

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

**IN THE MATTER OF:**

BHARATIYA KISAN UNION (PURWA)

...APPLICANT

VERSUS

UNION OF INDIA &amp; ORS.

...RESPONDENT

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DATE: 21.07.2024  
PLACE: NEW DELHI

THROUGH

**Gigi.C.George, Advocate  
Advocate for Respondent Ch  
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High Court, New Delhi**

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BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL  
PRINCIPAL BENCH, NEW DELHI  
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IN THE MATTER OF:

BHARATIYA KISAN UNION (PURWA) ...APPLICANT

VERSUS

UNION OF INDIA & ORS . . .RESPONDENT

ADDITIONAL AFFIDAVIT ON BEHALF OF THE NATIONAL MISSION FOR CLEAN  
GANGA (R -2) AND DoWR, RD & GR MINISTRY OF JAL SHAKTI (R-7)

MOST RESPECTFULLY SHEWETH:

I, Anup Kumar Srivastava, aged about 58 years, presently working as Executive Director (Technical) in the National Mission for Clean Ganga (NMCG), Ministry of Jal Shakti, Government of India, New Delhi do hereby solemnly affirm and state as under:

1. That I am presently working as Executive Director (Technical) in the NMCG, DoWR, RD & GR, Ministry of Jal Shakti, Government of India, New Delhi and am fully conversant with the facts and circumstances of the present case from the records, and duly authorized to submit this affidavit on behalf of the Respondent No. 2 and 7.
2. That present matter pertains to the construction of a Rail Bridge between Daraganj and Jhansi on the river Ganga. It was, inter-alia, alleged by the applicant that the project was executed without seeking permission from the National Mission for Clean Ganga (NMCG), as contemplated in Paragraph 42 of the River Ganga (Rejuvenation, Protection and Management) Authorities Order, 2016 (in short River Ganga Authorities Order, 2016).



3. That pursuant to the Hon'ble Tribunal's directions dated 25.03.2025, this affidavit is being submitted to clarify the facts and the basis for approval accorded by NMCG.
4. That it is submitted that the Respondent no 8, Rail Vikas Nigam Limited (RVNL) submitted a proposal referred to above to the NMCG vide letter dated 02.09.2024 for seeking approval for the Project, bridge no 111, in accordance to the provisions of para 6 (3) of the River Ganga Authorities Order, 2016. This letter, among other things, mentioned that the said 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 2015-16 under Pink Book item no. 49.

A copy of the RVNL letter dated 02.09.2024 is annexed herewith as *Annexure-1*.

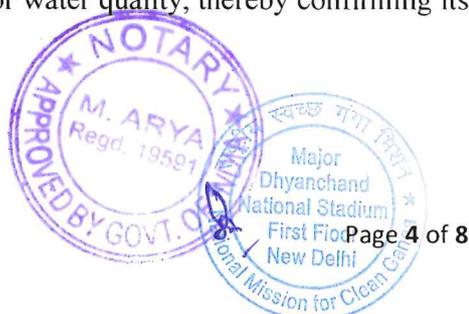
5. The Cell constituted in the NMCG for examination of such proposals based on their merit consists of officials from Central Water Commission (CWC), Central Pollution Control Board (CPCB), State Mission for Clean Ganga of the concerned State, Officials from NMCG, etc. The said proposal was duly examined in the 5<sup>th</sup> Cell meeting held on 28<sup>th</sup> Oct, 2024. In the said meeting, GM, Rail Vikas Nigam Limited (RVNL) made a detailed presentation and clarified several technical concerns raised by the Cell members. On examination, it was, inter-alia, noted that:
  - a. The project entails construction of a rail bridge between Daraganj and Jhusi, which will significantly enhance connectivity across River Ganga in the region. The project is already initiated and construction worth Rs 480Cr has already been completed. The length of the bridge is 1934m with 24 spans of 76.20m each, and it had acquired NOCs from concerned departments.
  - b. Average rainfall in the region varies between 800-1027mm and HFL is 88.48m and low water level is 72.85m;
  - c. The proponent obtained permission from the Mela Adhikari, Prayagraj Mela Authority, vide letter dated 25th October, 2018, granting a No Objection Certificate (NOC) for construction of the Railway Bridge No. 111 at Daraganj. The NOC addressed local administrative and safety aspects during the Kumbh Mela, subject to conditions for protecting public routes and utilities and ensuring devotees' safety.



A copy of the Mela Adhikari, Prayagraj Mela Authority letter dated 25.10.2028 is marked and annexed herewith as *Annexure – 2*.

