

**BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL
PRINCIPAL BENCH NEW DELHI
ORIGINAL APPLICATION NO. 611 OF 2024**

IN THE MATTER OF:

BHARATIYA KISHAN UNION (PURWA)

...APPLICANT

VERSUS

UNION OF INDIA & ORS.

...RESPONDENT

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RESPONDENT NO. 8/RVNL

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NEW DELHI.

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PRINCIPAL BENCH NEW DELHI

ORIGINAL APPLICATION NO.OF 2024

IN THE MATTER OF:

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VERSUS ::

UNION OF INDIA &ORS. ...RESPONDENTS

*REPLY ON BEHALF OF RESPONDENT NO. 8/ RVNL TO THE
APPLICATION FILED BY APPLICANT U/S 14 &15 R/W SECTION
18 OF THE NATIONAL GREEN TRIBUNAL ACT, 2010*

MOST RESPECTFULLY SHOWETH:

PRELIMINARY SUBMISSIONS:

1. That at the outset, Respondent No. 8 denies each and every averment made by the Applicant in the present application and nothing contained in the application should be deemed to have been admitted by RVNL/ Respondent No. 8 herein.

2. That in view of sec 14 (3) of NGT Act , present application may not be entertained for adjudication by this Hon'ble Tribunal. The present application has been filed beyond the period of six months when the applicant first noticed the alleged violation . Therefore the

present application is not maintainable before this Hon'ble Tribunal and Hence liable to be dismissed forthwith.

3. That it is respectfully submitted that as per the railway letter no **2023/Proj. /MUTP-III/VR-DRD/1/4 New Delhi, dated: - 13.10.2023** railway projects are exempted from requiring Environmental Clearance (EC) and Coastal Regulation Zone (CRZ) approval, as stipulated under Chapter-IV, Section 11 of the Railway Act, 1989. The section Section 11 of the Railway Act, 1989 states that :-

“Power of Railway administrations to execute all necessary works.- Notwithstanding anything contained in any other law for the time being in force, but subject to the provisions of this Act and the provisions of any law for the acquisition of land for a public purpose or for companies, and subject also, in the case of a non-Government railway, to the provisions of any contract between the non-Government railway and the Central Government, a railway administration may, for the purposes of constructing or maintaining a railway –

make or construct in or upon, across, under or over any lands, or any streets, hills, valleys, roads, railway, tramways, or any rivers,

canals, brooks, streams or other waters, or any drains, water-pipes, gas-pipes, oil-pipes, sewers, electric supply lines, or telegraph lines such temporary or permanent inclined-planes, bridges, tunnels, culverts, embankments, aqueducts, bridges, roads, lines of rail, ways, passages, conduits, drains, piers, cuttings and fences, in-take wells, tube wells, dams, river training and protection works as it thinks proper”

The office memorandum of **Ministry of environment & climate change under ref(ii) dt 06-10-2023** clearly stipulates that Railway projects are exempted from prior environmental clearance in terms of Sec-11 of the Railway Act 1989 which overrides every other law in force with the phrase “Notwithstanding anything contained in any other law for the time being in force”.

4. That the construction of this bridge was essential because the existing railway bridge is unable to support the 25-ton axle load and had surpassed its service life of 100 years. Additionally, the project was directly monitored by the Prime Minister's Office (PMO), and the completion of the bridge before the Maha Kumbh (January 2025) was mandatory to ensure proper crowd management, as a large number of devotees are expected to gather during the event. In light

of these factors, the proposal to halt work was both irrelevant and impractical.

5. It is important to note that the project does not involve the construction of a new bridge, but rather the rebuilding of the existing IZAT bridge, which was originally constructed in 1912 and has exceeded 100 years of service. The current bridge is inadequate for carrying the present railway standard axle loads, resulting in the imposition of a Permanent Speed Restriction (PSR) of 50 km/h on this section. Given these factors, the proposal for rebuilding the bridge was sanctioned by railway board—in 2003-2004, 2010, 2012 & 2017. The same has been revised and transferred to RVNL from NER vide letter of Ministry of railway no 2009/CE-I/BR-II/NER New Delhi, dated 05.09.2017. This work was essential for ensuring safety and supporting the necessary development of Indian Railways. It falls under the routine operations of the Indian Railways.

Before commencing the construction, a Technical Advisory Committee (TAC) was established, comprising some of the most eminent professionals in the field of engineering. The committee included:

- **Shri R.R. Jaruhar:** Ex-Member Engineering, Railway Board (Chairman)

- **Dr. Prem Krishna:** Professor Emeritus, IIT Roorkee (Member)
- **Shri Bageshwar Prasad:** Ex-MD, UP State Bridge Corporation (Member)
- **Shri Amitabha Ghoshal:** Steel Structure Specialist (Member)
- **Dr. N.N. Som:** Geotechnical Expert, Retired Professor, Jadavpur University (Member)
- **Shri B.P. Awasthi:** Chief Project Director (Bridge Works), North Eastern Railway (Member)
- **Shri Rajeev Verma:** Executive Director (Bridges & Structures), RDSO (Member)

After visiting the site and examining the hydrological and geotechnical characteristics of the Ganga and Yamuna rivers, as well as their banks, the committee finalized the span configuration, location, and other engineering aspects of the bridge. The span length was increased compared to the original IZAT bridge, reducing the number of piers from 40 to 24. This significantly increased the length of the waterways and reduced the obstruction to river flow.

Additionally, a detailed mathematical model study was conducted by **Prof. Z. Ahamed** of IIT Roorkee to ensure that the flow of the Ganga River would not be altered. In his report, he concluded:

"At the outset, it is concluded that the proposed bridge will not affect the hydrodynamics or morphology of the Ganga and Yamuna rivers. It will also not affect the flow distribution across the river's cross-section at the bridge site. The effect of the proposed bridge on existing bridges,

and vice versa, in terms of scour depth, is negligible. Thus, the proposed configuration of the bridge is in order.

It is also to be mentioned that all major substructure work for the bridge was completed in March 2023, and by June 2023, 80% of the superstructure work was finished except some minor work. The batching plant used for casting the foundation and piers of the important bridge was located near Jhusi station (*Altitude: - 592329.16 m E & 2813114.66 m N*) far away from the riverbank, ensuring no disposal of waste into the river. Initially, the pollution control board granted approval for the installation of the batching plant from 20.04.2021 to 31.03.2023. Since the project was completed within the approved tenure of the batching plant, no environmental violations occurred. Despite the above, the NOC for the batching plant from the Pollution Board has been extended by the contractor, ITD Cementation, from 23.06.2023 to 31.03.2024.

The clause 14 of NGT act 2010 states that

- (1) The Tribunal shall have the jurisdiction over all civil cases where a substantial question relating to environment (including enforcement of any legal right relating to environment), is involved and such question arises out of the implementation of the enactments specified in Schedule I.*
- (2) The Tribunal shall hear the disputes arising from the questions referred to in sub- section (1) and settle such disputes and pass order thereon.*

(3) No application for adjudication of dispute under this section shall be entertained by the Tribunal unless it is made within a period of six months from the date on which the cause of action for such dispute first arose:

Provided that the Tribunal may, if it is satisfied that the applicant was prevented by sufficient cause from filing the application within the said period, allow it to be filed within a further period not exceeding sixty days.

Regarding the above point 3, it is to be noted that the applicant filed its first application on April 4, 2023, at NMCG. Since the date of filing exceeds six months, the case may not be entertained. The processing by NMCG is ongoing, and the minutes of the meeting conducted at NMCG on May 31, 2024, may be referred to in this regard.

- For the superstructural work, which consist of fabrication of girder, launching of girder, installation of bearing & other miscellaneous work. To execute the same a fabrication yard was established near Jhusi station, material was supplied from Jhusi end for launching of girders. Most of launching was conducted by launching crane which was assembled on the 1st span which did not contribute to any environmental pollution in the River Ganga. It is also important to mention that for 8 months of the year, the Ganga flows towards the Daraganj side, covering only a 150- to 200-meter-wide area out of the total 2 km.

6. The railway projects are exempted from environmental clearance, as stipulated under Chapter IV, Section 11 of the Railway Act, 1989. Nevertheless, RVNL has applied for approval on the NMCG website. In response the NMCG, in the Minutes of the 2nd meeting of the cell held on 30th April 2024, issued a statement dated 31st May 2024. The NMCG clarified that *since the construction of the bridge is already completed, it does not fall under the prior approval clause mentioned in Section 42 of the Authority's Order. Instead, the project can be reviewed under Section 6(3), which allows the NMCG to evaluate projects constructed before 2016.* In light of this, the proposal for post-facto approval has already been submitted through the NMCG website whose approval is currently pending.

7. That regarding the concern about polluting the river during construction, this claim is completely false and misleading. The photographs presented in the RTI are misrepresentative. The RTI, submitted by the applicant via letter reference BKK/NMCG dated 04/04/2023 & NMCG/BKU/07 dated 11th December 2023, shows several images of the ongoing construction, including a temporary bridge. This bridge, essential for transporting materials across the submerged areas of the river, was constructed with permission from

the Mela Adhikari. The temporary bridge was made by inserting steel pipes, which did not cause any pollution to the river.

Regarding the photographs regarding alleged sand and other materials dumped for preparing the road approach, it is important to clarify that these materials were not brought in from external sources. They are, in fact, dredged materials released during the sinking of the well foundation, which were stored within the construction site perimeter. These materials were later used to fill dredge holes and to prepare roads for the Magh Mela.

Additionally, some of the photographs allegedly showing incomplete piers during the flood were falsely represented as debris (soil from external sources). This clearly indicates that the applicant deliberately and misleadingly attempted to portray river pollution, using any means necessary to support their claims.

Additionally, it was mentioned that alleged debris was generated during the controlled blasting of well foundations. However, the actual fact is that blasting is a process to ensure that the wells do not get stuck during the sinking operation. The blasting was conducted solely to facilitate the proper placement of the concrete foundation and the final positioning of the wells, which is crucial to ensure the stability of the bridge. It is important to note that the blasting work

was carried out only after obtaining prior permission from the District Magistrate of Prayagraj. Mild blasting was performed in strict adherence to the standard specifications set by both the Ministry of Road Transport and Highways (MoRTH) and Indian Railway Standards. Therefore, the allegation of polluting river is completely baseless and misleading.

8. That the applicant has no locus to file the present application. Neither the applicant has any basis to file the present application. The applicant's alleged representative has wrongly been agitating the matter time and again with vested interest.

PARAWISE REPLY:

1. That the Contents of corresponding Para No. 1 of application are matter of record. The applicant is not a legal entity and there is no due resolution on behalf of the applicant in favour of its alleged representative.
2. That the Contents of corresponding Para No. 2 of the application are matter of record.

3. That the Contents of corresponding Para No. 3 of the application are matter of record.
4. That the Contents of corresponding Para No. 4 of the application are wrong and vehemently denied. The present application has been filed without due authorization and hence the application is not maintainable. It is wrong and denied that any pollution caused by the Rail-Bridge construction. It is further denied that any action of answering respondent has led to irreversible changes in the ecological set up of river.
5. That the Contents of corresponding Para No. 5 of the application are matter of records. The significance of river Ganga is well known.
6. That the Contents of Corresponding Para No. 6 of the application are matter of record.
7. That the Contents of corresponding Para No. 7 of the application are wrong and denied save and except which are matter of record.

The work of rebuilding of bridge no 111 over river Ganga was initially appeared on pink book 2003-04 of NER and the same has been revised and transferred to RVNL from NER vide letter of Ministry of railway no 2009/CE-I/BR-II/NER New Delhi, dated 05.09.2017. The Copy of letter dt 05-09-2017 is annexed as *Annexure- R-1*.

The substructural work was completed before March 2023 except some minor work & The batching plant used for casting the foundation and piers of the important bridge was located near Jhusi station (**Altitude: - 592329.16 m E & 2813114.66 m N**) far away from the riverbank, ensuring no disposal of waste into the river. Initially, the pollution control board granted approval for the installation of the batching plant from 20.04.2021 to 31.03.2023, which was later extended from 23.06.2023 to 31.03.2024. Since the project was completed within the approved tenure of the batching plant, no environmental violations occurred.

For the superstructural work, which consist of fabrication of girder, launching of girder, installation of bearing & other miscellaneous work. To execute the same a fabrication yard was established near Jhusi station, material was supplied from Jhusi end for launching of girders. Most of launching was conducted by launching crane which

was assembled on the 1st span which did not contribute to any environmental pollution in the River Ganga.

It should also be noted that as per the railway letter no **2023/Proj./MUTP-III/VR-DRD/1/4 New Delhi, dated: -13.10.2023** railway projects are exempted from requiring Environmental Clearance (EC) and Coastal Regulation Zone (CRZ) approval, as stipulated under Chapter-IV, Section 11 of the Railway Act, 1989. The office memorandum of *Ministry of environment & climate change under ref(ii)* may also be referred in this regard. The section Section 11 of the Railway Act, 1989 states that :-

“Power of Railway administrations to execute all necessary works.- Notwithstanding anything contained in any other law for the time being in force, but subject to the provisions of this Act and the provisions of any law for the acquisition of land for a public purpose or for companies, and subject also, in the case of a non-Government railway, to the provisions of any contract between the non-Government railway and the Central Government, a railway administration may, for the purposes of constructing or maintaining a railway –

make or construct in or upon, across, under or over any lands, or any streets, hills, valleys, roads, railway, tramways, or any rivers, canals, brooks, streams or other waters, or any drains, water-pipes, gas-pipes, oil-pipes, sewers, electric supply lines, or telegraph lines, such temporary or permanent inclined-planes, bridges, tunnels, culverts, embankments, aqueducts, bridges, roads, lines of rail, ways, passages, conduits, drains, piers, cuttings and fences, in-take wells, tube wells, dams, river training and protection works as it thinks proper”.

That the office memorandum of **Ministry of environment & climate change under ref(ii) dt 06-10-2023** *clearly stipulates that Railway projects are exempted from prior environmental clearance in terms of Sec-11 of the Railway Act 1989 which overrides every other law in force with the phrase “Notwithstanding anything contained in any other law for the time being in force”.*

The Copy of Sec 11 of the Railway Act is annexed as *Annexure-R- 2* & The Copy of letter dt 13-10-2023 is annexed as *Annexure-R- 3*. The office memorandum of **Ministry of environment & climate change under ref(ii) dt 06-10-2023** is annexed as *Annexure- R-4*.

8. That the Contents of corresponding Para No. 8 of the application are wrong and denied. The Applicant stated that Bhartiya Kishan Union (Purwas) is a socially conscientious group registered as a trust however it does not disclose its registration number. A trust cannot be without registration no. So it is not a registered trust. The trust-deed and its objectives are not clear. The applicant has no locus to file the present application.

9. That the Contents of corresponding Para No. 9 of the application are wrong and denied. The railway projects are exempted from environmental clearance, as stipulated under Chapter IV, Section 11 of the Railway Act, 1989. Nevertheless, RVNL has applied for approval on the NMCG website. In response the NMCG, in the Minutes of the 2nd meeting of the cell held on 30th April 2024, issued a statement dated 31st May 2024. The NMCG clarified that *since the construction of the bridge is already completed, it does not fall under the prior approval clause mentioned in Section 42 of the Authority's Order. Instead, the project can be reviewed under Section 6(3), which allows the NMCG to evaluate projects constructed before 2016.* In light of this, the proposal for post-facto approval has already been

submitted through the NMCG website whose approval is currently pending. The Copy of application dt made by RVNL for approval from NMCG is annexed as *Annexure- R-5*. *The Copy of statement of NMGC dt 31-05-24 is annexed as Annexure- R-6*. The Copy of letter dt -09-2024 for ex-post facto approval is annexed as *Annexure- R-7*.

Regarding the concern about polluting the river during construction, this claim is completely false and misleading. The photographs presented in the RTI are misrepresentative. The RTI, submitted by the applicant via letter reference BKK/NMCG dated 04/04/2023 & NMCG/BKU/07 dated 11th December 2023, shows several images of the ongoing construction, including a temporary bridge. This bridge, essential for transporting materials across the submerged areas of the river, was constructed with permission from the Mela Adhikari. The temporary bridge was made by inserting steel pipes, which did not cause any pollution to the river.

Regarding the photographs regarding alleged sand and other materials dumped for preparing the road approach, it is important to clarify that these materials were not brought in from external sources. They are, in fact, dredged materials released during the

sinking of the well foundation, which were stored within the construction site perimeter. These materials were later used to fill dredge holes and to prepare roads for the Magh Mela.

Additionally, some of the photographs allegedly showing incomplete piers during the flood were falsely represented as debris (soil from external sources). This clearly indicates that the applicant deliberately and misleadingly attempted to portray river pollution, using any means necessary to support their claims.

Additionally, it was mentioned that alleged debris was generated during the controlled blasting of well foundations. However, the actual fact is that blasting is a process to ensure that the wells do not get stuck during the sinking operation. The blasting was conducted in the well at a depth of 36 to 60 meter below the river bed solely to facilitate the proper placement of the concrete foundation and the final positioning of the wells, which is crucial to ensure the stability of the bridge. It is important to note that the blasting work was carried out only after obtaining prior permission from the District Magistrate of Prayagraj. Mild blasting was performed in strict adherence to the standard specifications set by both the Ministry of Road Transport and Highways (MoRTH) and Indian Railway

Standards. Therefore, the allegation of polluting river is completely baseless and misleading.

10. That the Contents of corresponding Para No. 10 of application are matter of records. Reply for the same was given by GM/RVNL vide letter no RVNL/BSB/GB/111/Corr./37/558 dated 17.06.2023. The Copy of letter dt 17-06-2023 is annexed as ***Annexure- R-8***.

11. That the contents of corresponding Para No. 11 of the application are wrong and denied.

It is important to note that all major substructure work for the bridge was completed in March 2023, and by June 2023, 80% of the superstructure work was finished. The construction of this bridge was essential because the existing railway bridge is unable to support the 25-ton axle load and had surpassed its service life of 100 years. Additionally, the project was directly monitored by the Prime Minister's Office (PMO), and the completion of the bridge before the Maha Kumbh (January 2025) was mandatory to ensure proper crowd management, as a large number of devotees are expected to

gather during the event. In light of these factors, the proposal to halt work was both irrelevant and impractical.

12. That the contents of the corresponding Para No.12 of the application are wrong and denied. Reply for the same was given by GM/RVNL vide letter no RVNL/BSB/GB/111/Corr./37/558 dated 17.06.2023.

13. That the contents of corresponding Para No 13 of the application are wrong and denied.

The Section 11 of the Railway Act, 1989, is once again referred to for the matter at hand. It is also worth mentioning that the application for post-facto approval, as per NMCG directives in the minutes of the 2nd meeting of the cell held on 30th April 2024 from 10:30 AM onwards at NMCG, dated 31/05/2024, was already submitted.

The batching plant used for casting the foundation and piers of the important bridge was located near Jhusi station (Coordinates: 592329.16 m E & 2813114.66 m N), approximately 2 km away from the riverbank, with no connection to or impact on river pollution.

Regarding the NOC/valid consent for the batching plant, the Pollution Control Board initially granted approval for its installation.

from 20.04.2021 to 31.03.2023, which was later extended from 23.06.2023 to 31.03.2024. Hence no environmental violations occurred.

14. That the contents of the corresponding Para No. 14 of the application are wrong and denied.

The inspection report, dated [13.06.2023], may be referred to once again, as it clearly meets each and every allegation made by the applicant. It is also to be ensured that no construction and demolition (C&D) waste was left in the river during or after the construction process. Furthermore, the instructions provided by the Pollution Control Board were strictly adhered to.

15. That the content of corresponding para No. 15 of application are wrong and denied. The applicant's representative has wrongly been agitating the matter time and again with vested interest. In reference to applicants RTI no RVNL/R/T/2300103 dated 19.10.2023 reply was sent vide letter RVNL/BSB/RTI/2005 dated 15.11.2023 mentioning the detail approvals taken from various departments.

The following No Objection Certificate has been obtained from Magh Mela Prayagraj Environment Pollution Control Board and other concerned authorities.

- (i) Additional District Magistrate Letter No. एस0टी0/नगर दिनांक अक्टूबर 23 – 2018
- (ii) Sub District Officer Sadar Letter No. 1913 एस0टी0/ सदर/2018 दिनांक अक्टूबर 23 – 2018
- (iii) Mela Adhikari Kumbh Mela Letter No. 2712 पंद्रह कु0 मे0 (2018-19) दिनांक 25 अक्टूबर 2018
- (iv) Sub District Officer Magh Mela Letter No. 1221 / पंद्रह मा0 मे0 (स्वा0)/2021 दिनांक 13 दिसम्बर 2021
- (v) U.P. Pollution Control board Prayagraj letter 125733 /UPPCB / ALLAHABAD (UPPCBRO) /CTO /water/ALLAHABAD/2021 dated: 20-04-2021
- (vi) Officer-in-Charge Magh Mela letter number 781 / पंद्रह मा0 मे0(2021) दिनांक 20 सितम्बर 2021
- (vii) Sub-District Officer letter number 21 / पंद्रह गा 0 मे0(2022-23) दिनांक 07 अप्रैल 2022
- (viii) Officer-in-Charge Magh Mela letter number 1395 / पंद्रह मा0 मे0(2020-21) दिनांक 15 दिसम्बर 2022
- (ix) R.O. UPPCB Prayagraj letter No185565 /UPPCB /ALLAHABAD (UPPCBRO) /CTO /both /PRAYAGRAJ/2023 Dated: 23-06-2023
- (x) Joint inspection report with Municipal Corporation dated 13-06-2023

16 & 17. That the contents of the corresponding Para No. 16 & 17 of the application are wrong and denied.

It is important to note that all major substructure work for the bridge was completed in March 2023, and by June 2023, 80% of the superstructure work was finished. The construction of this bridge was essential because the existing railway bridge is unable to support the 25-ton axle load and had surpassed its service life of 100 years. Additionally, the project was directly monitored by the Prime Minister's Office (PMO), and the completion of the bridge before the Maha Kumbh (January 2025) was mandatory to ensure proper crowd management, as a large number of devotees are expected to gather during the event. In light of these factors, the proposal to halt work was both irrelevant and impractical.

The batching plant used for casting the foundation and piers of the important bridge was located near Jhusi station (Coordinates: 592329.16 m E & 2813114.66 m N), approximately 2 km away from the riverbank, with no connection to or impact on river pollution.

Regarding the NOC/valid consent for the batching plant, the Pollution Control Board initially granted approval for its installation from 20.04.2021 to 31.03.2023, which was later extended from

23.06.2023 to 31.03.2024, hence no environmental violations occurred.

18. That the contents of the corresponding Para No.18 of the application are matter of records. Reply in above para may be referred.

19. That the contents of the corresponding Para No. 19 of the application are wrong and denied.

The applicant has once again pointed out the formwork and shuttering used for the casting of piers as a source of pollution, highlighting that the shuttering materials, after being removed, are placed within the construction site. It is evident that the applicant is questioning the use of shuttering materials for the construction of piers, which is an inevitable process in such construction. The question arises as to how casting can be completed without shuttering, and it is quite common that, after the removal of the shuttering, it is temporarily kept near the location where it was used. It should also be noted that the shuttering materials are made of steel,

23.06.2023 to 31.03.2024, hence no environmental violations occurred.

21. That the content of the corresponding Para No. 21 of the application are matter of record. The contents in above paras may be reffered. The response from GM/RVNL, as outlined in letter RVNL/BSB/G/111/Corr./32/783 dated 01.03.2024 may be read as part of reply to this para.

22. That the contents of corresponding Para No. 22 of the application are matter of record. The contents of reply in above paras 11 & 13 may be reffered.

23. That the contents of the corresponding Para No. 23 of the application are matter of record. The contents of reply in above paras 11 & 13 may be referred.

24. That the contents of corresponding Para No. 24 of the application are wrong and denied save and except which are matter of record.

which does not contribute to pollution. There are thousands of boats, ships, and vessels made of steel operating on the river, yet their contribution to pollution is not questioned.

20. That the contents of the corresponding Para No. 20 of the application are matter of record.

Referring to Annexure 13, the reply from NMCG, as mentioned in their letter dated 06.11.2023, was provided by RVNL through letter RVNL/BSB/G/111/Corr./32/783 dated 01.03.2024. Additionally, NMCG conducted a meeting regarding the construction of Bridge No. 111 on 30.04.2024. According to the Minutes of the 2nd meeting of the cell held on 30th April 2024, the construction may be considered for post-facto approval, for which the application has already been processed.

The batching plant used for casting the foundation and piers of the important bridge was located near Jhusi station (Coordinates: 592329.16 m E & 2813114.66 m N), approximately 2 km away from the riverbank, with no connection to or impact on river pollution.

Regarding the NOC/valid consent for the batching plant, the Pollution Control Board initially granted approval for its installation from 20.04.2021 to 31.03.2023, which was later extended from

25. That the Contents of Corresponding Para No. 25 of the application are wrong and denied. The application is erroneous and misconceived and has been filed with vested interest.

26. That the Contents of Corresponding Para No. 26 of application are wrong and denied save and except which are matter of record.

27. That the Contents of Corresponding Para No. 27 of application are wrong and denied.

28. That the Contents of Corresponding Para No. 28 of application are wrong and denied.

The copies of other relevant documents are annexed as Annexure-R-9 (Colly).

29. Reply to Grounds

That the Contents of Corresponding Para No. 29 of application are tenable in view of facts and circumstances mentioned above and hence same are liable to be rejected.

A. That the Contents of Corresponding para A of grounds of application are matter of records only.

B. That it is respectfully submitted that as per the railway letter no **2023/Proj. /MUTP-III/VR-DRD/1/4 New Delhi, dated 13.10.2023** railway projects are exempted from requiring Environmental Clearance (EC) and Coastal Regulation Zone (CRZ) approval, as stipulated under Chapter-IV, Section 11 of the Railway Act, 1989.

C. That the office memorandum of **Ministry of environment & climate change under ref(ii) dt 06-10-2023** *clearly stipulates that Railway projects are exempted from prior environmental clearance in terms of Sec-11 of the Railway Act 1989 which overrides every other law in force with the phrase "Notwithstanding anything contained in any other law for the time being in force".*

D. That the Contents of Corresponding Para D of grounds of application are wrong and denied. The construction of this bridge was essential because the existing railway bridge is unable to support the 25-ton axle load and had surpassed its service life of 100 years. Additionally, the project was directly monitored by the Prime Minister's Office (PMO), and the completion of the bridge before the Maha Kumbh (January 2025) was mandatory to ensure proper crowd management, as a large number of

devotees are expected to gather during the event. In light of these factors, the proposal to halt work was both irrelevant and impractical .

E. That the Contents of Corresponding Para E of grounds of application are wrong and denied.

F. That the Contents of Corresponding Para F of grounds of application are wrong and denied. That regarding the concern about polluting the river during construction, this claim is completely false and misleading. The photographs presented in the RTI are misrepresentative. The RTI, submitted by the applicant via letter reference BKK/NMCG dated 04/04/2023 & NMCG/BKU/07 dated 11th December 2023, shows several images of the ongoing construction, including a temporary bridge. This bridge, essential for transporting materials across the submerged areas of the river, was constructed with permission from the Mela Adhikari. The temporary bridge was made by inserting steel pipes, which did not cause any pollution to the river.

Regarding the photographs regarding alleged sand and other materials dumped for preparing the road approach, it is important to clarify that these materials were not brought in from external sources. They are, in fact, dredged materials released during the sinking of the well foundation, which

were stored within the construction site perimeter. These materials were later used to fill dredge holes and to prepare roads for the Magh Mela.

Additionally, some of the photographs allegedly showing incomplete piers during the flood were falsely represented as debris (soil from external sources). This clearly indicates that the applicant deliberately and misleadingly attempted to portray river pollution, using any means necessary to support their claims.

Additionally, it was mentioned that alleged debris was generated during the controlled blasting of well foundations. However, the actual fact is that blasting is a process to ensure that the wells do not get stuck during the sinking operation. The blasting was conducted solely to facilitate the proper placement of the concrete foundation and the final positioning of the wells, which is crucial to ensure the stability of the bridge. It is important to note that the blasting work was carried out only after obtaining prior permission from the District Magistrate of Prayagraj. Mild blasting was performed in strict adherence to the standard specifications set by both the Ministry of Road Transport and Highways (MoRTH) and Indian Railway Standards. Therefore, the allegation of polluting river is completely baseless and misleading.

