as well as in WRD/Government land area.	All cofferdams and temporary caissons enabling works for foundation and substructure will be dismantled and the bed will be restored to the original condition.
29.	The applicant should maintain the entire stretch of Water Resources Department land area in good condition. If any Improvement works are to be carried out like by Construction of retaining wall or slopped concrete or park with fencing etc. in order to avoid erosion & encroachments in future, it should be executed at their own cost as directed by the department field Engineers	The existing stretch taken over for the purpose of construction of elevated road will be handed over to WRD in the same condition after construction. Any damage incurred to the assets of WRD during construction will be restored by NHAI.(All works upto the completion of NHAI work project the maintenance and other works to be executed at NHAI cost for the entire project area in Cooum river as per the direction and specification of WRD.)

Remarks and Recommendations of WRD regarding para 27 and 29:

In this connection, a Caution deposit has to be deposited by NHAI in favour of the Executive Engineer, WRD, Araniyar Basin Division, Chepauk, Chennai-5 for the removal and conveyance of approach roads inside the river, restoration of the bunds and demolition of structures if any used for construction activities inside the river. The caution deposit amount will be refunded only after completion of whole work. Also the NHAI will submit an undertaking duly accepting the conditions of the WRD and will restore the damages (if any) caused during the execution of work.

Based on the above mentioned recommendations by the Chief Engineer, WRD., Chennai Region, it is submitted that after fulfilling conditions such as conducting model study, Remittance of caution deposit, submission of undertaking bonds the concurrence may be issued by the Government.

Encl: Copy of letter 8<sup>th</sup> cited (w.e)

*30/04/24*  
*25/4/24*  
for Engineer-in-Chief &  
Chief Engineer (General), WRD

✓ Copy to the Chief Engineer, WRD, Chennai Region, Chepauk, Chennai-05 for necessary follow up action.

## WATER RESOURCES DEPARTMENT

From  
Er.K.Asokan, M.Tech.,  
Chief Engineer, WRD.,  
Chennai Region,  
Chepauk, Chennai-5.  
Email: cecrwropwd@yahoo.co.in

To  
The Engineer in Chief and  
Chief Engineer, (General) WRD,  
Chepauk, Chennai-600 005.

Lr.No: OT-1 / AE-1 / F - NHAI (Elevated Road) / 2024 / Dt : 25.03.2024

Sir,

Sub: Chennai Region, WRD - NHAI - PIU, Chennai - Construction of New four lane elevated road from Chennai port to Madhuravoyal (NH 4) -Arrangement plan submitted by NHAI - Concurrence to be issued - Submitting the Additional particulars with recommendations for issuing No objection Certificate by Government-regarding.

- Ref: 1. The Government Lr.No.1555 / R2 / 2022-1 / Water resources  
Dated:31.01.2022
2. The Chief Engineer, WRD, Chennai Region, Chennai-5 Lr.No.  
3 OT-1 / AE-1 / F-(NOC-NHAI) / 2022 / Dt 04.07.2022
3. The Engineer-in-Chief & Chief Engineer (General),WRD, Lr.No  
S7 (1) / 36384 / OT5 / 2018 / Dated 26.08.2022
4. The Regional Officer, NHAI, Chennai Lr.No.NHAI / 11016 / 59 /  
RO Chennai / E-215392 / 2642 / Dated 20.09.2023
5. The Government Lr.No.1555 / R2 / 2022-8 / Water Resources /  
Dated:17.10.2023
6. The Government Lr.No.1555 / R2 / 2022-8 / Water Resources /  
Dated:08.12.2023
7. The Special Chief Engineer, WRD, Palar Basin Circle,  
Chepauk,Chennai-5's Lr.No.DB/JDO-2//F-2301/ 2024 /  
dt: 13.03.2024.

In the reference to the letter 3<sup>rd</sup> cited, The Engineer-in-Chief & Chief Engineer (General),WRD has recommended the proposal to the Government with terms and conditions for issuing concurrence to the arrangement plan submitted by NHAI towards the preparation of feasibility study/ Detailed report for Construction of New four lane elevated road from Chennai port to Madhuravoyal (NH 4).

