

BEFORE THE NATIONAL GREEN TRIBUNAL
PRINCIPAL BENCH, NEW DELHI
Original Application No. 573 of 2025

IN THE MATTER OF:

Narender Singh Rathore & Others

...Applicants

Versus

State of Himachal Pradesh & Others

...Respondents


INDEX

S.N.	PARTICULARS	PAGE NO
1.	Reply/counter affidavit on behalf of respondent no. 5 i.e. National Highways Authority of India	1-23
2.	<u>ANNEXURE No. R-1:</u> A copy of the Gazette Notification dated 22.08.2013	24-27
3.	<u>ANNEXURE No. R-2:</u> A copy of the Working Permission dated 30.10.2023 issued by Forest Department	28-29
4.	<u>ANNEXURE No. R-3:</u> A copy of the Section 3D Notification dated 15.01.2026 for acquisition of land	30-32
5.	<u>ANNEXURE No. R-4:</u> . A copy of the Pre-Monsoon Seasonal Weather Report of Months of March-May 2025 of Government of India, Ministry of Earth Sciences, India Meteorological Department, Meteorological Centre, Shimla.	33-36

6.	<u>ANNEXURE No. R-5:</u> A copy of the Notification dated 01.09.2025 issued by Department of Revenue, Disaster Management Cell, Government of Himanchal Pradesh.	37-38
7.	<u>ANNEXURE No. R-6:</u> A copy of the letters of Concessionaire dated 13.11.2025 and 17.12.2025 addressed to NHAI	39-42
8.	<u>ANNEXURE No. R-7:</u> A copy of the letters dated 05.01.2026 issued by NHAI to SDM Shimla (Rural)	43
9.	<u>ANNEXURE No. R-8:</u> A copy of the correspondence dated 27.10.2025 between concessionaire and NHAI	44-50
10.	<u>ANNEXURE No. R-9:</u> A copy of the correspondence dated 20.11.2025 between NHAI to Sub Divisional Officer (C), Cum-Competent Authority for Land Acquisition, Shimla.	51-52

DATE: 19.05.2026
PLACE: New Delhi

FILED BY:


ABHISHEK YADAV

Advocate
A-10, Sector 61 Noida-201301
M: 9312342505
Abhishek@dylawoffices.in

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Original Application No. 573 of 2025



IN THE MATTER OF:

Narender Singh Rathore & Others

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**REPLY/COUNTER AFFIDAVIT ON BEHALF OF RESPONDENT
NO. 5 & 6 i.e. UNION OF INDIA & NATIONAL HIGHWAYS
AUTHORITY OF INDIA**

PRELIMINARY SUBMISSIONS

1. That the present Original Application has been filed by the Applicants under Section 14 of the National Green Tribunal Act, 2010 (hereinafter "the NGT Act") before this Hon'ble Tribunal alleging environmental degradation purportedly caused by the four-laning work being undertaken by the Respondent no. 6, National Highways Authority of India (hereinafter "NHAI") and its Concessionaire on the Shimla Bypass Package-II (Shakral to

Project Director
NHAI, PUJ-Shimla (U)

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VIPUL PRABHAKAR
Notary No 180
Shimla(U) Ph 91 5000010r

Dhalli), which forms part of National Highway No. 5/NH-22 in the State of Himachal Pradesh.

2. That it is respectfully submitted at the outset that the present application is misconceived, premature, bereft of any specific and concrete allegation of environmental violation, and is based entirely on assumptions and conjectures. The Applicants have failed to indicate and establish the existence of a substantial question of law relating to environment in terms of Section 14 of the National Green Tribunal Act, 2010 ('the Act') read with Section 2(m) of the Act, which is integrally connected to the Statute specified in Schedule I of the Act. Further, the Applicants have failed to establish any causal nexus between the construction activities of NHAI/Concessionaire and the alleged environmental damage. The application, therefore, deserves to be dismissed in limine.
3. The Answering Respondent denies all allegations made in the Original Application in their entirety, except where expressly admitted herein. This response is filed without prejudice to the Respondent's right to submit a detailed, paragraph-by-paragraph reply, should the Hon'ble Tribunal require it or should it become necessary at a later stage.


Project Director
NHAI PIU-Shimla (H.P.)

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VIPUL PRABHAKAR
Notary No 180
Shimla(U) Ph. 97 80000100

ABOUT THE PROJECT

4. The work of four-laning of Shimla Bypass Package-II from Shakral to Dhalli (Km 146+300 to Km 156+560) has been awarded to the Concessionaire, M/s Gawar Shimla Highway Private Limited, on Hybrid Annuity Mode. The project length of the said stretch is 10.985 km. The project forms part of the larger four-laning of the Solan-Shimla Section of NH-22 (formerly NH-5).

STATUTORY COMPLIANCE AND REGULATORY CLEARANCES AND STANDARD PRACTICE:

5. That it is respectfully submitted that the project has been undertaken strictly in accordance with all applicable statutory approvals and environmental safeguards. The following clearances and permissions have been duly obtained:

(a) Environmental Clearance: Environmental Clearance for the widening of the Solan-Shimla road (NH-22) was applied for vide application dated 16.05.2013 and the same was granted by the Ministry of Environment and Forests, Government of India on 30.08.2013 under the Environment Impact Assessment Notification, 2006 vide F.No. 10-121/2011-IA-III.

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VIPUL PRABHAKAR
Notary No 180
Shimla(u) Ph No 59000100

(b) Gazette Notification dated 22.08.2013: Subsequent to the application for the above Environmental Clearance, the Ministry of Environment and Forests vide Gazette Notification No. S.O. 2559(E) dated 22.08.2013 amended the EIA Notification, 2006 and exempted the expansion of National Highways up to 100 km (involving additional right of way up to 40 metres on existing alignments and 60 metres on re-alignments or by-passes) from the requirement of prior Environmental Clearance. Since the length of the project is within 100 km hence, in view of the above Gazette Notification, Environmental Clearance for the project in question was no longer required. A copy of the said Gazette Notification is enclosed as **Annexure-R1**.

(c) Forest Clearance and Working Permission: However, the project has already obtained Working Permission from the Forest Department under the Forest (Conservation) Act, 1980 vide letter dated 30.10.2023 issued by the Divisional Forest Officer (Rural), Forest Division, Shimla, for diversion of 19.1788 ha of forest land for the four-laning project. Compensatory Afforestation charges

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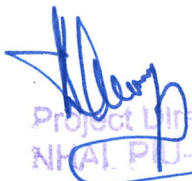
Attested
VIPUL PRABHAKAR
Notary No 180
Shimla(u) Ph.94 89000100

5
have been duly deposited. A copy of the Working Permission is enclosed as **Annexure-R2**.

(d) Land Acquisition: The process of acquisition of land required for the project under the National Highways Act, 1956 has been duly initiated. A Notification under Section 3A of the National Highways Act was published on 02.09.2025. Subsequently, a Notification under Section 3D of the National Highways Act was issued vide Gazette Notification No. S.O. 229(E) dated 15.01.2026 declaring the acquisition of land including Khasra No. 157/3/1 in Village Jangle Mahdooda Mahefuza-Mashobra in District Shimla, Himachal Pradesh and the land was finally awarded and in view of Section 3D notification land stood vested with the Central Government. A copy of the Section 3D Notification is enclosed as **Annexure-R3**.


(e) Approved Dumping Sites: The project has approved dumping sites for the disposal of excavated material. No unauthorized dumping has been undertaken by NHAI or its Concessionaire.

(f) The retaining wall: It is submitted that the work executed on site by the Concessionaire is as per the approved design and drawings


Project Director
NHAI, P.U.-Shimla (H.P.)
Shimla
VIPUL PRABHAKAR
Notary No 180
Shimla(U) Ph 94 89000100

as per the IRC code/NH Guideline. It is also pertinent to note that according to the guidelines outlined in the IRC Hill Road Manual (IRC: SP:48-1998) and NHAI's 2007 policy on allowing the construction of RE walls for heights more than 6 meters, Reinforced Earth (RE) walls are preferred over conventional rigid RCC structures primarily due to their superior flexibility and deformability, which allow them to safely withstand foundation and slope movements that would otherwise cause severe damage. Scientifically, the integration of granular backfill with reinforcing materials provides enhanced stability, making RE walls a highly viable and technically sound solution for retaining structures exceeding 6 meters. Beyond these structural benefits, this environmentally friendly technique offers significant practical and economic advantages by minimizing disruption to the natural terrain, reducing land acquisition footprints, substantially cutting down construction costs and time, and ensuring superior quality control through the use of standardized, factory-made components. Thus, all reasonable steps were taken for doing the subject construction meeting the requisite safety and industrial standards owing to the site in question and the work involved.


Project Director
NHAI PIU-Shimla (H.R.)

Attested

VIPUL PRABHAKAR
Notary No 180
Shimla(u) Ph.94 89000107

REGARDING THE INCIDENT OF 25 MAY 2025 AND REMEDIAL MEASURES

6. The Applicants have highlighted an incident wherein a retaining wall constructed by the Concessionaire was damaged on 25.05.2025. It is submitted that the said incident was a direct and sole consequence of extraordinarily heavy rainfall during the monsoon season, and no part of the resultant damage can be attributed to any negligence or environmental violation on the part of NHAI or its Concessionaire. The detailed facts are as under:

A. The Incident Was Caused Solely Due to Natural Calamity (Act of God / Vis Major)

7. It is submitted that heavy rainfall occurred in the State of Himachal Pradesh from late May 2025 onwards, triggering widespread and large-scale landslides across the entire State, including in areas where no construction or project activity of any nature was being undertaken. It is further submitted that landslides are a common natural phenomenon in the geologically fragile hill terrain of Himachal Pradesh during the monsoon season and are not unique to areas of construction activity.

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VIPUL PRABHAKAR
Notary No 180
Shimla(u) Ph 96 59000100

8. The IMD (India Meteorological Department), Shimla Report for the month of May 2025 records that excess rainfall was observed in the said month. In the month of May 2025, actual rainfall of 104.5 mm was recorded in district of Shimla against a normal of 69.8 mm rainfall, thereby having a 50% departure. Further, the rainfall on 25.05.2025 was wide spread and vigorous in the State of Himanchal Pradesh. Isolated hailstorm activity was also recorded in Shimla district interalia on 22.05.2025 and 25.05.2025. This clearly establishes that heavy rainfall and the resulting landslides were an extraordinary natural event constituting an 'Act of God' or 'Vis Major' beyond the reasonable anticipation or control of NHAI/Concessionaire. A copy of the said Pre-Monsoon Seasonal Weather Report of Months of March-May 2025 of Government of India, Ministry of Earth Sciences, India Meteorological Department, Meteorological Centre, Shimla is annexed herewith and marked as **Annexure-R4**.

9. More significantly, the Government of Himachal Pradesh vide Notification No. Rev.(DMC)(F)11-1/2023 dated 01.09.2025 issued by the Department of Revenue, Disaster Management Cell (DMC) recorded that:

Project Director
NHAI, Shimla (H)

Attested
VIPUL PRADHAKAR
Notary No 180
Shimla(u) Ph.94 5900010r

"During this period 45 cloudbursts; 91 flash floods; 105 major landslides have been reported from different parts of the state. Due to various incidents 161 people have lost their lives and 40 are missing... 845 houses have been fully damaged and 3254 houses have been partially damaged. Total damage to the tune of Rs. 3056 Cr. has been reported so far..."

The State Government declared the entire State of Himachal Pradesh as a Disaster Affected Area due to the severe damage caused by the monsoon. A copy of the said Notification is enclosed as **Annexure-R5**.

10. That it is thus clear that the landslide in the area of Khasra No. 157, Jangle Mahdooda Mahefuza-Mashobra, was also caused entirely due to the natural calamity of heavy monsoon rainfall, which was uniform across the State of Himachal Pradesh. The damage was not caused or contributed to by any act or omission on the part of NHAI/Concessionaire.