G. That the Contents of Corresponding Para G of grounds of application are wrong and denied.

H. That the Contents of Corresponding Para H of grounds of application are wrong and denied in view of facts and circumstances mentioned above.

I. That the Contents of Corresponding para I of grounds of application are wrong and denied. The answering respondent has well explained the

Details of Remedies Exhausted

30. That the Contents of Corresponding Para No. 30 of application are wrong and denied.

31. That the Contents of Corresponding Para No. 31 of application denied for want of knowledge. The applicant is put to strict proof thereof.

Limitation

32. That the Contents of Corresponding Para No. 32 of application are wrong and denied. No cause of action arise for filing the present petition.

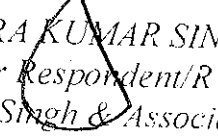
PRAYER

It is therefore, respectfully prayed that this Ld. Hon'ble Tribunal may be pleased to: -

- i) dismiss the present application of the applicant
- ii) pass such other or further order(s) as this Ld. Tribunal may deem fit and proper in the facts and circumstances of the case.

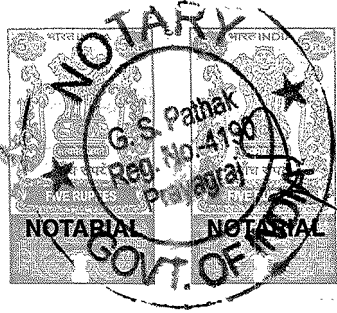
RESPONDENT NO. 8/RVNL

THROUGH


[JITENDRA KUMAR SINGH]
Counsel for Respondent/RVNL.
(J K Singh & Associates)
C-57, Jangpura Extention, Delhi-14
MOBILE NO.9810260368
E-mail: jksingh93@gmail.com

DATE:- 24/09/2024.

NEW DELHI.



BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL
PRINCIPAL BENCH NEW DELHI
ORIGINAL APPLICATION NO. 611/2024

24/9/24

BHARATIYA KISHAN UNION (PURWA) 32 APPLICANT

VERSUS

UNION OF INDIA &ORS.

...RESPONDENTS

AFFIDAVIT

I, VINDY K. AGRANAL , S/o LATE B.C. AGRANAL , aged 58 years, CPM/RVNL

having office at JHUSI, PRAYAGRAJdo hereby state on solemn affirmation as follows

1. That I am well conversant with the facts and circumstances of the case and duly authorized to sign the present affidavit on behalf of Respondent No. 8/ RVNL and hence competent to swear this affidavit.
2. That the contents of the accompanying reply to the application on behalf of Respondent No.8 (RVNL) are true and correct to my knowledge based on the records available and the same has been drafted under my instructions.



DEPONENT
24/9/24
CPM-11BSB/RVNL

VERIFICATION:-

I, the above named deponent do hereby solemnly affirm and verify that the contents of above paras of the affidavit are true and correct to the best of my knowledge and belief, and that nothing has been concealed therefrom.

Verified on.....day of September, 2024 at

SOLEMNLY AFFIRMED BEFORE ME
On 24/9/24 at Jhusi A.M./P.M.
Sri/Smt. V. K. Agrawal
Identified by Mr. G. S. Pathak
as his/her Affidavit as True & Correct which
I have verified & correct

G.S. Pathak
Public Notary
Akd., Prayagraj (U.P.) 24/9/24

Sign./T.I. Identified By

12 33
DEPONENT
2419/24

R
13.9.17GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARDJ. S. Bhatnagar
11/9/17
/CMD
New Delhi, dt 05/09/2017

No.2009/CE-I/BR-III/7/NER

General Manager,
North Eastern Railway,
GorakhpurChairman & Managing Director,
Rail Vikas Nigam Limited,
1st Floor, August Kranti Bhawan,
Bhikaji Kama Place,
New Delhi-110066

Sub: Construction of Double line Railway Bridge in lieu of Bridge no. 111 and doubling across River Ganga between Daraganj and Jhusi Stations in Varanasi-Allahabad section of North Eastern Railway.

Ref:(i) ED/RVNL's letter no. 2016/RVNL/P/Corr/BSB-MGS-ALD (SD)/126 dt. 09.08.2017-^{S.No. 70}
& 16.08.2017-^{S.No. 73}
(ii) CE/Con/HQ/NER's letter no W/con/29/330/W-1/detailed estimate-2/998 dtd 25.5.2017
(iii) Minutes of the meeting held in Board on 21.10.2016 circulated by Board's letter of even no. dtd. 27.10.2016 -^{S.No. 57}

The doubling work of Varanasi-Allahabad section (PB 2017-18 item no 34 of NER) is being executed by RVNL. The work includes construction of Important Bridge across River Ganga between Daraganj and Jhusi stations. The work of rebuilding of existing bridge no 111 across River Ganga between Daraganj and Jhusi stations is already sanctioned and appearing as item no 297 under PH-32 in PB 2017-18 of NER. Keeping in view the length of bridge, it had been decided that a single double line bridge in lieu of existing bridge and for doubling will be constructed.

2.0 Vide ref (iii) above, RVNL was asked to explore various options for construction of new bridge. In response, RVNL vide ref (i) above has proposed tentative alignment for new double line bridge with the request to transfer work of rebuilding to RVNL.

3.0 After considering the proposal, Board (ME) has approved that the work of new double line bridge is to be executed by RVNL with the proposed tentative alignment. Accordingly, the work of rebuilding of bridge no111 (PB 2017-18 item no 297 of NER) is transferred from North Eastern Railway to RVNL.

R. Singh
(A.K. Singhal)Executive Director Civil Engg./B&S
Railway Board

Copy for information and necessary action to:

1. CAO/C/NER & PCE/NER, Gorakhpur

CHAP
CONSTRUCTION AND MAINTENANCE OF WORKS

CHAPTER IV

CONSTRUCTION AND MAINTENANCE OF WORKS

11.

Power of railway administrations to execute all necessary works.

11. Power of railway administrations to execute all necessary works. Notwithstanding anything contained in any other law for the time being in force, but subject to the provisions of this Act and the provisions of any law for the acquisition of land for a public purpose or for companies, and subject also, in the case of a non Government railway, to the provisions of any contract between the non Government railway and the Central Government, a railway administration may, for the purposes of constructing or maintaining a railway

(a) make or construct in or upon, across, under or over any lands, or any streets, hills, valleys, roads, railway, tramways, or any rivers, canals, brooks, streams or other waters, or any drains, water pipes, gas pipes, oil pipes, sewers, electric supply lines, or telegraph lines, such temporary or permanent inclined planes, bridges, tunnels, culverts, embankments, adeducts, bridges, roads, lines of rail, ways, passages, conduits, drains, piers, cuttings and fences, intake wells, tube wells, dams, river training and protection works as it thinks proper;

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(b) alter the course of any rivers, brooks, streams or other water courses, for the purpose of constructing and maintaining tunnels, bridges, passages or other works over or under them and divert or alter either temporarily or permanently, the course of any rivers, brooks, streams or other water courses or any roads, streets or ways, or raise or sink the level thereof, in order to carry them more conveniently over or under or by the side of the railway;

(c) make drains or conduits into, through or under any lands adjoining the railway for the purpose of conveying water from or to the railway;

(d) erect and construct such houses, warehouses, offices and other buildings, and such yards, stations, wharves, engines, machinery apparatus and other works and conveniences as the railway administration thinks proper;

(e) alter, repair or discontinue such buildings, works and conveniences as aforesaid or any of them and substitute others in their stead;

(f) erect, operate, maintain or repair any telegraph and telephone lines in connection with the working of the railway;

(g) erect, operate, maintain or repair any electric traction equipment, power supply and distribution installation in connection with the working of the railway; and

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GOVERNMENT OF INDIA/भारत सरकार
MINISTRY OF RAILWAYS/रेल मंत्रालय
(RAILWAY BOARD/रेलवे बोर्ड)

No 2023/Proj./MUTP-III/VR-DRD/1/4

New Delhi Dated:-13.10.2023

To,
CAO/Cons./All Zonal Railways
CMDs/MIDs/PSUs.

Sub:-Clarification on exemption of Railway Projects from the requirement of Environment Clearance (EC) and Coastal Regulation Zone(CRZ.) Clearance as per Section 11 of Railways Act 1989-reg.

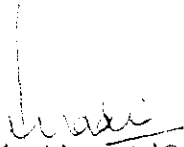
Please find enclosed an OM No IA3-12/3/2023-IA.III dated 06th October 2023 from M/o Environment, Forest and Climate Change(MOEFCC) on exemption from the application of the provision of Environment Protection Act, 1986 including its sub legislation to Railway projects as per Section 11 of Railways Act 1989.

In this context, it is submitted that due to Hon'ble High Court's decision for obtaining environment clearance prior to work execution on an ongoing railway project, the matter was referred to MOEFCC for issuing necessary clarification under the ambit of Section 11 of Railways Act 1989.

Accordingly, as per OM above, MOEFCC has clarified that Railway Projects covered under Railways Act 1989 shall not attract CRZ Clearance. However, other statutory clearances as applicable needs to be obtained. Other content of the OM are self explanatory.

The above is for information and may be forwarded to all concerned down the line for information and necessary action thereof.

DA:- As above


(F.A. Ahmed) 13-10-23
Director/GS(Civil-IV)
Railway Board
☎011-47845480
Email:-dmtpr@rb.railnet.gov.in

L No. FA 312/3/2023 IA III (1-220190)

Government of India

Ministry of Environment, Forest and Climate Change

IA III Section (CRZ)

India Parliament Bhawan

New Delhi - 110001

Tel. No. 23380011

Fax No. 23380012

OFFICE MEMORANDUM

Subject: Clarification on exemption of Railway Projects from the requirement of Environmental Clearance (EC) and Coastal Regulation Zone (CRZ) Clearance as per Section 11 of Railways Act 1989- regarding.

The Ministry is in receipt of a request for clarification received from Ministry of Railways, regarding exemption from the application of the provisions of Environment Protection Act, 1986 including its sub-legislations to Railway Projects as per Section 11 of Railways Act, 1989.

2. Railway Projects are exempted from prior environmental clearance in terms of Section 11 of Railway Act 1989 which overrides every other law in force with the phrase "Notwithstanding anything contained in any other law for the time being in force". The Ld. Attorney General of India has also inter-alia opined that the Section 11 of the Act overrides every other law in force.

3. In this context, Hon'ble High Court, Bombay in the Goa Foundation Vs Nankar Railway (Writ Petition No. 170 of 1992 decided on 29th April 1992) has inter-alia held that.

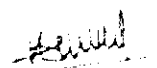
...the provisions of the Environment Act have no application in respect of works undertaken in exercise of powers conferred under Section 11 of the Railways Act, 1989. The wide ambit of the provisions of Section 11 and the non-obstante clause makes it extremely clear that the provisions of the Environment Act do not hinder the construction or maintenance of a railway line. The Railways Act (1989) is a legislation enacted subsequent to the Environment Act (1986) and the Corporation is right in claiming that for the purpose of providing railway line, clearance is not required even though the line passes over the railways, rivers, creeks, etc. in view of the specific provisions of Section 11 of the Railways Act.

4. Further, Hon'ble High Court of Bombay vide order dated 3rd August 2022, in WP No.15 of 2021 in the matter of Ganv Bhavancho Ekvott & Ors vs South West Railways & Ors inter-alia stating that South Western Railway and Rail Vikas Nigam Limited (RVNL) are not under any statutory compulsion to obtain environmental clearance from the GCZMA or any building permissions or other permissions from any authority under the diverse legislation.

5. Ministry vide OM 19 12/2018 IA III dated 28th May 2020 has also clarified the non-requirement of Environment Clearance for the Commercial development of the Railway Stations, subject to preparation of comprehensive Environmental Management Plan (EMP) by the Environment and House-keeping Management (EnHM) Directorate of the Ministry of Railways and fulfilling the standard environmental safeguards as prescribed in the OM dated 28th May 2020.

6. The matter has been once again examined in the Ministry. Based on the facts mentioned above, it is clarified that Railway Projects, covered under Railways Act 1989, shall not attract CRZ Clearance. However, other statutory clearances, as applicable, need to be obtained.

7. This is issued with the approval of the Competent Authority.



(Dr. H. Kharkwal)
Scientist E

To

1. Chairman/Member Secretary, CPCB.
2. Chairperson/Member Secretaries of all the State/UT, PCBs/PCCs
3. Chairperson/Member Secretaries of all the EACs.
4. Chairperson/Member Secretaries of all the SEIAAs/ SEACs.
5. All Officers of IA Division

Copy to:

1. PS to Hon'ble MEFCC
2. PS to Hon'ble MoS (EF&CC)
3. Sr PPS to Secretary (EF&CC)
4. Sr PPS to DGF&SS (EF&CC)
5. PPS to AS(TK)/Sr PPS to JS(SKB)
6. Website, MoEF&CC/Guard File

Prior Approval of Project

Status of application for prior approval

Apply for prior approval

Upload documents

Review of application for prior approval

Approved Projects

S.No	Project Name	Application Number	Applicant Name	View
21	Construction of pucca ghat in 30 meter length at Mahowa Ghat situated in right bank of River Yamuna in Prayagraj.	NMCG20231114164614	Executive Engineer, Flood Works Division, Prayagraj	View
22	DARAGANJ REBUILDING (BIIDGE NO. 111 ON GANGA)	NMCG2024117144643	ITD CEM-BBJ JV	View

1 2 3

ANNEUREE - R/B

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View

GMWRAIL VIKAS NIGAM
LIMITED

NMCG2024311671

Daraganj-Rebuilding (Bridge no 111 on
Ganga)

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01/05/2024

Subject: Minutes of the 2nd Meeting of the Cell held on 13th April 2024. (D.O. No. 111/2024/NMCG).

A copy of the minutes of the 2nd meeting of Cell held through e-meeting on 13th April 2024 from 10.30 AM onwards under the chairmanship of Executive Director (Technical), National Mission for Clean Ganga (NMCG), PD, GPR, Ministry of Jal Shakti is enclosed herewith for information in necessary action.

Anup Kumar Srivastava
Executive Director (Technical)
& Member Secretary of Cell

Each As Above

To

1. Member Secretary, Central Pollution Control Board, Parkesh, Bhawan, East Arjan Nagar, Delhi-110052.
2. Chief Engineer, P&DO Central Water Commission, 6/2, St. Sewa Bhawan, RK Puram, New Delhi-110066.
3. Additional Director, Central Pollution Control Board, Parkesh Bhawan, East Arjan Nagar, Delhi-110052.
4. Deputy Director General (DDG), National Mission for Clean Ganga, Delhi.
5. Consultant (Legal), National Mission for Clean Ganga, Delhi.

Copy to:

6. Meha Adhikari, Kumbha Mela, Prayagraj-211002.
7. Vice Chairman, Prayagraj Development Authority, 7th and 8th Floor Indira Bhawan Civil Lines Prayagraj 211001.
8. Executive Engineer, U.P. Jal Nigam (Rural), Block Office, Tulapur Water Tank, Jhusi, Prayagraj 211019, U.P.
9. Executive Engineer, Taj Barrage Construction Division Agra, Irrigation & Water Resource Department, U.P. Okhla, New Delhi-110025.
10. Chief Project Manager Civil, UPMRC Ltd. Administrative building, Gomti Nagar, Lucknow-226010 U.P.
11. Project Director, Ganga Bridge No.111, Rail Vikas Nigam Ltd, Jhusi, Prayagraj-211019, U.P.
12. Environment Specialist, State Mission for Clean Ganga, "SPMG Group-117 Indira Nagar, Dehradun 248001, Uttarakhand".
13. Technical Advisor, State Mission for Clean Ganga-UP (SPMG-UP), Plot No-18, Sector-7, Gomti Nagar Extension, Lucknow, - 226010.

Copy for information:

14. Director General, National Mission for Clean Ganga, Delhi

एन.एम.सी.जी., (जल रक्षित नम्रालय, जल संसाधन, नदी विकास और गंगा संरक्षण विभाग, भारत सरकार)
प्रथम तल, मेजर ध्यान चन्द नेशनल स्टेडियम, इन्डिया गेट, नई दिल्ली-110002

NMCG, (Ministry of Jal Shakti, Department of Water Resources, River Development & Ganga Rejuvenation, Government of India)
First Floor, Major Dhyan Chand National Stadium, India Gate, New Delhi-110002
Ph.: 011-23072900, 23072901

Minutes of Second Meeting of the cell constituted to consider proposals for grant of approval from the NMCG, held on 30th April 2024.

The Second meeting of the Cell was held on 30.04 2024 at NMCG, New Delhi in hybrid mode to consider proposals namely

(a) Construction of two intake wells on Ganga and Yamuna River in Prayagraj under Jal Jeevan mission, (b) Widening, strengthening, and beautification of Arail Bandha Road (From New Yamuna Bridge to DPS School) via Prayagraj Development Authority, (c) Redevelopment of Shri Leta Hanuman Ji Temple Complex, enhancing disaster preparedness via Prayagraj Development Authority, (d) Construction of rubber dam Project across Yamuna River in the 1.5 Km. downstream of Taj mahal, Agra, (e) Construction of metro structures over Yamuna River in Agra in corrido-2 of Agra metro rail project, (g) Daraganj-Rebuilding (Bridge no.111 on Ganga), and (h) Floating Hut of Tehri lake, Uttarakhand.

The list of the participants is attached at **Annexure-1**.

To begin with ED(T) welcomed the participants and briefly explained the objectives of the formation of the river cell at NMCG. He also briefed on points having bearing on the decision to be taken while considering such requests from project proponent. Provisions embedded in Para 6(3) and Para 42 of the Authorities Act, 2016; Thereafter, he requested project proponents to make presentation on the proposal submitted by them.

1. Proposal-1: Construction of two intake wells on Ganga and Yamuna River in Prayagraj under Jal Jeevan mission

- a) During the session, the EE, UPJal Nigam, Prayagraj, made a presentation on the proposed project as referenced. The presentation elaborated on the intake well situated along the banks of River Yamuna, intended to provide potable water to 276 villages in the Jasra and Shankargarh blocks of the Prayagraj district. The project aims to extract and treat 55 MLD of raw water through a 44 MLD Water Treatment Plant (WTP), with the High Flood Level (HFL) and Low Flood Level (LFL) measured at the point of extraction as 87.99m and 71.77m respectively. The distribution line associated with this initiative spans a total length of 2329.88 Km. Subsequently, he provided insights into another intake well positioned along the banks of the River Ganga, aimed at supplying drinking water to 455 villages in the Meja, Manda, and Koraon blocks of the Prayagraj district. This project entails the extraction and treatment of 112 MLD of raw water through a 90 MLD WTP, with the HFL and LFL measured at 88.03 m and 75.83 m respectively. The distribution line for this project spans a total length of 4516 Km. The both intake wells have received approval from

the Irrigation and Water Resources Department and are scheduled for continuous operation, 24 hours a day. Additionally, reports detailing the water quality at both extraction locations were provided for reference. Following the presentation, queries were invited from the members, leading to detailed discussions on various aspects of the projects.

- o) ED(T) inquired about the funding agency of the projects and their approval status. UPJN clarified that the project had received approval under the Jal Jeevan Mission, Ministry of Jal Shakti. The celi expressed a preference for the proponent to furnish the approval letter.
- c) ED (T) inquired about the anticipated duration for project completion. UPJN responded that the project is scheduled to be completed within 18 months, with a deadline set for January 2025.
- d) DDG inquired about the status of project execution. EE from UPJN clarified that construction activities have commenced for the project, specifically mentioning that pipelines and IBPS are currently under construction for the intake well on the Yamuna, with 900 kilometers of pipeline already laid. Similarly, progress has been made for the intake well located at the Ganga, where work is underway for 3 CWR and 54 STP, with 1081 kilometers of pipeline already installed.
- e) ED (T) sought clarification regarding the current percentage of completion for the construction work on the project. UPJN provided an explanation, stating that the progress stands at 55% for the Yamuna project and 43% for the Ganga project.
- f) The committee inquired about the discrepancy in the extraction quantity presented in MLD and Cusecs, as approved by the IR & WR department. UPJN responded, affirming the accuracy of the figures in Cusecs. They specified that the extraction quantity for the Yamuna project is 93 MLD (equivalent to 46 cusecs), while for the Ganga project, it is 112 MLD (equivalent to 55 cusecs).
- g) CE, P&D, CWC raised inquiries regarding the demographic scope of beneficiaries for the proposed drinking water supply. Additionally, he suggested aligning the capacity of the intake well with the projected population needs. Moreover, he expressed concern over the notable loss encountered from extraction to treatment, estimating it to range between 10 to 15%, which he deemed excessive and recommended reducing it to 2 to 3%. In response, the Technical Advisor, SMCG, emphasized that the Jal Jivan Mission, akin to the CPHO manual, permits a provision for 15%

unaccounted water. UPJN affirmed this assertion, clarifying that the upper threshold of 15% is indeed considered for unaccounted losses.

- h) CE, P&D, CWC has raised inquiries regarding the number of intake wells constructed in Uttar Pradesh under the Jal Jeevan Mission Rural. Additionally, there is a need to comprehend the cumulative impact of these intake wells and the extraction from the Ganga and Yamuna rivers. The CE, P&D, CWC emphasized the eventual generation of grey and black water due to water extraction, and queried whether the current plan addresses the management of wastewater produced. Furthermore, it was suggested that these extraction plans be integrated with the Swachh Bharat Mission Rural to enhance water management efficiency and effectiveness.
- i) MS, CPCB inquired about the process involved in the Water Treatment Plant (WTP). FE, UPJN elaborated that the raw water from the intake well undergoes aeration, following which sediments are separated in the separator. Subsequently, it passes through filters, a Clear Water Reservoir (CWR), and Oil and Grease Trap (OGT), before being ultimately distributed.
- j) MS, CPCB inquired about the quantity of sludge expected to be generated and the corresponding management and disposal plan for both sludge and wastewater. FE, UPJN explained that a minimal amount of sludge and waste is produced in the Water Treatment Plant (WTP), and they have devised a plan to dispose of it in the nearest drains. Additionally, they are contemplating the construction of a sludge tank for future disposal.

Subject to adherence of the above observations, and also those mentioned by irrigation and Water resources department, UP, the cell recommends the proposal for approval of the competent authority.

Proposal-2: Proposal for widening, strengthening, and beautification of Arail Bandha Road (From New Yamuna Bridge to DPS School).

- a) Mela Adhikari, Kumbh Mela presented a detailed overview of the plans for the widening, strengthening, and beautification of the Arail Bandha Road, extending from the New Yamuna Bridge to DPS School.
- b) The project entails widening the Arail Bandha Road to a width of 24 meters, covering a total length of 4900 meters, with a segment of 1500 meters spanning from the Shomeswar Mahadev Temple to DPS School along the riverbank. The proposed carriageway width is 16.2 meters, including a 1.2-meter-wide median in

the center. Additionally, 1.9-meter-wide surface parking bays are planned on both sides of the road, followed by 2-meter-wide footpaths along the road edges. Below these footpaths, a 0.9-meter-wide and 1.2-meter-deep underground drainage system is to be installed.

- c) The road strengthening measures will involve the use of stone pitching. The total estimated cost of the project, which also encompasses the widening of 3.4 kilometers of the land-side portion of the Arail Bandha Road, is projected to be 51.22 crore rupees.
- d) The proposed road is intended to serve as the designated emergency response route and for the transportation of VVIP and VIP dignitaries. It constitutes the sole road linkage to Arail, encompassing several sectors and the tent city as outlined in the proposed plan for the Kumbh event. Moreover, it will facilitate access to various tourist attractions of religious significance, including Chakra Madav, Shri Aadi Veni Madav, Someshwar Mahadev, and Shool Tankeshwar Mandir.
- e) ED (T) inquired about the whereabouts of the road and its distance from the edge of the river. In response, Mela Adhikari stated that the proposed road is situated between 500 and 800 meters from the river's edge.
- f) CE, P&DO sought clarification regarding whether the embankment (Bandha) had ever been breached or overtopped by flooding. Mela Adhikari responded that such occurrences are exceedingly uncommon, with overtopping being a rare event.
- g) To avoid ambiguity, ED (T) asked the proponents to get details about HFL and elevation of the Embankment. He further sought clarification whether the proponent took no objection from the irrigation department. Mela Adhikari clarified that the proposal was made in consultation with the irrigation department and the irrigation department continuously maintain the bandha. If NMCG suggests they will take a formal approval.
- h) CE, P&D, CWC conveyed to the concerned authorities that, upon the request of the Irrigation Department, the Central Water Commission (CWC) is currently engaged in the delineation of the Yamuna Flood Plain Zoning from Okhla Barrage to Prayagraj. They have committed to delivering the initial draft within the next four months. Upon receipt, the state authorities may proceed to notify it. Mela Adhikari, who can then utilize the zoning information for the purpose of planning the construction of the proposed road.

- i) ED(T) made an inquiry regarding the materials intended for the construction of the road. In response, the Mela Adhikari elucidated that the road will be surfaced with blacktop.

Subject to adherence of the above observations including approval/recommendations from DGC and SGC, the cell recommends the proposal for approval of the competent authority.

Proposal-3: Proposal of Redevelopment of Shri Leta Hanuman Ji Temple Complex, enhancing disaster preparedness via Prayagraj Development Authority.

- a) Mela Adhikari presented a proposal for the Redevelopment of the Shri Leta Hanuman Ji Temple Complex for Kumbh Mela 2025 in Prayagraj, aimed at enhancing disaster preparedness through the Prayagraj Development Authority (PDA). Emphasizing the historical and religious significance of the site, he noted the substantial pilgrimage influx following the Sangam, posing a significant challenge in crowd management. Situated within a defense area leased to the PDA (Kumbh), the temple redevelopment has received authorization. Consequently, the PDA devised plans to establish multiple entry and exit gates, parking facilities, and amenities for pilgrims, all without encroaching upon the existing temple area.
- b) The DDG, NMCG inquired about the management during previous Kumbh festivals with the existing structure. Mela Adhikari explained that during previous Kumbh festivals, the temple had to be closed due to situations resembling stampedes. Thus, a request for redevelopment is proposed for better crowd management and safety of pilgrims.
- c) The CE, (P&D), CWC inquired about the temple's location, specifically whether it falls within the floodplain or is affected by floods. Mela Adhikari explained that the temple is located 500m away from the Ganga River and 1.5km from the Sangam, and experiences some water impounding during floods. He further clarified that due to its age and religious significance, the temple's location cannot be changed, and the proposed work is solely for redevelopment.
- d) The ED (T) inquired whether a No-objection has been obtained from the irrigation department. Mela Adhikari explained that the irrigation department was involved in the planning process and, if necessary, they would obtain a no-objection from them.

- e) The DDG of NMCG sought clarification on whether any new construction or construction in unoccupied areas is proposed. Mela Adhikari explained that only the boundary is being shifted, and only within the space already demarcated for the temple. The ED (T) suggested using a temporary boundary instead of permanent construction. Mela Adhikari explained that a permanent boundary wall is required for load-bearing capacity, safety, and prevention from waterlogging.
- f) The ED (T) raised concerns regarding the mention of Notification Order 2016 in two proposals, stating that recommendations from DGC and SGC through NMCG are required for approval. However, a letter from the Chief Secretary of UP has been received, urging consideration of the proposal for further action. Mela Adhikari assured that the necessary details would be submitted promptly following the conducted meeting.
- g) The CE, (P&D), CWC informed the concerned authorities that, at the request of the Irrigation Department, the Central Water Commission (CWC) is currently engaged in delineating the Yamuna Flood Plain Zoning from Okhla Barrage to Prayagraj. They have committed to delivering the initial draft within the next four months. Upon receipt, the state authorities may proceed to notify the Mela Adhikari, who can then utilize the zoning information for planning the construction of the proposed road.

Subject to adherence of the above observations including approval/recommendations from DGC and SGC, the cell recommends the proposal for approval of the competent authority.

Proposal-4: Construction of a Rubber Dam at 1.5 km downstream of the Taj Mahal on the River Yamuna in Agra city.

- a) During the meeting, the EE, Taj Barrage, presented details regarding the proposal by the Uttar Pradesh Irrigation and Water Resource Department for the construction of a Rubber Dam at a location 1.5 km downstream of the Taj Mahal on the River Yamuna in Agra city. This project, officially announced by the Honorable Chief Minister of Uttar Pradesh in 2017, involves a significant investment of Rs. 413.34 crore and aims to rejuvenate the river and conserve water resources. The proposed rubber dam, with a crest level of 144.50 m and a height of 3.50 m, is strategically positioned approximately 308.00 km downstream of the Okhla Barrage. Notably, the annual average discharge of the river at the construction site is 3000 m³/s, with the reservoir capable of storing 3.64 Mm³ of water when the river's discharge decreases to around 50 m³/s, with a filling time of approximately 21 hours. The project has

successfully secured 5 out of 6 necessary NOCs/Clearances from various authorities, including ASI, CWC, IWAI, TIZ, and SEIAA, with the final NOC pending from NMCG.