In this regard, the Regional officer, NHAI has scrutinized the terms and conditions stipulated by the Engineer-in-Chief & Chief Engineer



(General), WRD and has submitted his comments on the conditions to the Additional Chief Secretary, Highways and Minor ports Department for getting concurrence vide reference 4<sup>th</sup> cited.

In this connection, the Special Secretary to Government, WRD has requested to send the remarks on the comments submitted by the Regional officer, NHAI for issuing No objection certificate vide reference 5<sup>th</sup> and 6<sup>th</sup> cited.

The remarks on the comments submitted by the Regional officer, NHAI areas follows:

The following terms and conditions stipulated by WRD was accepted by NHAI as "Shall be complied" (22 paras:)

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI	Remarks by WRD
1.	NHAI should not deviate the alignment of the proposed elevated corridor as recommended by the Technical Committee for which no objection has been 1. issued by the Government of Tamil Nadu vide Lr.No.1726/HV2/2012-32/ DL.23.05.2021	Shall be complied	Agreed
6.	There shall be no hindrance to the free flow of water in Coom River at any point of time.	Shall be complied	Agreed
7.	Necessary initiative measures should be taken against the adverse impact to the water bodies	Shall be complied	Agreed
9.	There shall be no disposal of solid and liquid wastes into the water body. The solid waste should be properly collected, regulated and disposed as per the provisions of solid waste (Management and Handling) Rule 2000	Shall be complied	Agreed
10.	All the top soil excavated during construction activities should be stored for use in horticulture / landscape development within the project site and should not be dumped in the river portion or right of way causing hindrance to the free flow of water in Coom River.	Shall be complied	Agreed
11.	The excess/waste of the ready mix concrete should not be allowed to dump	Shall be complied	Agreed

Para No	Terms & Conditions stipulated by E-in-C, WRD <sup>38</sup>	Comments by Regional Officer, NHAI	Remarks by WRD
	in the banks & bed of Cooum River portion which affects the ecology of the river.		
12.	The disposal of muck during the construction phase, should not create any adverse effect on the surrounding area	Shall be complied	Agreed
13.	The height of the bunds should not be raised by dumping the waste construction materials on the banks.	Shall be complied	Agreed
14.	Storm water control / regulation arrangements should be made for storm water drain that carries flood water into the river.	Shall be complied	Agreed
15.	Rain water harvesting including fill and grease trap should be provided and also rain water harvesting structures should be provided @every 500m along the road.	Shall be complied	Agreed
16.	The drains shall be provided at least 10m from the outer toe of the embankments	Shall be complied	Agreed
17.	Hot mixing plant should be located at least 500m away from the habitation and it should not be provided/ located in the right of way	Shall be complied	Agreed
18.	The WRD reserves the right to revoke this clearance, if any of the conditions stipulated are not complied with.	May not arise	Agreed
20.	The provision shall be made for construction of houses to the laborers with all necessary facilities such as fuel for cooking, mobile toilets, mobile STP, safe drinking water, medical case, crèche, etc., as per norms and the infrastructure for housing should not be within the alignment/right of way of Cooum River and to ensure that the free flow of water in the river and also the flow from side drains.	Shall be complied	Agreed
21.	No construction work other than those permitted in CRZ notification should be carried out in Coastal Regulation Zone	Shall be complied	Agreed