- d. All the engineering works including hydrological, piling work etc. in terms of the provisions of the Railway Act, 1883, with all safeguards and without effecting the flow in the river has been completed;
- e. The project is of national importance in view of its strategic role in enhancing inter-state rail connectivity, supporting regional development, and facilitating the safe and efficient movement of people and goods, as elaborated above.
- f. Mathematical model study was carried out for this project by IIT, Roorkee which states that the course of river Ganga is stable at the proposed bridge site with no noticeable change in river morphology. Based on the mathematical model run for with and without proposed bridge in position, it is concluded that the construction of proposed bridge will not affect the hydrodynamics and morphology of river Ganga and Yamuna. Further, the proposed bridge will also not affect the flow-distribution or cause any scour. However, for safety it is suggested to protect abutments on both side with bridge revetment. A copy of the Mathematical model study for Railway Bridge on River Ganga between Daraganj and Jhusi is marked and annexed herewith as *Annexure-3*.
- g. ITD Cementation India Ltd. has obtained Consent under section 25/26 of The Water (prevention and control of pollution) act, 1974 for discharge of effluent and consent for batching plant from Uttar Pradesh Pollution Control Board, Lucknow vide letter dated 20/04/2021 and vide letter dated 23/06/2023. A copy of UPPCB letter dated 20.04.2021 and 23.06.2023 is marked and annexed herewith as *Annexure 4 (Colly.)*.

In view of the above, it is respectfully submitted that all technical, hydrological, and environmental aspects of the project have been duly examined and addressed through expert studies and statutory clearances. The findings of the IIT, Roorkee model study and the consents granted by the Uttar Pradesh Pollution Control Board demonstrate that adequate safeguards have been incorporated to ensure that the project does not adversely affect the river's hydrodynamics, morphology, or water quality, thereby confirming its environmental sustainability.



A copy of the minutes of the meeting dated 28.10.2024 is marked and annexed herewith as *Annexure-5*.

6. That NMCG, based on comprehensive evaluation and considering substantial completion of work, accorded its approval vide order dated 18.03.2025, subject to the following conditions:
- a) The project proponent will, in all future cases, strictly adhere to the provisions of the Notification failing which it will invite appropriate action under EP Act, 1986;
  - b) It is incumbent upon project proponent to bring to the notice of all concerned to the provisions of Notification, 2016 for their compliance in deserving cases;
  - c) UP, SMCG is directed to issue fresh instructions to all concerned for strict compliances of the Notification, and also direct District Ganga Committees to act promptly in such cases to rule out non-compliances in similar cases.

A copy of the approval letter dated 18.03.2025 is annexed as *Annexure-6*.

7. In pursuance of the directions issued, the State Mission for Clean Ganga (SMCG), Uttar Pradesh, vide letter No. 132/920-P/SMCG-U.P./05 dated 15.07.2025, drew specific attention to the provisions contained in Paras 6, 42, and 55 of the River Ganga (Rejuvenation, Protection and Management) Authorities Order, 2016. The said provisions mandate prior approval for activities undertaken across the River Ganga and its tributaries, and vest the District Ganga Committees (DGCs) with the responsibility of implementing necessary measures to ensure compliance. Accordingly, SMCG instructed all District Ganga Committees to ensure strict enforcement of the Authorities Order and to act expeditiously and decisively in all instances of non-compliance. A copy of the SMCG letter dated 15.07.2025 is marked herewith as *Annexure 7*.
8. That NMCG also communicated its concerns to the Chairman & CEO of the Railway Board (Ministry of Railways) vide letter dated 08.04.2025 emphasizing the role of NMCG in terms of the provisions of the River Ganga Authority's Order, 2016 and the measures to be taken for protecting, managing, and rejuvenating River Ganga and its tributaries, as provided under Paragraphs 6(3) and paragraph 42, which covers in its fold the project such as: rail and road bridges—across rivers in the Ganga Basin. The letter expressed concern that the Railways authorities had approached NMCG for approval after having completed major parts of the projects, which defeats the objectives and



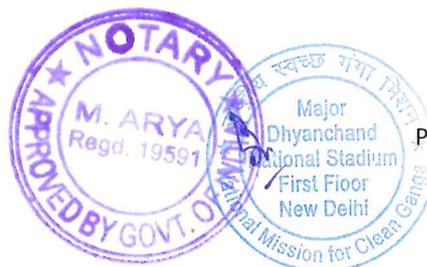
purpose of the Notification. The Railway Board Authorities were asked to issue necessary directions to its erring officials and subsidiary organizations, including Rail Vikas Nigam Limited (RVNL), to ensure that prior approvals are taken from NMCG for all future works. A copy of the DO letter dated 08.04.2025 is marked and annexed herewith as '*Annexure-8*'.