- b) FD (T) highlighted that the FM (wing) of the Ministry of Jal Shakti, in its letter dated 08/11/2019, granted clearance for the storage of 3.16 MCM. However, the proposed rubber dam has a storage capacity of 3.64 MCM. Therefore, the proposed construction must either submit a revised design with new approval or obtain revised clearance from CWC. CE, Yamuna, clarified that they have not obtained any revised clearance from CWC.
- c) ED (T) further emphasized that the design of the rubber dam has not undergone examination by CWC, and no aspect of the rubber dam design has received approval from CWC. The EE, Taj Barrage clarified that the approval was granted based on the Detailed Project Report (DPR)
- d) CE, P&D, CWC, raised concerns about the project's functionality and its benefits, questioning why the project should not be deferred until all the drains in Agra, Mathura, and Vrindavan are tapped. The CE, P&D mentioned the potential consequences of untreated water accumulation. The Legal Consultancy of NMCG informed that the National Green Tribunal (NGT) has imposed a penalty of Rs. 55 crore on the UP Nagar Nigam, Agra, as per the NGT order dated 24 April 2024, for the management of polluted and sludge flow in the Yamuna.
- e) Prof. Arun Kumar stated that the objective of the rubber dam is to improve the landscape behind the Taj Mahal during the 8 months of the non-monsoon period, as the rubber dam can be inflated or deflated within 20 minutes.
- f) CE, Yamuna, stated that once the drain tapping is completed, the water quality will improve. Furthermore, the installation of aerators to increase dissolved oxygen (DO) and the removal of sludge sediment by deflating the rubber dam (as it is not a permanent structure) have been proposed. He highlighted that only 19 drains are upstream of the dam, and all others are downstream.
- g) CE, P&D initiated the establishment of technical guidelines for floodplain zonation, stipulating the avoidance of permanent structures in the Yamuna floodplain zone. This underscores the need for a robust justification for the construction of the rubber dam. It is essential to provide a clear rationale that addresses these concerns and aligns with regulatory guidelines to ensure the project's viability and environmental compliance.

h) DDG, NMCG, concluded the discussion by stating that multiple issues require comprehensive resolution. The revised proposal submission should ensure that all issues are thoroughly considered and incorporated into the updated plan for the project's successful implementation. This approach aims to enhance the project's effectiveness and address any outstanding challenges systematically and thoroughly.

Recommendations:

- The proponent is required to seek revised approval for the increased storage volume;
- The proponent need to submit a fresh application with clearly mentioning the utility of the project, revised approval for storage volume, Status of drain Tapping, etc.

Proposal-5: Construction of metro structures over Yamuna River in Agra in corrido-2 of Agra metro rail project.

- a) During the session, the CE, UPMRC delivered a presentation on the proposed project. The elaborated the construction of metro structures over the Yamuna River in Agra as part of Corridor-2 of the Agra Metro Rail Project.
- b) ED (T) inquired about clearance from the irrigation department and the source of discharge data. CE, UPMRC confirmed that the process began with approval from the irrigation department in Agra and subsequently moved through Okhla, Meerut, and finally to Lucknow, where clearance was forwarded to NMCG. Approval was obtained from the irrigation departments of Agra, Okhla, and Meerut. Discharge data was sourced from CWC.
- c) ED (T) sought information on the construction stage of the project. The CE, UPMRC stated that the project tender has been completed, and technical assistance is currently underway.
- d) CE, P&D, CWC raised concerns regarding the discrepancy in Highest Flood Level (HFL) and sought clarification on the size of the piers and viaduct and questioned whether the design discharge of 9300 cumecs accounts for a 50-year, 100-year, or observed scenario. Furthermore, also requested details on the management plan for debris and yards during construction, particularly concerning the casting of pillars and its impact on the flood plain. CE, UPMRC addressed the concerns by stating that the span arrangement of the proposed viaduct aligns parallel to the existing bridge, ensuring minimal interruption to river flow. They assured that the debris management plan is

included in the project tender. Additionally, Debassis. Consultant elaborated on the compensation measures between the existing and proposed bridge. Regarding the design discharge, it was clarified to represent the highest in a 50-year scenario.

- e) CE, P&D, CWC emphasized that the Waste Management plan should be part of UPMRC's construction plan.
- f) DDG, NMCG inquired about the cumulative effect of the bridge construction on river hydrology. CE, P&DO asked if any study had been conducted as mentioned by DDG, NMCG.
- g) PD, UPMRC requested conditional clearance for construction, citing ongoing tender processing, and commitment to conducting required studies and submitting findings.
- h) CE, P&DO recommended commencing construction at a location distant from the Yamuna river until all necessary studies and clearances have been obtained.

In the end, it was decided the after receiving necessary inputs from UPMRC, Cell will consider this proposal in the next Cell meeting.

Proposal-6: Daraganj-Rebuilding (Bridge No.111 on Ganga).

- a) During the session, the General Manager of RVNL (Rail Vikas Nigam Limited) was present to introduce the proposal for the Daraganj-Rebuilding project, particularly emphasizing Bridge No. 111 over the Ganga river. The objective of this initiative is to enhance ground management during events like the Kumbh Mela. He explained that the proposed bridge has already been constructed, with only the rail linking work and some miscellaneous tasks remaining to be completed.
- b) DDG clarified and highlighted that a cell has been established for prior permission under section 42. Since the construction is already complete, the submitted proposal serves as post-facto ratification. Since the work has already been completed, it does not fall under the purview of prior permission. However, it can be assessed under other clauses of the NMCG (National Mission for Clean Ganga) authority order, 2016. He suggested that the proposal could be considered under Section 6(3), which allows NMCG to review any structure already constructed and without seeking prior approval.

Recommendations- Since the construction of the bridge is completed, it does not fall under the prior-approval clause mentioned in Section 42 of the authority order. The

project can be examined under Section 6(3), which allows the NMCG to review projects constructed before 2015.

Proposal-7: NGT case Floating Hotel at Tehri Lake.

- a) In OA No. 131/2024, Hon'ble National Green Tribunal (NGT) case regarding the floating hut project at Tehri Lake, the NGT has directed the NMCG to determine if such activities align with the River Ganga (Rejuvenation, Protection and Management) Authorities (Amendment) Order 2024. NMCG was given a timeirame of two months to submit a report to the NGT about its discussion.

- b) Cell members desired further deliberation in the matter, and it was decided that a separate cell meeting would be held within the next 2-3 days to discuss the case in more detail.

Annexure-I

Members of the Cell

1. Shri Nalin Kumar Srivastava, Deputy Director General (DDG), NMCG
2. Shri D P Mathuria, Chief Engineer PDO, CWC
3. Shri Bharat K Sharma, Member Secretary, CPCB
4. Ms. Reena satvan, Additional Director, CPCB
5. Shri AK Gupta, Technical Advisor, SMCG, UP
6. Shri Anup Kumar Srivastava, (ED(T)), NMCG
7. Shri Ishwar Singh, Consultant, Legal

Participants from Kumbh mela, Prayagraj

8. Vijay Kiran Anand, Mela Adhikari
9. Arvind Kumar Chauhan, Vice-chairman PDA
10. Himanshu Sagar, Senior Consultant, EY

Participants from UP Jal Nigam (Rural), Prayagraj

11. Shri. Pravin Kauri, FE, UP Jal Nigam (Rural), Prayagraj

Participants from UPMRC Agra

12. Shri Susahan Butt, CE, Agra Metro Rail Project
13. Sh. Arvind Rai (PD, Agra)
14. Sh. Kunwar Sushil Bhatt (CPM-2, Agra)
15. Sh. Rahul Rai (PM-2B, Agra)
16. Sh. Rajender Singh (PM-2A, Agra)
17. Sh. Harshit Agarwal (AM/Civil)

Participants from Taj Barrage, Prayagraj

18. Shri. Saurav Tirpathi, CE, Taj Barrage, Agra

Participants from RVNL, Prayagraj

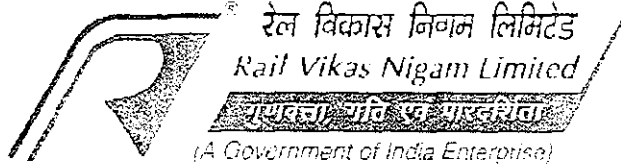
19. Shri VK Agarwal, GM, RVNL, Prayagraj

Participants from SMCG Uttarakhand

20. Shri. Akshay, Environmental Specialist, SMCG-Uttarakhand

Others

21. Ms. Anjali, Sc.C, NMCG
22. Shri. Manikandan P, PO, NMCG
23. Shri. Debasish Smrutiranjana, Vice-President, GeoSpatial
24. Prof. Arun Kumar, IIT Roorkee
25. Mr. Rajendra Chalisgoankar, Former Engineer-in-chief Uttarakhand



(A Government of India Enterprise)

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M.No.:7458914011

No: - RVNL/BSB/GB/111/Corr./37/ 325

Date: - 02-09-2024

Executive Director (Tech.)
National mission for clean Ganga

Sub: - Regarding post facto approval of Br no 111 as per section 6(3) of Authority order.
Ref: - (i) Minutes of the 2nd meeting of the cell held on 30th April 2024 from 10.30 AM onwards at NMCG dated 31/05/2024
(ii) Office memorandum of Ministry of environment & climate change dated 06.10.2024
(iii) Railway board letter no. 2023/Proj. /MUTP-III/VR-DRD/1/4 New Delhi, Dated: - 13.10.2023

The proposal for post-facto approval of the construction of Bridge No. 111, located between Daraganj and Jhusi, was submitted through the NMCG online portal under application number NMCG20241711446743 on 01.03.2024. As per Proposal 6 of the minutes of the meeting referenced in (i), the proposal was initially processed under Section 42. However, the NMCG recommendation states that "Since the construction of the bridge is already completed, it does not fall under the prior approval clause mentioned in Section 42 of the Authority Order. The project can be reviewed under Section 6(3), which permits the NMCG to evaluate projects constructed before 2016."

Section 6(3) states: "In case any such construction has been completed before the commencement of this Order, in the riverbank of the River Ganga or its tributaries or active flood plain areas of the River Ganga or its tributaries, the National Mission for Clean Ganga shall review such constructions to examine whether they are causing an interruption in the continuous flow of water or pollution in the River Ganga or its tributaries, and if so, it shall mandate their removal."

1. As per the railway letter referenced in (iii), railway projects are exempt from requiring Environmental Clearance (EC) and Coastal Regulation Zone (CRZ) approval, as stipulated under Chapter IV, Section 11 of the Railway Act, 1989. The office memorandum of Ministry of environment & climate change under ref(ii) also may be referred. The section Section 11 of the Railway Act, 1989 states that: -
"Power of railway administrations to execute all necessary works.-Notwithstanding anything contained in any other law for the time being in force, but subject to the provisions of this Act and the provisions of any law for the acquisition of land for a public purpose or for companies, and subject also, in the case of a non-Government railway, to the provisions of any contract between the non-Government railway and the Central Government, a railway administration may, for the purposes of constructing or maintaining a railway -
(a) make or construct in or upon, across, under or over any lands, or any streets, hills, valleys, roads, railway, tramways, or any rivers, canals, brooks, streams or other waters, or any drains, water-pipes, gas-pipes, oil-pipes, sewers, electric supply lines, or telegraph lines, such temporary or permanent inclined-planes, bridges, tunnels, culverts, embankments, aqueducts, bridges, roads, lines of rail, ways, passages, conduits, drains, piers, cuttings and fences, in-take wells, tube wells, dams, river training and protection works as it thinks proper".
2. The aforementioned work was initially sanctioned by the Railway Board as part of the rebuilding of IZZAT Bridge No. 111 in 2003-04 Pink Book of Indian Railway. The work was subsequently re-sanctioned in the year 2015-2016 under Pink Book item no 49 due to the bridge's inability to support higher axle loads.
3. The Indian Railway Bridge Manual generally divides a bridge into two parts: the substructure and the superstructure. The substructure refers to the portion that bears the load of the entire superstructure, along with the traffic, and safely transmits it to the ground. This includes components such as the foundation, pier,

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and pier shaft. The superstructure represents the part of the bridge that directly carries the traffic load, such as steel girders in this case.

4. The substructural work was completed before March 2023 except some minor work & The batching plant used for casting the foundation and piers of the important bridge was located near Jhusi station (*Altitude: - 592329.16 m E & 2813114.66 m N*) far away from the riverbank, ensuring no disposal of waste into the river. Initially, the pollution control board granted approval for the installation of the batching plant from 20.04.2021 to 31.03.2023, which was later extended from 23.06.2023 to 31.03.2024. Since the project was completed within the approved tenure of the batching plant, no environmental violations occurred.
5. For the superstructural work, which consist of fabrication of girder, launching of girder, installation of bearing & other miscellaneous work. To execute the same a fabrication yard was established near Jhusi station, material was supplied from jhusi end for launching of girders. Most of launching was conducted by launching crane which was assembled on the 1st span which did not contribute to any environmental pollution in the River Ganga.

At present, the construction of Bridge No. 111 has been completed, except for some minor track linking and miscellaneous work. The project is required to be completed before December 2024 due to the prestigious Kumbh Mela. It is important to mention that the double line work between Jhusi and Varanasi has already been completed. After the completion of the work on this bridge, the doubling of the line between Jhusi and Prayagraj will need to be completed. This will be highly beneficial for ground management during events like Kumbh Mela, scheduled to take place from January 2025 to March 2025. **This project was inaugurated by the Honorable Prime Minister, and close monitoring is also being conducted by the PMO office.**

In light of the above, approval of the proposal under Section 6(3) of the 2016 Order is kindly requested.


V.K. Agrawal 21/3/2024
Chief project Manager-I
RVNL

Copy to:

1. DM/Prayagraj for kind information and NA.
2. DRM/BSB for kind information and NA.
3. ED/NE/RVNL/BSB for kind information

राष्ट्रीय स्वच्छ गंगा मिशन
जल शक्ति मंत्रालय
पहली मंजिल, मेजर ध्यान चंद नेशनल स्टेडियम
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No. RVNL/BSB/GB/111/Corr./37/558

Date: 17-06-2023

कार्यकारी निदेशक (तकनीकी)

राष्ट्रीय स्वच्छ गंगा मिशन

जल शक्ति मंत्रालय

(जल संसाधन, नदी विकास और गंगा संरक्षण विभाग) भारत सरकार

पहली मंजिल, मेजर ध्यान चंद नेशनल स्टेडियम

इंडिया गेट, नई दिल्ली - 110002

विषय: उत्तर प्रदेश के प्रयागराज जिले में गंगा नदी पर दारागंज और झूसी के बीच निर्माणाधीन रेलवे पुल के निर्माण कार्य के दौरान गंगा नदी में फैल रहे प्रदूषण को रोकने के सम्बन्ध में।

सन्दर्भ: राष्ट्रीय स्वच्छ गंगा मिशन के पत्र संख्या TF-12015/3/2023-0/OED(TECH)NMCG/911 दिनांक 01.05.2023

उपरोक्त विषयांतर्गत संदर्भित पत्र के माध्यम से कुछ बिंदुओं का स्पष्टीकरण मांगा गया है। उन बिंदुओं का स्पष्टीकरण निम्नलिखित है।

1. उपरोक्त सन्दर्भ में कार्यदायी संस्था आई. टी. डी. लीमिटेडेशन इंडिया लिमिटेड द्वारा पत्र संख्या Ganga Bridge/RVNL/01C/509 दिनांक 11-05-2023 के माध्यम से स्पष्टीकरण भेजा जा चुका है।
2. रिब्लिटिंग गंगा ब्रिज ११६ (झूसी - दारागंज) वाराणसी - प्रयागराज सेक्शन पूर्वोत्तर रेलवे के पिक बुक item no. 121 years 2002-2003 द्वारा स्वीकृत किया गया है।
3. जल संसाधन नदी विकास एवं गंगा संरक्षण मंत्रालय भारत सरकार की अधिसूचना के अंतर्गत नेशनल मिशन फॉर क्लीन गंगा स्वच्छ राष्ट्रीय गंगा मिशन का एवं प्राधिकरण के गठन की अधिसूचना 07-10-2016 जारी की गई थी।
4. रेल पुल का निर्माण आई. टी. डी. लीमिटेडेशन - बी. बी. जी. (JV) को आवंटित हुआ था।
5. यह कि उपरोक्त पुल निर्माण के दौरान कम्पनी द्वारा बाहर से किसी भी प्रकार की बालू या मिट्टी निर्माणाधीन क्षेत्र में नहीं लाई जाती है। पुल निर्माण के दौरान जो भी बालू गंगा नदी से निकलती है उसे हमारे द्वारा 200 Mm के अंदर ही रखा जाता है और इसका उपयोग क्रेन और अन्य वाहन जो कि निर्माण कार्य हेतु लगे हुए हैं, उनके चलने के रास्ते को बनाने में प्रयोग किया जाता है एवं मेला के दौरान मेला अधिकारी के सुझाव के अनुसार मेला घाट तैयार करने के लिए भी कम्पनी द्वारा निकली हुई का प्रयोग किया जाता है। गंगा नदी के क्षेत्र में किसी भी प्रकार का प्रदूषण न फैलने पाये इसके संदर्भ में हमारे द्वारा पूरी सतर्कता बरती जाती है।
6. यह कि उपरोक्त पुल निर्माण के दौरान कंक्रीट ब्लास्टिंग का कार्य कम्पनी द्वारा भी पूरी सतर्कता से किया गया है। इस सम्बन्ध में अपर जिला मजिस्ट्रेट (नगर) प्रयागराज से अनुमोदन प्राप्त किया गया है जिसकी छाया प्रति

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संलग्न है संख्या 516/ एओएओ-1/2021 दिनांक 3.12.2021 (Annexure-3) तथा उपरोक्त पत्र की छाया प्रति महाप्रबन्धक गंगा प्रदूषण नियंत्रण बोर्ड प्रयागराज को भी भेजी जा चुकी है।

7. यह कि उपरोक्त पुल निर्माण के दौरान कार्य स्थल पर अस्थाई स्टोर बनाये जाने के लिए कम्पनी द्वारा अनापत्ति पत्र (NOC) उपजिलाधिकारी प्रयागराज मेला प्राधिकरण प्रयागराज से भी प्राप्त है जिसकी छायाप्रति संलग्न है संख्या 21/ पन्द्रह-मां०मे० (2022-23) दिनांक 7 अप्रैल 2022 (Annexure-4)
8. यह कि उपरोक्त रेलवे पुल संख्या 111 गंगा नदी पर जिसका निर्माण चल रहा है उसे प्रधानमंत्री कार्यालय (PMO) की देखरेख में किया जा रहा है तथा पुल का निर्माण कार्य लगभग 90 प्रतिशत पूरा हो चुका है।
9. पर्यावरण अभियंता नगर निगम प्रयागराज द्वारा दिनांक 13-6-2023 को गंगा सेतु के निर्माण स्थल का निरीक्षण किया गया। गंगा सेतु के अंतर्गत वेल फाउंडेशन का तकनीकी प्रयोग किया गया है त्रिज अप्रोच वायाडकट पाइल फाउंडेशन किया गया है, द्वारा प्राप्त हुए सी एण्ड टी बेस्ट का निरीक्षण पहुंच रोड बनाने तथा लो लाइन एरिया के समतल करने में प्रयोग किया जा रहा है। 13-6-2023 की निरीक्षण की आख्या कृपया अवलोकनार्थ संलग्न है।
10. इस पुल के निर्माण कार्य हेतु मेला प्रशासन द्वारा कम्पनी को अनापत्ति पत्र (NOC) प्राप्त है जिसकी छायाप्रति संलग्न है संख्या 2712 / पन्द्रह-कु०मे० (2018-19) दिनांक 25 अक्टूबर 2018 (Annexure-5).
11. साथ ही साथ माघ मेला के दौरान घाटों के निर्माण माघ मेला क्षेत्र में गड़ने वाले राइजों की मरम्मत तथा माघ मेला अधिकारी के निर्देशानुसार कराया गया है। मेला अधिकारी जो निर्देशित करते हैं उनकी भी संपदा कराया जाता है।
12. इस कार्य की स्वीकृति रेलवे बुक बोर्ड के पिंक बुक item no. 121 years 2003-04 से हुई थी तथा जल संसाधन नदी विकास एवं गंगा संरक्षण मंत्रालय का गठन 7-10-2016 को हुआ है तथा गंगा सेतु का निर्माण में अधिसूचना के प्रावधानों के अनुरूप सभी कार्य संपन्न किया जा रहे हैं। उपरोक्त स्पष्टीकरण कृपया आपको सादर सूचनार्थ हेतु प्रेषित। यदि राष्ट्रीय स्वच्छ गंगा मिशन पोस्ट फैक्ट अप्रूवल हेतु आवश्यक समझती है, इसकी कार्यवाही की जा सकती है।

संलग्न: उपरोक्तानुसार

(विजय कुमार अग्रवाल)

महाप्रबन्धक / रे.वि.नि.लि. / झूसी / प्रयागराज

प्रतिलिपि: सादर सूचनार्थ हेतु प्रेषित

1. मंडल रेल प्रबंधक पूर्वोत्तर रेलवे वाराणसी, को सादर सूचनार्थ प्रेषित।
2. मंडल रेल प्रबंधक उत्तर मध्य रेलवे प्रयागराज, को सादर सूचनार्थ प्रेषित।

Regd office: Plot No. 25, (1st Floor), August Kranti Bhawan Bhikaji Cama Place, New Delhi - 110068
 Tel: +91 11 26738295/ 26738395/ 26738495, Fax: +91 11 26182957, Website: www.rvni.org
 Office of the Chief Project Manager - I: Old Kaveri School Complex, (Near Health Center) Western Township DLW,
 Varanasi, PIN-221004 (UP), India Email: comrvnlsb@gmail.com

23/10

अपर जिलाधिकारी
प्रयागराज।

सेवा में

मेलाधिकारी,
कुम्भ मेला, प्रयागराज।संख्या-
महोदय,

/एस0टी0/नगर-2018

दिनांक अक्टूबर, 23- 2018

कृपया श्री आयुष चौधरी, उपजिलाधिकारी सदर, प्रयागराज के पत्र संख्या 1913/एस0टी0-सदर/2018 दिनांक 23-10-2018 के साथ संलग्न श्री संतोष शुक्ला, आई0आर0एस0ई0, सी0पी0एम0-2/बी0एस0बी0/आर0बी0एन0एल0, रेल विकास निगम, लिमिटेड, इलाहाबाद के पत्र संख्या आर0बी0एन0एल0/सी0पी0एम0-2/बी0एस0बी0डिफेन्स दिनांक 09-10-2018 का सन्दर्भ ग्रहण करने का कष्ट करें, जिसके अन्तर्गत अवगत कराया गया है कि कुम्भ मेला क्षेत्रान्तर्गत स्थित भूमि रक्षा सम्पदा विभाग की भूमि है। रक्षा सम्पदा विभाग एवं रेलवे के मध्य भूमि विनियम की कार्यवाही प्रचलित है। मेला क्षेत्र स्थित भूमि का विनियम रक्षा सम्पदा विभाग एवं रेलवे के मध्य किये जाने में राजस्व विभाग को कोई आपत्ति नहीं है, उक्त भूमि पर रेलवे द्वारा पिलर का निर्माण कार्य प्रस्तावित है। गंगा नदी निकट संगम एरिया में रक्षा भूमि पर निर्माण कार्य करने से पूर्व मेला प्राधिकरण, प्रयागराज से अनापत्ति प्रमाण पत्र प्राप्त किया जाना होगा क्योंकि उक्त भूमि मेला क्षेत्र के अन्तर्गत आती है।

अतः आपसे अनुरोध है कि उपरोक्त प्रकरण के सम्बन्ध में अपने स्तर से अनापत्ति निर्गत करने हेतु नियमानुसार आवश्यक कार्यवाही करने का कष्ट करें।

संलग्नक:-उपरोक्तानुसार।

(अशोक कुमार कनौजिया)
अपर जिला मजिस्ट्रेट (नगर),
प्रयागराज।

संख्या:-23 (५)/तददिनांकित।

प्रतिलिपि:-

- 1-जिलाधिकारी महोदय को सादर सूचनार्थ।
- 2-वरिष्ठ पुलिस अधीक्षक (कुम्भ-मेला), प्रयागराज को सूचनार्थ एवं आवश्यक कार्यवाही हेतु।
- 3-ब्रिगेडियर, एस0ओ0(लैंड) जी0ओ0सी0, हे0क्वाटर पूर्वा यू0पी0 एण्ड एम0पी0 सब एरिया न्यू कैंप, प्रयागराज को सूचनार्थ एवं आवश्यक कार्यवाही हेतु।
- 4-मुख्य परियोजना प्रबंधक, रेल विकास निगम लि0, वाराणसी, प्रयागराज को सूचनार्थ हेतु।
- 5-उपजिलाधिकारी सदर, प्रयागराज को सूचनार्थ एवं आवश्यक कार्यवाही हेतु।

(अशोक कुमार कनौजिया)
अपर जिला मजिस्ट्रेट (नगर),
प्रयागराज।

कार्यालय उप जिलाधिकारी सदर, प्रयागराज
संख्या 1913 / एस0टी0-सदर/2018

दिनांक अक्टूबर 23, 2018

अपर जिला मजिस्ट्रेट (नगर)
प्रयागराज।

कृपया अपने कार्यालय के पत्र संख्या 1327 / एस0टी0-नगर दिनांक 15-10-2018 का सम्बन्ध ग्रहण करने का कष्ट करें, जिसके अन्तर्गत श्री संतोष शुक्ला, आई0आर0एस0ई0, सी0पी0एम0-2 / बी0एस0बी0 / आर0बी0एन0एल0, रेल विकास निगम, लिमिटेड इलाहाबाद के पत्र संख्या आर0वी0एन0एल0 / सी0पी0एम0-2 / बी0एस0बी0डिफेन्स दिनांक 9-10-2018 की प्रति संलग्न करते हुए पत्र में उल्लिखित बिन्दुओं के सम्बन्ध में नियमानुसार आवश्यक कार्यवाही किये जाने की अपेक्षा की गयी है।

इस सम्बन्ध में अवगत कराना है कि कुम्भ मेला क्षेत्रान्तर्गत स्थित भूमि रक्षा सम्पदा विभाग की भूमि है। रक्षा सम्पदा विभाग एवं रेलवे के मध्य भूमि विनियम की कार्यवाही प्रचलित है। मेला क्षेत्र स्थित भूमि का विनियम रक्षा सम्पदा विभाग एवं रेलवे के मध्य किये जाने में इस कार्यालय को कोई आपत्ति नहीं है, उक्त भूमि पर रेलवे द्वारा पिलर का निर्माण कार्य प्रस्तावित है। ऐसा अवगत कराया गया है कि रक्षा विभाग द्वारा निर्माण के लिए अनापत्ति दी गई है। अतः निर्माण कार्य में राजस्व विभाग को कोई आपत्ति नहीं है, परन्तु (Shankar Prasad) Brig SO (Land) for GOC ने अपने पत्र संख्या 26039 / Br No 111/Ganges/Q3 दिनांक 17 सितम्बर, 2018 के प्रस्तर-4 में उल्लेख किया है कि रक्षा सम्पदा विभाग की उक्त भूमि मेला कार्य हेतु रिक्त रखने का प्राविधान शासनादेश में किया गया है। अतएव गंगा नदी निकट संगम एरिया में रक्षा भूमि पर निर्माण कार्य करने से पूर्व मेला प्राधिकरण, प्रयागराज से अनापत्ति प्रमाण पत्र प्राप्त किया जाना आवश्यक होगा।

(आयुष चौधरी)

उप जिलाधिकारी, सदर
प्रयागराज।

संख्या / एस0टी0-सदर/2018

दिनांक अक्टूबर ,2018

प्रतिलिपि- कुम्भ मेलाधिकारी, प्रयागराज को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।

(आयुष चौधरी)

उप जिलाधिकारी, सदर
प्रयागराज।

(iii)