Para No	Terms & Conditions stipulated by E-in-C, WRD <sup>39</sup>	Comments by Regional Officer, NHAI	Remarks by WRD
22.	After completion of the work, the damaged portion of the river banks & structure if any, should be set right and restored to the original conditions as per standards, by NHAI at their own cost.	Shall be complied	Agreed
23.	The applicant shall not carry out any cross masonry structures along /across the river obstructing the flow in river and prior permission from WRD is required.	Shall be complied	Agreed
24.	WRD will not be held responsible for the design and construction drawings adopted in this proposed construction and this concurrence cannot be taken as the right to encroach the water body.	Noted	Agreed
25.	The applicant should not object at any time for the Maintenance works Improvement works of the river, which are proposed to be carried out by WRD/CRRT in future. The applicant should give an undertaking in writing to the effect that the above proposal will not obstruct in case any maintenance improvement / development works as per Revenue records (FMB), which are proposed to be carried out by WRD/CRRT in future periodically	Shall be complied	Agreed
26.	The applicants should abide by the rules and regulation of the WRD from time to time. The applicant should also abide court of law of both State & Central Government from time to time	Shall be complied	Agreed
28	The applicant should abide the hydraulic parameters of the Cooum River without fall.	Shall be complied	Agreed

Para No  
32.

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI	Remarks by WRD
30.	The applicant should not claim any privilege on the above portion of the land and if the portion of the land required for the Government for the benefit of some other large general common public schemes, the applicant should not object to handover the land to this department for which applicant is not entitled for any compensation and as well as legal entity. Further, the portion of and has to be handed over to this department as is original condition.	Shall be complied	Agreed

1. The detailed recommendations made on the comments by Regional Officer, NHAI for remaining eight paras which was stipulated by WRD as terms and conditions.

**Para 2:**

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI
2.	The diameter of circular columns of size 3.50m should be modified and got approved from the Executive Engineer concerned before Execution	The subject matter was referred to the DPR consultant to explore the possibilities. In this regard, the DPR consultant has submitted originally twin pier of size 2m each has been envisaged, later it was optimised as single pier of 2.5m dia and got approved by GoTN for a single level bridge. Subsequently, based on the requirement of GoTN, the proposal has been modified as 2 tier with local traffic at 1 <sup>st</sup> level, due to which the pier size has been revised as 3.5m. Further the consultant has informed that size of the piers was already optimized to carry 2 tier elevated four lane road.

## Remarks and Recommendations<sup>41</sup> of WRD regarding Para 2:

While scrutinizing the alignment, the length of four lane road about 15.893 Km falls within the Cooum River with the proposed alignment and pier arrangements crossing over the stream from left to right vice versa... During peak flood period, the maximum discharge of more than 25000 Cusecs will be flow in Cooum River and this peak discharge need to be disposed to the sea with high tidal influence at the river mouth. Due to construction of 3.50m diameter circular columns for pier the direction of flood flow will definitely be altered with possible deflection and deviation to its original nature of flow and may causes damage to the bund in many locations.

The DPR consultant designed the proposal according to the structural point view only not conducted hydraulic study. Hence, it is requested the **hydraulic dynamic and mathematical model studies** should be conducted for a length which falls in Cooum River by reputed institutes such as Institute of Hydrology and Hydraulics, Poondi (or) Anna University Chennai, to finalize the impact of flood flow due to introduction of piers. In case if study results recommends any additional flood defences must be implemented and the cost for conducting model study will be borne by the NHAI and report to be submitted to WRD for issuing concurrence.

### Para 3:

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI
3.	All necessary clearances as applicable to the project shall be obtained from concerned authorities before initiating the project with revised alignment.	GAD approval from Southern Railways, CRZ clearance from MOE & CC clearance were obtained.

## Remarks and Recommendations of WRD regarding para3:

The copy of GAD approval from Southern Railways, CRZ clearance from MOE & CC clearance letters may be sent to this office also.

### Para 4:

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI
4.	The CRZ management authority is advised to monitor the above proposal during construction and operation phases	A six-month monitoring report shall need to be submitted by the project proponent regarding the implementation of conditions stipulated in CRZ approval

## Remarks and Recommendations of WRD regarding para4:

The copy of monitoring report may be sent to this office periodically.