9. That it is humbly submitted that, in compliance of above directions, RVNL vide its letter No. RVNL-NE/Circular/1/3284 dated 21.05.2025, has issued instructions to all its field units. RVNL further submitted another communication vide letter dated 21.05.2025.

By these communications, RVNL confirmed that the instructions had been disseminated, and reaffirmed its commitment to comply fully with all environmental mandates in future procedural requirements under the above said notification. RVNL, in its letter, has emphasized that, as per Para 6(3) of the NMCG Notification, 2016, prior approval from the National Mission for Clean Ganga (NMCG) is mandatory for any construction of permanent structures such as bridges, pipelines, or utilities across River Ganga or its tributaries. Therefore, all Project Implementation Units (PIUs) must identify whether works fall within the riverbed, floodplain, or riparian zones, prepare detailed proposals with DPR extracts, drawings, impact summaries, and justifications, and submit them through the concerned Zonal authority to the Director (Technical), NMCG, ensuring all clarifications are addressed, approvals retained for audits, and no work proceeds without formal written clearance, with non-compliance potentially leading to project suspension, penalties, or reputational damage, and requiring all units to submit compliance status reports within 15 days, incorporate this clearance in design and tendering stages, and participate in training sessions to ensure strict adherence to these environmental protocols. Thus, it is observed that RVNL has, through this circular, set procedure for obtaining NMCG approval for its field units.

Copies of the RVNL letters dated 21.05.2025 are annexed as '*Annexure – 9 (Colly.)*'.

10. That it is further submitted that, this bridge will play a vital role during the Kumbh Mela by providing an additional and reliable transit route for pilgrims, thereby easing traffic congestion on existing routes, improving crowd flow management, facilitating swift movement of emergency and service vehicles, and ensuring the safety and well-being of millions of devotees who visit the city during the event. The strategic placement of



the bridge is expected to reduce bottlenecks, support smooth evacuation plans if needed, and contribute substantially to the effective management of one of the world's largest religious gatherings.;

11. That it is submitted that rail and road bridges across rivers are less likely to disrupt riverine and aquatic biodiversity as they neither fragment longitudinal connectivity nor pose any challenge to lateral connectivity. They also enable efficient transit across rivers.
12. That it is respectfully submitted that there is nothing on record to indicate that the construction of the bridge has caused any adverse impact on the river or its environment. On the contrary, the mathematical model study conducted by IIT Roorkee, as noted above, confirms that the course and morphology of the River Ganga remain stable at the project site, with no significant alteration to its hydrodynamics or aquatic ecosystem. This fact is placed on record for the kind consideration of this Hon'ble Tribunal.
13. That as submitted at Para 3 above, the project was initially conceived in 2003-04, re-sanctioned in 2015-16, and the NMCG Authorities Order came into effect in Oct, 2016. The current proposal which has a root prior to 2016 is among limited cases where NOC were requested post completion or after the start of the project. With growing awareness among stakeholders of the mandatory provisions of the Notification, the number of cases submitted to NMCG for prior approval has gone up.
14. That the answering Respondent respectfully submits that all necessary steps have been undertaken to ensure future compliance with the provisions of the Authorities Order, 2016. NMCG remains committed to its statutory responsibilities and continues to guide and inform all concerned authorities and agencies for adherence to environmental regulations governing the River Ganga and its tributaries.
15. That, the answering respondent herein craves leave of this Hon'ble Tribunal to file additional replies, if so required in future.
16. The bridge is expected to serve as a critical infrastructure link for thousands of daily commuters and millions of pilgrims, especially during major religious events such as the Kumbh Mela, thereby contributing to public safety, economic development, and improved regional connectivity. This decision also takes into account that all due



safeguards have been examined and that no material indicates any irreversible damage to the river ecosystem. The overriding objective remains to strike a balance between sustainable development and environmental protection, ensuring that the needs of the people are met while upholding the statutory mandate of river rejuvenation and conservation. RVNL too has also duly noted the concerns raised by NMCG has adopted well-articulated measures for compliance by its PIUs in all future cases.

17. That the answering Respondent respectfully submits that, keeping in view the facts and circumstances of the present case, and the vital public utility nature of the project, the approval was granted purely in the larger public interest.