कार्यालय मेलाधिकारी, कुम्भ मेला
प्रयागराज।



Email Id: kumbhald2019@gmail.com, Fax: 0532-2506775 & Office: 0532-2504011

संख्या 2712 /पन्ध- कुम्भ (2018-19) दिनांक 25 अक्टूबर, 2018
सेवा में,

श्री संतोष शुक्ला,
आई0आर0एल0ई0
सीपीएम-2/बीएसबी/आरपीएनएल।

कृपया पत्र संख्या-RVNL/CPM-II/BSB/Defence के पत्र दिनांक 24.10.2018 का सन्दर्भ ग्रहण करने का कष्ट करें, जिसके ब्रिज संख्या-111 दारामंज गंगा नदी पर रेलवे ब्रिज बनाने के सम्बन्ध में अनापत्ति दिये जाने हेतु प्रस्तुत किया गया है।

उक्त अनापत्ति के सम्बन्धी पत्र से ही स्पष्ट है कि भूमि रक्षा विभाग की है और राजस्व विभाग को कोई आपत्ति नहीं है पत्र में उल्लिखित भूमि ड0प्र0 प्रयागराज मेला प्राधिकरण के मुख्य क्षेत्र के अर्थात् आती है और अभी कुम्भ मेला 2019 का कार्य चल रहा है उक्त रेलवे के ब्रिज के निर्माण कार्य में जनहित में आवश्यक है अतएव अनापत्ति निम्न शर्तों के अधीन प्रदान की जाती है:-

1- उक्त संदर्भित ब्रिज के निर्माण का कार्य एवं सहवर्ती निर्माण सामग्री का भण्डारण आदि का कुम्भ मेला 2019 अवधि 31मार्च 2019के बाद प्रारम्भ किया जायेगा।

2- यह कि ब्रिज निर्माण की अवधि में प्राधिकरण की ओर से सम्पादित होने वाले मजदूरी मेला अवधि में जनोपयोगी निर्माण एवं आवागमन मार्ग को किसी भी प्रकार की क्षति नहीं पहुँचायी जायेगी और श्रद्धालुओं की सुरक्षा व्यवस्था के समुचित प्रत्येक रेलवे/ ब्रिज निर्माता कम्पनी के द्वारा सुनिश्चित किया जायेगा।

3- प्रयागराज मेला प्राधिकरण क्षेत्र में कराये जाने वाले किसी भी कार्य में विस्थापन/ अधिग्रहण एवं निष्कासन आदि का कार्य विधि एवं विधिक प्रक्रिया के अनुरूप ही किया जायेगा।

उपरोक्त शर्तों के आपीन ब्रिज संख्या-111(I Jet Bridge) दारामंज गंगा नदी पर रेलवे ब्रिज के निर्माण हेतु मेला प्रशासन की ओर से अनापत्ति प्रदान की जाती है।

(विजय किरन आनन्द)
मेलाधिकारी,
कुम्भ मेला, प्रयागराज।

(IV)

प्रयागराज में माघ मेले के दौरान निर्माण कार्य स्थगित रखने के संबंध में
 Email id- mashmelcomp@railsonline.com Office- 0532-2504011, Fax-0532-2500775

संख्या 1221 / पन्द्रह-मा0मे0(स्वा0) / 2021

दिनांक 13 दिसम्बर 2021

विषय :- गंगा नदी पर निर्माणाधीन रेलवे ब्रिज संख्या-111 को माघ मेला 2021-22 के मुख्य स्नान पर्वों के दौरान निर्माण कार्य स्थगित रखने के संबंध में।

सेवा में,

अपर महाप्रबन्धक,
रेल विकास निगम लिमि0,
प्रयागराज।

महोदय,

कृपया उपर्युक्त विषयक इस कार्यालय के पत्र संख्या-1170/पन्द्रह-मा0मे0(2021-2), दिनांक 07 दिसम्बर 2021 के क्रम में प्रेषित अपने पत्र संख्या-RVNL/GB/111/Corr/36/172, दिनांक 08-12-2021, जो जिलाधिकारी महोदय प्रयागराज को सम्बोधित है, का संदर्भ ग्रहण करने का कष्ट करें, जिसके अन्तर्गत उक्त निर्माणाधीन रेलवे ब्रिज के संबंध में इस कार्यालय के पत्र दिनांक 07-12-2021 में की गयी अपेक्षा पर पुनर्विचार (Review) किए जाने की अपेक्षा की गयी है।

आपके उक्त पत्र के माध्यम से की गयी अपेक्षा पर विचार-विमर्श हेतु उक्त प्रकरण दिनांक 10-12-2021 को माघ मेला 2021-22 की तैयारियों के संबंध में मण्डलायुक्त महोदय प्रयागराज की अध्यक्षता में आयोजित समीक्षा बैठक में प्रस्तुत किया गया जिसमें आप भी उपरिधत रहे। प्रकरण पर विचार-विमर्श के उपरांत सर्वसम्मति से यह निर्णय हुआ कि माघ मेला 2021-22 के मुख्य स्नान पर्वों की तिथियों (सूची संलग्न) पर एक दिन पूर्व से एक दिन बाद तक श्रद्धालुओं, स्नानार्थियों एवं मेला क्षेत्र में आने वाली आमजनता की सुरक्षा के दृष्टिगत निर्माणाधीन रेलवे ब्रिज संख्या-111 का निर्माण कार्य स्थगित रखा जाय।

संलग्नक:- यथोक्त।

(संत कुमार)

उप जिलाधिकारी (मा0मे0),
प्रयागराज मेला प्राधिकरण,
प्रयागराज।

संख्या / पन्द्रह-मा0मे0(स्वा0) / 2021 दिनांक उक्त।

प्रतिलिपि :-

- 1- मण्डलायुक्त महोदय प्रयागराज को सादर अवलोकनार्थ।
- 2- जिलाधिकारी महोदय प्रयागराज को सादर अवलोकनार्थ।
- 3- मेलाधिकारी महोदय प्रयागराज मेला प्राधिकरण को सादर अवलोकनार्थ।
- 3- मण्डल रेल प्रबन्धक, प्रयागराज को सादर सूचनार्थ।
- 4- अपर मण्डल रेल प्रबन्धक, प्रयागराज को सूचनार्थ एवं आवश्यक कार्यवाही हेतु।

(संत कुमार)

उप जिलाधिकारी (मा0मे0),
प्रयागराज मेला प्राधिकरण,
प्रयागराज।



UTTAR PRADESH POLLUTION CONTROL BOARD

Building, No TC-12V, Vibhuti Khand, Gomti Nagar, Lucknow-226010

Phone:0522-2720828,2720831, Fax:0522-2720764, Email: info@uppcb.com, Website: www.uppcb.com

CONSENT ORDER

Ref No. -
I25733/UPPCB/Allahabad(UPPCBRO)/CTO/wat
er/ALLAHABAD/2021

Dated : 20/04/2021

To ,

Shri ITDCEMENTATION LIMITED
M/s ITD CEMENTATION INDIA LIMITED
JHUNSHI RAILWAY STATION, PRAYAGRAJ,PRAYAGRAJ,211019
ALLAHABAD

Sub : Consent under Section 25/26 of The Water (Prevention and control of Pollution) Act, 1974
(as amended) for discharge of effluent to M/s. ITD CEMENTATION INDIA LIMITED

Reference Application No :I1910954

Dated :20/04/2021

1. For disposal of effluent into water body or drain or land under The Water (Prevention and control of Pollution) Act,1974 as amended (here in after referred as the act) M/s. ITD CEMENTATION INDIA LIMITED is hereby authorized by the board for discharge of their industrial effluent generated through ETP for irrigation/river through drain and disposal of domestic effluent through septic tant/soak pit subject to general and special conditions mentioned in the annexure ,in refrence to their foresaid application .
2. This consent is valid for the period from 20/04/2021 to 31/03/2023 .
3. In spite of the conditions and provisions mentioned in this consent order UP Pollution Control Board reserves its right and powers to reconsider/amend any or all conditions under section 27(2) of the Water (Prevention and Control of Pollution) Act, 1974 as amended .

This consent is being issued with the permission of competent authority .

Pradeep Kumar Vishwakarma
Digitally signed by Pradeep Kumar Vishwakarma
Date: 2021.04.20 15:20:07 +05'30'

For and on behalf of U.P. Pollution Control Board

R.O., UPPCB PRAYAGRAJ.

Enclosed : As above
(condition of consent):

Copy to: CEO-2, UPPCB LUCKNOW.

Pradeep Kumar Vishwakarma
Digitally signed by Pradeep Kumar Vishwakarma
Date: 2021.04.20 15:20:22 +05'30'

R.O., UPPCB PRAYAGRAJ.

U.P. POLLUTION CONTROL BOARD, LUCKNOW

Annexure to Consent issued to M.S. LTD CEMENTATION INDIA LIMITED vide

Consent Order No. 11910954- Water

Dated: 20/04/2021

CONDITIONS OF CONSENT

1. This consent is valid only for the approved production capacity of Ready Mix Concrete-60 CUM/DAY.

2. The quantity of maximum daily effluent discharge should not be more than the following :

Effluent Discharge Details			
S.No	Kind of Effluent	Maximum daily discharge, KL/day	Treatment facility and discharge point
1	Domestic	3.0 KLD	Septic Tank

3. Arrangement should be made for collection of water used in process and domestic effluent separately in closed water supply system. The treated domestic and industrial effluent if discharged outside the premises, if meets at the end of final discharge point, arrangement should be made for measurement of effluent and for collecting its sample. Except the effluent informed in the application for consent no other effluent should enter in the said arrangements for collection of effluent. It should also be ensured that domestic effluent should not be discharged in storm water drain.

4(a) The domestic effluent should be treated in treatment plant so that the should be in conformity with the following norms dated treated effluent.

Domestic Effluent		
S.No	Parameter	Standard

4(b) The industrial effluent should be treated in treatment plant so that the treated effluent should be in conformity with the following norms.

Industrial Effluent		
S.No	Parameter	Standard

5. Effluent generated in all the processes, bleed water, cooling effluent and the effluent generated from washing of floor and equipments etc should be treated before its disposal with treated industrial effluent so that it should be according to the norms prescribed under The Environment (Protection) Act, 1986 or otherwise mandatory.

6. The other pollutant for which norms have not been prescribed, the same should not be more than the norms prescribed for the water used in manufacturing process of the industry.

7. The method for collecting industrial and domestic effluent and its analysis should be as per legal Indian standards and its subsequent amendments/standards prescribed under The Environment (Protection) Act, 1986.

8. The treated domestic and industrial effluent be mixed (as per the provisions of Condition No. 2) and disposed of on one disposal point. This common effluent disposal point should have arrangement for flow meter/V Notch for measuring effluent and its log book be maintained.

9. The Unit will file the renewal application at least 2 months prior to the expiry of this Order.

Specific Conditions:

1. This consent is valid for the period of one (01) Year.
2. Unit will discharge its domestic effluent through septic tank soak pit.
3. Unit will ensure proper arrangement for Rain Water Harvesting and Ground Water Recharge.
4. Unit will ensure proper treatment of washing effluent through settling tanks with a provision of neutralization.
5. Unit will make Pucca Platform under Batching Plant with proper drainage system so that washing effluent does not spill out Pucca platform.
6. Unit will ensure zero discharge outside premise.
7. Unit will install ISI Mark Water Meter with the Bore well and maintain log book for daily water consumption.
8. Unit will comply the provision of Solid Waste Rule 2016 for safe disposal of debris/Mulch.
9. Maintenance and washing of vehicles is not allowed in the premise.
10. Unit is directed to file compliance report of conditions imposed in every quarter.

Issued with the permission of competent authority .

Pradeep Kumar
Vishwakarma

Digitally signed by
Pradeep Kumar
Vishwakarma
Date: 2021.04.10 15:26:43
+05'30'

For and on behalf of U.P. Pollution Control Board .

R.O., UPPCB PRAYAGRAJ.

(71)

प्रयागराज मेला प्राधिकरण, प्रयागराज

पत्रांक: 10/10/2021-22

दिनांक: 14/09/2021

प्रधान महोदय
रेल विकास निगम लि०
प्रयागराज।

विषय:-Existing रेलवे सेतु एवं प्रस्तावित दोहरीकरण सेतु के बीच में सेतु सं०-111 के निर्माण के लिए अस्थायी सेतु के लिए स्टोर के कार्य कराने के सन्दर्भ में।

कृपया उपर्युक्त विषयक अपने पत्रांक RVNL/BSR/GB/11/Con-36/134 दिनांक 14.09.2021 का सन्दर्भ ग्रहण करने का कष्ट करें, जिसके द्वारा जनपद-प्रयागराज में गंगा नदी पर वर्तमान रेलवे ब्रिज एवं शास्त्री ब्रिज के मध्य में वासापत्नी-प्रयागराज दोहरीकरण सेतु का कार्य प्रस्तावित किया गया है, का उल्लेख करते हुए प्रस्तावित सेतु के तीन पिलर गंगा नदी के प्रवाह में आ रहे हैं। इन पिलर पर कार्य शुरू करने के लिए स्टोरेज व मशीनरी प्रस्तावित स्थल पर रखने के लिए संलग्न स्केच ड्राइंग में प्रस्तावित स्थल पर अस्थायी स्टोर बनाने की अनुमति प्रदान करने की अपेक्षा की गयी है।

उपर्युक्त के क्रम में अवगत कराना है कि आप द्वारा प्रस्तावित स्थल पर गत माघ मेला 2020-21 में स्वास्थ्य सर्किल व स्वीपर कालोनी की बसावट की गयी थी। वर्तमान माघ मेले 2021-22 में आपके कार्य की नहत्ता के दृष्टिगत प्रस्तावित स्थल पर इस वर्ष प्रयागराज मेला प्राधिकरण द्वारा कोई भी बसावट का कार्य नहीं किया जाएगा। स्केच ड्राइंग में प्रस्तावित स्थल पर स्टोर बनाये जाने हेतु प्रयागराज मेला प्राधिकरण को कोई आपत्ति नहीं है। साथ ही अवगत कराना है कि प्रस्तावित स्थल का स्वामित्व प्रयागराज मेला प्राधिकरण के पास नहीं है।

उपर्युक्त के क्रम में आपसे अनुरोध है कि कार्य की अपरिहार्यता एवं आवश्यकता के दृष्टिगत अन्य औपचारिकताओं की पूर्ति करते हुए अग्रेतर कार्यवाही करने का कष्ट करें।

(दिवेक चतुर्वेदी)

प्रभारी अधिकारी (माघ मेला)
प्रयागराज मेला प्राधिकरण,
प्रयागराज।

पृ० संख्या / पन्द्रह—मा०ने०(2021-22) तद्दिनांक
प्रतिलिपि:-

जिलाधिकारी प्रयागराज महोदय को सादर अदलोकनार्थ।

(दिवेक चतुर्वेदी)

प्रभारी अधिकारी (माघ मेला)
प्रयागराज मेला प्राधिकरण,
प्रयागराज।

(VII)

प्रयागराज मेला प्राधिकरण, प्रयागराज

Email: id.maghmelapimp@gmail.com, office: 0532-2500775

पत्र संख्या 21 / पन्द्रह—मा0मे0(2022-23)
महाप्रबन्धक
रेल विकास निगम लि0
प्रयागराज।

दिनांक 07 अप्रैल, 2022

विषय:—गंगा नदी में झूंसी प्रयागराज स्टेशन के मध्य पूर्वोत्तर रेलवे द्वारा 24×76.2m ऊपरगामी सेतु निर्माण के सम्बन्ध में।

महोदय,

कृपया उपर्युक्त विषयक अपने पत्रांक RVNI/BSB/GB111/Corr./36/232 दिनांक 16.03.2022 का सन्दर्भ ग्रहण करने का कष्ट करें, जिसके द्वारा गंगा नदी में झूंसी प्रयागराज स्टेशन के मध्य पूर्वोत्तर रेलवे द्वारा 24×76.2m ऊपरगामी सेतु निर्माण के सम्बन्ध में संलग्न मानचित्र में प्रस्तावित स्थल पर अस्थायी स्टोर एवं बैचिंग प्लान्ट लगाने की अनुमति प्रदान करने का अनुरोध किया गया है।

उक्त के क्रम में मेला अमीन, प्रयागराज मेला प्राधिकरण की आख्या दिनांक 06.04.2022 (प्रति संलग्न) प्राप्त की गई। मेला अमीन द्वारा उपलब्ध करायी गई आख्या अनुसार प्रस्तावित स्थल का स्वामित्व प्रयागराज मेला प्राधिकरण के पास नहीं है। अतः स्केच ड्राईंग में प्रस्तावित स्थल पर अस्थायी स्टोर एवं बैचिंग प्लान्ट लगाए जाने हेतु प्रयागराज मेला प्राधिकरण को कोई आपत्ति नहीं है।

संलग्नक:—यथोपरि।

(संत कुमार)

उप जिलाधिकारी
प्रयागराज मेला प्राधिकरण,
प्रयागराज।

पृ0 संख्या / पन्द्रह—मा0मे0(2022-23)

प्रतिलिपि:—

तददिनांक

मेलाधिकारी महोदय को सादर अवलोकनार्थ।

(संत कुमार)

उप जिलाधिकारी
प्रयागराज मेला प्राधिकरण,
प्रयागराज।

(VII)

प्रेषक

प्रभारी अधिकारी (नोटमेट)
प्रयागराज।

सेवा में

अपर महाप्रबन्धक,
रेल विकास निगम लिमिटेड,
प्रयागराज।

संख्या। 395/ पन्द्रह-मा0मे0 (2020-21)

दिनांक 15 दिसम्बर, 2020

विषय:-गंगा नदी में झूरी एवं प्रयागराज स्टेशन के मध्य उत्तर-पूर्व रेलवे द्वारा 24x76.2 मीटर
उपरिगामी सेतु निर्माण के संबंध में।

महोदय,

कृपया उपर्युक्त विषयक अपने पत्र संख्या-आरबीएनएल/बीएसबी/गंगा सेतु/18-19/वर्क्स/ए-25 दिनांक 3-12-2020 का संदर्भ ग्रहण करने का कष्ट करें, जिसके अन्तर्गत उक्त पत्र के साथ संलग्न स्केच मैप के अनुसार गंगा नदी में झूरी एवं प्रयागराज स्टेशन के मध्य उत्तर-पूर्व रेलवे द्वारा 24 x 76.2 मीटर उपरिगामी सेतु के निर्माण हेतु अनापत्ति उपलब्ध कराने की अपेक्षा की गयी है।

उपर्युक्त के संबंध में मौके की जांच तहसीलदार (प्रबन्धक) से कराई गई। जांच आख्यानुसार मेला क्षेत्र के सेक्टर-4 में गंगा नदी पर बने रेलवे पुल के समानान्तर मोरी मार्ग व रेलवे पुल के मध्य रेलवे विभाग द्वारा एक अन्य पुल के निर्माण का कार्य कराया जा रहा है तथा कुछ स्थानों पर गड्ढे भी खोदे गये हैं। इस कारण से मोरी मार्ग व रेलवे पुल के मध्य संलग्न नजरी नक्शे के अनुसार प्लॉट नंबर A.B.C.D कुल 7 बीघा 15 बिसवा भूमि जो EFGHIJKLMN से प्रदर्शित है। इस वर्ष मेला बसावट हेतु उपयोग में नहीं लायी जा सकती है। यह भूमि अधिकांशतः रेलवे पुल के पिलर के गड्ढों के कारण जलमग्न रहती है जिससे इस भूमि पर पूर्व के मेलों में बहुत कम बसावट की जाती रही है। रेलवे विभाग द्वारा उक्त भूमि पर कार्य किये जाने से मेला क्षेत्र के सेक्टर-04 में मेला बसावट का कार्य न्यूनतम प्रभावित होगा।

माघ मेला 2020-21 की बसावट का कार्य शुरू हो चुका है। रेलवे ब्रिज हेतु वांछित भूमि के बड़े भू-भाग पर मेले के दौरान प्रमुख धार्मिक संस्थायें और प्रयागवाल मेला अवधि तक रहकर कल्पवास करते हैं, जिससे उनको विस्थापित किया जाना सम्भव नहीं है। तथापि मेले के न्यूनतम प्रभावित होने की दशा में शासकीय कार्यरहित में प्रबन्धक माघ मेला की आख्या के आधार पर संलग्न नजरी नक्शे के बिन्दु EFGHIJKLMN से प्रदर्शित क्षेत्रफल को आप द्वारा टिन घेरे से आच्छादित किये जाने के उपरान्त निम्नवत् शर्तों के साथ मेलावधि तक अनापत्ति प्रदान की जाती है :-

(1) उक्त संदर्भित कार्य प्रत्येक दशा में EFGHIJKLMN से प्रदर्शित क्षेत्रफल के भीतर ही किया जावे। इसके अतिरिक्त संदर्भित कार्य से जुड़े कार्य एवं सहवर्ती निर्माण सामग्री का भण्डारण ऊपरदर्शित क्षेत्रफल से बाहर किसी भी दशा में न किया जाए।

(2) द्विज निर्माण की अवधि में प्रयागराज मेला प्राधिकरण को ओर से सम्पादित होने वाले माघ मेला अवधि में जनोपयोगी निर्माण एवं आवागमन मार्ग को किसी भी प्रकार की क्षति नहीं पहुँचायी जायेगी और श्रद्धालुओं की सुरक्षा व्यवस्था के समुचित प्रबन्ध रेलवे/द्विज निर्माता कम्पनी के द्वारा सुनिश्चित किया जायेगा।

(3) सुरक्षा मानकों का प्रत्येक दशा में पालन किया जाना अनिवार्य होगा।

(4) मेला अवधि के दौरान अपरिहार्य स्थिति में उक्त अनापत्ति निरस्त की जा सकती है।

संलग्नक:- उपरोक्तानुसार।

भवदीय

(विवेक चतुर्वेदी)

प्रभारी अधिकारी (मा०मे०)
प्रयागराज मेला प्राधिकरण,
प्रयागराज।

संख्या / पन्द्रह-मा०मे० (2020-21)

दिनांक दिसम्बर, 2020

प्रतिलिपि:- निम्नांकित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।

- 1- जिलाधिकारी महोदय को सादर सूचनार्थ।
- 2- वरिष्ठ पुलिस अधीक्षक/पुलिस उप महानिरीक्षक महोदय को सादर सूचनार्थ।
- 3- पुलिस अधीक्षक (अपराध)/नोडल पुलिस अधिकारी (माघ मेला) प्रयागराज।
- 4- प्रबन्धक (मा०मे०) को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।
- 5- सहायक प्रबन्धक/सेक्टर पर्यवेक्षक सेक्टर-4 को सूचनार्थ एवं आवश्यक कार्यवाही हेतु।

(विवेक चतुर्वेदी)

प्रभारी अधिकारी (मा०मे०)
प्रयागराज मेला प्राधिकरण,
प्रयागराज।



Uttar Pradesh Pollution Control Board
 Building No. 1C-12V, Vibhuti Khand, Gomti Nagar, Lucknow-226016
 Ph. No. 8220276428, 8220276429 Fax: 82210271 Tel. Email: info@uppcb.org, Website: www.uppcb.org

185565/UPPCB/Ahahabadi/UPPCBRO/CTO-both/PRAYAGRAJ/2023

Date: 23/06/2023

To,

M/s

ITD CEMENTATION INDIA LIMITED

JHUNSHI RAILWAY STATION,
 PRAYAGRAJ, PRAYAGRAJ, 211019

Application Id-
 21443697

Consolidated Consent to Operate and Authorisation hereinafter referred to as the CCA (Consolidated Consent & authorization) (Fresh) under Section-25 of the Water (Prevention & Control of Pollution) Act, 1974 and under Section-21 of the Air (Prevention & Control of Pollution) Act, 1981

CA is hereby granted to ITD CEMENTATION INDIA LIMITED located at JHUNSHI RAILWAY STATION, PRAYAGRAJ, PRAYAGRAJ, 211019, subject to the provisions of the Water Act, Air Act and the orders that may be made further and subject to following terms and conditions :-

1. This CCA ITD CEMENTATION INDIA LIMITED granted for the period from 23/06/2023 to 31/03/2024 and valid for manufacturing of following products.

S No	Product	Quantity	Unit
1	RMC	145	Cubic Meters Day

2. Conditions under Water (Prevention and Control of Pollution) Act -1974 as amended :-

(i) The daily quantity of effluent discharge (KLD) :-

Kind of Effluent	Quantity (KLD)	Treatment facility	Discharge point
Domestic	3.0	Septic Tank	

(ii) Trade Effluent Treatment and Disposal :- The applicant shall operate Effluent Treatment Plant consisting of primary/secondary and tertiary treatment as is required with reference to influent quantity and quality.

In case of stoppage of functioning of ETP, production has to be stopped immediately and this Board has to be intimated by fax/phone/email with a report in this regard to be dispatched immediately.

(iii) The treated effluent shall be recycled to the maximum extent and should be reused within the premises for gardening etc. Quality of the treated effluent shall meet to the following general and specific standards as prescribed under Environment (Protection) Rules, 1986 and applicable to the unit from time-to-time :-

Industrial Effluent Quality Standard

S.No.	Parameter	Standard
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(iv) Sewage Treatment and Disposal :- The applicant shall provide comprehensive STP as is required with reference to influent quantity and quality. In case of stoppage of functioning of STP, production has to be stopped immediately and this Board has to be intimated by fax/phone/email with a report in this regard to be dispatched immediately.

(v) The treated sewage shall be reused in gardening as far as possible. The STP shall be maintained continuously so as to achieve the quality of the treated sewage to the following standards.

S No.	Parameters	Standards
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3. Conditions under Air (Prevention and Control of Pollution) Act -1986 as amended :-

(i) The applicant shall use following fuel and install a comprehensive control system consisting of control equipment as required with reference to generation of emissions and operate and maintain the same continuously so as to achieve the level of pollutants to the following standards.

Air Pollution Source Details

S No.	Air Pollution Source	Type of fuel	Stack no	Control Device	Height of Stack
1	DG SET 125 KVA	DIESEL	01	Particulate Matter	AS PER E(P) ACT 1986

Emission Quality Standards

S No.	Stack no	Parameters	Standards
1	01	Particulate Matter	AS PER E(P) ACT 1986

In case of stoppage of functioning of air pollution control equipment, production has to be stopped immediately and this Board has to be intimated by fax/phone/email with a report in this regard to be dispatched immediately.

(ii) The unit will not use any type of restricted fuel.

(iii) Noise from the D.G. Set and other source(s) should be controlled by providing an acoustic enclosure as is required for meeting the ambient noise standards for night and day time as prescribed for respective areas/zones (Industrial, Commercial, Residential, Silence) which are as follows :-

Day time : from 6.00 a.m. to 10.00 p.m., Night time: from 10.00 p.m. to 6.00 a.m.

Standards for Noise level in db(A) Leq	Industrial Area		Commercial Area		Residential Area		Silence Zone	
	Day Time	Night Time	Day Time	Night Time	Day Time	Night Time	Day Time	Night Time
	75	70	65	55	55	45	50	40

4. Essential documents to be submitted by the Industry/Unit as Applicable :-

(i) Environment Statement in Form-V of Environment (Protection) Rules, 1986.

(ii) Quarterly compliance report of the CCA, photograph of ETP/APCs/Waste Storage Area.

5. Competent Authority reserves the right to change/modify/add any time any condition of this CCA.

6. Unit has to comply with the following specific & general conditions. Non compliance of any provision of this CCA and provisions of the Water Act, Air Act and Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 will result in legal action under the aforesaid Acts and Rules.

7. In compliance to the G.O 1011 S1-7-2021-09 (Writ):2016 dated.13.10.2021 issued by Department of Environment, Forest and Climate Change, Uttar Pradesh. You are directed to develop Miyawaki Forest as per the SOP available at URL: <http://www.ucecp.in/TrainingSession.aspx> for ensuring timely compliance of this direction, you are hereby directed to submit a bank guarantee with minimum validity of one year of the amount equivalent to the sum of initial consent fees (Air and Water) of Rs. 50,000 - (Rs. Fifty Thousand

(Only) whichever is more, within 30 days from the date of issuance of this certificate. In case of non-compliance of this direction, your consent will be revoked by the Board.

8. If the unit uses the ground water and requires the permission from SGWA, CGWA for water abstraction, then the industry will have to obtain No objection certificate for abstraction of ground water. It will be the responsibility of the industry to comply with the various conditions of the NOC obtained from the competent authority and submit to the Board, within 3 months time failing which CTO will be revoked.