### Para 5:

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI
5.	A Caution deposit of Rs 1.00 Crore has to be deposited by NHAI In favour of the Executive Engineer, WRD, Araniyar Basin Division, Chepauk, Chennai-5 which will be refunded only after completion of work and based on the Certificate stating that the above construction work had been completed without any damages to the construction properties (or) damages caused during execution if any, will be rectified fully by NHAI. If failed, the cost of restored work will be borne from the Caution deposit.	The condition for deposition of 1 crore shall be set aside as the project is declared as be Iconic Project" by GoTN and also serves in alleviating the city traffic. The first tier with 13 ramps is dedicated to cater the city traffic without tolling. NHAI will submit an undertaking duly accepting the conditions of the WRD and will restore the damages(if any) caused during the execution of work.

## Remarks and Recommendations of WRD regarding para5:

43

The Government of Tamil Nadu had accorded In-Principle approval to NHAI for construction of four lane road from port to Maduravoyal by using one side of the Cooum River bank vide G.O.Ms.No 199, Public Works (WR2) Department dated 22.06.2007. After 11 months of execution, TNPWD issued notice to NHAI stating that the pillars are constructed near spur tank road in Cooum River instead of Cooum River banks in violation of G.O then the work was stopped.

During the period of 11 months, NHAI executed the components of piles, pile caps, pier raising were constructed by forming approach road inside the Cooum River as tabulated below(Approximately).

Chainage (in alignment of four lane road)	Length (in Km)
Pile Works	
LS 5.175 Km -8.050Km	2.875 Km
Pile cap and pier raising Works	
LS 5.890 Km – 6.90Km	1.010 Km
LS 7.140 Km – 8.050Km	0.910 Km

In old alignment, the piles and pile caps, piers were constructed above the bed level of the Cooum River without considering the bed level which obstructs the flood flow and inundates nearby areas. Still now, the piles and pile caps and piers has not been demolished. So the NHAI has to take necessary steps immediately at their own cost to demolish the structures which were executed above the bed level of the Cooum River and has to remove the old approach roads formed for construction activities.

The field observation and satellite imageries indicates that presence of these pier at bed level itself altering the river morphological characteristics and there are viable erosion and deposition altering the flow characteristics of the Cooum River. Hence, it is obvious that the proposed project with its alignment in the River regime will be altering the natural conditions which needs model study as stated above.

In this connection, a Caution deposit of Rs 50.00 Crores (Rough cost estimate enclosed) including escalation of damage cost in future as well as considering the future natural calamities has to be deposited by NHAI in favour of the Executive Engineer, WRD, Araniyar Basin Division, Chepauk,

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Chennai-5 for the removal and conveyance of approach roads inside the river, restoration of the bunds and demolition of structures if any used for construction activities inside the river. The caution deposit amount will be refunded only after completion of whole work. Also the NHAI will submit an undertaking duly accepting the conditions of the WRD and will restore the damages (if any) caused during the execution of work.

**Para 8:**

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI
8.	The NHAI shall be requested to obtain CRZ clearance for the revised alignment for the construction of Elevated Road from Chennai Port to Maduravoyal. The construction shall be carried out strictly as per the provisions of CRZ notification dated 2011/2019 as applicable.	CRZ clearance for the subject project has been obtained from Ministry of Environment, Forest and Climate Change vide F.No.11-6/2023-JA.III17.04.2023

**Remarks and Recommendations of WRD regarding para8:**

The copy of clearance letter may be sent to this office.

**Para 19:**

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI
19.	The erosion of embankment in front side of the river due to flood water, and the afflux, if any, the revetment either by stones or concrete blocks should be provided throughout the stretch of Cooum River. In between the river stretch from Padikuppan to Napier Bridge, there are so many bends available for which it is better to provide the stone pitching throughout the stretches, if necessary.	The afflux due to the inclusion of the piers has been calculated by DPR consultant duly considering hydraulic parameters and found to be 0.17m. Since, the afflux will not adversely impact the flow and cause flooding the condition to provide stone pitching/retaining wall/sloped the concrete throughout the stretch may not be required.