18. That the Respondents submit that they shall abide by any further orders or directions passed by this Hon'ble Tribunal in the instant matter.

*Identify the Deponent who Signed before me*



DEPONENT

Date: July ,2025

Place: New Delhi

**VERIFICATION**

Verified at New Delhi on this day of 22 JULY 2025 that the contents of the aforesaid affidavit are true and correct to my knowledge and belief and nothing material has been concealed therefrom.

**ATTESTED**



NOTARY PUBLIC

22 JUL 2025



DEPONENT



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: gmrnlprij@gmail.com  
dycecvinay@gmail.com  
M.No.:7458914011

No: - RVNL/BSB/GB/111/Corr/J37/925

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 2<sup>nd</sup> meeting of the cell held on 30<sup>th</sup> 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."

- 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".
- 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.
- 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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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



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  
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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. Mast of launching was conducted by launching crane which was assembled on the 1<sup>st</sup> 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

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कार्यालय मेलाधिकारी, कुम्भ मेला  
प्रयागराज।



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Email id : kumbhald2019@gmail.com, Fax : 0532-2500775 & Office : 0532-2504011

संख्या 27/2 /पन्द्रह- कुम्भ (2018-19) दिनांक 25 अक्टूबर, 2018  
सेवा में,

श्री संतोष शुक्ला,  
आई0आर0एस0ई0  
सीपीएम-2/बीएसबी/आरवीएनएल।

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 दादागंज गंगा नदी पर रेलवे ब्रिज बनाने के सम्बन्ध में अनापत्ति दिये जाने हेतु प्रस्तुत किया गया है।

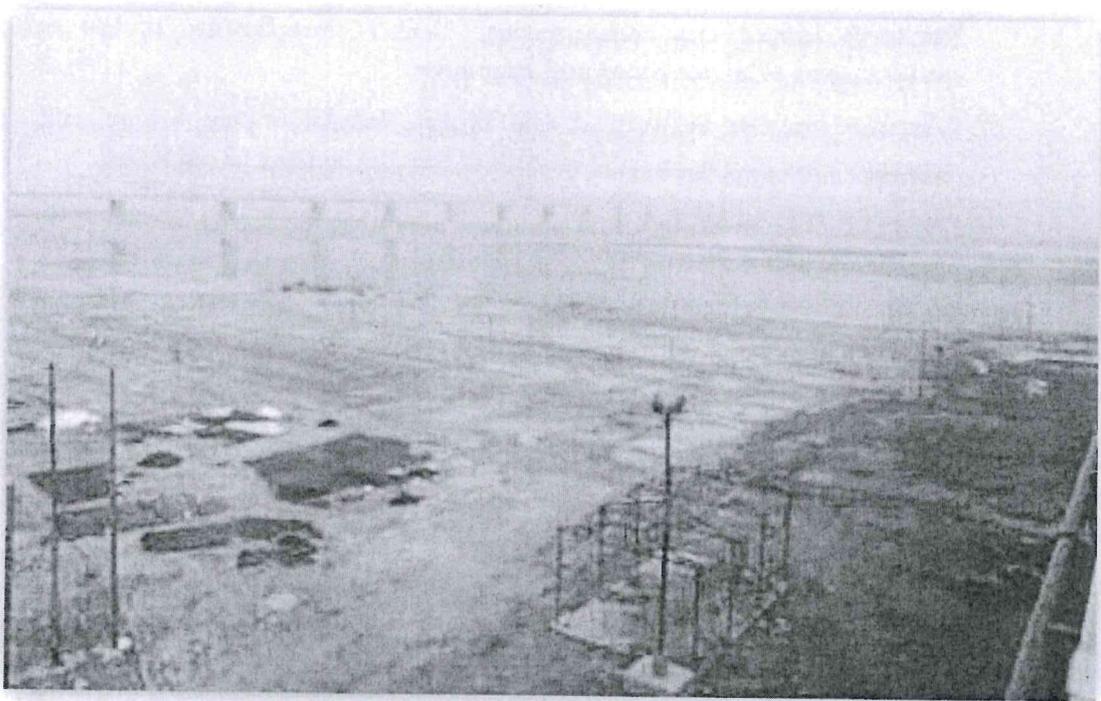
उक्त अनापत्ति के साबन्ची पत्र से ही स्पष्ट है कि भूमि रक्षा विभाग की है और राजस्व विभाग को कोई आपत्ति नहीं है पत्र में उल्लिखित भूमि उ0प्र0 प्रयागराज मेला प्राधिकरण के मुख्य दफ्तर के अन्तर्गत आती है और अभी कुम्भ मेला 2019 का कार्य चल रहा है उपा रेलवे के ब्रिज के निर्माण कार्य भी जनहित में आवश्यक है अतएव 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 31 मार्च 2019 के बाद प्रारम्भ किया जायेगा।
- 2- यह कि ब्रिज निर्माण की अवधि में प्राधिकरण की 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/ ब्रिज निर्माता कम्पनी के द्वारा सुनिश्चित किया जायेगा।
- 3- प्रयागराज मेला प्राधिकरण क्षेत्र में कराये जाने वाले किसी भी कार्य में विस्थापन/ अधिग्रहण एवं निस्कासन आदि का कार्य विधि एवं विधिक प्रक्रिया के अनुरूप ही किया जायेगा। उपरोक्त शर्तों के आधीन ब्रिज संख्या-111( IJet Bridge ) दादागंज गंगा नदी पर रेलवे ब्रिज के निर्माण हेतु मेला प्रशासन की ओर से अनापत्ति प्रदान की जाती है।