General Conditions:-

1. The applicant shall get analysed the samples of effluent emission hazardous wastes at least once in a three month from the laboratory recognized by the MoEF and shall report to the UPPCB.
2. The applicant shall however, not without the prior consent of the Board bring into use any new or altered outlet for the discharge of effluent or gases emission or sewage waste from the unit.
3. Treated Industrial waste water and domestic waste water shall be disposed jointly at one disposal point. The applicant shall provide discharge measurement equipment at final disposal point.
4. The applicant shall strictly comply with conditions of this CCA and submit compliance report of stipulated conditions within 30 days of receipt of this CCA. If at any point of time, it is found that the industry is not complying with stipulated conditions or any further direction/instruction issued by the Board, legal action shall be initiated against the applicant.
5. The applicant shall maintain good house keeping. All valves pipes sewer drains etc. must be leak-proof.
6. The industry shall provide uninterrupted entry to the STP/ETP inlet and outlet points, Air Pollution Control equipment and stack for smooth sampling/monitoring of efficiency of pollution control systems.
7. The industry shall provide Inspection Book at the time of inspection to the Board's officials.
8. Whenever due to any accident or other unforeseen act or event, such emission occurs or is apprehended to occur in excess of standards laid down, such information shall be reported to the Board's offices and all other concerned offices. In case of failure of pollution control equipment, the production process connected to it shall be stopped with immediate effect.
9. The industry shall operate in a manner so that all emissions be emitted through designated chimney stack only.
10. In case of any damage to the agriculture productivity, human habitation etc. by the operation of industry, it shall be imperative to stop production in the industry with immediate effect and such information shall be reported to Board's offices. The industry shall be liable to pay compensation also in such cases as decided by the Competent Authority.
11. The applicant shall apply before the 60 days of expiry of CCA or any change in production types/production capacity/manufacturing process/capacity enhancement etc. or any change in effluent discharge point or emission point.
12. The Board reserves the right to revoke/add/modify any stipulated condition issued along with CCA, as may be necessary.

Specific Conditions:-

1. This consent is valid for the production of Ready Mix Concrete-45 CUM/DAY.
2. Unit will ensure proper suction arrangement for trapping dust in the storage go down with proper vent.
3. Hospital is directed to maintain the canopy & stack fitted with 125 KVA D.G set in such a way that it does not create noise/Air Pollution in the adjacent environment.
4. Unit will make provision of green belt by planting fast growing saplings in all available open area.
5. Unit will ensure the suppression of dust from movement of vehicles by water sprinkling at regular interval.
6. Unit shall submit Ambient Air Quality Report of the premise quarterly done by approved laboratory.
7. Unit will ensure to provide gloves, gumboon, mask, and other essential safety equipment to the workers.
8. Charoite Of Agenc...

- emission does not occur.
9. Unit will discharge its domestic waste through septic tank soak pit.
 10. Unit will ensure proper arrangement for Rain Water Harvesting and Ground Water Recharging.
 11. Unit will ensure proper treatment of washing effluent through settling tanks with a provision of neutralization.
 12. Unit will make Pucca Platform under Batching Plant with proper drainage system so that washing effluent does not spill out Pucca platform.
 13. Unit will ensure zero discharge outside premise.
 14. Unit will install ISI Mark Water Meter with the Bore well and maintain log book for daily water consumption.
 15. Unit will comply the provision of Solid Waste Rule 2016 for safe disposal of debris Malba.
 16. Maintenance and washing of vehicles is not allowed in the premise.
 17. Unit is directed to file compliance report of conditions imposed in every quarter.

RAMESH
KUMAR SINGH
R.O., UPPCB PRAYAGRAJ.

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RAMESH KUMAR SINGH
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Copy to:

CFO-2, UPPCB LUCKNOW.

RAMESH
KUMAR SINGH
R.O., UPPCB PRAYAGRAJ.

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RAMESH KUMAR SINGH
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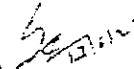
संयुक्त निरीक्षण के दौरान निम्न अधिकारियों उपस्थित रहे:-
 1. श्री उत्तम कुमार वर्मा, पर्यावरण अभियन्ता, नगर निगम प्रयागराज।
 2. श्री प्रकाश चन्द्र शुक्ला, सीनियर डी०जी०एन०, रेल विकास निगम लिमिटेड, प्रयागराज।
 3. श्री गिरिश कुमार, सहायक अभियन्ता, नगर निगम प्रयागराज।


संयुक्त निरीक्षण के दौरान सीनियर डी०जी०एन०, रेल विकास निगम लिमिटेड द्वारा अवगत कराया गया कि ब्रिज का निर्माण कार्य का अनुमोदन रेल मंत्रालय द्वारा वर्ष 2002-03 में किया गया जिसका फण्ड की स्वीकृति वर्ष 2011 में प्राप्त हुई तथा ब्रिज का निर्माण कार्य वर्ष 2018 में प्रारम्भ किया गया। ब्रिज का लगभग 75 प्रतिशत निर्माण कार्य पूर्ण हो चुका है तथा ब्रिज का निर्माण महाकुम्भ 2025 के दृष्टिगत अत्यन्त महत्वपूर्ण है। संयुक्त निरीक्षण के मुख्य बिन्दु निम्नानुसार है:-


1. निरीक्षण के दौरान पाया गया कि रिवर बेड पर खुदाई से निकली मिट्टी, बालू एवं निर्माण सामग्री एकत्रित है तथा निर्माण कार्य में कार्यरत मजदूरों के अस्थायी टेन्ट बने हुए हैं। इस सम्बन्ध में सीनियर डी०जी०एन०, रेल विकास निगम लिमिटेड द्वारा अवगत कराया गया कि बेड पर एकत्रित मिट्टी एवं बालू निर्माणार्थीन ब्रिज की फाउण्डेशन की खुदाई से निकाल कर एकत्रित किये गये हैं। फाउण्डेशन कार्य समाप्त होने के पश्चात बैकफिलिंग का कार्य एकत्रित मिट्टी एवं बालू से ही किया जाता है। स्थल पर कार्य करने की सुगमता के आधार पर मिट्टी एवं बालू को रिवर बेड पर ही एक स्थान से दूसरे स्थान पर शिफ्ट किया जाता है।
2. सीनियर डी०जी०एन०, रेल विकास निगम लिमिटेड द्वारा यह भी अवगत कराया गया कि निर्माणार्थीन ब्रिज नदी के ऊपर बनाया जा रहा है जिसमें बैलफाउण्डेशन का इस्तेमाल किया गया है। बैलफाउण्डेशन निर्माण का कार्य बॉम्बरडैंग बनाकर किया जाता है, जिसके कारण नदी के प्रवाह में अस्थिर परिवर्तन आता है, परन्तु फाउण्डेशन का निर्माण कार्य लो-प्रोफाइल के समान किये जाने के कारण नदी का प्रवाह सुगमता से हो जाता है।

पर्यावरण अभियन्ता द्वारा निम्नलिखित कार्य समाप्त हो चुके हैं।
 1. पर्यावरण अभियन्ता द्वारा निम्नलिखित कार्य समाप्त हो चुके हैं।
 इनमें निम्नलिखित कार्य समाप्त हो चुके हैं पर्यवे
 इन लिख जायेंगे।

1. पर्यावरण अभियन्ता द्वारा निम्नलिखित कार्य समाप्त हो चुके हैं।
 सी० एण्ड डी० वेस्ट के निस्तारण के सम्बन्ध में जानकारी चाही गयी, जिस पर सीनियर
 डी०जी०एम० रेल विकास निगम लिमिटेड द्वारा अवगत कराया गया कि वर्तमान में फाइल के
 ऊपरी हिस्से को छोटे-छोटे भागों में तोड़ कर लै-लाईन एरिया में निस्तारित किया जा रहा
 है तथा नरो में किसी भी प्रकार का सी० एण्ड डी० वेस्ट डंप नहीं किया जा रहा है।
2. पर्यावरण अभियन्ता द्वारा सीनियर डी०जी०एम०, रेल विकास निगम लिमिटेड को अवगत
 कराया गया कि निम्नलिखित कार्य से जनित सी० एण्ड डी० वेस्ट के निस्तारण हेतु नगर निगम
 प्रयागराज द्वारा बसवार में सी० एण्ड डी० वेस्ट प्रोसेसिंग प्लांट की स्थापना की गयी है तथा
 प्रत्येक बल्क वेस्ट जनरेटर को सी० एण्ड डी० वेस्ट रुल 2016 में प्रदत्त मानकों के अनुसार
 ही सी० एण्ड डी० वेस्ट का निस्तारण सुनिश्चित किया जाना अनिवार्य है।
3. पर्यावरण अभियन्ता द्वारा यह भी अवगत कराया गया कि रेलवे के निर्माण कार्य से जनित
 सी० एण्ड डी० वेस्ट का निस्तारण नगर निगम प्रयागराज के सी० एण्ड डी० वेस्ट प्लांट पर
 किये जाने हेतु डी०आर०एम०, उत्तर मध्य रेलवे तथा सीनियर डी०जी०एम०, उत्तर मध्य रेलवे
 को पत्र प्रेषित किया गया है। उक्त के साथ ही रेल विकास निगम लिमिटेड के निर्माण कार्य
 से जनित सी० एण्ड डी० वेस्ट का निस्तारण टिमिंग एवं प्रोसेसिंग हेतु निर्धारित दरों के
 अनुसार सी० एण्ड डी० वेस्ट प्लांट पर ही कराये जाने हेतु सूचित किया गया।

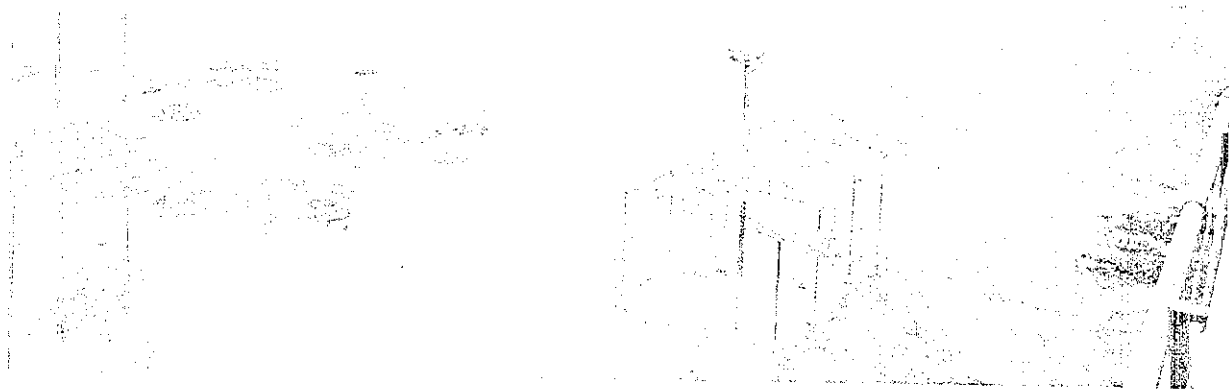

 गिरीश कुमार
 सहायक अभियन्ता
 नगर निगम प्रयागराज


 प्रकाश चन्द्र शुक्ला
 सीनियर डी०जी०एम०
 रेल विकास निगम लिमिटेड


 उत्तम कुमार वर्मा
 पर्यावरण अभियन्ता
 नगर निगम प्रयागराज

RAIL VIKAS NIGAM LTD., VARANASI

MATHEMATICAL MODEL STUDY FOR A RAILWAY
BRIDGE ON RIVER GANGA BETWEEN DARAGANJ AND
JHUSI STATIONS ON APPROACH OF THE EXISTING
BRIDGE NO. 111 AT ALLAHABAD, UP



DEPARTMENT OF CIVIL ENGINEERING
INDIAN INSTITUTE OF TECHNOLOGY ROORKEE
ROORKEE - 247 667

EXECUTIVE SUMMARY

Rail Vikas Nigam Limited (RVNL), Varanasi has planned construction of a railway bridge between Daraganj and Jhusi stations on approach of existing bridge No. 111 over Ganga river at Allahabad. The proposed bridge is aligned between the existing Izzat Rly bridge No. 111 in upstream and Shastri road bridge in downstream. The task of mathematical model study for the same was assigned by RVNL, Varanasi to Prof. Z. Ahmad of IIT Roorkee along with the following scope of works:

- a) To study the effects of introduction of the proposed bridge on the hydrodynamic of the Ganga river in the vicinity of the bridge in the terms of afflux, back water, flow distribution, aggradation and degradation of bed etc.
- b) Computation of the scour around piers/abutment of the bridge for design discharge taking into consideration effect of interference of the existing bridges using relevant codes and manuals.
- c) Comment on the location of the bridge, length of the bridge and span arrangements on the basis of results of the mathematical modeling.
- d) Need of river training/protections works and their design and testing in the mathematical model for their performance.

The location of the bridge has been checked on the basis of available satellite imageries from Google earth and LISS IV and found in order. The design discharge and HFL at the bridge site have also been examined using the available annual maximum flood discharges and HFL's at the various hydrological observational (H.O.) stations on the rivers Ganga and Yamuna. Linear and effective waterways, span arrangements & geometry of the bridge elements have been examined based on the detailed hydraulic investigations.

A mathematical model has been developed using the HEC RAS software for quantifying the basic hydraulic parameters like water surface level, afflux, velocity, bed shear stress, flow distribution. The model is conducted without and with the proposed bridge being placed in position on the river. Aggradation & degradation of the river bed and back water computations have been studied using the developed model. Relevant Railway and IRC codes have been followed for the scour depth computations.

On the basis of site visits, detailed discussions with the project authorities, analysis of satellite imageries of the study area for different years, available hydraulic and survey data and elaborate mathematical modeling, the following recommendations are made:

- (i) The course of the Ganga river is stable at the proposed bridge site and no noticeable morphological changes have been observed near to this site in last 50-years. In view of this, the proposed location of the bridge is in order.
- (ii) Analysis of available data for discharges and high flood levels at various hydrological observational sites on Ganga and Yamuna river reveal that design discharge of 35000 m³/s for the bridge is quite conservative. HFL in the Ganga river upstream of the confluence point is governed by back water effect. Analysis of recorded HFL data reveals that design HFL of 88.48 m is in order.
- (iii) In view of stable course of the river, estimated Lacey waterway, well defined banks, length of the existing bridges etc. the proposed length of the bridge spanning between two banks is in order.
- (iv) The developed HEC RAS model was run under steady state condition for design discharge of 35000 m³/s and estimated discharge of 18648 m³/s in the Ganga river upstream of the confluence point and 68000 m³/s in Ganga river after the confluence with known water level at Chatnag equal to 87.60 m. The model was run for both with and without proposed bridge in position.
- (v) The results of the model indicate that water level in the Ganga river drops at the confluence point due to low velocity in the river upstream of the confluence and high velocity downstream of the confluence point. For 35000 m³/s discharge, velocity in Ganga river upstream of the confluence is about 1.0 m/s while it is about 3.75 m/s downstream of the confluence due to high flow and incised and narrow cross-sections of the river.
- (vi) The computed water level just upstream of the proposed bridge is 88.60 m for discharge of 35000 m³/s. Generated afflux upstream of the bridge is of the order of 1.0 cm that can be considered negligible.
- (vii) Further, bed shear stress downstream of the confluence point is quite high (of the order of 7.0 N/m²) due to incised river section and high discharge, while bed shear stress is of the order of 1.0 N/m² in Ganga river upstream of the confluence for discharge of 35000 m³/s.
- (viii) Computed flow distribution across the cross-section of the Ganga river at the proposed bridge site without and with the bridge in position indicate no change in the flow distribution due to placement of the bridge. Bay of the bridge between P-22 and P-23 passes maximum discharge.
- (ix) Practically there is no difference in the hydraulic parameters like water level, average velocity and bed shear stress without and with the bridge in position

in the Ganga and Yamuna rivers. Thus it is concluded that construction of the proposed bridge will not affect the hydrodynamics of the Ganga and Yamuna rivers.

- (x) To study the morphological changes in the rivers due to construction of the proposed bridge, the model was run under quasi-unsteady flow with mobile bed and equilibrium sediment load at the upstream boundaries. The model was run for design discharge of 35000 m³/s and estimated discharge of 18648 m³/s in the Ganga river upstream of the confluence point and 68000 m³/s in Ganga river after the confluence point with known water level at Chatnag equal to 87.60 m. For both the discharges, it is found that morphological changes in the rivers in the terms of aggradation and degradation is negligible.
- (xi) Computed scour depths around bridge piers using mathematical model (Richardson equation) and relevant codes are comparable to the design scour depth of 30.8 m below HFL.
- (xii) As the proposed bridge is located between the existing Railway Bridge No. 111 and Shastri road bridge, the interference effects of the proposed bridge on existing bridges and vice versa in terms of scour depth has been studied. It is found that interference effects of the proposed bridge on the existing bridges and vice versa in terms of scour depth is negligible.
- (xiii) In view of non-migratory behavior of the Ganga river in the vicinity of the proposed bridge and jacketing of the river by railway bridge No. 111 and Shastri road bridge, as such no training work is required. However, it is suggested that both the abutments of the bridge be protected with boulder revetment.
- (xiv) At outset, it is concluded that the proposed bridge will not affect the hydrodynamic, and morphology of the Ganga and Yamuna rivers. It will also not affect the flow distribution across the cross-section of the river at the bridge site. Effect of the proposed bridge on the existing bridges and vice versa in terms of scour depth is negligible. Thus the proposed configuration of the bridge is in order.



Date: 05 June, 2020

(Z. Ahmad)

Place: Roorkee

Prof. of Civil Engineering

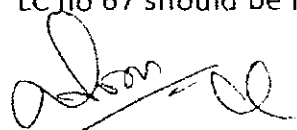
Minutes of TAG Meeting Held on 17.01.2020 for Rebuilding of Rail Bridge No 111 on River Ganga between Jhusi and Daraganj Railway Stations in NER

Present

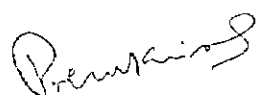
TAG Members

Sh. R.R. Jaruhar (Ex. Member Engineering/Railway Board)
 Dr. Prem Krishna, Professor Emeritus, IIT Roorkee (Member)
 Shri Bageshwar Prasad, Ex MD UP State Bridge Corporation
 Shri Amitabha Ghoshal, Steel Structure Specialist
 Dr Nitindra Nath Som, Retired Professor, Jadavpur University
 Shri B.P Awasthi, CPD (BW) NER
 Shri P.K. Gupta, CBE NER
 Shri Rajeev Verma, ED/B&S/RDSO
 Shri Bhanu Prakash, Secretary TAG, RVNL

1. The TAG meeting was held in terms of Railway Board's vide Letter No 2019/12/CE-II/BR/Br No 111/NER dated 18.12.2019
2. At the outset of the meeting, CPM-1/BSB made out a detailed presentation about the developments so far.
3. Shri B.P. Awasthi mentioned following points to be considered:-
 - a) As per railway boards guidelines the substructure of the important bridge should be designed for the 32.5 T loading
 - b) The bridge should be designed for 110 kmph speed for passenger trains and 100 kmph for goods trains.
 - c) The approach ballasted deck parapet should have adequate width for BCM working.
 - d) Option of composite sleepers may also be considered along with steel channel sleepers/H-Beam
 - e) In DBR, SEJ on every pier has been proposed it should be reconsidered and if possible LWR should be provided in the bridge or if it not possible than SEJ may be considered on alternate piers.
 - f) LC no 67 should be replaced with RUB.

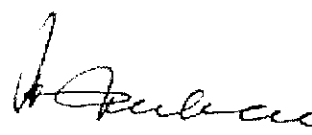

 21/01/20


 Gupta

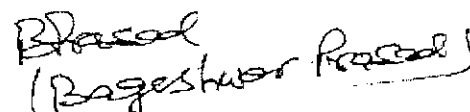

 Verma



 Prakash

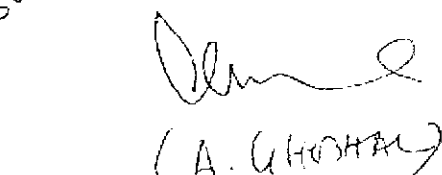
- g) During the visit of CRB and GM recently it was decided that the DARAGANJ station should be closed.
- h) The road bridge authority should be informed about the construction of rail bridge
- i) The point of twin track on single girder and two standard RDSO span girder needs to be considered and compared
4. ED/B&S/RDSO Shri Rajeev Verma mentioned that model study should be done and effect of construction of bridge on downstream side road bridge should be considered and 3 degree of redundancy should be provided while designing of main spans of Bridge having 2 tracks in one girder.
5. Shri R R Jaruhar, Chairman of the TAG mentioned that speed of 90 kmph at the Daraganj approach of the bridge will not affect operation of the trains as there is permanent speed restrictions of 30 kmph between Daraganj and Allahabad City which are close by. The bridge will be fit for unrestricted speed. The speed restriction of 90 kmph is mentioned only due to geometrical constraints on Allahabad side.
6. After detail discussions, the following were concluded:-
- mathematical model study should be done and if any adverse observations crop up then detailed model study should be carried out.
 - Span of 76.2 m should be followed with two tracks on same girder. 3 degree of redundancy should be provided in the design of the Girders.
 - the bridge sub-structure should be designed for 32.5 T axle load.
7. The work of construction of the bridge should be expedited as doubling work is progressing well and is expected to be completed by Dec 2021.


(R.R. Jaruhar)


B.R. Anand


(Bageshwar Prasad)
Pankaj
(Prem Krishna)


(P.K. Gupta)
Rajeev Verma
(RAJEEV VERMA)


(A. GHOSHAL)
Kumar



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RVNL/BSB/GB/111/Corr./32/ 781

Date: 01-03-2024

अध्यक्ष, जिला गंगा समिति

(जिलाधिकारी) प्रयागराज

जिला गंगा सुरक्षा समिति जिला अधिकारी कार्यालय,
प्रयागराज, उत्तर प्रदेश

विषय: रेलवे के गंगा सेतु संख्या 111 झूसी दारागंज के 24x76.2 M Span के सेतु निर्माण के संबंध में।

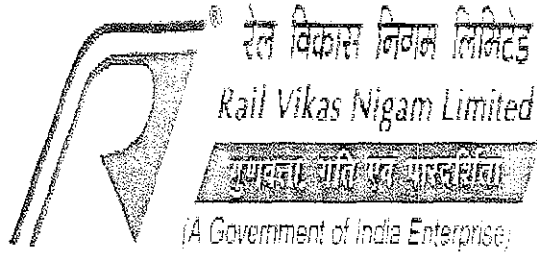
संदर्भ: (i) वन संरक्षक प्रभारी प्रभावी निदेशक सामाजिक वानिकी विभाग प्रयागराज का पत्रांक संख्या 3014/15-1 दिनांक 27-02-2024

झूसी दारागंज के मध्य गंगा नदी पर दो रेलवे लाइन के लिए बनने वाले रेलवे सेतु के लिए अनुरोध पत्र नमामि गंगे राष्ट्रीय स्वच्छ गंगा मिशन के अनुमोदन हेतु आप के माध्यम से प्रेषित किया जा रहा है।

(वी के अग्रवाल)

महाप्रबंधक (प्रोजेक्ट)

रेल विकास निगम लिमिटेड, प्रयागराज



353

(A Government of India Enterprise)

81

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RVNL/BSB/G/111/Corr./32/782

Date: 01-03-2024

(उचित माध्यम जिला गंगा समिति द्वारा)

1. कार्यकारी निदेशक (तकनीकी)

राष्ट्रीय स्वच्छ गंगा मिशन

2. जिलाधिकारी, प्रयागराज

जिला गंगा सुरक्षा समिति जिलाधिकारी कार्यालय,

प्रयागराज, उत्तर प्रदेश

विषय: अनापत्ति पत्र हेतु नमामि गैंग जल शक्ति मंत्रालय, जल संसाधन, नदी विकास और गंगा संरक्षण विभाग,
भारत सरकार

सन्दर्भ: (i) आपके कार्यालय का पत्रांक संख्या TE/2015/3/202-0/0ED (TECH) एवं एन एम सी जी / दिनांक
06/11/2023.

(ii) वन संरक्षक प्रभारी प्रभावी निदेशक सामाजिक वानिकी विभाग प्रयागराज का पत्रांक संख्या 3014/15-1
दिनांक 27-02-2024

क्रमांक	विषय	विवरण
1.	कार्य का नाम	Daraganj-Rebuilding (Bridge no. 111 on Ganga)
2.	कार्यदायी संस्था	Rail Vikas Nigam Limited
3.	कार्य करने वाली संस्था का नाम	ITDC-BBJ (JV) Kolkata
4.	एग्रीमेंट नंबर	Contract Agreement no: RVNL/BSB/Ganga Bridge/18-19/Works/Agt.03/Dated: 06.10.2020
5.	रेलवे का P.B. No.	Old P.B No. 121- (2003-04) New P.B. No. 339 (2022-23)
6.	स्थान	Between Jhusi – Daraganj Latitude: 14589378, Longitude: 2815111 (UTM Zone 44R, WGS84)
7.	लागत (Rs)	495.03 Cr.
8.	पूल का विवरण	Design Basis Report (DBR) 24.00 Span 76.2 M फाउंडेशन – Well Type Pier, Pier Cap- RCC गिडर – OWG (Open Web Girder)

ITDC द्वारा पूर्व में अनापत्ति हेतु आपके यहां ऑनलाइन दिनांक 17.01.2024 को भेजा जा चुका है।

(वी के अग्रवाल)

महाप्रबंधक/ रेल.वि.नि.लि./प्रयागराज

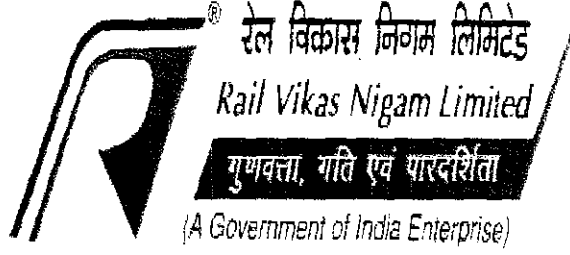
Regd office: Plot No. 25, (1st Floor), August KrantiBhawanBhikajiCama Place, New Delhi – 110066

Tel: +91 11 26738295/ 26738395/ 26738495, Fax: +91 11 26182957, Website: www.rvnl.org

Office of the Chief Project Manager – I: Old Kaveri School Complex, (Near Health Center), Western Township

DLW, Varanasi, PIN-221004 (UP), India Email: cpmrvnlbsb@gmail.com

27 - Patanjali Rebuilding (Bridge no. 133 on
 N.K.P. Road) Ltd. - GMIRAIL VIKAS NIGAM
 (Public)
 LIMITED



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dycecvinay@gmail.com
M.No.:7458914011

RVNL/BSB/G/111/Corr./32/ 783

Date: 01-03-2024

(उचित माध्यम जिला गंगा समिति द्वारा)

1. कार्यकारी निदेशक (तकनीकी)
राष्ट्रीय स्वच्छ गंगा मिशन

2. जिलाधिकारी, प्रयागराज
जिला गंगा सुरक्षा समिति जिलाधिकारी कार्यालय,
प्रयागराज, उत्तर प्रदेश

विषय: रेलवे के गंगा सेतु संख्या 111 झूसी दारागंज के 24x76.2 M Span के सेतु निर्माण के संबंध में।

संदर्भ: (i) राष्ट्रीय स्वच्छ गंगा मिशन का पत्रांक संख्या TE-12015/3/2023-O/o ED(TECH) दिनांक 04-01-2024.