**Remarks and Recommendations of WRD regarding para19:**

The afflux found out by DPR consultant around 17cm will be encroaching the free board and under high tidal influence during storm surge coupled with peak floods, there is eminent possible break at various locations at the densely populated core city. Hence, it is important to raise the height of bund as well as the width of bund. According to the bed width

of Cooum River and alignment of river the afflux height may be variable at various locations. Hence, it is submitted hydraulic dynamic and mathematical model studies should be conducted for a length of 45 which falls in Cooum River at reputed institutes such as Institute of Hydrology and Hydraulics, Poondi (or) Anna University Chennai, to finalize the afflux due to introduction of piers. Based on the model study only will finalize the protection works to the river bund of Cooum in various locations.

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**Para 27 and 29:**

Para No	Terms & Conditions stipulated by E-in-C, WRD	Comments by Regional Officer, NHAI
27.	The applicant should remove all the construction solid debris, namely constructions materials, coffer dam etc. in river bed without affecting the free flow of water as well as in WRD/Government land area.	All cofferdams and temporary caissons enabling works for foundation and substructure will be dismantled and the bed will be restored to the original condition.
29.	The applicant should maintain the entire stretch of Water Resources Department land area in good condition. If any Improvement works are to be carried out like by Construction of retaining wall or slopped concrete or park with fencing etc. in order to avoid erosion & encroachments in future, it should be executed at their own cost as directed by the department field Engineers	The existing stretch taken over for the purpose of construction of elevated road will be handed over to WRD in the same condition after construction. Any damage incurred to the assets of WRD during construction will be restored by NHAI.(All works upto the completion of NHAI work project the maintenance and other works to be executed at NHAI cost for the entire project area in Cooum river as per the direction and specification of WRD.)

**Remarks and Recommendations of WRD regarding para 27 and 29:**

In this connection, a Caution deposit has to be deposited by NHAI in favour of the Executive Engineer, WRD, Araniyar Basin Division, Chepauk, Chennai-5 for the removal and conveyance of approach roads inside the river, restoration of the bunds and demolition of structures if any used for construction activities inside the river. The caution deposit amount

will be refunded only after completion<sup>46</sup> of whole work. Also the NHAI will submit an undertaking duly accepting the conditions of the WRD and will restore the damages (if any) caused during the execution of work.

In view of all the above, it is submitted that after fulfilling conditions such as conducting model study, Remittance of caution deposit, submission of undertaking bonds the concurrence may be issued by the Government.

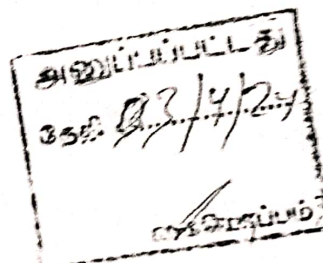
Encl:1) Old execution photos in old Alignment

2) Rough cost estimate for Caution deposit

V.S. Deep - Recd - 25/3  
for Chief Engineer, WRD.,  
Chennai Region, Chennai-5.  
25.3.24

1. Copy presented to the Additional Chief Secretary to Government, Water Resources Department, Secretariat, Chennai-09.
2. Copy to the Regional Officer, National Highways Authority of India (Ministry of Road Transport & Highways, Government of India), 5<sup>th</sup> Floor, CMRL Building, Poonamalle High Road, Koyambedu, Chennai-600 107.
3. Copy to the Special Chief Engineer, WRD, Palar Basin Circle, Chepauk, Chennai-05 for further necessary action.
4. Copy to the Executive Engineer, WRD, Araniyar Basin Division, Chennai for further necessary action.