(विजय किरण आनन्द)  
मेलाधिकारी,  
कुम्भ मेला, 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 m<sup>3</sup>/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 m<sup>3</sup>/s and estimated discharge of 18648 m<sup>3</sup>/s in the Ganga river upstream of the confluence point and 68000 m<sup>3</sup>/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 m<sup>3</sup>/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 m<sup>3</sup>/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/m<sup>2</sup>) due to incised river section and high discharge, while bed shear stress is of the order of 1.0 N/m<sup>2</sup> in Ganga river upstream of the confluence for discharge of 35000 m<sup>3</sup>/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 m<sup>3</sup>/s and estimated discharge of 18648 m<sup>3</sup>/s in the Ganga river upstream of the confluence point and 68000 m<sup>3</sup>/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

Place: Roorkee

  
(Z. Ahmad)

Prof. of Civil Engineering

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### 13 RIEVR TRAINING/PROTECTION WORKS

In view of non-migratory behavior of the Ganga river in the vicinity of the proposed bridge and jacking 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.

### 14. CONCLUSIONS AND RECOMMENDATIONS

On the basis of site visits, detailed discussions with the project authorities, analysis of data and elaborate mathematical modeling, the following conclusions/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 m<sup>3</sup>/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 m<sup>3</sup>/s and estimated discharge of 18648 m<sup>3</sup>/s in the Ganga river upstream of the confluence point and 68000 m<sup>3</sup>/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 m<sup>3</sup>/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 m<sup>3</sup>/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/m<sup>2</sup>) due to incised river section and high discharge, while bed shear stress is of the order of 1.0 N/m<sup>2</sup> in Ganga river upstream of the confluence for discharge of 35000 m<sup>3</sup>/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 m<sup>3</sup>/s and estimated discharge of 18648 m<sup>3</sup>/s in the Ganga river upstream of the confluence point and 68000 m<sup>3</sup>/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 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.

संज्ञित - B



UTTAR PRADESH POLLUTION CONTROL BOARD  
 Building No. 10-12A Vibhuti Khand, Gomti Nagar, Lucknow-226010  
 Phone: 0522-2720828, 2730811 Fax: 0522-2720707 Email: info@uppcb.com Website: www.uppcb.com

-----  
 CONSENT ORDER  
 -----

Ref No. -  
 125733/UPPCB/Allahabad(UPPCBRO)/CTO/water/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 : 11910954

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

R.O., UPPCB PRAYAGRAJ.

(10)

1. Unit will install ISI Mark Water Meter with the Bore well.
2. Unit will install ISI Mark Water Meter with the Bore well.
3. Unit will ensure proper maintenance of Flushing Plant Water Harvesting and use of this water for all the
4. Unit will ensure proper treatment of flushing effluent through settling tanks with a provision for neutralization.
5. Unit will make Pucca Platform under Flushing 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 Maalba
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: 2023.01.20 10:00:00  
+0530

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

R.O., UPPCB PRA YAGRAJ.

## U.P. POLLUTION CONTROL BOARD, LUCKNOW

Annexure to Consent issued to M.S.I.D 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, it 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. 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:



Uttar Pradesh Pollution Control Board  
Building. No TC-12V Vibhuti Khand, Gomti Nagar, Lucknow-2260 10  
Phone:0522-2720828,2720831. Fax:0522-2720764. 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
-------	------------	-----------

**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

**Emmission 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 results in legal action under the aforesaid Acts and Rules.