(ii) वन संरक्षक प्रभारी प्रभावी निदेशक सामाजिक वानिकी विभाग प्रयागराज का पत्रांक संख्या 3014/15-1 दिनांक 27-02-2024

संदर्भ (i) के संदर्भ में, आई.टी.डी. सीमेंटेशन इंडिया लिमिटेड द्वारा ऑनलाइन रजिस्ट्रेशन SM22 (NMCG2024117144643) दिनांक 19.01.2024 को कराया था।

संदर्भ (ii) के संदर्भ में, रेल विकास निगम लिमिटेड द्वारा ऑनलाइन रजिस्ट्रेशन SM (NMCG2024311671) दिनांक 01-03-2024 को कराया गया है।

आई.टी.डी. सीमेंटेशन इंडिया लिमिटेड के द्वारा भेजा गया उत्तर निम्न है।

उपरोक्त विषय के संबंध में पत्र संख्या TE/2015/3/202-0/0ED (TECH) एवं एन एम सी जी / दिनांक 06/11/2023 (संलग्न-1) राष्ट्रीय स्वच्छ गंगा मिशन द्वारा जिला अधिकारी प्रयागराज एवं अन्य संबंधित को भेजा गया है।

a. उपरोक्त पत्र के संबंध में आई.टी.डी. सीमेंटेशन गंगा ब्रिज प्रोजेक्ट झूसी रेलवे स्टेशन प्रयागराज ने पत्र दिनांक 17-11-2023 (संलग्न नंबर 2) के द्वारा स्पष्टीकरण दिया है जो इस प्रकार है।

b. यह की आई.टी.डी. सीमेंटेशन के द्वारा पर्यावरण के सभी मानकों का पालन किया जा रहा है इस संबंध में निम्नलिखित अनापति प्राप्त संबंधित विभागों से लिया जा चुका है।

(i) मेलाधिकारी प्रयागराज पत्र संख्या: 2712/15-कुं० मे० (2018-19)) दिनांक: 25.10.2018- छाया प्रति संलग्न है।



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- (ii) प्रभारी अधिकारी (माघ मेला प्राधिकरण) प्रयागराज पत्र संख्या: 1395/15- मा० मे० (2021-22)) दिनांक: 15-12-2020.
- (iii) प्रभारी अधिकारी (माघ मेला प्राधिकरण) प्रयागराज पत्र संख्या: 781/15- मा० मे० (2021-22)) दिनांक: 24-09-2021.
- (iv) उप जिलाधिकारी- सदर -प्रयागराज पत्र संख्या: 1913/एस०टी०- सदर /2018 दिनांक: 24-10-2018.
- (v) अपर जिला मजिस्ट्रेट (नगर) प्रयागराज, पत्र संख्या: 29(4)/ एस०टी०/नगर/2018 दिनांक: 23.10.2018.
- (vi) यह कि आईटीडी के द्वारा बैचिंग प्लांट चलाने हेतु पुनः सहमति आदेश ले लिया गया है, जिसकी वैधता दिनांक 31-03-2024 तक है जिसकी छाया प्रति संलग्न है संख्या- 185565/UPPCB/ALLAHABAD (UPPCBRO)/CTO/BOTH/PRAYAGRAJ/2023 dated 23.06.2023.

क्रमांक	विवरण	टिप्पणी
1.	आपके पत्र 6/11/2023 के प्रथम पैरा में यह दर्शाया गया है कि बैचिंग प्लांट के लिए अपेक्षित अनुमोदन 31/03/2023 को समाप्त हो गया है और पुल निर्माण साइट पर किया जा रहा है कोई भी निर्माण कार्य जल और वायु अधिनियम के प्रावधान का उल्लंघन है।	बैचिंग प्लांट गंगा नदी के तट से लगभग 2 KM झूसी रेलवे स्टेशन के नजदीक रेलवे भूमि पर लगाया गया था जिसकी अनुमति पर्यावरण विभाग से दिनांक 20/04/2021 को 20/04/2021 से 31/03/2023 तक के लिए प्रदान की गई थी। संलग्न B इस अवधि में गंगा नदी पर किए जा रहे सीमेंट कार्य लगभग समाप्त हो गया था। पर्यावरण विभाग व आपके पत्रानुसार अवधि को बढ़ाने का अनुरोध किया गया था जिसे पर्यावरण विभाग ने दिनांक 23/03/ 2024 तक बढ़ा दिया था। संलग्न C
2.	स्वच्छ गंगा के लिए राष्ट्रीय मिशन (एनएमसीजी) को भारत सरकार द्वारा एक प्राधिकरण के रूप में दिनांक 07 10 2016 की अधिसूचना "का आ. 3187(31) के तहत गठित किया गया है और इसे पर्यावरण (संरक्षण) अधिनियम 1986 की धारा 5 के तहत गंगा नदी और इसकी सहायक नदियों में प्रदूषण का नियंत्रण, रोकथाम और संवर्धन की	i. पर्यावरण का विशेष ध्यान रखते हुए कार्य को सम्पादित किया गया। ii. नोट किया गया। नमामि गंगे वेबसाइट पर अनुमोदन हेतु ऑनलाइन पोर्टल पर सुविधा उपलब्ध न होने के कारण पूर्व अनुमति के लिए ऑनलाइन अप्लाई नहीं किया जा सका। नमामि गंगे वेबसाइट पर एप्लीकेशन का प्रारूप भी उपलब्ध नहीं था कृपया पूर्व में इस कार्यालय के पत्र दिनांक 17/11/2023 का अवलोकन करने का कष्ट करें जिसमें ऑनलाइन वेबसाइट की जानकारी मांगी गई थी।



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शक्ति प्रदान की गई है। उक्त अधिसूचना के प्रावधानों के अनुसार, एनएनसीजी को प्रदूषण और कायाकल्प गंगा नदी और इसकी सहायक नदियों के संरक्षण और प्रबंधन के लिए आवश्यक दिशा-निर्देशों को लिखित रूप में जारी एवम लागू करना है। भारत सरकार की जल शक्ति मंत्रालय के अधीन राष्ट्रीय स्वच्छ गंगा मिशन द्वारा जारी अधिसूचना 42 की पैरा 2016 अक्टूबर 07 में स्पष्ट रूप से उल्लेखित विवरण का पूर्णरूपेण उल्लंघन होता है जिसमें यह कहा गया है कि निम्नलिखित मामलों पर पूर्व अनुमोदन लेना।

- i. गंगा नदी की डाउन स्ट्रीम जल की प्रवाह को प्रभावित किये बिना गंगा नदी में जल की भण्डारण के डायवर्जन की प्रणाली।
- ii. गंगा नदी या नदी की तट पर या इसके बाद योजना क्षेत्रों पर पुलों और सहायक सड़कों तथा तटों का निर्माण।

iii. वर्तमान में वेबसाइट पर ऑनलाइन पूर्व अनुमति के लिए पोर्टल पर व्यवस्था की गई है। पोस्ट फैक्ट अप्रूवल के लिए ऑनलाइन पोर्टल पर कोई सुविधा उपलब्ध न होने के कारण पूर्व अनुमति के पोर्टल पर आवेदन किया गया है। अनुमोदन हेतु ऑनलाइन प्रोसेस किया गया। एप्लीकेशन नंबर NMCG20241711446743 दिनांक 17-01-2024. RVNL द्वारा (NMCG2024311671) दिनांक 01-03-2024 को ऑनलाइन भेजा जा चुका है।

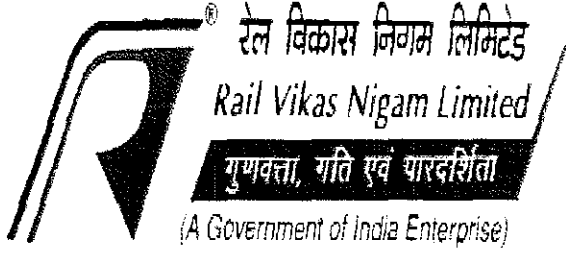
iv. जिला प्रशासन से सेतु के कार्य हेतु अनुमोदन लिया गया। मुख्यता जिला प्रशासन नमामि गंगे की जिला समिति के अध्यक्ष व सदस्य होते हैं।

3. इसी संदर्भ में यह भी अवगत करना आवश्यक है की पर्यावरण संरक्षण अधिनियम 1986 की धारा 15 के प्रावधानों के अनुसार:
15. अधिनियमों तथा नियमों, आदेशों और निर्देशों के उपबंधों के उल्लंघन के लिए शास्ति (1) जो कोई इस अधिनियम के उपबन्धों

नोट किया गया।

पूर्व में जिला प्रशासन से सेतु के कार्य के लिए अनुमति ली गई है संलग्न A

अतः प्रावधानों का उल्लंघन किसी प्रकार से नहीं किया गया है। वर्तमान में गर्डर लॉन्चिंग का कार्य हो रहा है। इस कार्य को कैंटीलेवर विधि से सेतु के ऊपर से किया जा रहा है फोटो संलग्न



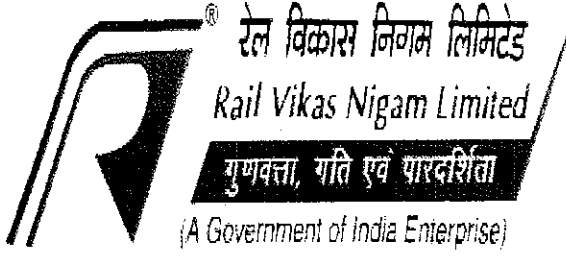
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या इसके अधीन बनाए गए नियमों या निकाले गए आदेशों या दिए गए निर्देशों में से किसी का पालन करने में असफल रहेगा या उल्लंघन करेगा, वह ऐसी प्रत्येक असफलता या उल्लंघन के संबंध में कारावास से, जिसकी अवधि पांच वर्ष तक की हो सकेगी, या जुर्माने से, जो एक लाख रुपए तक का हो सकेगा, या दोनों से, और यदि ऐसे असफलता या उल्लंघन चालू रहता है तो अतिरिक्त जुर्माने से, जो ऐसी प्रथम असफलता या उल्लंघन के लिए दोषसिद्धि के पश्चात् ऐसे प्रत्येक दिन के लिए जिसके दौरान असफलता या उल्लंघन चालू रहता है, पांच हजार रुपए तक का हो सकेगा दण्डनीय होगा

4. यह की उपर्युक्त अधिसूचना के प्रावधानों के अनुरूप राज्य गंगा समिति और जिला गंगा समिति के माध्यम से प्राप्त एन.एम.सी.जी. की पूर्व स्वीकृति / अनापत्ति प्रमाण पत्र के बिना कोई भी व्यक्ति गंगा अथवा गंगा की अन्य सहायक नदियों के किनारे/ तल/ बाढ़ आवृत्ति परीक्षेत्र में आवासीय या वाणिज्यिक या औद्योगिक या किसी अन्य प्रयोजन से स्थायी अथवा अस्थायी संरचना का निर्माण नहीं करेगा। अधिसूचना में निर्दिष्ट है की गंगा नदी या नदी के तट पर या इसके बाढ़ योजना

नोट किया गया।

पूर्व में जिला प्रशासन पर्यावरण विभाग आदि से अनुमोदन लिया गया था। पोस्ट फैक्ट अनुमोदन दिनांक 17/01/ 2024 को ऑनलाइन अप्लाई कर दिया गया है। RVNL द्वारा (NMCG2024311671) दिनांक 01-03-2024 को ऑनलाइन भेजा जा चुका है।



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<p>क्षेत्रों में पुलों और सहायक सड़को तथा तटों के निर्माण सम्बन्धी मामलो पर राष्ट्रीय स्वच्छ गंगा मिशन से पूर्व अनुमोदन लेना अनिवार्य होगा। अधिसूचना में ये भी प्रावधानित है की कोई भी व्यक्ति ऐसा कोई क्रियाकलाप अथवा किसी परियोजना अथवा प्रक्रिया अथवा क्रियाकलाप नहीं करेगा अथवा जारी रखेगा जिससे गंगा नदी में प्रदुषण हो चाहे यह क्रियाकलाप इस आदेश में उल्लेखित हो या न हो।</p>	
<p>5. यहां उल्लेखनीय है कि मा० राष्ट्रीय हरित अधिकरण के आदेश दिनांकित 13.07.2017 (ओ.ए.सं. 200/2014 में पारित) द्वारा नदी बाढ़ क्षेत्र संरक्षण निमित्त निर्गत निर्देश के अनुसार गंगा नदी या नदी के बाढ़ आवृत्ति परिक्षेत्र में निर्माण कार्य जनित कपडा, कूडा, मलवा आदि फेंकना प्रतिबंधित है और इसका उल्लंघन करने की दशा में राज्य प्रदूषण नियंत्रण बोर्ड/ समितियों द्वारा उल्लंघनकर्ताओं से पर्यावरणीय क्षतिपूर्ति वसूलने का आदेश है।</p>	<p>सेतु निर्माण के कार्य में कचरा कूडा मालवा नहीं फेंका जा रहा है इस संबंध नगर पर्यावरण अधिकारी की संयुक्त रिपोर्ट का अवलोकन किया जा सकता है</p> <p>संलग्न</p>
<p>6. इसलिए उपर्युक्त प्रावधानों को ध्यान में रखते हुए अनुरोध किया जाता है कि एनएमसीजी से अनुरोध/अनापति प्रमाण पत्र प्राप्त होने के उपरांत ही रेलवे पुल के निर्माण कार्य को अग्रसर किया</p>	<p>पर्यावरण विभाग के पत्र दिनांक 23/06/2023 द्वारा वैधता 31/03/2024 तक बढ़ा दिया गया है।</p> <p>ऑनलाइन अनुमति हेतु दिनांक 17/01/2024 को प्रेषित किया गया है।</p> <p>RVNL द्वारा (NMCG2024311671) दिनांक 01-03-</p>



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जाये। अतः यह भी सुनिश्चित किया जाये की आईटीडी सीमेंटेशन इंडिया लिमिटेड को उत्तर प्रदेश प्रक्षण नियंत्रण बोर्ड द्वाारा जारी की गयी बैचिंग प्लांट को निर्गत सहमति जिसकी आदेश वैधता दिनांक 31.03.2023 को समाप्त हो चुकी है को पुनः प्राप्त किया जाये। यह पत्र सक्षम प्राधिकारी के अनुमोदन से जारी किया जा रहा है।	2024 को ऑनलाइन भेजा जा चुका है।
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c. वर्तमान में आई.टी.डी. सीमेंटेशन द्वारा रेल सेतु संख्या 111 के निर्माण का कार्य पूरा कर लिया गया है। व बैचिंग प्लांट हटाने का भी कार्य पूरा कर लिया गया है। इस संबंध में हमने बैचिंग प्लांट चलाने हेतु पुनः सहमति आदेश ले लिया है।

d. इसके अतिरिक्त आपके सुझाव के अनुसार हम लोग ऑनलाइन पोर्टल पर भी अपलोड कर दिया है। जिसका एप्लीकेशन नंबर NMCG20241711446743 है। RVNL द्वारा (NMCG2024311671) दिनांक 01-03-2024 को ऑनलाइन भेजा जा चुका है।

दिनांक 04/01/2024 के आपके पत्र के बिंदुसार रिमार्क निम्नलिखित है।

क्रमांक	विवरण	टिप्पणी
1.	उपरोक्त विषय के सम्बन्ध में पत्र संख्या: TE-12015/3/2023-0/0 ED (TECH) एनएमसीजी। दिनांक: 06.11.2023 (संलग्नक-1) राष्ट्रीय स्वच्छ गंगा मिशन द्वाारा जिलाधिकारी, प्रयागराज एवं अन्य संबंधित को भेजा गया था।	नोट किया गया।
2.	इस पत्र के सम्बन्ध में आईटीडी सीमेंटेशन इंडिया लिमिटेड, गंगा ब्रिज प्रोजेक्ट झूसी रेलवे स्टेशन प्रयागराज ने पत्र दिनांक 17.11.2023 (संलग्नक-2) के द्वारा स्पष्टीकरण दिया है।	नोट किया गया। आपके पत्र 17-11-2023 के पैरा 3 में यह आग्रह किया गया था कि पोस्टपेड अनुमोदन हेतु ऑनलाइन वेब पोर्टल पर सुविधा उपलब्ध कराने का आग्रह किया था
3.	उपरोक्त विषय के सम्बन्ध में पत्र क्रमांक BKU	किसान यूनियन द्वारा तथ्यों को



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	(P)/07 दिनांक 11.12.2023 (संलग्नक-3) राष्ट्रीय महासचिव, भारतीय किसान यूनियन (पूर्वा), प्रयागराज, उत्तर प्रदेश से संलग्न दस्तावेजों के साथ प्राप्त हुआ है, जिसमें दिनांक 6 नवंबर 2023 के पत्र के संदर्भ में तथ्य अवगत करवाए गए हैं।	छुपाते हुए गलत सूचना प्रेषित की जा रही है।
4.	पत्र दिनांक 6 नवंबर 2023 जिसमें उक्त उल्लेखित रेलवे ब्रिज के निर्माण कार्य पर रोक लगाने हेतु कहा गया, परंतु पत्र के उपरांत भी अवैध रूप से चल रहा कार्य निरंतर चल रहा है।	(i) सीमेंट का कोई भी कार्य गंगा नदी पर नहीं चल रहा है। (ii) उपरोक्त ब्रिज दो लाइन का कुंभ मेला 2025 से पूर्व पूर्ण होने का कठिन लक्ष्य दिया गया है जिसे प्राप्त करने में आपका सहयोग अपेक्षित है।
5.	उपरोक्त तथ्यों को देखने से ऐसा प्रतीत होता है कि आईटीडी कंपनी और राष्ट्रीय महासचिव, भारतीय किसान यूनियन (पूर्वी), प्रयागराज दोनों के स्पष्टीकरण में विरोधाभास पाया गया है। राष्ट्रीय स्वच्छ गंगा मिशन द्वारा पत्र संख्या: TE-12015/3/2023-0/0 ED (TECH) एनएमसीजी / दिनांक: 06.11.2023 जिलाधिकारी, प्रयागराज एवं अन्य संबंधित को जारी करने के बाद भी आईटीडी सीमेंटेशन इंडिया लिमिटेड, गंगा बिज प्रोजेक्ट झूसी रेलवे स्टेशन प्रयागराज ने ब्रिज का निर्माण कार्य अभी जारी है जैसा कि राष्ट्रीय महासचिव, भारतीय किसान यूनियन (पूर्वी) के पत्र के छायाचित्रों के देखने से प्रतीत होता है।	यह परियोजना अत्यंत महत्वपूर्ण है माननीय प्रधानमंत्री कार्यालय द्वारा इसकी निगरानी की जा रही है ब्रिज के ऊपर कैंटीलेवर तकनीक से गार्डन लगाने का कार्य करना है इस परियोजना पर लगभग 95% खर्च हो चुका है बीच में परियोजना ना रोका जाए ऐसा आपसे आग्रह है।
6.	अतः इस सम्बन्ध में डिस्ट्रिक्ट गंगा समिति उत्तर प्रदेश प्रदूषण नियंत्रण बोर्ड (UPPCB) को निर्देशित किया जाता है कि वे तथ्यों का वास्तविक निरीक्षण कर जल (प्रदूषण निवारण और नियंत्रण) अधिनियम तथा वायु (प्रदूषण निवारण और नियंत्रण) अधिनियम के अंतर्गत उचित करवाई करें।	आपका यह सुझाव पूर्ण रूप से स्वीकार है। आप उच्च स्तरीय कमेटी बनाकर कार्य के निरीक्षण से वास्तविक जानकारी मिल सकती है। पूर्व में पर्यावरण अभियंता नगर निगम, गिरीश कुमार सहायक अभियंता नगर निगम व SrDGM/RVNL की संयुक्त रिपोर्ट अवलोकन हेतु संलग्न है (संलग्न D) ऑनलाइन एप्लीकेशन दिनांक 17-01-



Office of the Project Director,
Ganga Bridge 111, (Jhusi – Daraganj)
(Near Jhusi Railway Station), Jhusi
Prayagraj, PIN-211019 (UP), India
V.K. Agrawal/IRSE
GM/Rail Vikas Nigam Limited
Email: gmrvinlpryj@gmail.com
dycecvinay@gmail.com
M.No.:7458914011

2024 को प्रेषित की जा चुकी है।

गंगा नदी पर बनने वाला प्रोजेक्ट कुंभ मेला से पहले पूर्ण होना आवश्यक है। इस पुल के निर्माण से कुंभ मेला के समय क्राउड मैनेजमेंट में बहुत सफलता मिलेगी। इस परियोजना पर लगभग 480 करोड़ खर्च हो चुके हैं, परियोजना के मध्य कार्य ना रोका जाये यह आपसे विनम्र आग्रह है।

आपको यह आश्वासन प्रदान करना चाहते हैं कि पर्यावरण विभाग से सभी सुझाव को अमल में लाना हमारी प्राथमिकता है।

अतः आपसे अनुरोध है कि आप अपने कार्य रोकने के निर्णय को रिव्यू करने की कृपा करें तथा पर्यावरण आदि से सभी सुझाव का स्वागत है। तथा इसे पूर्ण रूप से पालन किया जायेगा। पूर्वानुमति ऑफलाइन प्रक्रिया करना पूर्ण रूप से अनभिज्ञता रही है।

अतः आप से अनुरोध है कि कार्य की अनुमति जारी रखने का कष्ट करें जिससे कुंभ मेला से पूर्व कार्य पूरा कर माननीय प्रधानमंत्री सेल द्वारा निगरानी किये जा रहे कार्य को समय से पूरा किया जा सके।

(वी के अग्रवाल)

महाप्रबंधक (प्रोजेक्ट)

रेल विकास निगम लिमिटेड, प्रयागराज

सं. ११११/२०१९



प्रधानमंत्री
प्रधानमंत्री
प्रधानमंत्री



Email id: kumbhaid2019@gmail.com, Fax: 0531-250077 & Office: 0531-2504031

संख्या २७/२ /पचह-सुमेरु (2018-19) दिनांक १५ अक्टूबर, 2018
संका में

श्री संतोष शुक्ला,
आईओआरओएसओईओ
सीपीएम-2/बीएसबी/आरवीएमएल।

कृपया पत्र संख्या-RVN/CPM-II/BSB/Defence के पत्र दिनांक 24/10/2018 का सन्दर्भ ग्रहण करने का कष्ट करें, जिसके रिज संख्या-111 वाराणसि गंगा नदी पर रेलवे ब्रिज बनाने के सम्बन्ध में अनापत्ति दिष्टि जाते हेतु प्रस्तुत किया गया है।

उक्त अनापत्ति के सम्बन्ध पत्र से भी स्पष्ट है कि भूमि तथा विभाग धनी है और राजराज विभाग को कोई आपत्ति नहीं है पत्र में उल्लिखित भूमि 0090 प्रधानराज मेला प्राधिकरण के मुख्य क्षेत्र के अन्तर्गत आती है और उनी सुन्म मेला 2018 का कार्य चल रहा है उक्त संदर्भ के रिज के निर्माण कार्य भी जनरल में आया है और अनापत्ति किया जाना ही अर्थात् प्रदान की जाती है।

1- उक्त संबंधित रिज के निर्माण का कार्य एवं सहयोग विभाग से उनी का सम्बन्ध आदि का सुन्म मेला 2018 अर्थात् अनापत्ति 2018के बच प्रारम्भ किया जायेगा।

2- यह कि रिज विभाग की शक्ति में प्राधिकरण की और से सम्पादन होने वाले कार्य मेला अर्थात् में जनसंपर्क विभाग एवं अनापत्ति कार्य को किसी भी प्रकार की बाधा नहीं पहुंचायी जायेगी और श्रद्धालुओं की सुरक्षा व्यवस्था के सन्तुष्टि प्रकृत रेलवे ब्रिज निर्माता कंपनी के द्वारा सुनिश्चित किया जायेगा।

3- प्रधानराज मेला प्राधिकरण/क्षेत्र में कराये जाने वाले किसी भी कार्य में विस्थापन/अधिग्रहण एवं निष्कासन आदि का कार्य विधि एवं विधिक प्रक्रिया के अनुसृत ही किया जायेगा।

उपरोक्त शर्तों के अधीन रिज संख्या-111 (New Bridge) वाराणसि गंगा नदी पर रेलवे ब्रिज के निर्माण हेतु मेला प्रशासन की अंत से अनापत्ति प्रदान की जाती है।

(विजय किरण आनन्द)
मेलाधिकारी,
सुन्म मेला, प्रधानराज



Uttar Pradesh Pollution Control Board
 Building No. IC-12V Vidhau Khand, Gomti Nagar, Lucknow-226016
 Phone: 0522-2720828, 2720831 Fax: 0522-2720764 Email: info@uppcb.com Website: www.uppcb.com

CONSENT ORDER

Ref No. -
 125733.UPPCB Allahabad(U PPCBRO) CTO water
 Allahabad 2021

Dated : 20.04.2021

To,

Sri ITDCEMENTATION LIMITED
 M/s ITDCEMENTATION INDIA LIMITED
 JHUNSHI RAILWAY STATION, PRAYAGRAJ, PRAYAGRAJ, 211019
 ALLAHABAD

Subj: Consent under Section 25(2) of The Water (Prevention and control of Pollution) Act, 1974
 (as amended) for discharge of effluent to M/s. ITDCEMENTATION INDIA LIMITED

Reference Application No : H910954

Dated : 20.04.2021

1. For disposal of effluent into water body or drain or land under The Water (Prevention and control of Pollution) Act, 1974 as amended (here in after referred as the act) M/s. ITDCEMENTATION INDIA LIMITED is hereby authorized by the board for discharge of their industrial effluent generated through BTP for irrigation, sewer through drain and disposal of domestic effluent through septic tank/soak pit subject to general and special conditions mentioned in the annexure in reference to their foresaid application.

2. This consent is valid for the period from 20.04.2021 to 31.03.2025.

3. In spite of the conditions and provisions mentioned in this consent order UP Pollution Control Board reserves its right and powers to reconsider, amend any or all conditions under section 27(2) of the Water (Prevention and Control of Pollution) Act, 1974 as amended.

This consent is being issued with the permission of competent authority.

Pradeep Kumar
 Vishwakarma
 Digitally signed by Pradeep Kumar Vishwakarma
 Date: 2021.04.20 15:28:07 +05'30'

For and on behalf of U.P. Pollution Control Board

R.O., UPPCB PRAYAGRAJ.

Enclosed : As above
 (condition of consent):

Cop. to: CEO-2, UPPCB LUCKNOW

Pradeep Kumar
 Vishwakarma
 Digitally signed by Pradeep Kumar Vishwakarma
 Date: 2021.04.20 15:28:07 +05'30'

R.O., UPPCB PRAYAGRAJ.

1. Unit will ensure that the effluent is treated as per the effluent treatment norms.
2. Unit will ensure that the effluent is treated as per the effluent treatment norms.
3. Unit will ensure that the effluent is treated as per the effluent treatment norms.
4. Unit will ensure that the effluent is treated as per the effluent treatment norms.
5. Unit will make Pucca Platform for Handling of Paper and waste water. Unit will ensure that effluent does not spill out Pucca platform.
6. Unit will ensure that effluent is not spilled outside premise.
7. Unit will install S.M. Water Meter with the Board and maintain a log book for water consumption.
8. Unit will comply the provision of Solid Waste Rule 2016 for safe disposal of debris.
9. Maintenance and washing of vehicles is not allowed in the premise.
10. Unit is directed to file compliance report of conditions imposed in the order.

Issued with the permission of competent authority.

Pradeep Kumar
 Vishwakarma
Officer in Charge
 Prayagraj
 U.P. Pollution Control Board

For and on behalf of U.P. Pollution Control Board.

R.O. UPPCB PRAYAGRAJ.

U.P. POLLUTION CONTROL BOARD, LUCKNOW

Annexure to Consent issued to M/S. ITC CEMENTATION INDIA LIMITED vide

Consent Order No. UP/054/W/02

Dated: 12/04/2007

CONDITIONS OF CONSENT

1. This consent is valid only for the approved production capacity of Ready Mix Concrete-60 CUM DAY.
2. The quantity of maximum daily effluent discharge should not be more than the following:

Effluent Discharge Details			
S.No	Kind of Effluent	Maximum daily discharge, KL/day	Treatment facility and discharge point
1	Domestic	3.0 KLD	Septic Tank

3. Arrangement should be made for collection of water used in process and domestic effluent separately in closed water supply system. The treated domestic and industrial effluent if discharged outside the premises, if meets at the end of final discharge point, arrangement should be made for measurement of effluent and for collecting its sample. Except the effluent informed in the application for consent no other effluent should enter in the said arrangements for collection of effluent. It should also be ensured that domestic effluent should not be discharged in storm water drain.
- 4(a). The domestic effluent should be treated in treatment plant so that it should be in conformity with the following norms dated treated effluent:

Domestic Effluent		
S.No	Parameter	Standard

- 4(b). The industrial effluent should be treated in treatment plant so that the treated effluent should be in conformity with the following norms:

Industrial Effluent		
S.No	Parameter	Standard

5. Effluent generated in all the processes, bleed water, cooling effluent and the effluent generated from washing of floor and equipments etc should be treated before its disposal with treated industrial effluent so that it should be according to the norms prescribed under The Environment (Protection) Act, 1986 or otherwise mandatory. The other pollutant for which norms have not been prescribed, the same should not be more than the norms prescribed for the water used in manufacturing process of the industry.
6. The method for collecting industrial and domestic effluent and its analysis should be as per legal Indian standards and its subsequent amendments standards prescribed under The Environment (Protection) Act, 1986.
7. The treated domestic and industrial effluent be mixed (as per the provisions of Condition No. 2) and disposed of on one disposal point. This common effluent disposal point should have arrangement for flow meter V Notch for measuring effluent and its log book be maintained.
8. The Unit will file the renewal application at least 2 months prior to the expiry of this Order.