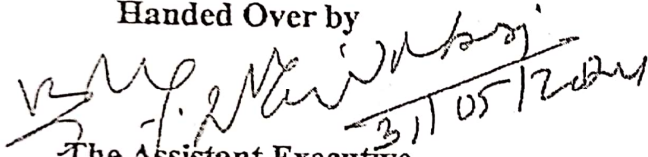
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## Handing Over

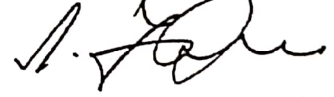
With reference to the MOU signed between GoTN and NHAI on 16.05.2022. The Cooum river boundary from (Napier Bridge) Ch. 0+550 to (Rail Nagar) 15+700 for a length of 15.150 Km along the Cooum river is handed over to NHAI for Construction of Double tier elevated corridor from Chennai Port to Maduravoyal in Chennai District in the state of Tamil Nadu.

Handed Over by

  
31/05/2024

The Assistant Executive  
Engineer WRD,  
Chepauk, Chennai – 600  
005.

Taken Over by



The DGM (T) & Project  
Director, NHAI.

Project Implementation  
Unit – Chennai.

Assistant Executive Engineer, P.W.D.,  
Cooum Basin Sub Division, W.R.D.,  
Chepauk, Chennai-600 005.

भारतीय गैर न्यायिक

एक सौ रुपये

Rs. 100



₹. 100

ONE HUNDRED RUPEES

सत्यमेव जयते

भारत INDIA  
INDIA NON JUDICIAL

தமிழ்நாடு தமில்நாடு TAMILNADU

20/5/2024 National Highways Authority of India

DC 507383



R. LAKSHMANAN  
STAMP VENDOR  
L.C. NO 6/772/B3/9E  
No 261, E.V.R. ROAD  
AMINJIKKAL, HEEROTUR

Undertaking

I, the undersigned, Sh. S. Janakumaran, Project Director, Chennai, hereby represent the National Highways Authority of India and giving undertaking regarding the fulfilment of the following conditions pertaining to the Construction of Double tier elevated corridor for a length of 15.150 Km along the Cooum river from Ch. 0+550 to 15+700 in Chennai District in the State of Tamil Nadu.

That National Highways Authority of India (NHAI) will adhere to the conditions outlined below.

- 1) NHAI will not deviate the alignment of the proposed elevated corridor as recommended by the Technical Committee for which no objection has been issued by the Government of Tamil Nadu vide Lr.No.1726/HV2/2012-32 / Dt.23.05.2017.
- 2) The free flow of water in Cooum river will be ensured at any point of time. The piling operation will be done in phased manner and the operation during the peak rainfall period will be suspended to ensure the safe discharge of peak flood. The schedule of implementation and progress on fortnightly basis will be...

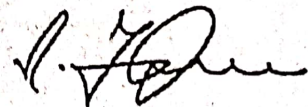
S. Janakumaran  
Project Director  
National Highways Authority of India  
Chennai PU-1

communicated to WRD and will be modified depending upon the rainfall pattern.

- 3) In the proposed construction, the top of the pile cap will be kept invariably 500 mm below the bed level of the river.
- 4) After completion of the work, the damaged portion of the river banks & structure, if any, will be rectified and restored to their original condition by NHAI at its own cost.
- 5) During the working period the formation of temporary platforms for pile driving in river bed will be removed during the monsoon period and will be carried out after monsoon for completion of balance pilling.
- 6) The bunds and the beds will be restored to the original levels after completion of construction work.
- 7) The Hydro- Dynamic Mathematical Model Study has been initiated through The Director Centre for Water Resources, Anna University with respect to impact due to introduction of 3.5 m dia piers in the Cooum river boundary. Upon the completion of study, the mitigation measures, if any, required to be implemented due to construction of piers will be carried out by NHAI.
- 8) All the piers, pile cap and piles constructed in the earlier concessionaire period will be demolished and the debris will be completely removed upto the bed level of the river.
- 9) The debris due to demolishing of the existing structures will be safely disposed at the suitable place away from river boundary.

Date: - 30.05.2024

Place: - Chennai



(S. Janakumaran)

Project Director, Chennai

National Highways Authority of India,  
S. Janakumaran

परियोजना निदेशक  
Project Director

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
National Highways Authority of India  
प्लॉट 4, एन.ए-1, Chennai PIU-1