7. In compliance to the G.O 1011/81-7-2021-09 (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.upecp.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) or 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 abstract 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 revoke

#### General Conditions:-

1. The applicant shall get analysed the samples of effluent/emission/hazardous wastes at least once in a thr 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 alter 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 poi 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 stipulate conditions within 30 days of receipt of this CCA. If at any point of time, it is found that the industry is no 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, gumboot, mask and other essential safety equipment to the workers.

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.

Digitally signed by  
RAMESH KUMAR SINGH  
Date: 2023.06.23  
15:16:52 +05'30'

Copy to:

CEO-2, UPPCB LUCKNOW.

RAMESH  
KUMAR SINGH  
R.O., UPPCB PRAYAGRAJ.

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RAMESH KUMAR SINGH  
Date: 2023.06.23  
15:17:03 +05'30'

Date: 04/12/2024

Annexure -5

**Subject: Minutes of the 5<sup>th</sup> Meeting of the Cell held on 28<sup>th</sup> October 2024 at NMCG, New Delhi.**

A copy of the minutes of the 5<sup>th</sup> meeting of the Cell held through hybrid mode on 28<sup>th</sup> October 2024 at National Mission for Clean Ganga, DOWR, RD & GR, Ministry of Jal Shakti is forwarded with approval of competent authority.

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

Encl: As Above

To

1. Member Secretary, Central Pollution Control Board, Parivesh Bhawan, East Arjun Nagar, Delhi-110032.
2. Additional Director, Central Pollution Control Board, Parivesh Bhawan, East Arjun Nagar, Delhi-110032.
3. Chief Engineer (P&DO), Central Water Commission, 901(S), Sewa Bhavan, RK Puram, New Delhi 110066.
4. Deputy Director General (DDG), National Mission for Clean Ganga, Delhi.
5. Consultant (Legal), National Mission for Clean Ganga, Delhi.

Copy to:

6. Office of the Project Director, RVNL (Rail Vikas Nigam Limited), Ganga Bridge.111 (Jhusi-Daraganj), Jhusi, Prayagraj, - 211019, U.P.
7. Office of the Executive Engineer, Division Office, U.P. Jal Nigam (Rural) 4/ 4, Sanjay Place, Agra -282002, U.P.
8. Office of the Director General Manager, NCC Ltd., No E-3/141, Taj Nagri, Phasi-2, Agra-282001, U.P.
9. Office of the Vice President, Torrent Power Ltd 3rd floor, E-4, Sector-E, Taj Nagri Phase-2, Agra-282001, U.P.

Copy for information:

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

**Minutes of Fifth Meeting of the cell constituted to consider proposals for grant of approval from the NMCG, held on 28<sup>th</sup> October 2024.**

The Fifth meeting of the Cell was held on 28.10.2024 at NMCG, New Delhi in hybrid mode to consider proposals namely- (a) *Laying of underground 33 KV cable between both ends at Yamuna river at Nagla Balachander and Poiyaghat.* (b) *Review for "Constructed Daraganj and Jhusi Bridge No 111".* (c) *Construction of bridge to carry water pipeline over the Yamuna River at Agra under JJM Scheme.* (d) *Construction of bridge to carry water pipeline over the Utangan River at Agra under JJM Scheme.* The list of the participants is attached at **Annexure-1.**

**Proposal-1: Review of "Laying of underground 33 KV cable between both ends at Yamuna river at Nagla Balachander and Poiyaghat"**

- a) The AGM, Torrent Power Ltd. Agra made a presentation on a comprehensive "Laying of underground 33 KV cable between both ends at Yamuna river at Nagla Balachander and Poiyaghat". The proposed project involves two significant sites, Nagla Balachander and Poiyaghat, with detailed specifications regarding river characteristics, infrastructure, and hydrological data.
- b) At the Nagla Balachander Site, the bed width of river is 180 meters. The infrastructure includes two 250 mm diameter HDPE pipes and two 33 kV x 630 sq. mm cables. The hydrological data indicates a discharge of 9300 Cumecs, with a maximum water depth of 1.670 meters. The lowest bed level is recorded at 143.311 meters, while the highest flood level reaches 152.820 meters. Ground levels differ on either side, measuring 153.187 meters on the left and 150.573 meters on the right. The maximum scour level is noted at 138.19 meters, and the depth of the pipeline from the riverbed is approximately 7.62 meters. Geographically, the entry point is located at Garhi Vangoes Karman (Latitude: 27.192515, Longitude: 78.065813) and exits at Nagla Balachanda (Latitude: 27.192372, Longitude: 78.057568).
- c) At the Poiyaghat Site, the bed width of river is 339.25 meters. Similar to Nagla Balachander, it utilizes two 250 mm diameter HDPE pipes and two 33 kV x 630 sq. mm cables for infrastructure. The discharge remains consistent at 9300 Cumecs, while the maximum water depth is slightly less at 1.568 meters. The lowest bed level here is at 145.358 meters, with a highest flood level of 154.780 meters. Ground levels are recorded as 155.782 meters on the left and 151.321 meters on the right, and the maximum scour level is noted at 140.147 meters; the pipeline depth from the riverbed is about 7.71 meters. The entry point for this site is Poiyaghat Anteyst Sthal (Latitude: 27.2542, Longitude: 78.021804), while it exits at Poiya Village (Latitude: 27.257084, Longitude: 78.022925).
- d) The project has secured various necessary permissions and approvals from relevant authorities such as from District Magistrate of Agra, Office of the Superintending Engineer, III Circle Irrigation Works, Agra and Office of the Regional Forest Officer, City Range, Agra.