11. In view of the above natural calamity, and the State-wide disaster declarations unequivocally establish that the extreme rainfall was unprecedented and constituted an Act of God, thus, the doctrine of Act of God/Vis Major is squarely applicable in the present case.

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VIPUL PRABHAKAR
Notary No 180
Shimla(u) Ph.94 59000100

12. Moreover, there is an old existing National Highway (NH-05) above the said location, where several culverts existing on old NH were blocked at various chainages, due to which the entire water discharge flowed directly towards the under-construction RE Wall. Owing to the heavy water pressure and adverse ground conditions caused by natural phenomena, the RE Wall was badly impacted, resulting in partial damage to the said RE Wall.

13. Therefore, it is respectfully submitted that the answering respondent is not liable for the alleged damage and no liability accrues qua the answering respondent or the concessionaire when the damage was caused solely and exclusively by an extraordinary natural event which could not have been reasonably anticipated or prevented by human foresight, care and skill.

Further, it is respectfully submitted that the precautionary principle and the 'polluter pays' principle under Sections 20 and 15 of the National Green Tribunal Act, 2010, are triggered only where there is actual environmental damage caused by or attributable to a person's act or omission. Where the damage is caused solely by an Act of God or natural calamity, these principles cannot be invoked to fasten liability on NHAI.


Project Director
NHAI RIU-Shimla (H)

Attested
VIPUL PRABHAKAR
Notary No 180
Shimla (u) Ph. 94 59000100

B. Nature and Location of the Incident

14. It is submitted that the damaged portion was not part of the regular highway alignment. At the subject location (approximately Ch. 156+300 to 156+560), a Major Bridge is proposed to be constructed by the Concessionaire. The wall that was damaged was constructed on the approach road prepared exclusively for the movement of construction machinery required for the Major Bridge. The approach road is not intended for regular vehicular traffic, as the proposed four-lane highway itself will pass through the Major Bridge.

15. It is specifically submitted that the damage is limited to a stretch of approximately 30 metres falling in Khasra No. 157, which is a private land. The landslide does not constitute an environmental damage issue but pertains only to alleged damage to the Applicant's private property for which 3D notification has been published in Gazette Notification with s.o. no. 229 (E) dated 15th Jan 2026 and now 3G Award has to be announced by the CALA Shimla which is already the subject of the ongoing land acquisition process under the National Highways Act, 1956.

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VIPUL PRABHAKAR
Notary No 180
Shimla(u) Ph. 94 39000100

16. That following the collapse, the construction work of the Major Bridge was halted as the movement of machinery was restricted/obstructed. This further demonstrates NHAI's responsible conduct and its commitment to safety.

C. Remedial Measures Undertaken

17. It is submitted that upon the occurrence of the incident, immediate steps were taken by NHAI and the Concessionaire. The District Magistrate-cum-Chairman, DDMA, along with the Additional District Magistrate (Protocol), visited the site on 07.07.2025 at Chainage 156+300 to 156+560. Pursuant to the directions issued during the said site inspection, the Concessionaire undertook the following remedial measures:

- a) Debris removal work was taken up at site.
- b) Tarpaulin was laid at the affected houses and the area was barricaded with Steel barricading to avoid any damage from the landslide hill side.
- c) Cautionary boards were installed at the location for the safety of the local people.


Project Director
NHAI PIU-Shimla (H)

Attested
VIPUL PRABHAKAR
Notary No 180
Shimla (H) Ph 9/ 59000100

d) Breast wall / RMM wall was provided to protect against further hill sliding.

18. It is pertinent to note that the permanent remedial/restoration measures could not be executed as per the revised design drawings due to unlawful obstruction by the Applicant/local residents, particularly Mr. Nishant Rathour (son of the Applicant), who has prevented the Concessionaire from undertaking long-term preventive restoration measures at the site.

19. This Hon'ble Tribunal may take note of the irony that on one hand, the Applicant seeks directions for NHAI to carry out restoration work, and on the other hand, he/his family has actively prevented such restoration work from being undertaken. Reference is made to the communications of the Concessionaire to NHAI dated 13.11.2025 and 17.12.2025, and NHAI's letter No. 11015/10/2022/GAWAR/S-D/PIU-SML/2900 dated 05.01.2026 addressed to the SDM Shimla (Rural) requesting intervention to enable resumption of work, the reply to which is still awaited. Copies of the abovementioned letters dated 13.11.2025 & 17.12.2025 are annexed herewith and marked as **Annexures-R6** and letter dated 05.01.2026 annexed herewith as **Annexures-R7**.

Attested

VIPUL PRABHAKAR
Notary No 180
Shimla(u) Ph.9459000100


**REGARDING PAYMENT OF COMPENSATION FOR ALLEGED
DAMAGE**

A. Regarding Alleged Damage to Trees (Khasra No. 157)

20. The Horticulture Department has already assessed the damage caused to trees of the Applicant situated in Khasra No. 157 at Rs. 32,31,452/-. It is submitted that as per the provisions of the Concession Agreement, any damage occurring outside the Right of Way (ROW) falls under the responsibility of the Concessionaire, and the said damage report was accordingly forwarded to the Concessionaire, M/s Gawar Shimla Highway Pvt. Ltd., for necessary action.

21. That the Concessionaire, upon examining the damage assessment report of the Horticulture Department, found material discrepancies and submitted detailed observations to NHAI vide letter No. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1723 dated 27.10.2025, which are summarized as under:


Project Director
NHAI PIU-Shimla (H.P.)

Attested

VIPUL PRABHAKAR
Notary No 180
Shimla(t) Ph 92 59000100

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(i) The spot inspection report of the Horticulture Development Officer, Dev. Block Mashobra, was found to be incorrect and not reflective of ground realities.

(ii) The Concessionaire's team conducted an independent site inspection and found that only 40 apple trees (approximately 30 years of age) were actually damaged, as against the 440 trees claimed.

(iii) As per the guidelines of the Horticulture Department, only 178 apple plants per hectare can be planted with a spacing of 7.5 metres between each plant. The total area of the Applicant's land is only 3,300 square metres (0.33 hectares). Thus, as per applicable norms, a maximum of only 40 trees can be planted on the said land, making the original assessment of 440 trees patently erroneous.

22. That in view of the above discrepancies, NHAI vide its letter No. 11015/02/2022/LA/2017/K-S/PIU-SML/2441 dated 20.11.2025 requested the SDM Shimla (Rural) to direct the Horticulture Department to re-examine the damage assessment and submit a revised, verified assessment based on actual field conditions. The revised assessment is still awaited. Copies of the abovementioned



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VIPUL PRABHAKAR
Notary No 180
Shimla(U) Ph.94 59000100

correspondence dated 27.10.2025 and 20.11.2025 are annexed herewith and marked as **Annexures-R8** and **R9** respectively.

23. That in view of the above, it is evident that the compensation, if any, to be assessed for tree damage cannot be based on the erroneous and inflated assessment of the Horticulture Department and the matter requires proper re-assessment before any compensation is determined. In any case, the compensation payable (if any at all, given that the damage was due to natural calamity) shall be determined in accordance with applicable law.

B. Regarding Alleged Damage to Land

24. As far as the alleged damage to land in Khasra No. 157 is concerned, it is submitted that the said land is in the process of being acquired for the purpose of the highway project under the National Highways Act, 1956. The Notification under Section 3D of the National Highways Act has already been issued vide Gazette Notification dated 15.01.2026. The preparation of the award under Section 3G is presently under process by the SDM-cum-CALA, Shimla (Rural). Upon finalization of the award, the compensation shall be duly disbursed to the entitled land owners in accordance with law.

Project Director
NHAI PIU-Shimla (H.P.)

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VIPUL PRABHAKAR
Notary No 180
Shimla (U) Ph 97 59000100

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25. The compensation payable for the land will be determined in accordance with the statutory framework of the National Highways Act, 1956, and the applicable provisions of RFCTLARR Act, 2013 and there is no occasion for any additional 'environmental compensation' over and above what is statutorily prescribed.

NO ENVIRONMENTAL COMPENSATION IS PAYABLE

26. It is respectfully submitted that the Applicants seek 'environmental compensation' from NHAI without establishing:

- i. Any specific violation of the conditions of Environmental Clearance or Forest Clearance by NHAI/Concessionaire;
- ii. Any act or omission on the part of NHAI/Concessionaire that contributed to or caused the landslide;
- iii. Any quantifiable and proven environmental damage caused by the project activities (as distinct from the natural calamity of heavy rainfall);
- iv. Any nexus between the landslide and the construction activities of NHAI/Concessionaire.

27. Environmental compensation under the NGT Act, 2010 and the

'Polluter Pays' principle is premised on the existence of an act of

Attested

VIPUL PRABHAKAR
Notary No 180
Shiradi (u) Ph. No. 5900010

Project Director
NHAI, P.O. Shiradi

pollution or environmental damage attributable to the Respondent.

In the present case, it is reiterated that:

(i) The landslide was caused solely by heavy rainfall – an Act of God – as evidenced by the IMD Report and the State Government's Disaster Declaration dated 01.09.2025.

(ii) Landslides occurred across the entire State of Himachal Pradesh, including in areas where no construction activity was being undertaken, which conclusively establishes that the landslide was not caused by the construction activities of NHAI/Concessionaire.


(iii) The project has obtained all requisite statutory approvals including Working Permission from the Forest Department, and all necessary precautions and environmental safeguards have been complied with.

(iv) All remedial and protective measures have been undertaken at the site and further measures are being obstructed by the Applicant himself.

28. In the case of Srinagar Bandh Aapda Sangharsh Samiti & Anr. v.

Alaknanda Hydro Power Co. Ltd. & Ors. [2013 SCC Online NGT

22], the NGT held that liability under the NGT Act arises where the


Project Director
NHAI PIU-Shimla (U.P.)

Attested
VIPUL PRABHAKAR
Notary No 180
Shimla(U) Ph 9/ 50000100

respondent's negligent acts contributed to the damage, not where the damage was caused purely by natural forces. In the present case, no negligence or contribution by NHAI/Concessionaire to the damage has been established.

29. It is respectfully submitted that it is no more *res integra* that the 'no-fault' or 'strict liability' principle under environmental law applies to 'hazardous activities' of industry. Highway construction, which is a public infrastructure project undertaken with all requisite approvals is sustainable development and it does not fall within the category of hazardous activities attracting absolute liability in the absence of any negligence.

30. It is specifically submitted that since the project work is below 100km length hence, by virtue of Gazette Notification dated 22.08.2013 (Annexure R1) Environment Clearance for the project in question was otherwise no longer required.

REGARDING THE REPORT OF THE RETIRED CHIEF ENGINEER, HPPWD

31. It is submitted that the Applicants have placed reliance upon a report/opinion of a retired Chief Engineer of the Himachal Pradesh Public Works Department (HPPWD) dated 14.06.2025 in support

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VIPUL PRABHAKAR
Notary No 180
Shimla (U) Ph. 50000100

of their contentions. It is respectfully submitted that the said report deserves no legal sanctity or evidentiary value for the following reasons:

(i) The report is merely the personal opinion of an individual and has no official character. The retired engineer has no authority or mandate, whether statutory or otherwise, to conduct a technical inspection of or submit any official finding in relation to an NHAI project.

(ii) The report is not a finding of any statutory authority, regulator, or court-appointed expert committee. It does not have the sanction of any government department, HPPWD (which is a party to this case), or any other competent authority.

(iii) It is trite law that opinion evidence carries probative value commensurate with the authority, impartiality, and expertise of the source. A retired government employee rendering a private opinion in the context of litigation, without being appointed as an expert by the Hon'ble Court or Hon'ble Tribunal, is at best an interested party's witness and cannot substitute for a proper technical inquiry.


Project Director
NHAI, P.O. Shimla (H.P.)

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VIPUL PRABHAKAR
Notary No 180
Shimla (H.P.) Ph. 0177-260001

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32. That in view of the above, the abovementioned report of the Retired Chief Engineer, HPPWD is denied.