Specific Conditions:



Uttar Pradesh Pollution Control Board

Building No 1C-12V Vibhuti Khand, Gomti Nagar, Lucknow-226010

Phone: 0522-2706828-2706833 Fax: 0522-2706764 Email: info@uppcb.in Website: www.uppcb.com

185565/UPPCB/Allahabad(UPPCBRO)/CTO/both/PRAYAGRAJ/2023

Date: 23/06/2023

To,

M/s

ITD CEMENTATION INDIA LIMITED

JHUNSHI RAILWAY STATION,
PRAYAGRAJ, PRAYAGRAJ, 211019

Application Id-
21443697

Consolidated Consent to Operate and Authorisation hereinafter referred to as the CCA (Consolidated Consent & authorization) (Fresh) under Section-25 of the Water (Prevention & Control of Pollution) Act, 1974 and under Section-21 of the Air (Prevention & Control of Pollution) Act, 1981

CA is hereby granted to ITD CEMENTATION INDIA LIMITED located at JHUNSHI RAILWAY STATION, PRAYAGRAJ, PRAYAGRAJ, 211019, subject to the provisions of the Water Act, Air Act and the orders that may be made further and subject to following terms and conditions :-

1. This CCA ITD CEMENTATION INDIA LIMITED granted for the period from 23/06/2023 to 31/03/2024 and valid for manufacturing of following products

S. No.	Product	Quantity	Unit
1	RMC	45	Cubic Meters Day

2. Conditions under Water (Prevention and Control of Pollution) Act -1974 as amended :-

(i) The daily quantity of effluent discharge (KLD) :-

Kind of Effluent	Quantity (KLD)	Treatment facility	Discharge point
Domestic	3.0	Septic Tank	

(ii) Trade Effluent Treatment and Disposal :- The applicant shall operate Effluent Treatment Plant consisting of primary/secondary and tertiary treatment as is required with reference to influent quantity and quality.

In case of stoppage of functioning of ETP, production has to be stopped immediately and this Board has to be intimated by fax/phone/email with a report in this regard to be dispatched immediately.

(iii) The treated effluent shall be recycled to the maximum extent and should be reused within the premises for gardening etc. Quality of the treated effluent shall meet to the following general and specific standards as prescribed under Environment (Protection) Rules, 1986 and applicable to the unit from time-to-time :-

Industrial Effluent Quality Standard

S.No.	Parameter	Standard
-------	-----------	----------

(iv) Sewage Treatment and Disposal :- The applicant shall provide comprehensive STP as is required with reference to influent quantity and quality. In case of stoppage of functioning of STP, production has to be stopped immediately and this Board has to be intimated by fax/phone/email with a report in this regard to be dispatched immediately.

(v) The treated sewage shall be reused in gardening as far as possible. The STP shall be maintained continuously so as to achieve the quality of the treated sewage to the following standards.

S.No.	Parameters	Standards
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3. Conditions under Air (Prevention and Control of Pollution) Act -1981 as amended :-

i) The applicant shall use following fuel and install a comprehensive control system consisting of control equipment as required with reference to generation of emissions and operate and maintain the same continuously so as to achieve the level of pollutants to the following standards

Air Pollution Source Details

S.No.	Air Pollution Source	Type of fuel	Stack no	Control Device	Height of Stack
1	DG SET 125 KVA	DIESEL	01	Particulate Matter	AS PER E(P) ACT 1986

Emission Quality Standards

S.No.	Stack no	Parameters	Standards
1	01	Particulate Matter	AS PER E(P) ACT 1986

In case of stoppage of functioning of air pollution control equipment, production has to be stopped immediately and this Board has to be intimated by fax phone email with a report in this regard to be dispatched immediately.

(ii) The unit will not use any type of restricted fuel.

(iii) Noise from the D.G. Set and other source(s) should be controlled by providing an acoustic enclosure as is required for meeting the ambient noise standards for night and day time as prescribed for respective areas/zones (Industrial, Commercial, Residential, Silence) which are as follows :-

Day time : from 6.00 a.m. to 10.00 p.m., Night time: from 10.00 p.m. to 6.00 a.m.

Standards for Noise level in db(A) Leq	Industrial Area		Commercial Area		Residential Area		Silence Zone	
	Day Time	Night Time	Day Time	Night Time	Day Time	Night Time	Day Time	Night Time
	75	70	65	55	55	45	50	40

4. Essential documents to be submitted by the Industry/Unit as Applicable :-

(i) Environment Statement in Form-V of Environment (Protection) Rules, 1986.

(ii) Quarterly compliance report of the CCA, photograph of ETP/PCs/Waste Storage Area.

5. Competent Authority reserves the right to change/modify/add any time any condition of this CCA.

6. Unit has to comply with the following specific & general conditions. Non compliance of any provision of this CCA and provisions of the Water Act, Air Act and Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016 will result in legal action under the aforesaid Acts and Rules.

7. In compliance to the G.O 1011 S1-7-2021-09 (Writ) 2016 dated 13.10.2021 issued by Department of Environment, Forest and Climate Change, Uttar Pradesh. You are directed to develop Miyawaki Forest as per the SOP available at URL:-<http://www.apecp.in/TrainingSession.aspx> for ensuring timely compliance of this direction, you are hereby directed to submit a bank guarantee with minimum validity of one year of the amount equivalent to the sum of initial consent fees (Air and Water) of Rs. 50,000/- (Rs. Fifty Thousand

Only) whichever is more, within 30 days from the date of issuance of this certificate. In case of non-compliance of this direction, your consent will be revoked by the Board.

8. If the unit uses the ground water and requires the permission from SGWA/CGWA for water abstraction, then the industry will have to obtain No objection certificate for abstraction of ground water. It will be the responsibility of the industry to comply with the various conditions of the NOC obtained from the competent authority and submit to the Board, within 3 months time failing which CTO will be revoked.

General Conditions:-

1. The applicant shall get analysed the samples of effluent emission hazardous wastes at least once in a three month from the laboratory recognized by the MoEF and shall report to the UPPCB.
2. The applicant shall however, not without the prior consent of the Board bring into use any new or altered outlet for the discharge of effluent or gases emission or sewage waste from the unit.
3. Treated Industrial waste water and domestic waste water shall be disposed jointly at one disposal point. The applicant shall provide discharge measurement equipment at final disposal point.
4. The applicant shall strictly comply with conditions of this CCA and submit compliance report of stipulated conditions within 30 days of receipt of this CCA. If at any point of time, it is found that the industry is not complying with stipulated conditions or any further direction/instruction issued by the Board, legal action shall be initiated against the applicant.
5. The applicant shall maintain good house keeping. All valves/pipes/sewer drains etc. must be leak-proof.
6. The industry shall provide uninterrupted entry to the STP/ETP inlet and outlet points. Air Pollution Control equipment and stack for smooth sampling/monitoring of efficiency of pollution control systems.
7. The industry shall provide Inspector Book at the time of inspection to the Board's officials.
8. Whenever due to any accident or other unforeseen act or event, such omission occurs or is apprehended to occur in excess of standards laid down, such information shall be reported to the Board's offices and all other concerned offices. In case of failure of pollution control equipment, the production process connected to it shall be stopped with immediate effect.
9. The industry shall operate in a manner so that all emissions be emitted through designated chimney/stack only.
10. In case of any damage to the agriculture productivity, human habitation etc. by the operation of industry, it shall be imperative to stop production in the industry with immediate effect and such information shall be reported to Board's offices. The industry shall be liable to pay compensation also in such cases as decided by the Competent Authority.
11. The applicant shall apply before the 60 days of expiry of CCA or any change in production types/production capacity/manufacturing process/capacity enhancement etc. or any change in effluent discharge point or emission point.
12. The Board reserves the right to revoke/add/modify any stipulated condition issued along with CCA, as may be necessary.

Specific Conditions:-

1. This consent is valid for the production of Ready Mix Concrete-45 CUM/DAY.
2. Unit will ensure proper suction arrangement for trapping dust in the storage go down with proper vent.
3. Hospital is directed to maintain the canopy & stack fitted with 125 KVA D.C set in such a way that it does not create noise/Air Pollution in the adjacent environment.
4. Unit will make provision of green belt by planting fast growing saplings in all available open area.
5. Unit will ensure the suppression of dust from movement of vehicles by water sprinkling at regular interval.
6. Unit shall submit Ambient Air Quality Report of the premise quarterly done by approved laboratory.
7. Unit will ensure to provide gloves, gumboot, mask and other essential safety equipment to the workers.
8. The industry shall ensure that the workers are provided with adequate safety equipment.

emission does not occur

9. Unit will discharge its domestic waste through septic tank soak pit.
10. Unit will ensure proper arrangement for Rain Water Harvesting and Ground Water Recharging.
11. Unit will ensure proper treatment of washing effluent through settling tanks with a provision of neutralization.
12. Unit will make Pucca Platform under Batching Plant with proper drainage system so that washing effluent does not spill out Pucca platform.
13. Unit will ensure zero discharge outside premise.
14. Unit will install ISI Mark Water Meter with the Bore well and maintain log book for daily water consumption.
15. Unit will comply the provision of Solid Waste Rule 2016 for safe disposal of debris/Mulch.
16. Maintenance and washing of vehicles is not allowed in the premise.
17. Unit is directed to file compliance report of conditions imposed in every quarter.

RAMESH
KUMAR SINGH
R.O., UPPCB PRAYAGRAJ.

Digitally signed by:
RAMESH KUMAR SINGH
Date: 2023.06.23
15:17:00 +05'30'

Copy to:

CFO-2, UPPCB LUCKNOW.

RAMESH
KUMAR SINGH
R.O., UPPCB PRAYAGRAJ.

Digitally signed by:
RAMESH KUMAR SINGH
Date: 2023.06.23
15:17:00 +05'30'

20

सहायक अभियंता द्वारा विद्युत के एक हिस्से का पड़ान का इंजन का निर्माण कार्य में उचित सी० एण्ड डी० वेस्ट का निस्तारण के संबंध में जानकारी नहीं गयी किन पर सीनियर डी०जी०एन० रेल विकसत नियम लिमिटेड द्वारा अवगत कराया गया कि वर्तमान में पाइप के ऊपरी हिस्से को छोटे-छोटे भागों में तोड़ कर लो-लॉडिंग एरिया में निस्तारित किया जा रहा है तथा नदी में किसी भी प्रकार का सी० एण्ड डी० वेस्ट ड्रॉप नहीं किया जा रहा है।

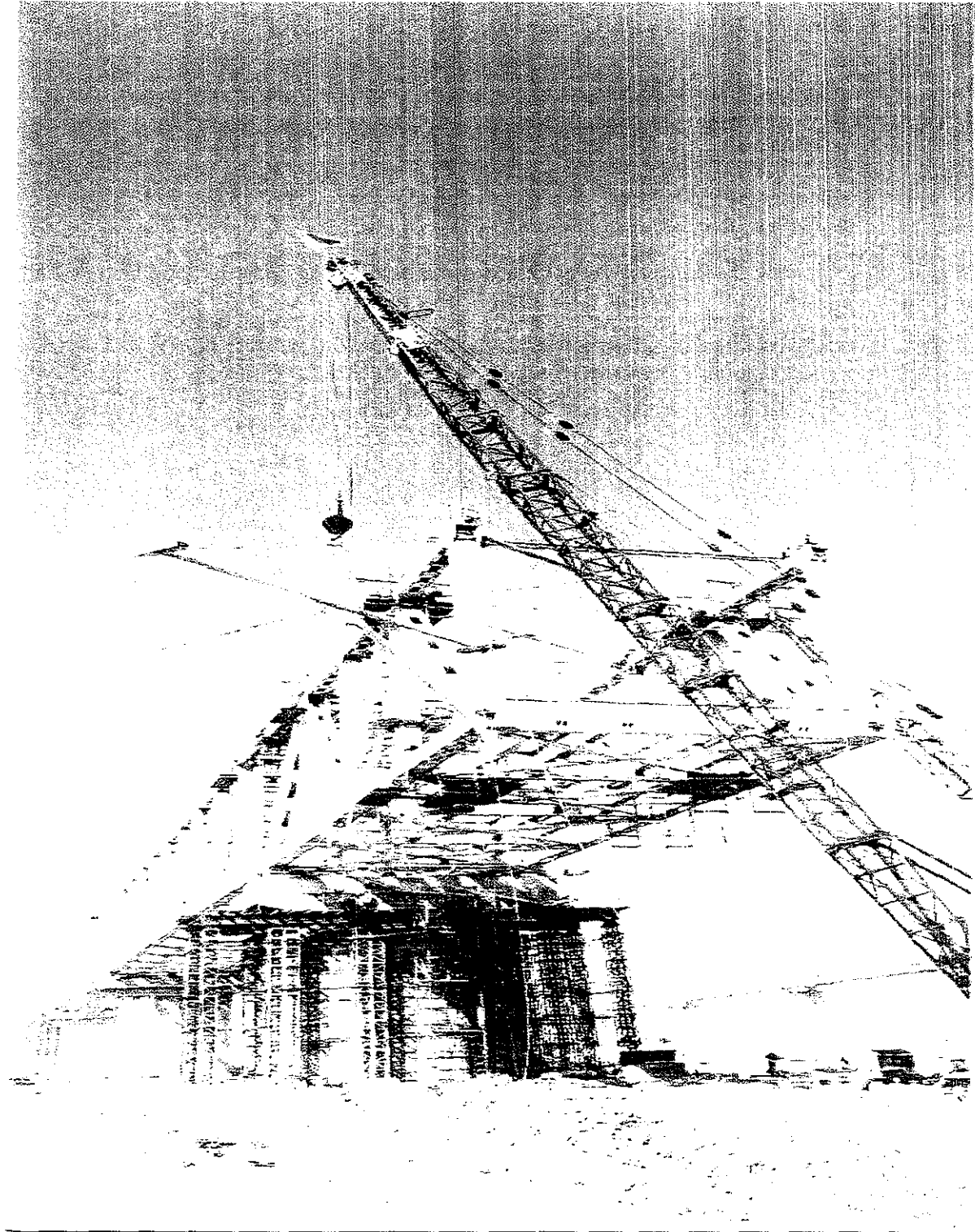
सहायक अभियंता द्वारा सीनियर डी०जी०एन० रेल विकसत नियम लिमिटेड को अवगत कराया गया कि निर्माण कार्य से जनित सी० एण्ड डी० वेस्ट के निस्तारण हेतु नगर निगम प्रयागरज द्वारा बसवार में सी० एण्ड डी० वेस्ट प्रोसेसिंग प्लांट की स्थापना की गयी है तथा प्रत्येक बल्क ब्रेस्ट जकारेटर को सी० एण्ड डी० वेस्ट जल 2018 में प्रयुक्त तालाबों के अनुसार ही सी० एण्ड डी० वेस्ट का निस्तारण सुनिश्चित किया जाना अनिवार्य है।

सहायक अभियंता द्वारा यह भी अवगत कराया गया कि रेलवे के निर्माण कार्य से जनित सी० एण्ड डी० वेस्ट का निस्तारण नगर निगम प्रयागरज को सी० एण्ड डी० वेस्ट प्लांट पर किया जाने हेतु निर्धारित है। उक्त नगर निगम सीनियर डी०जी०एन० रेल विकसत नियम लिमिटेड को अवगत कराया गया कि वर्तमान में पाइप के ऊपरी हिस्से को छोटे-छोटे भागों में तोड़ कर लो-लॉडिंग एरिया में निस्तारित किया जा रहा है तथा नदी में किसी भी प्रकार का सी० एण्ड डी० वेस्ट ड्रॉप नहीं किया जा रहा है।

(Signature)
गिरीश कुमार
सहायक अभियंता
नगर निगम प्रयागरज

(Signature)
प्रकाश चन्द्र शुक्ला
सीनियर डी०जी०एन०
रेल विकसत नियम लिमिटेड

(Signature)
रमेश कुमार वर्मा
सहायक अभियंता
नगर निगम प्रयागरज



Cantilever Erection



Office of the
Chief Admn. Officer (Con)
Gorakhpur

No.W/Con/29/330/W-1

Dated: 04.08.2010

Executive Director/Works
Railway Board
New Delhi

Sub - Rebuilding of Br No 111 (IZAT Bridge) (40x45.70 M) Open Web Girder
for Double Line.

The rebuilding of Bridge No. 111 (IZAT Bridge) (40x45.7 M) with open web girder across the Ganga River near Allahabad in Varanasi-Allahabad section on N.E.Railway appeared in Pink Book of 2003-04 at an abstract cost of Rs 129.90 Crores. Later on, Board asked RDSO to critically review and analyses the substructure of the above bridge as per Railway Board's letter No. 2007/CE-1/BR-III/6(CCT) dated 9.10.2007. Finally, Board vide letter No. 2007/CE-1/BR-III/6(CCT) dated 06.02.2008 agreed for rebuilding of bridge with direction of Rebuilding new bridge suitable for 25T.

A part estimate for this work amounting to Rs. 3.82 Crores was sanctioned by Railway Board vide letter No. 2009/CE-1/BR-II/7(NER) dated 26.10.09 for the preliminary activities required to be taken up through consultancy work. Railway Board vide their letter No. 2007/CE-1/BR-III/6(CCT) dated 22.02.2010 approved Railways proposal for building of substructure of this Bridge for double line.

In view of above the detailed estimate amounting to Rs. 293.53 Crores (Gross) Rs. 281.55 Crores (Net) (including sanctioned cost of part estimate of Rs. 3.82 Crores) has been prepared and vetted by associate finance, is sent herewith for sanction.

It is requested that sanction may kindly be communicated at the earliest so that further necessary action may be taken for execution of the work

DA - As above.

Handwritten notes:
S/E
B.P. Pandey
S.E. / Con / D.S.P. / S.B. / S.W. / S.C.
04/8/10

Signature
(Brijesh Kumar) 04/8/10
Chief Engineer/Con/West
For Chief Admn. Officer/Con
Signature
S.B.E.T.C.

(59)

375

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

MOST URGENT

No.2012/CE-III/BR/Works Programme-2013-14 New Delhi, dated 22.01.2013

Chief Bridge Engineer,
North Eastern Railway,
Gorakhpur.

Sub: Preliminary Works Programme (PH-32), 2013-14 of North Eastern Railway

The PB Item No. 167 has been included in Pink Book 2012-13 with (*) sign that their costs are provisional and awaiting sanction of the revised estimate.

Railway is advised to intimate the sanctioned cost of this work and also intimate whether the revised estimated cost has been sanctioned by Competent Authority. Otherwise immediate steps may be taken to obtain the necessary approval, so that this work is exhibited in the Pink Book 2013-14 at their sanctioned cost.

The matter may be treated as most urgent and it may please be ensured that the detailed clarifications remarks reach this office latest by 24.01.2013.

Encl. Budget Dte's note dated 21.01.2013 and
List of Works having Provisional Cost as
per Pink Book 2013-14

(V.K. Jain)
Director Civil Engg./B&S
Railway Board

103

221

28/01/13

TE
12
51
06
32
52

15

5

4

23
78

14

15

0

13
13

2/219

2/220

NORTH EASTERN RAILWAY

2012-13 के लिए परिसंपत्तियों की खरीद, निर्माण और बदलव / Assets-Acquisition, Construction and Replacement for 2012-13

(आंकड़े हजार रूपये में) (Figures in thousand of Rupees)

क्र. सं. / Item No.	परि. सं. / Project ID	विवरण / Particulars	आवंटन / Allocation	नवीनतम प्रत्याशित लागत / Latest Anticipated Cost	2011-12 के अंत तक अनुमानित परिस्य / Outlay expected to end of 2011-12	2012-13 के प्रस्तावित परिस्य / Outlay proposed for 2012-13	कार्य पूरा करने हेतु शेष / Balance to complete work
रेलपथ नवीकरण / TRACK RENEWALS							
158	07.03.31.12 .1.00.004	औद्विहार-वाराणसी - टीआरआर (प्रा) - 13.49 किमी और सीटीआर (प्रा) - 3.89 पुआंन किमी Aunihar-Varanasi - TRR(P) - 13.49 km & CTR(P) - 3.89 km	DRF	17,87.13	..	1,50.00	16,37.13
			रा.	15.10		24.00	3,27.98
159	07.01.31.12 .1.00.001	रामपुर-काठगोदाम - टीआरआर (प्रा) - 6.3 किमी Rampur-Kathgodam - TRR(S) - 6.3 km	पूआंन DRF	3,51.98	..	..	..
		गिट्टी/ Ballast		4,71.92	..	35.00	4,36.92
160	07.02.31.12 .1.00.002	गोंडा-बाराबंकी - टीबीआर - 22 किमी Gonda-Barabanki - TBR - 22 km	पूआंन DRF	4,71.92	..	..	..
		अन्य/ Others	रा.	85.40	..	..	..
161	07.02.31.12 .1.00.001	बुढ़वक-सीतापुर - टैडब्ल्यूआर - 67.48 किमी Burdhwa-Sitapur - TWR - 67.48 km	पूआंन DRF	6,47.49	..	50.00	5,97.49
162	07.20.31.12 .1.00.999	2.5 करोड़ रुपए से कम लागत के प्रत्येक कार्य Works costing below Rs.2.5 crore each	पूआंन DRF	..	..	11,49.88	..
		जोड़ - नये कार्य / Total-New Works	पूआंन DRF	..	..	18,08.88	..
		जोड़ - रेलपथ नवीकरण / Total-Track Renewals	पूआंन DRF	..	..	152,00.00	..
पुल संबंधी कार्य / BRIDGE WORKS							
अ - चालू कार्य / A - Works in Progress							
163	07.02.32.02 .5.30.001	गोरखपुर-गोंडा - पुल सं.182 व 183 के बदले नए पुल Gorakhpur-Gonda - New bridges in lieu of bridge No.182 & 183	पूआंन DRF	13,14.39	13,04.39	10.00	..
164	07.03.32.02 .1.30.002	छपरा-इलाहाबाद (पुल सं.39, 59, 66, 82 व 137); फेफाना-इंदारा-मऊ- शहरगंज पुआंन (पुल सं.9) - सुदृढ़ीकरण / पुनर्निर्माण Chhapra-Allahabad (bridge No 39, 59, 66, 82, & 137) - Phephana-Indara-Mau-Shahganj (bridge No 9) - Strengthening / rebuilding	DRF विरसति SRSF	2,43.96 46,04.57	39.63 46,04.57	15.00	1,89.33
165	07.03.32.02 .1.30.003	गोरखपुर-खड्डा - एमबीजी लोडिंग के अनुसार पुनर्निर्माण (पुल सं.46, 40, 38, 22, 16 व 2) Gorakhpur-Khadda - Reconstruction as per MBG loading (bridge Nos.46, 40, 38, 22, 16 & 2)	पूआंन DRF विरसति SRSF	1,63.07 16,95.00	64.79 16,95.00	1.00	97.28
166	07.03.32.02 .1.30.001	भरनी-औद्विहार - एमबीजी लोडिंग के अनुसार पुनर्निर्माण (पुल सं.72, 73, 91, 106, 111, 116 व 125) Bharni-Aunihar - Reconstruction as per MBG loading (bridge Nos 72, 73, 91, 106, 111, 116 & 125)	पूआंन DRF विरसति SRSF	2,22.79 23,55.21	1,46.14 22,57.21	15.00	61.65
167	07.03.32.03 .1.30.001	दारागंज - पुनर्निर्माण (गंगा पर पुल सं.111) Daraganj - Rebuilding (bridge No.111 on Ganga)	पूआंन DRF	293,53.00*	36.30	3,00.00	290,16.70
168	07.03.32.03 .1.30.002	मांजी-बकुलाहा - पुनर्निर्माण (गंडक पर पुल सं.16) Manjhi-Bakulaha - Rebuilding (bridge No.16 on Gandak)	पूआंन DRF	204,68.00	4,44.09	6,18.96	194,04.95
169	07.10.32.12 .1.00.999	2.5 करोड़ रुपए से कम लागत के प्रत्येक कार्य Works costing below Rs.2.5 crore each	पूआंन DRF विति (4) DF(4)	..	..	75.00 53.99	..
		जोड़ - चालू कार्य / Total-Works in Progress	पूआंन DRF विति (4) DF(4)	..	..	10,34.96 53.99	..
ब - नये कार्य / B - New Works							
170	07.20.32.12 .1.00.999	2.5 करोड़ रुपए से कम लागत के प्रत्येक कार्य Works costing below Rs.2.5 crore each	पूंजी पूआंन विति (4) DRF DF(4)	..	..	50.00 60.00 10.00	..
		जोड़ - नये कार्य / Total-New Works	पूंजी पूआंन विति (4) Cap. DRF DF(4)	..	..	50.00 60.00 10.00	..

RVNL/BSB/GB/111/CORR./37/844-C

दिनांक: 10-06-2024


अध्यक्ष, जिला गंगा समिति
(जिलाधिकारी) प्रयागराज
जिला गंगा सुरक्षा समिति जिलाधिकारी कार्यालय,
प्रयागराज, उत्तर प्रदेश

विषय: रेलवे के गंगा सेतु संख्या 111 झूसी दारागंज के 24:76.2M Span के सेतु निर्माण के संबंध

संदर्भ: (i) वन संरक्षक प्रभारी प्रभावी निदेशक सामाजिक वानिकी विभाग प्रयागराज का पत्रांक संख्या 3014/15-1 दिनांक 27-02-2024

(ii) इस कार्यालय का पत्रांक संख्या RVNL/BSB/GB/111/CORR./37/781 दिनांक: 01-03-2024.

झूसी दारागंज के मध्य गंगा नदी पर दो रेलवे लाइन के लिए बनने वाले रेलवे सेतु के लिए अनुरोध पत्र नमामि गंगे राष्ट्रीय स्वच्छ गंगा मिशन के अनुमोदन हेतु आप के माध्यम से प्रेषित किया जा रहा है ।


(वी के अग्रवाल) 10/06/24

महाप्रबंधक (प्रोजेक्ट)

एवं मुख्य परियोजना प्रबंधक - प्रथम
रेल विकास निगम लिमिटेड, वाराणसी

प्रतिक्रिया :- DFO/PR45

Received
Mishra
21/6/2024

RVNL/BSB/G/111/Corr./32/ 844 - A

Date: 10-06-2024

(उचित माध्यम जिला गंगा समिति द्वारा)

1. कार्यकारी निदेशक (तकनीकी)

राष्ट्रीय स्वच्छ गंगा मिशन

2. जिलाधिकारी, प्रयागराज

जिला गंगा सुरक्षा समिति जिलाधिकारी कार्यालय,
प्रयागराज, उत्तर प्रदेश

विषय: अनापति पत्र हेतु नमामि गैंग जल शक्ति मंत्रालय, जल संसाधन, नदी विकास और गंगा संरक्षण विभाग, भारत सरकार

सन्दर्भ: (i) आपके कार्यालय का पत्रांक संख्या TE/2015/3/202-0/0ED (TECH) एवं एन एम सी जी / दिनांक 06/11/2023.

(ii) वन संरक्षक प्रभारी प्रभावी निदेशक सामाजिक वानिकी विभाग प्रयागराज का पत्रांक संख्या 3014/15-1 दिनांक 27-02-2024.

(iii) इस कार्यालय का पत्रांक संख्या RVNL/BSB/GB/111/CORR./37/782 दिनांक: 01-03-2024.