- e) Torrent Power confirmed that no construction would occur in this area. Upon NMCG's inquiry about the use of heavy machinery, Torrent clarified that only a single Horizontal Directional Drilling (HDD) machine would be utilized, positioned 150 meters from the riverbank. The operation of this machine was illustrated through an animated video. Further, NMCG requested information on labor accommodations, storage of construction materials, and vehicle parking arrangements. Torrent assured compliance with all standard procedures, directives, and environmental guidelines in these matters.
- f) P&DO, CWC, advised that Torrent Power need to confirm that the location of sub stations is not lying within flood plain earmarked by UP Irrigation Department. Further no activity like concreting or creation of stock yard for casting concrete member is undertaken in flood plains.
- g) The proponent was further instructed to secure an NOC, if required from the Taj Trapezium Zone (TTZ).

**Subject to adherence of above observations, the cell recommends the proposal for approval of the competent authority.**

**Proposal-2: Post facto approval for "Constructed Daraganj and Jhusi Bridge No 111"**

- a) ED (T), NMCG, summarized earlier development related to grant of NOC as follows:
- I. Application received through online NMCG20241711446743 dated 01/03/2024 and letter: RVNL/BSB/GB/111/Corr./32/782 dated 01/03/2024, seeking prior permission "Construction of Daraganj and Jhusi Bridge No 111" on Ganga under Section 42 of NMCG Authority order, 2016.
  - II. During, the 2nd meeting of the cell held on 30th April 2024, the NMCG recommended 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 NMCG Authority Order 2016. The project can be reviewed under Section 6 (3) para (ii), which permits the NMCG to evaluate projects constructed before 2016."
  - III. Subsequently, following the 2<sup>nd</sup> meeting of the Cell, the proposal submitted for post facto approval through online NMCG2024910144548 dated 10/09/2024 and letter: RVNL/BSB/GB/111/Corr./37/925 dated 02/09/2024 from the Office of the Project Director, Ganga Bridge 111, Jhusi, CPM/ Rail Vikas Nigam Limited, Prayagraj, seeking review approval for "Constructed Daraganj and Jhusi Bridge No 111" under sec 6 (3) para (ii) of NMCG Authority order, 2016.
- b) Hon'ble NGT (NGT order OA 611/2024 dated 26/09/2024) noted that, under Clause 6(3) of the 2016 Order, post facto approval can only be granted in certain exceptional circumstances covered by that clause. Accordingly, the NGT expects the NMCG to duly consider the provisions stipulated in Clause 6(3) when evaluating the application for post facto approval.



- c) GM, RVNL made a detailed presentation about the project. The project entails the Construction of Rail bridge between Daraganj and Jhusi which will improve connectivity across Ganga in the region and improve the ground management during Kumbh Mela. The Project is already initiated and construction worth Rs.480cr has already been completed. The length of the Bridge is 1934m with 24 spans of 76.20m each. The proposed road bridge is located 180m downstream of road bridge (constructed in 1905). Average rainfall of proposed site 800-1027mm and HFL is 88.48m while Low water level is 72.85m. It lies in Seismic Zone-III. It had acquired required NOC's from concerned departments. He further clarified several technical points raised by Cell members such as including the requirement for Environmental Clearance (EC). In response, they presented documents demonstrating exemption from both EC and CRZ requirements.
- d) GM, RVNL also explained that how works of railway bridge are national importance under Railway act 1883 and also specifically in context of relieving traffic during Maha Kumbh, and thus needed to be taken up in priority.
- e) Cell also noted that under Section 6(3) of NMCG Authority order, 2016; prior approval can only be granted for constructions completed before 2016. Therefore, appropriate decision in the matter may be taken in the light of provisions embedded in the Authorities Notification, 2016.