APPLICATION IS NOT MAINTAINABLE – NO SUBSTANTIAL QUESTION RELATING TO ENVIRONMENT

33. It is humbly submitted that the present Original Application does not raise any 'substantial question relating to environment' as required under Section 14 of the NGT Act, 2010 to confer jurisdiction upon this Hon'ble Tribunal. The application essentially pertains to:

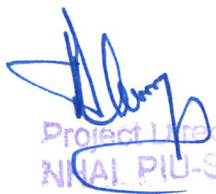
- i. Damage to the private agricultural land of the Applicant (Khasra No. 157), which is already the subject of acquisition proceedings under the National Highways Act, 1956, and for which compensation will be paid by the State in accordance with law;
- ii. Alleged damage to apple trees of the Applicant, which is a matter of civil/private law claim for compensation;
- iii. A landslide caused by heavy rainfall (natural calamity) with no proven nexus to environmental violation.


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VIPUL PRABHAKAR
Notary No 180
Shimla(u) Ph.94 3900018

34. It is respectfully submitted that this Hon'ble Tribunal's jurisdiction under Section 14 of the NGT Act is limited to civil cases involving a 'substantial question relating to environment' and covered by the enactments listed in Schedule I of the Act. Damage to private property caused by a natural calamity does not constitute an environmental dispute within the meaning of the NGT Act. It is respectfully submitted that the Hon'ble NGT's jurisdiction, though wide, must be premised on a 'substantial question relating to environment'. In the present case, it is reiterated that the Applicants have failed to indicate and establish the existence of a substantial question of law relating to environment in terms of Section 14 of the National Green Tribunal Act, 2010 ('the Act') read with Section 2(m) of the Act, which is integrally connected to the Statute specified in Schedule I of the Act.

35. It is respectfully submitted that civil disputes relating to compensation for private property damage are appropriately adjudicated before civil courts and/or the competent authority under the National Highways Act, not before this Hon'ble Tribunal. The Applicants are attempting to convert a civil compensation dispute


Project Director
NHAI, PUD-Shimla (U.P.)

Attested

VIPUL PRASHAKAR
Notary No 180
Shimla (U) Ph. No: 39000107

into an environmental case to obtain a shortcut remedy before this Hon'ble Tribunal, which is not permissible in law.

CONCLUSION AND PRAYER

36. In view of the foregoing, it is most respectfully prayed that this Hon'ble Tribunal may be pleased to:

- i. Dismiss the present Original Application as being without merit, not raising any substantial environmental question, and not maintainable before this Hon'ble Tribunal;
- ii. Direct the concerned authorities to take cognizance of the obstruction being caused by the Applicant/local residents to the execution of remedial/restoration work by the Concessionaire and take appropriate action to enable resumption of work;
- iii. Pass such other orders as this Hon'ble Tribunal may deem fit and proper in the facts and circumstances of the case.

Place: Shimla

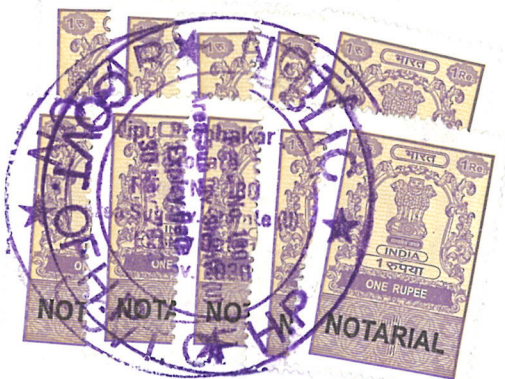
Date: 18/5/26

Respondent No. 5 & 6

The document has been presented to me on this... 18 day of month of May 2026 at Shimla by the executant who was identified by Sh. Jagdish. The content of the documents have been read over & explained to the executant, who has admitted the content to be true. Due execution having been admitted the document is attested at Shimla District HP.

NOTARY PUBLIC
SHIMLA
18/5/26

IDENTIFIED
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रजिस्ट्री सं० डी० एल०-33004/99

REGD. NO. D. L.-33004/99



भारत का राजपत्र

The Gazette of India

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भाग II—खण्ड 3—उप-खण्ड (ii)
PART II—Section 3—Sub-section (ii)
प्राधिकार से प्रकाशित
PUBLISHED BY AUTHORITY

सं. 1960] नई दिल्ली, बृहस्पतिवार, अगस्त 22, 2013/श्रावण 31, 1935
No. 1960] NEW DELHI, THURSDAY, AUGUST 22, 2013/SHRAVANA 31, 1935

पर्यावरण और वन मंत्रालय

अधिसूचना

नई दिल्ली, 22 अगस्त 2013

का.आ.2559(अ).-केन्द्रीय सरकार ने, भारत सरकार की पर्यावरण और वन मंत्रालय में पर्यावरण (संरक्षण) नियम, 1986 के नियम 5 के उप-नियम (3) के खंड (घ) के साथ पठित पर्यावरण (संरक्षण) अधिनियम, 1986 की धारा 3 की उपधारा (2) के खंड (5) और उप-धारा (1) के अधीन जारी अधिसूचना संख्या का.आ. 1533 (अ) तारीख 14 सितंबर, 2006 द्वारा निदेश दिया है कि इस अधिसूचना के प्रकाशन की तारीख से ही नई परियोजनाओं या उक्त अधिसूचना की अनुसूची में सूचीबद्ध विद्यमान परियोजनाओं या कार्यकलापों के विस्तार या आधुनिकीकरण के लिए अपरिहार्य क्षमतावर्धन के लिए प्रक्रिया या प्रौद्योगिकी में परिवर्तन और या उत्पाद मिश्रण, भारत के किसी भी भाग में यथास्थिति केन्द्रीय सरकार या उक्त अधिनियम की धारा 3 की उप-धारा (3) के अधीन केन्द्रीय सरकार द्वारा सम्यक् रूप से गठित राज्य स्तरीय पर्यावरण संघात निर्धारण प्राधिकरण की उसमें विनिर्दिष्ट प्रक्रिया के अनुसरण में पूर्व पर्यावरण निकासी के पश्चात् ही हाथ में लिया जाएगा;

और भारत सरकार ने पर्यावरण और वन मंत्रालय में राजमार्गों, भवनों और विशेष आर्थिक क्षेत्र परियोजनाओं के लिए पर्यावरणीय निकासी प्रदान करने से संबंधित पर्यावरण संघात निर्धारण अधिसूचना, 2006 के उपबंधों का पुनर्विलोकन करने के लिए कार्यालय जापन सं. 21-270/2008-आईए.III, तारीख 11 दिसंबर, 2012 और पर्यावरण और वन मंत्रालय के गगनचुंबी भवनों के संबंध में कार्यालय जापन तारीख 7 फरवरी, 2011 द्वारा सदस्य, (पर्यावरण और वन तथा विज्ञान और प्रौद्योगिकी), योजना आयोग की अध्यक्षता में एक उच्च स्तरीय समिति का गठन किया था ;

3649 GI/2013

(1)

और समिति के संदर्भ के निबंधनों (टीओआर) में एक निबंधन पर्यावरण संघात निर्धारण अधिसूचना के अधीन 60 मीटर के मार्गाधिकार और 200 किलोमीटर लंबी राजमार्ग विस्तार परियोजनाओं के लिए पर्यावरण निकासी की अपेक्षाओं का पुनर्विलोकन करना था ;

और समिति ने मंत्रालय को अपनी रिपोर्ट प्रस्तुत कर दी है और इस टीओआर पर समिति ने राजमार्ग विस्तार परियोजनाओं को विस्तारण की अपेक्षा और पर्यावरण संघात निर्धारण से छूट देने की सिफारिश की है या राजमार्ग विस्तार परियोजनाओं के लिए पर्यावरण प्रबंधन परियोजना माडल टीओआर, जिसे मंत्रालय की वेबसाइट पर पोस्ट किया जाएगा के अनुसार तैयार किया जा सकता है और पर्यावरण निकासी की अपेक्षा के संबंध में समिति ने सिफारिश की है कि 100 किलोमीटर तक राष्ट्रीय राजमार्ग परियोजनाओं का विस्तार जिसमें अतिरिक्त मार्गाधिकार या विद्यमान संरेखणों पर 40 मीटर तक अर्जन और पुनःसंरेखण पर 60 मीटर या उप-मार्गों को अधिसूचना की परिधि से बाहर रखने की सिफारिश की है ;

और समिति की रिपोर्ट की पर्यावरण और वन मंत्रालय में जांच की गई है । पहले ही अधिसूचना सं. का. आ. 3067(अ) तारीख 1 दिसंबर, 2009 द्वारा सभी राज्य राजमार्ग विस्तार परियोजनाओं को सिवाय उन परियोजनाओं के जो पहाड़ी क्षेत्रों (1000 मीटर एएमएसएल) और पारिस्थितिकीय रूप से संवेदनशील क्षेत्रों में है, को पर्यावरण संघात निर्धारण अधिसूचना 2006 से छूट प्रदान कर दी गई है ।

और अन्य बातों के साथ पूर्वोक्त को ध्यान में रखते हुए पर्यावरण और वन मंत्रालय ने कार्यालय जापन सं. 21-270/2008-आईए. III, तारीख 11 दिसंबर, 2012 द्वारा गठित उच्च स्तरीय समिति की पूर्वोक्त सिफारिशों को स्वीकार करने का विनिश्चय किया है ;

अतः, अब, केन्द्रीय सरकार, पर्यावरण (संरक्षण) नियम, 1986 के नियम 5 के उपनियम (4) के साथ पठित पर्यावरण (संरक्षण) अधिनियम, 1986 की धारा 3 की उपधारा (2) के खंड (5) और उपधारा (1) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए, भारत सरकार के पर्यावरण और वन मंत्रालय की अधिसूचना सं. का.आ. 1533(अ) तारीख 14 सितंबर, 2006 में उक्त नियम 5 के उपनियम (3) के खंड (क) के अधीन सूचना की अपेक्षा से अभिमुक्ति देने के लिए निम्नलिखित और संशोधन करती है, अर्थात् :-

2. उक्त अधिसूचना में,-

(क) पैरा 7 के उपपैरा II के मद (i) के स्थान पर निम्नलिखित मद रखी जाएगी, अर्थात्:-

'(i) "विस्तारण" उस प्रक्रिया को निर्दिष्ट करता है, जिसके द्वारा प्रवर्ग 'क' परियोजना क्रियाकलापों के मामले में विशेषज्ञ आंकलन समिति और प्रवर्ग 'ख 1' परियोजनाओं या क्रियाकलापों के मामले में, राज्य स्तर विशेषज्ञ आंकलन समिति, जिसके अंतर्गत विद्यमान परियोजनाओं या क्रियाकलापों के विस्तार या आधुनिकीकरण या उत्पाद मिश्रण में परिवर्तन उस परियोजना या क्रियाकलाप, जिसके लिए पूर्व पर्यावरणीय अनापत्ति ईप्सित की गई है, के संबंध में पर्यावरण समाधात निर्धारण रिपोर्ट (ईआईए) तैयार करने के लिए सभी सुसंगत पर्यावरणीय चिंताओं को संबोधित करते हुए विस्तृत और समय निर्देश के निबंधनों का अवधारण और विशेषज्ञ आंकलन समिति या संबंधित राज्य स्तर आंकलन समिति विहित आवेदन प्ररूप 1/प्ररूप1क में दी गई जानकारी के आधार पर जिसके अंतर्गत आवेदक द्वारा प्रस्तावित निर्देश के निबंधन हैं, किसी विशेषज्ञ आंकलन समिति या संबंधित राज्य स्तर आंकलन समिति के किसी उप समूह द्वारा स्थल भ्रमण यदि संबंधित विशेषज्ञ आंकलन समिति या संबंधित राज्य स्तर विशेषज्ञ आंकलन समिति द्वारा आवश्यक समझा जाए, आवेदक द्वारा सुझाए गए निर्देश के निबंधन, यदि प्रस्तुत किए जाएं और अन्य सूचना जो विशेषज्ञ आंकलन समिति या राज्य स्तर विशेषज्ञ आंकलन समिति के पास उपलब्ध हों, सम्मिलित है:

परंतु निम्नलिखित को विस्तारण की आवश्यकता नहीं होगी-

(i) अनुसूची के मद 8 में प्रवर्ग ख के रूप में सूचीबद्ध सही परियोजनाएं और कार्यकलाप (नगरों या वाणिज्यिक परिसरों या आवासन का संनिर्माण) ;

(ii) अनुसूची के मद 7 की उपमद (च) के अधीन स्तंभ (3) और स्तंभ (4) की प्रविष्टि (ii) के अधीन आने वाली राजमार्ग विस्तार परियोजनाएं ;

परंतु यह और कि -

अ. खंड (i) में निर्दिष्ट परियोजनाएं और कार्यकलापों का अंकन प्ररूप 1 या प्ररूप 1क और अवधारणा योजना के आधार पर किया जाएगा ;

आ. खंड (ii) में निर्दिष्ट परियोजनाएं पर्यावरण और वन मंत्रालय द्वारा विनिर्दिष्ट माडल टीओआर के आधार पर ईआईए और ईएमपी रिपोर्ट तैयार करेंगी ;

(ख) अनुसूची में मद 7 की उप मद (च) के सामने स्तंभ (3) में प्रविष्टि (ii) के स्थान पर निम्नलिखित प्रविष्टि रखी जाएगी, अर्थात्:-

"(ii) राष्ट्रीय राजमार्गों का 100 किलोमीटर से अधिक विस्तार जिनमें अतिरिक्त 40 मीटर से अधिक विद्यमान संरेखणों पर और पुनः संरेखणों या उपमार्गों पर 60 मीटर क्षेत्राधिकार या भूमि अर्जन अंतर्बलित है ।"

[फा.सं.21-270/2008-आईए.।।।]

अजय त्यागी, संयुक्त सचिव

टिप्पण : मूल नियम भारत के राजपत्र असाधारण, भाग II, खंड 3, उपखंड (ii) में अधिसूचना सं. का.आ. 1533(अ), तारीख 14 सितंबर, 2006 द्वारा प्रकाशित किए गए थे और तत्पश्चात् निम्नानुसार संशोधित किए गए :

1. का.आ. 1733(अ), तारीख 11 अक्तुबर, 2007;
2. का.आ. 3067(अ), तारीख 1 दिसंबर, 2009;
3. का.आ. 695(अ), तारीख 4 अप्रैल, 2011;
4. का.आ. 2896 (अ), तारीख 13 दिसंबर, 2012; और
5. का.आ. 674(अ), तारीख 13 मार्च, 2013

MINISTRY OF ENVIRONMENT AND FORESTS

NOTIFICATION

New Delhi, the 22nd August, 2013

S.O. 2559(E).- Whereas by notification of the Government of India in the Ministry of Environment and Forests vide number S.O.1533(E), dated the 14th September, 2006 issued under sub-section (1) and clause (v) of sub-section (2) of section (3) of the Environment (Protection) Act, 1986 read with clause (d) of sub-rule (3) of rule 5 of the Environment (Protection) Rules, 1986, the Central Government directed that on and from the date of its publication, the required construction of new projects or activities or the expansion or modernization of existing projects or activities listed in the Schedule to the said notification entailing the capacity addition with change in process or technology and or product mix shall be undertaken in any part of India only after prior environmental clearance from the Central Government or as the case may be, by the State level Environment Impact Assessment Authority, duly constituted by the Central Government under sub-section (3) of section 3 of the said Act, in accordance with the procedure specified therein;

And whereas the Government of India in the Ministry of Environment and Forests had constituted a High Level Committee under the Chairmanship of Member (Environment and Forests and Science and Technology), Planning Commission, vide OM No.21-270/2008-IA.III dated the 11th December, 2012 to review the provisions of Environmental Impact Assessment Notification, 2006 relating to granting Environmental Clearances for Roads, Buildings and Special Economic Zone projects and provisions under the OM dated the 7th February, 2012 issued by the Ministry of Environment and Forests regarding guidelines for High Rise Buildings;

And whereas one of the terms of reference (ToR) of the Committee was to review the requirement of Environmental Clearance for highway expansion projects up to the right of way of 60 meters and length of 200 kms under Environmental Impact Assessment notification;

And whereas the Committee has submitted its report to the Ministry and on this ToR, the Committee has recommended exempting highway expansion projects from the requirement of scoping and that Environmental Impact Assessment or Environment Management Plan for highway expansion projects may be prepared on the basis of model ToRs to be posted on Ministry's website and in respect of requirement of environmental clearance, the Committee has recommended that expansion of National Highway projects up to 100 kms involving additional right of way or land acquisition up to 40 mts on existing alignments and 60 mts on re-alignments or by-passes may be exempted from the preview of the notification;

And whereas the report of the Committee has been examined in the Ministry of Environment and Forests. Earlier, vide notification S.O. 3067(E), dated the 1st December 2009 all State Highway expansion projects, except those in hilly terrain (above 1000 m AMSL) and ecologically sensitive areas, have already been exempted from the purview of the Environmental Impact Assessment notification, 2006.

And whereas, keeping inter-alia in view the foregoing, the Ministry of Environment and Forests has decided to accept the aforesaid recommendations of the High Level Committee constituted vide OM No.21-270/2008-IA.III, dated the 11th December 2012;

Now, therefore in exercise of the powers conferred by sub-section (1) and clause (v) of sub-section (2) of section 3 of the Environment (Protection) Act, 1986 (29 of 1986) read with sub-rule (4) of rule (5) of the Environment (Protection) Rules, 1986, the Central Government hereby makes the following further amendment to the notification of the Government of India, in the Ministry of Environment and Forests number S.O. 1533(E), dated the 14th September, 2006 after having dispensed with the requirement of notice under clause (a) of sub-rule (3) of the said rule 5 in public interest, namely:—

2. In the said notification, —

(a) in paragraph 7, in sub-paragraph II, for item (i), the following item shall be substituted, namely:

'(i) "Scoping" refers to the process by which the Expert Appraisal Committee in the case of Category A projects activities, and State level Expert Appraisal Committee in the case of Category 'B1' projects or activities, including applications for expansion or modernization or change in product mix of existing projects or activities, determine detailed and comprehensive Terms of Reference (TOR) addressing all relevant environmental concerns for the preparation of an Environment Impact Assessment (EIA) Report in respect of the project or activity for which prior environmental clearance is sought and the Expert Appraisal Committee or State level Expert Appraisal Committee concerned shall determine the terms of reference on the basis of the information furnished in the prescribed application Form I or Form IA including terms of reference proposed by the applicant, a site visit by a sub-group of Expert Appraisal Committee or State level Expert Appraisal Committee concerned only if considered necessary by the Expert Appraisal Committee or State Level Expert Appraisal Committee concerned, terms of Reference suggested by the applicant if furnished and other information that may be available with the Expert Appraisal Committee or State Level Expert Appraisal Committee concerned:

Provided that the following shall not require Scoping:—

- (i) all projects and activities listed as Category 'B' in item 8 of the Schedule (Construction or Township or Commercial Complexes or Housing);
- (ii) all Highway expansion projects covered under entry (ii) of column (3) and column (4) under sub-item (f) of item 7 of the Schedule:

Provided further that—

- A. the projects and activities referred to in clause (i) shall be appraised on the basis of Form I or Form IA and the conceptual plan;
- B. The projects referred to in clause (ii) shall prepare EIA and EMP report on the basis of model TOR specified by Ministry of Environment and Forests;

(b) in the Schedule, against sub-item (f) of item 7, in column (3), for the entry (ii), the following entry shall be substituted, namely:—

- "(ii) Expansion of National Highways greater than 100 km involving additional right of way or land acquisition greater than 40m on existing alignments and 60m on re-alignments or by-passes."

[F. No. 21-270/2008-IA.III]

AJAY TYAGI, Jt. Secy.

Note: The principal rules were published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (ii) vide notification number S.O. 1533(E), dated the 14th September, 2006 and subsequently amended as follows:—

1. S.O. 1737 (E), dated the 11th October, 2007;
2. S.O. 3067 (E), dated the 1st December, 2009;
3. S.O. 695 (E), dated the 4th April, 2011;
4. S.O. 2896 (E), dated the 13th December, 2012; and
5. S.O.674(E), dated the 13th March, 2013

No. RK/FCA/Four Lanning Village Shakral to Dhalli/ 5213
Himachal Pradesh Forest Department

From:

Divisional Forest Officer (Rural),
Forest Division, Shimla.

To:

✓ Project Director,
NHAI PIU Shimla,
House No. 1 Rishikesh Sadan,
Shanti Kutia, Chakkar Shimla-171005.

Dated Shimla-2, the 30-10-2023

Subject:

Regarding working permission in respect of diversion of 19.1788 ha of forest land in favour of NHAI for diversion of additional forest land requirement for four laning of NH-05 from Shakral Village to Dhalli Section (Shimla Bypass package-II from Kms 146+300 to 156+560 and Shimla Connectivity from Kms 0+000 to 0+725 for Design length -10.985) in already approved FCA case of the entire Section from Kaithlight to Dhalli, within the jurisdiction of Shimla and Shimla (MC) Forest Division, Distt. Shimla Himachal Pradesh. (Online Proposal No. FP/HP/Road/154923/2022). Sir,

This is with the reference to the Stage-I approval by the Integrated Regional Office, Ministry of Environment, Forest and Climate Change, Govt. of HP, First and Second Floor CGO Complex, Longwood Shimla-171001, vide letter No. FC/HPC/06/181/2022 dated 03.08.2023 and in view of order passed by Hon'ble Supreme Court of India vide IA No. 15264/2022 in case titled as T.N. Godavarman Thirumulpas Vs Union of writ petition (civil) No. 202/1995 and subsequent letters in this regard issued by Advocate General, Govt. of HP vide letter No. 1-14/2018 dated September, 2022 and Pr. CCF (HoFF), HP vide his office letter No. Ft 42-345/2019/Vol.-III (FCA) dated 04/10/2022 and as per the guidelines issued by the Ministry of Environment and Forest vide letter bearing F.No. 11-306/2014-FC306/2014-FC dated 07.05.2015, working permission for commencement of work in the forest land in Shimla Forest Division is accorded in favour of NHAI for the 19.1788 ha. of forest land requirement for four laning of NH-05 from Shakral Village to Dhalli Section (Shimla Bypass package-II from Kms 146+300 to 156+560 and Shimla Connectivity from Kms 0+000 to 0+725 for Design length -10.985) in already approved FCA case of the entire Section from Kaithlight to Dhalli, falls within the jurisdiction of Shimla (Rural) and Shimla (Urban) Forest Division, Distt. Shimla Himachal Pradesh. in accordance with the provisions contained in Govt. of HP letter No. FFE (B) F(13)53/2-2006-I dated 20.08.2011 and clarification issued vide letter no. FFE (B)F(13)5/2020 dated 14.12.2020.

Accordingly, in accordance with the provisions contained by the Govt. of HP vide order No. FFE-B-A(3)-1/99 dated 10/09/2002 & subsequent amendments and in reference to your letter No. 11015/03/2016/K-D/Forest/PIU-SML/1353 dated 15th September, 2023, No. 1492 dated 3rd October, 2023 and No. 1717 dated 27th October, 2023, the working permission is hereby granted subject to the condition that no tree felling/ damage will be done by the User Agency until separate tree felling permission is accorded by this the Competent Authority on the subject, please.

Further, conditions stipulated in Stage-I approval by the Integrated Regional Office, Ministry of Environment, Forest and Climate Change, GoI, First and Second Floor CGO Complex, Longwood Shimla-171001, vide letter No. FC/HPC/06/181/2022 dated 3rd August, 2023 should be complied with in letter & spirit. This permission is issued within the delegated powers of the state Govt. as conveyed by the Ministry with the Guidelines referred to above.