क्रमांक	विषय	विवरण
9.	कार्य का नाम	Daraganj-Rebuilding (Bridge no. 111 on Ganga)
10.	कार्यदायी संस्था	Rail Vikas Nigam Limited
11.	कार्य करने वाली संस्था का नाम	ITDC-BBJ (JV) Kolkata
12.	एग्रीमेंट नंबर	Contract Agreement no: RVNL/BSB/Ganga Bridge/18-19/Works/Agt.03/Dated: 06.10.2020
13.	रेलवे का P.B. No.	Old P.B No. 121- (2003-04) New P.B. No. 339 (2022-23)
14.	स्थान	Between Jhusi – Daraganj Latitude: 14589378, Longitude: 2815111 (UTM Zone 44R, WGS84)
15.	लागत (Rs)	495.03 Cr.
16.	पूल का विवरण	Design Basis Report (DBR) 24.00 Span 76.2 M फाउंडेशन – Well Type Pier, Pier Cap- RCC गर्डर – OWG (Open Web Girder)

ITDC द्वारा पूर्व में अनापति हेतु आपके यहां ऑनलाइन दिनांक 17.01.2024 को भेजा जा चुका है एवं RVNL द्वारा (NMCG2024311671) दिनांक 01-03-2024 को ऑनलाइन भेजा जा चुका है।

(वी के अग्रवाल)



Office of the Project Director,
Ganga Bridge 111, (Jhusi – Daraganj)
(Near Jhusi Railway Station), Jhusi
Prayagraj, PIN-211019 (UP), India
V.K. Agrawal/IRSE
CPM/Rail Vikas Nigam Limited
Email: gmrvnlpryj@gmail.com
dycecvinay@gmail.com
M.No.:7458914011

RVNL/BSB/G/111/Corr./32/ ९५५-१३

Date: 10-06-2024

(उचित माध्यम जिला गंगा समिति द्वारा)

1. कार्यकारी निदेशक (तकनीकी)
राष्ट्रीय स्वच्छ गंगा मिशन

2. जिलाधिकारी, प्रयागराज
जिला गंगा सुरक्षा समिति जिलाधिकारी कार्यालय,
प्रयागराज, उत्तर प्रदेश

विषय: रेलवे के गंगा सेतु संख्या 111 झूसी दारागंज के 24x76.2 M Span के सेतु निर्माण के संबंध में।

संदर्भ: (i) राष्ट्रीय स्वच्छ गंगा मिशन का पत्रांक संख्या TE-12015/3/2023-O/o ED(TECH) दिनांक 04-01-2024.

(ii) वन संरक्षक प्रभारी प्रभावी निदेशक सामाजिक वानिकी विभाग प्रयागराज का पत्रांक संख्या 3014/15-1 दिनांक 27-02-2024.

(iii) इस कार्यालय का पत्रांक संख्या RVNL/BSB/GB/111/Corr./32/783 दिनांक 01-03-2024

संदर्भ (i) के संदर्भ में, आई.टी.डी. सीमेंटेशन इंडिया लिमिटेड द्वारा ऑनलाइन रजिस्ट्रेशन SM22 (NMCG2024117144643) दिनांक 19.01.2024 को कराया था।

संदर्भ (ii) के संदर्भ में, रेल विकास निगम लिमिटेड द्वारा ऑनलाइन रजिस्ट्रेशन SM (NMCG2024311671) दिनांक 01-03-2024 को कराया गया है।

आई.टी.डी. सीमेंटेशन इंडिया लिमिटेड के द्वारा भेजा गया उत्तर निम्न है।

उपरोक्त विषय के संबंध में पत्र संख्या TE/2015/3/202-0/0ED (TECH) एवं एन एम सी जी / दिनांक 06/11/2023 (संलग्न-1) राष्ट्रीय स्वच्छ गंगा मिशन द्वारा जिला अधिकारी प्रयागराज एवं अन्य संबंधित को भेजा गया है।

a. उपरोक्त पत्र के संबंध में आई.टी.डी. सीमेंटेशन गंगा ब्रिज प्रोजेक्ट झूसी रेलवे स्टेशन प्रयागराज ने पत्र दिनांक 17-11-2023 (संलग्न नंबर 2) के द्वारा स्पष्टीकरण दिया है जो इस प्रकार है।

b. यह की आई.टी.डी. सीमेंटेशन के द्वारा पर्यावरण के सभी मानकों का पालन किया जा रहा है इस संबंध में निम्नलिखित अनापत्ति प्राप्त संबंधित विभागों से लिया जा चुका है।



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- (i) मेलाधिकारी प्रयागराज पत्र संख्या: 2712/15-कु० मे० (2018-19)) दिनांक: 25.10.2018- छाया प्रति संलग्न है।
- (ii) प्रभारी अधिकारी (माघ मेला प्राधिकरण) प्रयागराज पत्र संख्या: 1395/15- मा० मे० (2021-22)) दिनांक: 15-12-2020.
- (iii) प्रभारी अधिकारी (माघ मेला प्राधिकरण) प्रयागराज पत्र संख्या: 781/15- मा० मे० (2021-22)) दिनांक: 24-09-2021.
- (iv) उप जिलाधिकारी- सदर -प्रयागराज पत्र संख्या: 1913/एस०टी०- सदर /2018 दिनांक: 24-10-2018.
- (v) अपर जिला मजिस्ट्रेट (नगर) प्रयागराज, पत्र संख्या: 29(4)/ एस०टी०/नगर/2018 दिनांक: 23.10.2018.
- (vi) यह कि आईटीडी के द्वारा बैचिंग प्लांट चलाने हेतु पुनः सहमति आदेश ले लिया गया है, जिसकी वैधता दिनांक 31-03-2024 तक है जिसकी छाया प्रति संलग्न है संख्या- 185565/U PPCB/ALLAHABAD (U PPCBRO)/CTO/BOTH/PRAYAGRAJ/2023 dated 23.06.2023.

क्रमांक	विवरण	टिप्पणी
1.	आपके पत्र 6/11/2023 के प्रथम पैरा में यह दर्शाया गया है कि बैचिंग प्लांट के लिए अपेक्षित अनुमोदन 31/03/2023 को समाप्त हो गया है और पुल निर्माण साइट पर किया जा रहा है कोई भी निर्माण कार्य जल और वायु अधिनियम के प्रावधान का उल्लंघन है।	बैचिंग प्लांट गंगा नदी के तट से लगभग 2 KM झूसी रेलवे स्टेशन के नजदीक रेलवे भूमि पर लगाया गया था जिसकी अनुमति पर्यावरण विभाग से दिनांक 20/04/2021 को 20/04/2021 से 31/03/2023 तक के लिए प्रदान की गई थी। संलग्न B इस अवधि में गंगा नदी पर किए जा रहे सीमेंट कार्य लगभग समाप्त हो गया था। पर्यावरण विभाग व आपके पत्रानुसार अवधि को बढ़ाने का अनुरोध किया गया था जिसे पर्यावरण विभाग ने दिनांक 23/03/ 2024 तक बढ़ा दिया था। संलग्न C
2.	स्वच्छ गंगा के लिए राष्ट्रीय मिशन (एनएमसीजी) को भारत सरकार द्वारा एक प्राधिकरण के रूप में दिनांक 07 10 2016 की अधिसूचना "का आ. 3187(31) के तहत गठित किया गया है और इसे पर्यावरण (संरक्षण) अधिनियम 1986 की धारा 5 के	i. पर्यावरण का विशेष ध्यान रखते हुए कार्य को सम्पादित किया गया। ii. नोट किया गया। नमामि गंगे वेबसाइट पर अनुमोदन हेतु ऑनलाइन पोर्टल पर सुविधा उपलब्ध न होने के कारण पूर्व अनुमति के लिए ऑनलाइन अप्लाई नहीं किया जा सका। नमामि गंगे वेबसाइट पर एप्लीकेशन का प्रारूप भी उपलब्ध नहीं था कृपया पूर्व में इस कार्यालय के पत्र दिनांक 17/11/2023 का अवलोकन



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तहत गंगा नदी और इसकी सहायक नदियों में प्रदूषण का नियंत्रण, रोकथाम और संवर्धन की शक्ति प्रदान की गई है। उक्त अधिसूचना के प्रावधानों के अनुसार, एनएनसीजी को प्रदूषण और कार्याकल्प गंगा नदी और इसकी सहायक नदियों के संरक्षण और प्रबंधन के लिए आवश्यक दिशा-निर्देशों को लिखित रूप में जारी एवम लागू करना है। भारत सरकार की जल शक्ति मंत्रालय के अधीन राष्ट्रीय स्वच्छ गंगा मिशन द्वारा जारी अधिसूचना 42 की पैरा 2016 अक्टूबर 07 में स्पष्ट रूप से उल्लेखित विवरण का पूर्णरूपेण उल्लंघन होता है जिसमें यह कहा गया है कि निम्नलिखित मामलों पर पूर्व अनुमोदन लेना।

v. गंगा नदी की डाउन स्ट्रीम जल की प्रवाह को प्रभावित किये बिना गंगा नदी में जल की भण्डारण के डायवर्जन की प्रणाली।

vi. गंगा नदी या नदी की तट पर या इसके बाद योजना क्षेत्रों पर पुलों और सहायक सड़कों तथा तटों का निर्माण।

करने का कष्ट करें जिसमें ऑनलाइन वेबसाइट की जानकारी मांगी गई थी।

iii. वर्तमान में वेबसाइट पर ऑनलाइन पूर्व अनुमति के लिए पोर्टल पर व्यवस्था की गई है। पोस्ट फैक्ट अप्रूवल के लिए ऑनलाइन पोर्टल पर कोई सुविधा उपलब्ध न होने के कारण पूर्व अनुमति के पोर्टल पर आवेदन किया गया है। अनुमोदन हेतु ऑनलाइन प्रोसेस किया गया। एप्लीकेशन नंबर NMCG20241711446743 दिनांक 17-01-2024. RVNL द्वारा (NMCG2024311671) दिनांक 01-03-2024 को ऑनलाइन भेजा जा चुका है।

iv. अपर जिला मजिस्ट्रेट (नगर) प्रयागराज से 23-10-2018, उप जिलाधिकारी (सदर) से 23-10-2024 को अनापत्ति प्राप्त की गई।

v. मेला अधिकारी (कुम्भ मेला) प्रयागराज से अनापत्ति पत्र 25-10-2018 को प्राप्त किया गया था।

3. इसी संदर्भ में यह भी अवगत करना आवश्यक है की पर्यावरण संरक्षण अधिनियम 1986 की धारा 15 के प्रावधानों के अनुसार:

15. अधिनियमों तथा नियमों,

नोट किया गया।

पूर्व में मेला अधिकारी (कुम्भ मेला) प्रयागराज से सेतु के कार्य के लिए अनुमति ली गई है संलग्न A

अपर जिला मजिस्ट्रेट (नगर) प्रयागराज से 23-10-



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आदेशों और निदेशों के उपबंधों के उल्लंघन के लिए शास्ति (1) जो कोई इस अधिनियम के उपबन्धों या इसके अधीन बनाए गए नियमों या निकाले गए आदेशों या दिए गए निदेशों में से किसी का पालन करने में असफल रहेगा या उल्लंघन करेगा, वह ऐसी प्रत्येक असफलता या उल्लंघन के संबंध में कारावास से, जिसकी अवधि पाच वर्ष तक की हो सकेगी, या जुर्माने से, जो एक लाख रुपए तक का हो सकेगा, या दोनों से, और यदि ऐसे असफलता या उल्लंघन चालू रहता है तो अतिरिक्त जुर्माने से, जो ऐसी प्रथम असफलता या उल्लंघन के लिए दोषसिद्धि के पश्चात् ऐसे प्रत्येक दिन के लिए जिसके दौरान असफलता या उल्लंघन चालू रहता है, पांच हजार रुपए तक का हो सकेगा दण्डनीय होगा

2018, उप जिलाधिकारी (सदर) से 23-10-2024 अनापत्ति प्राप्त की गई।

इसके अतिरिक्त अपर जिला मजिस्ट्रेट नगर से वेल फाउंडेशन के लिए ब्लास्ट की अनुमति 23-12-2021 को ली गई।

अतः प्रावधानों का उल्लंघन किसी प्रकार से नहीं किया गया है। वर्तमान में रेल लिफ्टिंग आदि का कार्य अंतिम चरण में है।

4. यह की उपर्युक्त अधिसूचना के प्रावधानों के अनुरूप राज्य गंगा समिति और जिला गंगा समिति के माध्यम से प्राप्त एन.एम.सी.जी. की पूर्व स्वीकृति / अनापत्ति प्रमाण पत्र के बिना कोई भी व्यक्ति गंगा अथवा गंगा की अन्य सहायक नदियों के किनारे/ तल/ बाढ़ आवृत्ति परीक्षेत्र में आवासीय या वाणिज्यिक या औद्योगिक या किसी अन्य प्रयोजन से स्थायी अथवा अस्थायी संरचना का

नोट किया गया।

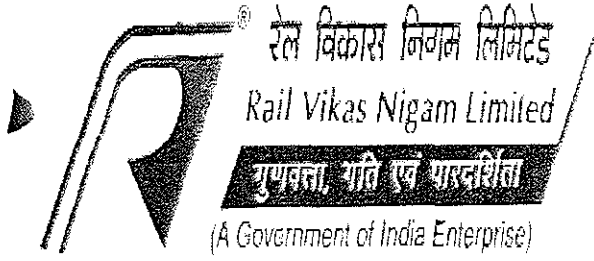
पूर्व में मेला अधिकारी (कुम्भ मेला), जिला प्रशासन व पर्यावरण विभाग आदि से अनुमोदन लिया गया था। पोस्ट फैक्ट अनुमोदन दिनांक 17-01-2024 को ऑनलाइन अप्लाई कर दिया गया है।

RVNL द्वारा (NMCG2024311671) दिनांक 01-03-2024 को ऑनलाइन भेजा जा चुका है।

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	निर्माण नहीं करेगा। अधिसूचना में निर्दिष्ट है की गंगा नदी या नदी के तट पर या इसके बाढ़ योजना क्षेत्रों में पुलों और सहायक सड़को तथा तटों के निर्माण सम्बन्धी मामलो पर राष्ट्रीय स्वच्छ गंगा मिशन से पूर्व अनुमोदन लेना अनिवार्य होगा। अधिसूचना में ये भी प्रावधानित है की कोई भी व्यक्ति ऐसा कोई क्रियाकलाप अथवा किसी परियोजना अथवा प्रक्रिया अथवा क्रियाकलाप नहीं करेगा अथवा जारी रखेगा जिससे गंगा नदी में प्रदुषण हो चाहे यह क्रियाकलाप इस आदेश में उल्लेखित हो या न हो।	
5.	यहां उल्लेखनीय है कि मा० राष्ट्रीय हरित अधिकरण के आदेश दिनांकित 13.07.2017 (ओ.ए.सं. 200/2014 में पारित) द्वारा नदी बाढ़ क्षेत्र संरक्षण निमित्त निर्गत निर्देश के अनुसार गंगा नदी या नदी के बाढ़ आवृत्ति परिक्षेत्र में निर्माण कार्य जनित कपड़ा, कूड़ा, मलवा आदि फेंकना प्रतिबंधित है और इसका उल्लंघन करने की दशा में राज्य प्रदूषण नियंत्रण बोर्ड/ समितियों द्वारा उल्लंघनकर्ताओं से पर्यावरणीय क्षतिपूर्ति वसूलने का आदेश है।	सेतु निर्माण के कार्य में कचरा कूड़ा मालवा नहीं फेंका जा रहा है इस संबंध नगर पर्यावरण अधिकारी की संयुक्त रिपोर्ट का अवलोकन किया जा सकता है संलग्न
6.	इसलिए उपर्युक्त प्रावधानों को ध्यान में रखते हुए अनुरोध किया जाता है कि एनएमसीजी से	पर्यावरण विभाग के पत्र दिनांक 23/06/2023 द्वारा वैधता 31/03/2024 तक बढ़ा दिया गया है। ऑनलाइन अनुमति हेतु दिनांक 17/01/2024 को प्रेषित

अनुरोध/अनापत्ति प्रमाण पत्र प्राप्त होने के उपरांत ही रेलवे पुल के निर्माण कार्य को अग्रसर किया जाये। अतः यह भी सुनिश्चित किया जाये की आईटीडी सीमेंटेशन इंडिया लिमिटेड को उत्तर प्रदेश प्रक्षण नियंत्रण बोर्ड दद्वारा जारी की गयी बैचिंग प्लांट को निर्गत सहमति जिसकी आदेश वैधता दिनांक 31.03.2023 को समाप्त हो चुकी है को पुनः प्राप्त किया जाये। यह पत्र सक्षम प्राधिकारी के अनुमोदन से जारी किया जा रहा है।

किया गया है।

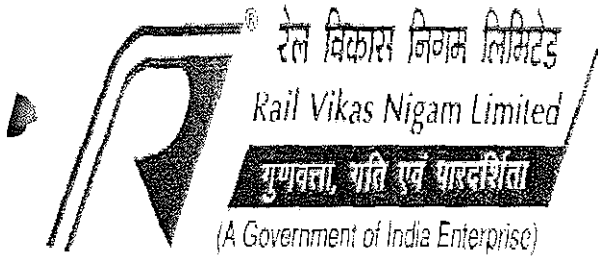
RVNL द्वारा (NMCG2024311671) दिनांक 01-03-2024 को ऑनलाइन भेजा जा चुका है।

- c. वर्तमान में आई.टी.डी. सीमेंटेशन द्वारा रेल सेतु संख्या 111 के निर्माण का कार्य पूरा कर लिया गया है। व बैचिंग प्लांट हटाने का भी कार्य पूरा कर लिया गया है। इस संबंध में हमने बैचिंग प्लांट चलाने हेतु पुनः सहमति आदेश ले लिया है।
- d. इसके अतिरिक्त आपके सुझाव के अनुसार हम लोग ऑनलाइन पोर्टल पर भी अपलोड कर दिया है। जिसका एप्लीकेशन नंबर NMCG20241711446743 है। RVNL द्वारा (NMCG2024311671) दिनांक 01-03-2024 को ऑनलाइन भेजा जा चुका है।

दिनांक 04/01/2024 के आपके पत्र के बिंदुसार रिमार्क निम्नलिखित हैं।

क्रमांक	विवरण	टिप्पणी
1.	उपरोक्त विषय के सम्बन्ध में पत्र संख्या: TE-12015/3/2023-0/0 ED (TECH) एनएमसीजी। दिनांक: 06.11.2023 (संलग्नक-1) राष्ट्रीय स्वच्छ गंगा मिशन दद्वारा जिलाधिकारी, प्रयागराज एवं अन्य संबंधित को भेजा गया था।	नोट किया गया।
2.	इस पत्र के सम्बन्ध में आईटीडी सीमेंटेशन इंडिया लिमिटेड, गंगा ब्रिज प्रोजेक्ट झूसी रेलवे स्टेशन प्रयागराज ने पत्र दिनांक 17.11.2023 (संलग्नक-2) के द्वारा स्पष्टीकरण दिया है।	नोट किया गया। आपके पत्र 17-11-2023 के पैरा 3 में यह आग्रह किया गया था कि पोस्टपेड अनुमोदन हेतु ऑनलाइन वेब पोर्टल पर सुविधा उपलब्ध कराने का आग्रह किया

		था
3.	उपरोक्त विषय के सम्बन्ध में पत्र क्रमांक BKU (P)/07 दिनांक 11.12.2023 (संलग्नक-3) राष्ट्रीय महासचिव, भारतीय किसान यूनियन (पूर्वा), प्रयागराज, उत्तर प्रदेश से संलग्न दस्तावेजों के साथ प्राप्त हुआ है, जिसमें दिनांक 6 नवंबर 2023 के पत्र के संदर्भ में तथ्य अवगत करवाए गए हैं।	किसान यूनियन द्वारा तथ्यों को छुपाते हुए गलत सूचना प्रेषित की जा रही है।
4.	पत्र दिनांक 6 नवंबर 2023 जिसमें उक्त उल्लेखित रेलवे ब्रिज के निर्माण कार्य पर रोक लगाने हेतु कहा गया, परंतु पत्र के उपरांत भी अवैध रूप से चल रहा कार्य निरंतर चल रहा है।	(iii) सीमेंट का कोई भी कार्य गंगा नदी पर नहीं चल रहा है। (iv) उपरोक्त ब्रिज दो लाइन का कुंभ मेला 2025 से पूर्व पूर्ण होने का कठिन लक्ष्य दिया गया है जिसे प्राप्त करने में आपका सहयोग अपेक्षित है।
5.	उपरोक्त तथ्यों को देखने से ऐसा प्रतीत होता है कि आईटीडी कंपनी और राष्ट्रीय महासचिव, भारतीय किसान यूनियन (पूर्वी), प्रयागराज दोनों के स्पष्टीकरण में विरोधाभास पाया गया है। राष्ट्रीय स्वच्छ गंगा मिशन द्वारा पत्र संख्या: TE-12015/3/2023-0/0 ED (TECH) एनएमसीजी / दिनांक: 06.11.2023 जिलाधिकारी, प्रयागराज एवं अन्य संबंधित को जारी करने के बाद भी आईटीडी सीमेंटेशन इंडिया लिमिटेड, गंगा विज प्रोजेक्ट झूसी रेलवे स्टेशन प्रयागराज ने ब्रिज का निर्माण कार्य अभी जारी है जैसा कि राष्ट्रीय महासचिव, भारतीय किसान यूनियन (पूर्वी) के पत्र के छायाचित्रों के देखने से प्रतीत होता है।	यह परियोजना अत्यंत महत्वपूर्ण है माननीय प्रधानमंत्री कार्यालय द्वारा इसकी निगरानी की जा रही है। वर्तमान में रेल लिकिंग आदि का कार्य अंतिम चरण में है। इस परियोजना पर लगभग 95% खर्च हो चुका है बीच में परियोजना ना रोका जाए ऐसा आपसे आग्रह है।
6.	अतः इस सम्बन्ध में डिस्ट्रिक्ट गंगा समिति उत्तर प्रदेश प्रदूषण नियंत्रण बोर्ड (UPPCB) को निर्देशित किया जाता है कि वे तथ्यों का वास्तविक निरीक्षण कर जल (प्रदूषण निवारण और नियंत्रण) अधिनियम तथा वायु (प्रदूषण निवारण और नियंत्रण) अधिनियम के अंतर्गत उचित करवाई करें।	आपका यह सुझाव पूर्ण रूप से स्वीकार है, आप उच्च स्तरीय कमेटी बनाकर कार्य के निरीक्षण से वास्तविक जानकारी मिल सकती है। पूर्व में पर्यावरण अभियंता नगर निगम, गिरीश कुमार सहायक अभियंता नगर निगम व SrDGM/RVNL की संयुक्त रिपोर्ट



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Office of the Project Director,
Ganga Bridge 111. (Jhusi – Daraganj)
(Near Jhusi Railway Station), Jhusi
Prayagraj, PIN-211019 (UP), India
V.K. Agrawal/IRSE
CPM/Rail Vikas Nigam Limited
Email: gmrvnlprij@gmail.com
dycecvinay@gmail.com
M.No.:7458914011

अवलोकन हेतु संलग्न है (संलग्न D)
ऑनलाइन एप्लीकेशन दिनांक 17-01-
2024 को प्रेषित की जा चुकी है।

गंगा नदी पर बनने वाला प्रोजेक्ट कुंभ मेला से पहले पूर्ण होना आवश्यक है। इस पुल के निर्माण से कुंभ मेला के समय क्राउड मैनेजमेंट में बहुत सफलता मिलेगी। इस परियोजना पर लगभग 480 करोड़ खर्च हो चुके हैं, परियोजना के मध्य कार्य ना रोका जाये यह आपसे विनम्र आग्रह है।

आपको यह आश्वासन प्रदान करना चाहते हैं कि पर्यावरण विभाग से सभी सुझाव को अमल में लाना हमारी प्राथमिकता है।

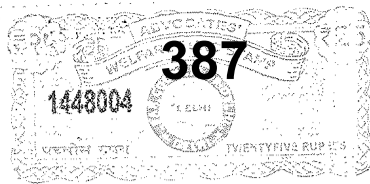
अतः आपसे अनुरोध है कि आप अपने कार्य रोकने के निर्णय को रिव्यू करने की कृपा करें तथा पर्यावरण आदि से सभी सुझाव का स्वागत है। तथा इसे पूर्ण रूप से पालन किया जायेगा। पूर्वानुमति ऑफलाइन प्रक्रिया करना पूर्ण रूप से अनभिज्ञता रही है।

अतः आप से अनुरोध है कि कार्य की अनुमति जारी रखने का कष्ट करें जिससे कुंभ मेला से पूर्व कार्य पूरा कर माननीय प्रधानमंत्री सेल द्वारा निगरानी किये जा रहे कार्य को समय से पूरा किया जा सके।

(वी के अग्रवाल)

महाप्रबंधक (प्रोजेक्ट)

एवं मुख्य परियोजना प्रबंधक - प्रथम
रेल विकास निगम लिमिटेड, वाराणसी



In the court of IN THE HON'BLE NATIONAL GREEN TRIBUNAL AT PRINCIPAL BENCH NEW DELHI
 Suit / Appeal No. DA NO - 611 / 2024 Jurisdiction of 2024

In re : BHARATIYA KISHAN UNION (PURWA) Piff / Apptt./Petitioner/Complainant

VERSUS

UNION OF INDIA & ORS. Defdt./Respt./Accused

KNOW ALL to whom these present shall come that I / we VINAY KR. A GRAWAL, CPM/RVNL

The above named Respondent No. 8 do hereby appoint

JITENDRA KUMAR SINGH (Advocate)

J.K.SINGH & ASSOCIATES

C-57, LGF, JANGPURA EXTENSION, NEW DELHI-110014

MOBILE NO. 9810260368

ENL. NO. D/454-A/1993.

(Herein after called the advocate/s) to be my/our advocate in the above-noted case authorize him:-

To act, appear and plead in the above noted case in this court or in any other court in which the same may be tried or heard and also I the appellate court including High Court subject to payment of fees separately for each court by me/us.

To sign file, verify and present pleadings, appeals cross-objections or petitions for executions review, revision, withdrawal, compromise or other petitioner or affidavits or other documents as may be deemed necessary or proper for the prosecution of the same case in all its stages subjects to payment of fees for each stage.

To file and take back documents, to admit and/or deny the documents of opposite party.

To withdraw or compromise the said case or submit to arbitration any differences or disputes that may arise touching or in any manner relating to the said case.

To take execution proceedings.

The deposit, draw and receive money, cheques, cash and grant receipts hereof 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 case.

To appoint and instruct any other Legal Practitioner authorizing him to exercise the power and authority hereby conferred upon the Advocate whenever he may think fit to do so and to sign the power of attorney on our behalf.

And I /we the undersigned to hereby agree to ratify and confirm all acts done by the Advocate or his substitute in the matter as my/our own acts, as if done by me/us to all intents and proposes.

And I /we undertake that I /we or my/our duly authorized agent would appear in court on all hearings and will inform the advocate for appearance when the case is called.

And I /we the undersigned do hereby agree not to hold the advocate or his substitute responsible for the result of the said case. The adjournment costs whenever ordered by the court shall of the advocate which he shall receive and retain for himself.

And I /we the undersigned do hereby agree that in the event of the whole or part of the fee agreed by me/us to be paid to the advocate remaining unpaid he shall be entitled to withdraw from the prosecution of the said case until the same is paid up. The fee settled is only for the above case and above court. I /we hereby agree that one fee is paid, I /we will not be entitled for the refund of the same in any case whatsoever and if the case prolongs for more than 3 years the original fee shall be paid again by me/us.

IN WITNESS WHEREOF I/we do hereunto set my/our hand to these presents the contents of which have been understood by me/us on this 24th day of September 2024.

Accepted subject to the terms of the fees.

Advocate

Client

[Handwritten signature of Advocate]

[Handwritten signature of Client]
 Client
 24/9/24

[Handwritten signature]

Proof of Service - 116

JITENDRA SINGH <jksingh93@gmail.com>

**Advance Service of OA No. 611 of 2024 titled as Bharatiya Kishan Union (Purwa)
Vs. Union of India & Ors.**

1 message

JITENDRA SINGH <jksingh93@gmail.com>

Mon, Sep 30, 2024 at 6:47 PM

To: "rmsachiv.bkupurwa@gmail.com" <rmsachiv.bkupurwa@gmail.com>, secy-mowr@nic.in, dg@nmcg.nic, csup@nic.in, "pd@smcg-up.org" <pd@smcg-up.org>, drm@bsb.rainet.gov.in, dmail@nic.in, "roprayagraj@uppcb.in" <roprayagraj@uppcb.in>, admin@itdcem.co.in

Dear Sir,

Please find attached copy of Reply on behalf of Respondent No. 8.
Kindly acknowledge receipt of the same.

with regards.

from the Office of:-

Mr. Jitender Kr. Singh
Counsel for petitioner.
C-57, Jangpura Extension, Delhi-110014.
E-mail:- jksingh93@gmail.com
contact: 9810260368.

 **REPLY OF NGT IN BHARTIYA KISHAN VS UOI.pdf**
3871K