Yours faithfully,

Divisional Forest Officer (Rural),
Forest Division, Shimla.

EndstNo RK/FCA/Four Lanning Village Shakral to Dhalli/

Dated Shimla-2, the

Copy along with a copy of letter No. 11015/03/2016/K-D/Forest/PIU-SML/1353 dated 15th September, 2023 of the GM (Tech.)-cum-Project Director, NHAI, PIU-Shimla as well as undertaking given by the User Agency is forwarded to the CF (T), Shimla for the favour of information, please.

Encl.: As above

Divisional Forest Officer (Rural),
Forest Division, Shimla.

EndstNo RK/FCA/Four Lanning Village Shakral to Dhalli/

Dated Shimla-2, the

Copy along with a copy of the In-Principal approval accorded by the Integrated Regional Office vide letter No. FC/HPC/06/181/2022 dated 3rd August, 2023 is forwarded to Range Forest Officer, Mashobra for information and necessary action. Please ensure that the User Agency has not violated the Forest (Conservation) Act, 1980 and working as per the conditions imposed in the In-Principal (Stage-I) approval accorded by the Integrated Regional Office vide letter referred to above.

Encl.: As above

Divisional Forest Officer (Rural),
Forest Division, Shimla.

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MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
NOTIFICATION

New Delhi, the 15th January, 2026

S.O. 229(E).—Whereas by the notification of the Government of India in the Ministry of Road Transport and Highways, **4033 Dated:02/09/2025**, published in the Gazette of India, Extraordinary, Part II, Section 3, Sub-section (ii) issued under sub-section (1) of section 3A of the National Highway Act, 1956 (48 of 1956) (hereinafter referred to as the said Act), the Central Government declared its intension to acquire the land specified in the Schedule annexed to the said notification for building (widening/four-laning, etc.), maintenance, management and operation of NH22 in the stretch of land from Km. 129.05 to Km. 156.507 in the district of SHIMLA in the state of HIMACHAL PRADESH

And whereas the substance of the said notification has been published in “The Tribune” dated 04/09/2025, “Himachal Dastak” dated 04/09/2025; under sub-section (3) of section 3A of the said Act;

And whereas the Competent Authority has received objections filed under Section 3-C, considered and settled the same appropriately;

And whereas, in pursuance of sub-section (1) of section 3D of the said Act, the competent authority has submitted its report to the Central Government;

Now, therefore, upon receipt of the said report of the competent authority and in exercise of the powers conferred by the sub-section (1) of section 3D of the said Act, the Central Government hereby declares that the land specified in the said Schedule should be acquired for the aforesaid purpose;

And further, in pursuance of sub-section (2) of section 3D of the said Act, the Central Government hereby declares that on publication of this notification in the Official Gazette, the land specified in the said Schedule shall vest absolutely in the Central Government, free from all encumbrances.

SCHEDULE

Brief description of the land to be acquired, with or without structure, falling within the NH22 in the stretch of land from Km. 129.05 to Km. 156.507 in the district of SHIMLA in the state of HIMACHAL PRADESH

State: HIMACHAL PRADESH			District: SHIMLA		
Sl. No.	Survey/Plot Number	Type of Land	Nature of Land	Area (in Hectares)	Name of Land Owner/Interested Person
1	2	3	4	5	6
Taluk: Shimla (Rural)					
Village: Goru Kanawan (126)					
1	1269/294/1/1	Private	Ghasni	0.0354	Total shares (128) shares. Jagdish Chand S/o Ram Krishan S/o Mehar Singh (127) share. Anupinder, Depinder, S's/o Jagdish Chand S/o Ram Krishan equal shares (1) share. 1269/294/1/1
2	852/2/1	Private	Ghasni	0.0983	Total shares (128) shares. Jagdish Chand S/o Ram Krishan S/o Mehar Singh (127) share Anupinder, Depinder, S's/o Jagdish Chand S/o Ram Krishan equal shares (1) share. 852/2/1

					Kirpa Ram (935) shares S/o Heeru (3400) shares Raghuvveer Chand S/o Anant Ram S/o Manak Ram (935) shares Jagat Ram S/o Kesar Singh S/o Runnu (1200) shares Smt. Asha Devi W/o Jeewan Singh (1232) shares. Kedar Singh S/o Sher Singh S/o Jalam Singh (968) shares. Jagdish Chand S/o Gulaba Ram S/o Sheru (1700) shares,. Chunni Lal S/o Bhagwan Dass S/o Gukal (1700) shares. Kitab Singh S/o Devi Ram S/o Kirpa Ram (3400) shares. Ghanshyam Singh S/o Ranveer Singh S/o Meesar Singh (1725) shares 664
120	719/663/1/1	Government	Charagah bila Drakhthaan	0.0238	Govt. Of Himachal Pradesh 719/663/1/1
Village: Chamyana					
121	1008/1/2/2	Government	Charagah Drakhthaan	0.9731	Govt. Of Himachal Pradesh 1008/1/2/2/1
Village: Mevag					
122	632/3/1	Government	Jungle Dehaat	0.1392	Govt. Of Himachal Pradesh 632/3/1
Village: jangle Mahdooda Mahefuza-Mashobra					
123	150/2/4/1	Government	Jungle Mahfuja Mehdooda	0.1815	Govt. Of Himachal Pradesh 150/2/4/1
124	157/3/1	Private	bagicha baakhal avvll faldaar	0.1244	Total (14965) shares. Narinder Singh, Devinder Singh of equal shares (9976) shares. Hatinder Singh (4737) shares S's/o Durga Singh S/o Devi Dass. Naresh Kumar S/o Mehar Singh (252) shares 157/3/1
125	158/3/1	Private	Bagicha baakhal avvll faldaar	0.158	Narinder Singh, Hitender Singh,

					Devinder Singh of equal shares S/o Durga Singh S/o Devi Dass 158/3/1
126	163/2/2/1	Private	Bani	0.0286	Total (14965) shares. Narinder Singh, Devinder Singh of equal shares (9976) shares. Hatinder Singh (4737) shares S's/o Durga Singh S/o Devi Dass. Naresh Kumar S/o Mehar Singh (252) shares 260/163/2/1
127	163/3/2/1	Government	Jungle Mahfuja Mahdooda	0.3123	Govt. Of Himachal Pradesh 261/163/2/1
Taluk: Shimla (urban)					
Village: Up MahalChalaunti					
128	101/1	Private	Ghasni	0.0018	Govt. of Himachal Pradesh 101/1
129	102/1	Private	Ghasni	0.0051	Dhani Ram S/o Maiya S/o Bhajnu 711/102/1
130	652/573/555/39/2	Private	Ghasni	0.0091	Smt. Binta Kumari W/o Rakesh Kumar S/o Om Prakash 652/573/555/39/2
131	698/100/1/2/1	Private	Ghasni	0.0137	Dhani Ram S/o Maiya S/o Bhajnu. 698/100/1/2/1
132	700/100/3/2	Private	Ghasni	0.0036	Dev Raj son and Km. Bharti daughter and Smt. Kala Devi Wd/o Mansa Ram S/o Chandu 700/100/3/2
133	701/100/4/2/1	Private	Ghasni	0.0032	Total (20) shares Pradeep Kumar, Chander Prakash, Yog Raj of equal shares (17) shares sons and Smt. Jyanti Devi daughter and Smt. Kamla Devi Wd/o Jagat Ram S/o Chandu of equal shares (3) shares. 701/100/4/2/1
134	702/100/5/2/1	Private	Ghasni	0.0005	Total (20) shares Pradeep Kumar, Chander Prakash, Yog

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Government of India
Ministry Of Earth Sciences (MOES)
India Meteorological Department
Meteorological Centre, Shimla

Pre-Monsoon Seasonal Weather Report (March-May 2025)

Pre-Monsoon Seasonal Precipitation (01.03.2025 to 31.05.2025)

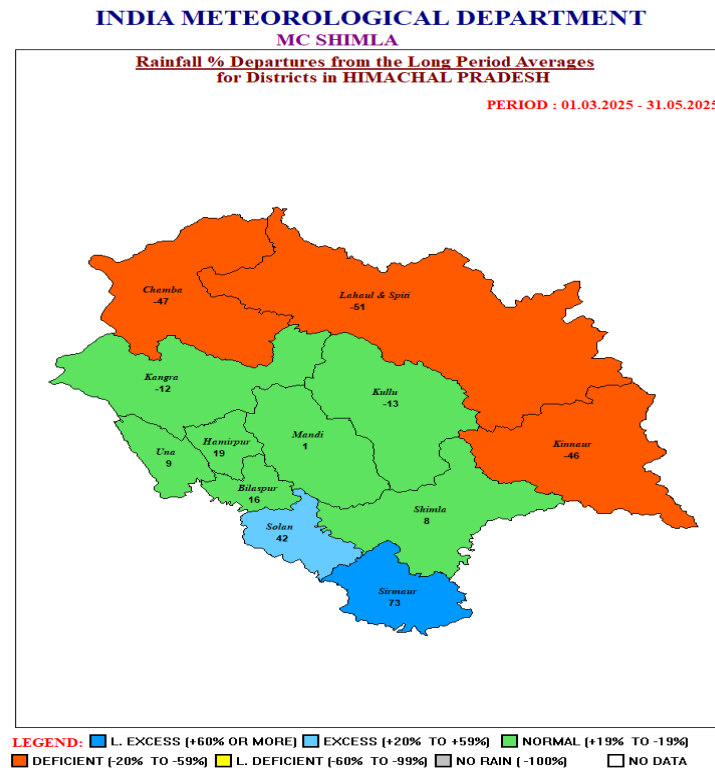
1 Pre-Monsoon Season (March-May)-

- Himachal Pradesh has received **39th Lowest Rainfall (175.0 mm)** from the period 1901-2025. The lowest rainfall was received in the year **2022 (63.8 mm)** in Pre-Monsoon Season.
- The state has received **deficient** rainfall having departure of **(-27%)** with actual rainfall of **175.0 mm** against normal rainfall of **240.7 mm** in Pre-Monsoon Season. District Sirmaur received **large excess** rainfall; district Solan received **excess** rainfall; **districts Kangra, Kullu, Mandi, Shimla, Una, Hamirpur and Bilaspur received normal rainfall** & districts Chamba, Lahaul-Spiti and Kinnaur received **deficient** rainfall.
- **Heavy rain** was observed on some days over the state in March and May months.
- **Isolated hailstorm** activity was recorded on some days over the state in the Pre-Monsoon Season.

District wise rainfall and departure for Pre-Monsoon season-

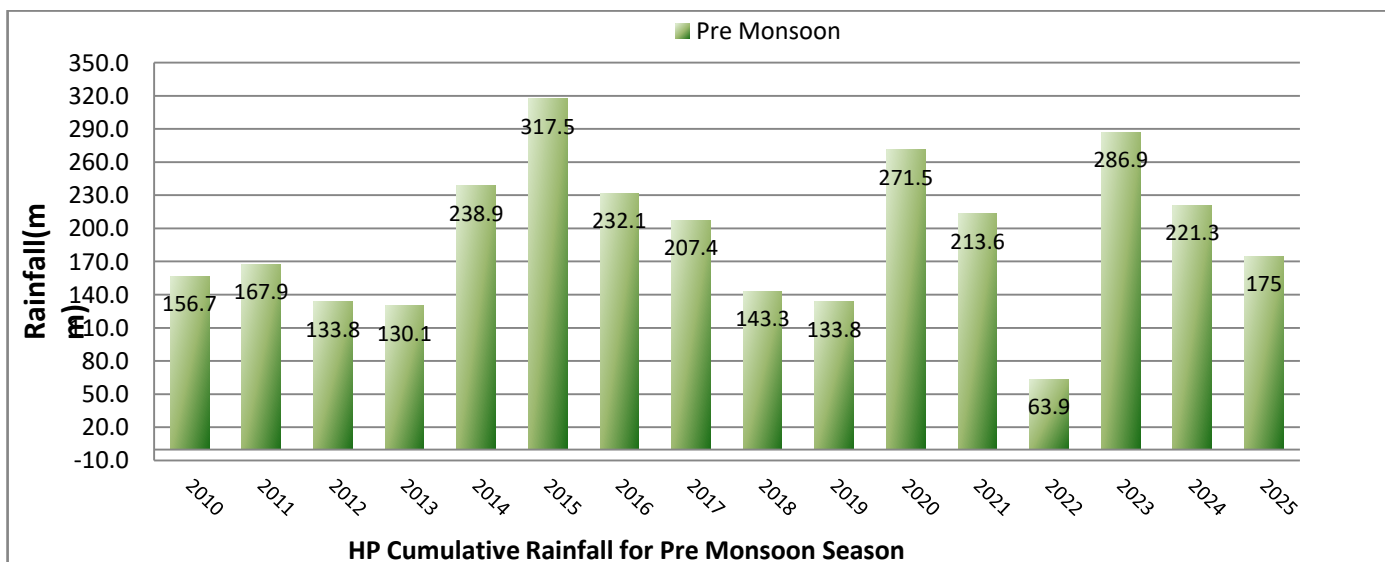
March-May 2025			
District	Actual(mm)	Normal(mm)	Departure (%)
Bilaspur	137.3	117.9	16
Chamba	194.6	368.8	-47
Hamirpur	155.6	130.3	19
Kangra	166.5	189	-12
Kinnaur	134.5	249.4	-46
Kullu	247.5	283.6	-13
Lahaul & Spiti	135.7	279	-51
Mandi	194.2	192.4	1
Shimla	220.8	205.2	8
Sirmaur	217.6	126.1	73
Solan	205.1	144.3	42
Una	111.6	102.7	9
Sub- Division HP	175	240.7	-27

1.1 Pictorial representation of rainfall departure (%) from normal for Pre-Monsoon Season

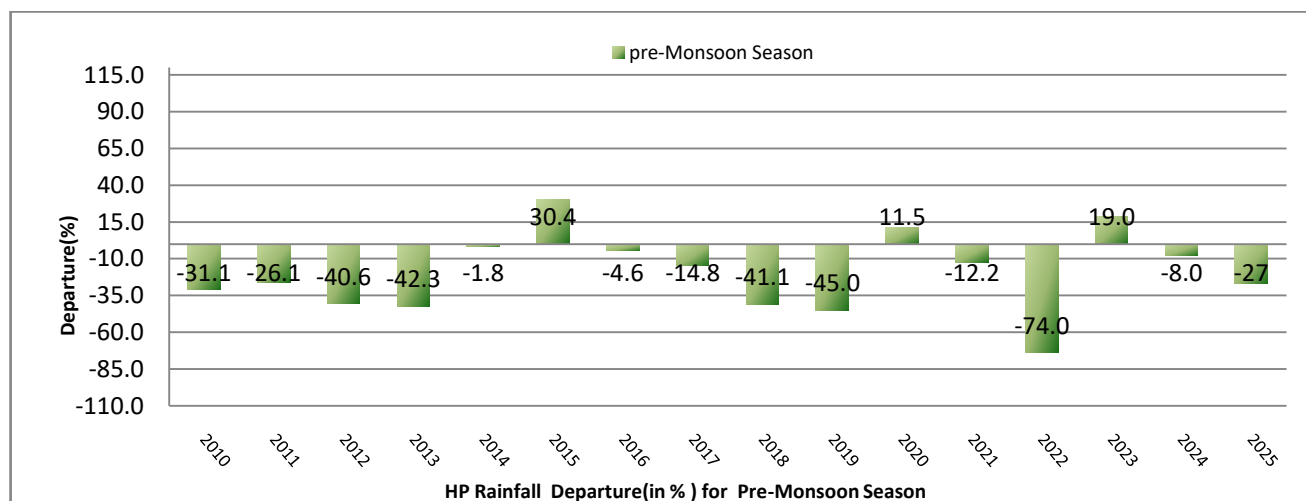


1.2 Following graph shows the graphical representation of actual Rainfall (mm) and Departure (%) For Himachal Pradesh (Comparison from 2010 to 2025)

Graph:-Actual Rainfall



Graph:-Percentage departure



2. May month weather summary

- Himachal Pradesh has received isolated to widespread precipitation during the month of May 2025 with **weak** activity on few days, **normal** activity on few days, **active** activity on 2 days (dated 05th & 30th Feb.) and **vigorous** activity on 1 day (dated 25th May. 2025).
- Himachal Pradesh has received 49th **highest rainfall** (62.5 mm) during the period 1901-2025 for May 2025. The highest rainfall was received in the year 1987 (214.2 mm) in the month of May.

2.1 Precipitation and Departure for May month

- The state received an overall **normal** precipitation with departure (-1%) having recorded **actual** rainfall of **62.5 mm** against the **normal** rainfall of **63.3 mm** in the month of May 2025.
- Districts Una, Hamirpur, Bilaspur, Solan and Sirmour received **large excess** rainfall; districts Kangra and Shimla received **excess** rainfall; district Mandi received **normal** rainfall; districts Kullu, Chamba and Lahaul-Spiti received **deficient** rainfall. & district Kinnaur **large deficient** rainfall.
- **Heavy rain** was observed in Kahu (Dist. Bilaspur) 74.1 mm on 5th May 2025; Pachhad (Dist. Sirmour) 67.3 mm on 11th May 2025; Pachhad (Dist. Sirmour) 107.0 mm & Kandaghat (Dist. Solan) 103.2 mm on 11th May 2025; Rajgarh (Dist. Sirmour) 70.0 mm on 30th May 2025.
- **Isolated hailstorm** activity was recorded in Shimla district on 2nd, 3rd, 4th May 2025; Solan, Shimla districts on 5th May 2025; Mandi district on 7th May 2025; Shimla district on 10th, 16th May 2025; Kangra districts on 17th, 21st May 2025; Kangra, Shimla districts on 22nd May 2025; Shimla district on 25th, 30th May 2025 and Shimla, Kangra Sirmour districts on 29th May 2025.

2.2 District wise rainfall and departure for May month

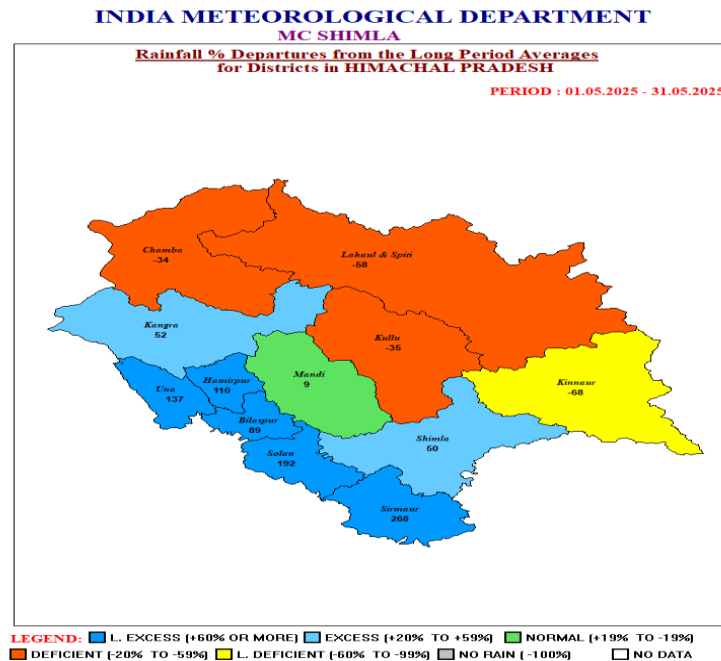
May-2025			
District	Actual(mm)	Normal(mm)	Departure (%)
Bilaspur	74.4	39.4	89
Chamba	65.2	98.5	-34
Hamirpur	89.9	42.8	110
Kangra	83.7	55.1	52
Kinnaur	18.4	57.6	-68
Kullu	45.3	69.5	-35
Lahaul & Spiti	25.2	59.3	-58

Mandi	75.2	69.2	9
Shimla	104.5	69.8	50
Sirmaur	156.6	42.5	268
Solan	144	49.3	192
Una	76.7	32.4	137
Sub- Division HP	62.5	63.3	-1

2.3 Monthly Rainfall distribution and Rainfall Activity for May month

HIMACHAL PRADESH					
Date	Distribution	Activity	Date	Distribution	Activity
01-05-2025	DRY	WEAK	17-05-2025	ISOLATED	WEAK
02-05-2025	FAIRLY WIDE SPREAD	NORMAL	18-05-2025	ISOLATED	WEAK
03-05-2025	SCATTERED	NORMAL	19-05-2025	SCATTERED	NORMAL
04-05-2025	FAIRLY WIDE SPREAD	NORMAL	20-05-2025	ISOLATED	NORMAL
05-05-2025	FAIRLY WIDE SPREAD	ACTIVE	21-05-2025	ISOLATED	WEAK
06-05-2025	SCATTERED	NORMAL	22-05-2025	SCATTERED	NORMAL
07-05-2025	SCATTERED	NORMAL	23-05-2025	DRY	WEAK
08-05-2025	FAIRLY WIDE SPREAD	NORMAL	24-05-2025	ISOLATED	WEAK
09-05-2025	FAIRLY WIDE SPREAD	NORMAL	25-05-2025	WIDE SPREAD	VIGOROUS
10-05-2025	FAIRLY WIDE SPREAD	NORMAL	26-05-2025	ISOLATED	WEAK
11-05-2025	SCATTERED	NORMAL	27-05-2025	DRY	WEAK
12-05-2025	SCATTERED	WEAK	28-05-2025	ISOLATED	NORMAL
13-05-2025	ISOLATED	WEAK	29-05-2025	SCATTERED	NORMAL
14-05-2025	ISOLATED	WEAK	30-05-2025	FAIRLY WIDE SPREAD	ACTIVE
15-05-2025	DRY	WEAK	31-05-2025	SCATTERED	NORMAL
16-05-2025	ISOLATED	WEAK			

2.4 Pictorial representation of rainfall departure (%) from normal for May month



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Government of Himachal Pradesh
Department of Revenue,
Disaster Management Cell (DMC)

No. Rev. (DMC)(F)11-1/2023

Dated, Shimla-171002, 01 September 2025

ORDER

WHEREAS, during this season the Monsoon is active in the State since 19th June 2025 and it has been continuously raining ever since then. The State has experienced large-scale damage and losses during different heavy spells of rains i.e. 26th June in Dharamshala and Kullu; 30th June and 01 July in various parts of the Mandi district; 5-6 and 13-14 August across the entire state; 24-26 August in Chamba, Kullu and Lahaul & Spiti districts. In Chamba district due to the ongoing Sri Mani Mahesh Yatra many yatris got stranded along the yatra route and between Chamba and Bharmour due to disruption of road connectivity. The state has also been experiencing heavy spell of rainfall from 30th August 2025 and it is likely to continue till 2nd of September and this is further likely to aggravate the problem and normal life is likely to experience disruption;


WHEREAS, during this period 45 cloudbursts; 91 flash floods; 105 major landslides have been reported from different parts of the state. Due to various incidents 161 people have lost their lives and 40 are missing. 154 people have died due to road accidents during this period. 845 houses have been fully damaged and 3254 houses have been partially damaged. Total damage to the tune of Rs. 3056 Cr. has been reported so far. Still a lot of damage is yet to be assessed and reported. This does not reflect the damage caused to the national highways. Road connectivity of national highways to Manali, Lahaul & Spiti and Chamba Bharmour has been severely damaged. Many yatris along Chamba and Mani Mahesh still remain stranded despite the fact thousands have already been rescued. More than 780 roads are still blocked; 360 water supply schemes are still disrupted and 2274 DTRs are down. Many motorable and footbridges have been damaged. This has disrupted movement of vehicles, ration, local produce like apple, vegetables, etc. Because of this widespread disruption, the entire State is severely affected by disaster;

WHEREAS, the district and State authorities have been proactively engaged in restoring damaged and disrupted services and making all out effort to provide relief to the affected people, but still this needs to be further accelerated and speeded up keeping in view the fact that Monsoon is still very active and heave spells are still affecting the states;

NOW THEREFORE, in view of current situation and in order to ameliorate the suffering of the people of the state and those visiting HP, the undersigned as Chief Secretary cum Chairman of the State Executive Committee constitute under the Disaster Management Act 20025, in exercise of the powers conferred on me under **sub section (e) of Section 24 of the Act** ibid to further strengthen the implementation of the Act order as under:

- i) All the Departments of the State shall ensure that the Emergency Support Functions (ESFs) notified vide order Rev.(DMC-C)20-2/2020-COVID19 dated 26th March 2024 by the SEC are strictly adhered to and necessary actions taken by all concerned to ensure prompt action for emergency response.
- ii) The District Magistrate may issue all necessary orders under section 34 of the Act, which authorizes them to do so in the event of a threatening disaster situation.
- iii) The PWD, JSV and HPSEBL shall take adequate measures to ensure restoration of their respective services on war footing.
- iv) All the Departments and DDMA's of the State shall take all measures required to ensure smooth movement of people, goods and services within their respective jurisdiction.
- v) All the DDMA's shall ensure that relief measures are taken timely to provide relief to the affected people.
- vi) All the Telecom Services Providers shall ensure that mobile and landline connectivity is restored and maintained on war footing across the State.
- vii) All the Local Authorities (PRIs and ULBs) shall take all measures for emergency response, restoration and relief in the affected areas and render necessary assistance to the DDMA's and Departments of the State.

By order


(Prabodh Saxena, IAS)
Chief Secretary-cum-CEO
SDMA, Himachal Pradesh.

Endst. No. As above

Dated Shimla-171002, the

01 September 2025

Copy forwarded to the following for information and immediate necessary action:

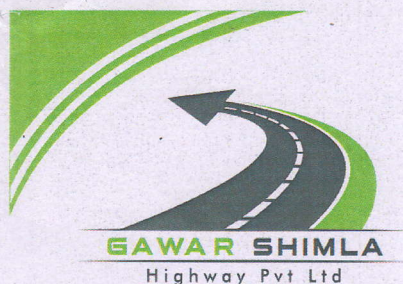
- 1) All the Administration Secretary to the Govt. Of Himachal Pradesh
- 2) The Secretary to the Governor, Himachal Pradesh, Shimla-2
- 3) All the Divisional Commissioner of Himachal Pradesh.
- 4) The Chairman HPSEBL/CMD SJVNL/ NHPC/NTPC
- 5) All Deputy Commissioners-cum Chairman, DDMA, Himachal Pradesh
- 6) All the Heads of the Departments of the Himachal Pradesh.
- 7) The Principal Pvt. Secretary-cum-Special Secretary to the Chief Minister, HP, Shimla-2
- 8) The Sr. Pvt. Secretaries of all Hon'ble Ministers of the State.
- 9) The Sr. Pvt. Secretary to the Chief Secretary to the GoHP.
- 10) Guard File.


(K.K. Pant, IAS)

Additional Chief Secretary (Revenue) to the
Government of Himachal Pradesh.


True Copy

NHAI

**GAWAR SHIMLA HIGHWAY PRIVATE LIMITED**

DSS – 378, Sector 16-17, Hisar – 125001 (Haryana)

Ph.: (01662) 246117 / 250361

Mob.: +91 7303504555

Fax: (01662) 248885

E-mail: gcl@gawar.in

CIN: U45303HR2022PTC105482

Ref. No.: GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1871

December 17, 2025

To,

The Project Director
National Highways Authority of India,
PIU-Shimla, House No. 1,
Rishikesh Sadan, Shanti Kutia,
Chakkar, Shimla-171005 (HP).

Project: Construction of 4-laning of NH-5 from Shakral Village to Dhalli Section (Shimla Bypass Package-II: from Km146.300 to Km 156.560 and Shimla connectivity from Km 0.000 to Km 0.725 for design length = 10.985 Km) in Himachal Pradesh on Hybrid Annuity Mode.

Reg. Request for resolution the matter of work stoppage by the Villagers between location 156+300 to 156+560 since 30.06.2025 to as on date.

Reference: -

1. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1773 dated 13.11.2025
2. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1467 dated 31.07.2025
3. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1425 dated 17.07.2025
4. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1396 dated 07.07.2025
5. Authority letter no. 11011/20/2012/PIU-SML/917 dated 04.07.2025
6. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1356 dated 28.06.2025
7. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1346 dated 25.06.2025
8. Authority letter no. 11015/10/2022/Gawar/S-D/PIU-SML/777 dated 24.06.2025
9. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1336 dated 20.06.2025

Dear sir,

We are writing this letter in continuation of this office letter cited under reference at Sr. No. 1 regarding the above captioned subject.

We would like to draw your kind attention to our letter no. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1396 dated 07.07.2025 vide which this office had submitted the compliance with the instructions issued by the District Magistrate cum Chairman, DDMA, ADM (P) site visited on 07.07.2025 at location 156+300 to 156+560.



Further, keeping in interest of public safety and to complete this project timely, we submitted the following vide our letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1425 dated 17.07.2025: -

1. *The removing of debris work has been taken up at site.*
2. *The concessionaire is laying the tarpaulin at the houses and barricading the area with Steel barricading to avoid any damage from the land sliding hill side.*
3. *We have also installed cautionary boards at the location for the safety of the local people and protection work will be started after monsoon season. We have provided the breast wall / RMM wall to protect the further hill sliding.*

But even after making all efforts for restoration work and compliance with the local administration instructions, the villagers are still not allowing the concessionaire to do any construction activities between location 156+300 to 156+560 since 30.06.2025 due to which the project highway progress is getting arrested day by day as this is a time bound project and has the Scheduled Completion Period of 1095 days, to be completed by 03.03.2027.

Additionally, the above, the Project Milestone - III (Achieving Physical Progress 75%) by or on 07.04.2026 which would be quite not feasible for the concessionaire as where the work is stopped since 30.06.2025, the longest Viaduct -6 has length 820 m, execution work is impeding badly.

Considering the above factual ground reality and understanding the concessionaire dilemma, we do again request you to that your intervention in the matter and get the matter solved so that execution work shall be completed timely.

Thanking you and assuring you of our best cooperation at all times.

Yours faithfully,

For Gaur Shimla Highway Private Limited


Authorized Signatory

Encls:- As Above.

Copy to: M/s Hexa Co. in JV with L N Malviya Infra Projects Pvt. Ltd. in Association with Nokang Infra Pvt -for information please



GAWAR SHIMLA HIGHWAY PRIVATE LIMITED

DSS - 378, Sector-16-17, Hisar - 125001 (Haryana)

Ph.: (01662) 246117 / 250361

Mob: +91 7303504555

Fax: (01662) 243808

E-mail: gcl@gawar.in

CIN: U45303HR2022PTC105482

Ref. No.: GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1773

November 13, 2025

To,

The Project Director
National Highways Authority of India,
PIU-Shimla, House No. 1,
Rishikesh Sadan, Shanti Kutia,
Chakkar, Shimla-171005 (HP).

Project: Construction of 4-laning of NH-5 from Shakral Village to Dhalli Section (Shimla Bypass Package-II: from Km146.300 to Km 156.560 and Shimla connectivity from Km 0.000 to Km 0.725 for design length = 10.985 Km) in Himachal Pradesh on Hybrid Annuity Mode.

Reg. Request for resolution the matter of work stoppage by the Villagers between location 156+300 to 156+560 since 30.06.2025 to as on date.

Reference: -

1. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1467 dated 31.07.2025
2. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1425 dated 17.07.2025
3. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1396 dated 07.07.2025
4. Authority letter no. 11011/20/2012/PIU-SML/917 dated 04.07.2025
5. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1356 dated 28.06.2025
6. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1346 dated 25.06.2025
7. Authority letter no. 11015/10/2022/Gawar/S-D/PIU-SML/777 dated 24.06.2025
8. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1336 dated 20.06.2025

Dear sir,

We are writing this letter in reference to various letters communicated by your good office and complied with by this office as well as mentioned under reference.

We would like to draw your kind attention to our letter no. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1396 dated 07.07.2025 vide which this office had submitted the compliance with the instructions issued by the District Magistrate cum Chairman, DDMA, ADM (P) site visited on 07.07.2025 at location 156+300 to 156+560.



Further, keeping in interest of public safety and to complete this project timely, we submitted the following vide our letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1425 dated 17.07.2025: -

1. The removing of debris work has been taken up at site.
2. The concessionaire is laying the tarpaulin at the houses and barricading the area with Steel barricading to avoid any damage from the land sliding hill side.
3. We have also installed cautionary boards at the location for the safety of the local people and protection work will be started after monsoon season. We have provided the breast wall / RMM wall to protect the further hill sliding.

But even after making all efforts for restoration work and compliance with the local administration instructions, the villagers are still not allowing the concessionaire to do any construction activities between location 156+300 to 156+560 since 30.06.2025 due to which the project highway progress is getting arrested day by day as this is a time bound project and has the Scheduled Completion Period of 1095 days, to be completed by 03.03.2027.

Additionally, the above, the Project Milestone - III (Achieving Physical Progress 75%) by or on 07.04.2026 which would be quite not feasible for the concessionaire as where the work is stopped since 30.06.2025, the longest Viaduct -6 has length 820 m, execution work is impeding badly.

Considering the above factual ground reality and understanding the concessionaire dilemma, we do request you to that your intervention in the matter and get the matter solved so that execution work shall be completed timely.

Thanking you and assuring you of our best cooperation at all times.

Yours faithfully,

For Gaval Shimla Highway Private Limited



Authorized Signatory

Encls:- As Above.

Copy to: M/s Hexa Co. in JV with L N Malviya Infra Projects Pvt. Ltd. in Association with Nokang Infra Pvt -for information please

A handwritten signature in blue ink, appearing to be 'A. K. Singh'.

True Copy



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
(सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार)
National Highways Authority of India
(Ministry of Road Transport and Highways, Govt. of India)

NHAI PIU –Shimla, House No. 1, Rishikesh Sadan, Shanti Kutia, Chakkar Shimla-171005, H.P.
Email: pdpiushimla@nhai.org; pdpiushimla@gmail.com | Phone: 0177-2633318; 81300 06246



No. 11015/10/2022/GAWAR/S-D/PIU-SML/2900

05th Jan., 2026

To

Sub-Divisional Officer(C),
Shimla(R), Distt. Shimla, H.P.

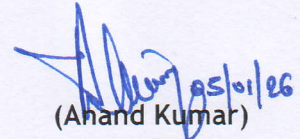
Sub.: Construction of 4 laning of NH-5 from Shakral Village to Dhalli Section (Shimla Bypass Package II: from Km 146.300 to Km 156.560 and Shimla connectivity from Km 0.000 to Km 0.725 for Design Length =10.985 km) in Himachal Pradesh on Hybrid Annuity Mode- Reg. work stoppage by villagers between km 156+300 to km 156+560 since 30.06.2025.

Ref.: Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1871 dated 17.12.2025 (copy enclosed).

This is in reference to letter dated 17.12.2025 (ref.) received from Concessionaire, M/s Gawar Shimla Highway Pvt. Ltd. Informing regarding stopping of four-laning work by local villagers between km 156+300 to km 156+560.

2. In this regard, it is requested to intervene in the matter for early resolution so that work could be executed by Concessionaire and completed without delay.

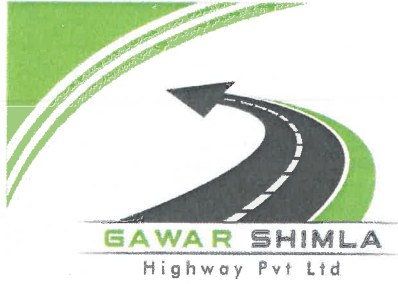
Encl.: As above.


(Anand Kumar)
Project Director
NHAI PIU-Shimla

Copy for information to:

- (i) Regional Officer-HP, NHAI, Shimla.
- (ii) Additional District Magistrate (P), Shimla, H.P.
- (iii) Team Leader, Independent Engineer, M/s Hexa Co. in Joint Venture with M/s L.N. Malviya Infra Project Pvt. Ltd. in association with Nokang Infra Pvt. Ltd.
- (iv) Authorized Signatory, M/s Gawar Shimla Highway Pvt. Ltd., Concessionaire.


True Copy


GAWAR SHIMLA HIGHWAY PRIVATE LIMITED

DSS – 378, Sector 16-17, Hisar – 125001 (Haryana)

Ph.: (01662) 246117 / 250361

Mob.: +91 7303504555

Fax: (01662) 248885

E-mail: gcl@gawar.in

CIN: U45303HR2022PTC105482

Ref. No.: GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1723

October 27, 2025

To,

The Project Director
 National Highways Authority of India,
 PIU-Shimla, House No. 1,
 Rishikesh Sadan, Shanti Kutia,
 Chakkar, Shimla-171005 (HP).

Project: Construction of 4-laning of NH-5 from Shakral Village to Dhalli Section (Shimla Bypass Package-II: from Km146.300 to Km 156.560 and Shimla connectivity from Km 0.000 to Km 0.725 for design length = 10.985 Km) in Himachal Pradesh on Hybrid Annuity Mode.

Reg. Assessment of damage Caused due to land slide in Khasra No. 157 in Village Jungal Mehfuja Mehdooda Mashobra due to cutting work Four Lane (Sh. Narinder Singh S/o Sh. Durga Singh, Village Mashobra, Ch. 156+480)

Reference: -

1. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1562 dated 26.08.2025
2. **Authority letter no. 11013/10/2022/GAWAR/K-S/PIU-SML/1444 dated 11.08.2025**
3. Concessionaire letter no. GSHPL/2025-26/F-556/69 dated 14.10.2025
4. Authority letter no. 11013/10/2022/GAWAR/K-S/PIU-SML/1443 dated 11.08.2025
5. Authority letter no. 11013/10/2022/GAWAR/K-S/PIU-SML/1417 dated 07.08.2025
6. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1472 dated 01.08.2025
7. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1466 dated 31.07.2025
8. Authority letter no. 11013/10/GAWAR/K-S/PIU-SML/1264 dated 30.07.2025
9. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1449 dated 22.07.2025
10. Authority letter no. 11015/10/2022/GAWAR/S-D/PIU-SML/1087 dated 17.07.2025
11. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1428 dated 17.07.2025
12. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1425 dated 17.07.2025
13. Authority letter no. 11015/10/2022/GAWAR/S-D/PIU-SML/1083 dated 17.07.2025
14. Authority letter no. 11015/10/2022/GAWAR/S-D/PIU-SML/1078 dated 17.07.2025
15. Authority letter no. 11015/10/2022/GAWAR/S-D/PIU-SML/1057 dated 16.07.2025
16. Authority letter no. 11015/10/2022/GAWAR/S-D/PIU-SML/1030 dated 14.07.2025
17. Authority letter no. 11015/10/2022/GAWAR/S-D/PIU-SML/1029 dated 14.07.2025
18. Authority letter no. 11015/10/2022/GAWAR/2017/K-S/PIU-SML/969 dated 09.07.2025



19. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1387 dated 05.07.2025
20. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1386 dated 05.07.2025
21. IE letter no. LNMIPPL/SHAKRAL-DHALLI/PKG-2/2024-25/0545 dated 05.07.2025
22. Authority letter no. 11011/20/2016/Gen/PIU-SML/919 dated 04.07.2025
23. Authority letter no. 11015/10/2022/GAWAR/S-D/PIU-SML/887 dated 03.07.2025
24. Email of Sh. Nishant Rathore dated 03.07.2025
25. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1325 dated 17.06.2025
26. Email received from Authority office dated 14.06.2025
27. Authority letter no. 11013/15/2012/Grievance/S-D/PIU-SML/628 dated 04.06.2025
28. IE letter no. LNMIPPL/SHAKRAL-DHALLI/PKG-2/2024-25/0407 dated 30.05.2025
29. IE letter no. LNMIPPL/SHAKRAL-DHALLI/PKG-2/2024-25/0404 dated 29.05.2025
30. Authority letter no. 11015/10/2022/Gawar/2017/K-S/PIU-SML/545 dated 27.05.2025
31. Mail received from Sh. Nishant Rathore dated 26.05.2025
32. Concessionaire letter no. GSHPL/Shimla Bypass/NH-5/Pkg-2/25-26/1336 dated 20.05.2025
33. Authority letter no. 11013/12/2022/IE/K-D/PIU-SML/484 dated 20.05.2025
34. Mail received from Sh. Nishant Rathore dated 20.05.2025
35. Mail received from Sh. Nishant Rathore dated 17.05.2025

Dear sir,

This is in reference to your above-mentioned letter received from your good office at Sr. No. 2 regarding the above captioned subject vide which we have received the assessment of damage caused due to land slide in Khasra No. 157.

In line with the above, we are submitting the following: -

1. The Spot Inspection Report of Horticulture Dev. Officer, Dev. Block Mashobra is not correct and not as per ground realities.
2. For cross checking and in the search of reality, our team visited the spot and verified that only 40 trees, age more or less 30 years have damaged.

Furthermore, it is very important to state here that as per the guidelines of the Horticulture Department, only 178 Nos. Apple Royal Plants per hectare can be planted with a distance of 7.5 from each one whereas the area of the applicant is only 3300 Sqm. According to his land area available, maximum 40 nos. trees can be planted. The apple/garden can be maintained with the same horticulture guidelines.

3. The damaged land is proposed to be acquired in new 3A notification of NHAI and after finalization of the land, the work shall be taken as per approved Design & Drawing. This was also conveyed vide this office letter no. GSHPL/2025-26/F-556/69 dated 14.10.2025 (copy enclosed for your ready reference).



4. The photographs are enclosed.

Thanking you and assuring you of our best cooperation at all times.

Yours faithfully,

For Gawar Shimla Highway Private Limited



Authorized Signatory

Encls:- As Above.

Copy to: M/s Hexa Co. in JV with L N Malviya Infra Projects Pvt. Ltd. in Association with Nokang
Infra Pvt -for information please

Rishi Rathore (Khasra No. 157, village Jungle Mashobra)







फल पौधे वहीं लगायें जहाँ भूमि अधिक उपजाऊ, समतल तथा अधिक उत्पादन क्षमता वाली हो, सिंचाई सुविधा उपलब्ध हो और तेज हवा भी न चलती हो। पौधों को एक दूसरे से उचित फासले पर लगाना जरूरी है। यह फासला फल की किस्म, मूलवृंत की किस्म, मिट्टी, जलवायु तथा काट-छाट की विधियों पर निर्भर करता है। सामान्यतः पौधों को नीचे दी गई दूरी पर ही लगायें :

पौधा रोपण की अनुमोदित दूरी

फल की किस्म	मूलवृंत	पौधे की बढ़ने की क्षमता	पौधों की दूरी (मीटर)	पौधों की संख्या (प्रति है.)
नॉन स्पर	बीजू पौधा	प्रबल वृद्धि	7.5	178
स्पर	बीजू पौधा	मध्यम वृद्धि	5.0	400
नॉन स्पर	एम एम 111	मध्यम वृद्धि	6.0	278
	एम एम 109			
स्पर	एम एम 111	बौनी प्रवृत्ति	3.5	816
	एम एम 109			
नॉन स्पर	एम एम 106	बौनी प्रवृत्ति	4.5	494
	एम 7			
स्पर	एम एम 106	बौनी प्रवृत्ति	3.0	1111
	एम 7			
नॉन स्पर	एम 9	बौनी प्रवृत्ति	1.5	4444

जड़ों के विकास के लिए यह आवश्यक है कि उन्हें फैलने के लिए जरूरी स्थान और आहार मिले। इसलिए नियत स्थान पर एक घन मीटर (1x1x1 मी.) का गड्ढा और अगर मिट्टी उपजाऊ है तो छोटा गड्ढा तैयार किया जाता है। गड्ढे की मिट्टी को 10-12 दिन तक खुला रहने दें ताकि धूप लग सके। इससे हानिकारक जीवाणु तथा कीड़े नष्ट हो जाते हैं।



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार

National Highways Authority of India

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

NHAI PIU –Shimla, House No. 1, Rishikesh Sadan, Shanti Kutia, Chakkar Shimla-171005, H.P. Email: pdpiushimla@nhai.org; pdpiushimla@gmail.com 177-2633318



No. 11015/02/2022/LA/2017/K-S/PIU-SML/2441

20th November, 2025

To

The Sub Divisional Officer (C),
Cum-Competent Authority for Land Acquisition,
Shimla, District- Shimla (H.P.)
Email: sdmsshr-shi-hp@nic.in

Sub: - Construction of 4 laning of NH-5 from Shakral to Dhalli Village (Shimla Bypass Package II: from Km 146.300 to Km 156.560 for Design Length= 10.985 km) in Himachal Pradesh on Hybrid Annuity Mode.reg. **Assessment of damage caused due to land slide in Khasra no. 157 in village Jungal Mehduda Mashobra due to cutting work of four lane (Sh. Narinder Singh S/o SH. Durga Singh, Village Mashobra Ch. 156.480.**

Ref.: - (i) Your office letter no. 349 dated 31.07.2025.
(ii) NHAI PIU Shimla letter no.1444 dated 11.08.2025
(iii) Letter from Concessionaire letter no.1723 dated 27.10.2025.

Sir,

Kindly refer to your above-cited letter vide which the damage assessment report submitted by the Horticulture Department was forwarded to this office, indicating that 440 apple trees were damaged due to the landslide and assessing the total loss at Rs. 32,31,452/-.

2. In this regard, it is informed that as per the provisions of the Concession Agreement, any damage occurring outside the Right of Way (ROW) falls under the responsibility of the Concessionaire. Accordingly, the said damage report has been forwarded to the Concessionaire, M/s Gawar Shimla Highway Pvt. Ltd., for necessary action.

3. The Concessionaire, vide their letter No. 1723 dated 27.10.2025, has submitted certain observations regarding the damage assessment report prepared by the Horticulture Department. The key observations are summarized below for your kind perusal:

- (i) *The spot inspection report of the Horticulture Development Officer, Dev. Block Mashobra, does not correct and not as per ground realities.*
- (ii) *For cross checking and is the search of reality, our team visited the spot and verified that only, 40 trees, age more or less 30 year have damaged.*

Furthermore, it is very important to state here that as per the guidelines of the Horticulture Department, only 178 Nos. Apple Plants per hectare can be planted with a distance of 7.5 from each one whereas the area of the applicant is only 3300 Sqm. Accordingly to his land area available, maximum 40Nos. Trees can be planted . The apple/garden can be maintained with same horticulture guidelines.



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

,सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार

National Highways Authority of India

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



NHAI PIU –Shimla, House No. 1, Rishikesh Sadan, Shanti Kutia, Chakkar Shimla-171005, H.P. Email: pdpiushimla@nhai.org; pdpiushimla@gmail.com 177-2633318

4. In view of the above, it is requested that the Horticulture Department may kindly re-examine the damage report and submit a revised, verified assessment based on actual field conditions, so that the matter may be processed further in accordance with rules.

(Signature)
(Anand Kumar)
Project Director
NHAI PIU-Shimla

Copy to:

- (i) Deputy Commissionaire Shimla- for kind information.
- (ii) Team Leader, M/s Hexa Co. in JVL. N Malviya Infra Project Pvt. Ltd., Association with Nokang Infra Private Limited. Email: hexa.lnmshimlabypass2023@gmail.com - for information & necessary action.
- (iii) Authorized Signatory, M/s Gawar Shimla Highway Pvt. Ltd. - for information & necessary action.

(Signature)
True Copy