**Proposal-3: Review of "Construction of bridge to carry water pipeline over the Yamuna River at Agra under JJM Scheme".**

- a) The proponent presented the proposed project which involves the construction of a bridge over the Yamuna River, designed to facilitate a water pipeline aimed at providing drinking water to Agra City. However due the connectivity issues the presentation was interrupted.
- b) Ex. Engg JJM who was present offline informed the committee that all the designs and studies are vetted by IIT Delhi. However, P&DO, CWC emphasized that since the proposed project involves a lot of construction and too many pier falls in the flood plain, a thorough discussion is required with the proponent which was interrupted due to poor on-line connection.
- c) P&DO, CWC advised UPJN (R) following points:
- I. Ensure that no hindrance to conveyance of flow happens. Cofferdam and such structures proposed should not restrict channel flows such that more than 20 percent of channel waterway remains blocked at one point of time. Plan of cofferdam construction were requested.
  - II. Afflux study calculations must suffice the hydraulic conveyance parameter. Related studies were requested. Stocking yard for stocking of construction material/ concrete members, steel members etc., yard for casting of concrete members etc.



F. No: TE-12015/3/2023-O/o ED(TECH) NMCG

Date: 18/03/2025

**Prior Permission under Sec 42 of the River Ganga (Rejuvenation, Protection and Management) Authorities Order, 2016**

**Subject: Post-Facto Approval for Reconstruction of Daraganj Bridge No. 111**

Ref: - Letter No. RVNL/BSB/G/111/Corr/32/782 dated 01/03/2024 & 02.09.2024

With reference to the above letter regarding the post facto approval for "the reconstruction of Daraganj Bridge No. 111" under Section 42 of the NMCG Authority Order, 2016.

1. Vide letter dated 02/09/2024, RVNL submitted a proposal to the NMCG seeking post-facto approval for Bridge No. 111, as per Paragraph 6(3) of the Authority Order;
2. The proposal for post-facto approval was presented at the 5<sup>th</sup> Cell Meeting on 28/10/2024. The cell examined the various aspects of the proposal in details including its importance during Kumbha mela. The Cell observed that since the project commenced after 2016 and was nearing completion, it noted that under Section 6(3) of the NMCG Authority Order, 2016, prior approval can only be granted for construction complete before 2016. Therefore, appropriate decision in the matter may be taken in the light of provisions embedded in Authorities Notification, 2016;
3. From the submissions made by RVNL, it is gathered that-
  - a) 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.
  - b) RVNL received a letter of objection (NOC) for the construction of this bridge from the Mela Adhikari vide letter 2712 / पन्द्रह-कुम्भे (2018-19) dated 25 October 2018.
  - c) The contract for the project was awarded to ITDC-BBJ (JV), Kolkata, by RVNL on October 6, 2020.
  - d) ITD Cementation India Ltd intimated via letter dated 17/11/2023, that the work of bridge.111 has been completed.
  - e) RVNL submitted an online application seeking prior approval from NMCG on 17/01/ 2024, and again on 01/03/2024.
  - f) Construction of Rail bridge between Daraganj and Jhusi was to improve connectivity across Ganga in the region. The Project was already initiated and construction worth Rs.480cr has already been completed. That the works of railway bridge are of national importance under Railway act 1883 and also specifically in context of relieving traffic during Khumbh and thus needed to be taken up in priority.

4. Section 6 (3) and Section 42 of the Authorities Notification, 2016 provides for according prior approval in certain cases;
5. Having examined and considered various aspects of this matter as highlighted in preceding paras, and the provisions in the Authorities Notification, 2016, the Competent Authority hereby decides to grant approval of the project under Section 42 of Authorities Notification, 2016 subject to following conditions-
  - a) The project proponent will, in all future cases, strictly adhere to the provisions of the Notification failing which it will invite appropriate action under EP Act, 1986;
  - b) It is incumbent upon project proponent to bring to the notice of all concerned to the provisions of Notification, 2016 for their compliance in deserving cases;
  - c) UP, SMCG is directed to issue fresh instructions to all concerned for strict compliances of the Notification, and also direct District Ganga Committees to act promptly in such cases to rule out non-compliances in similar Matters.
6. This issues with approval of the competent authority.



(Anup Kumar Srivastava)  
Executive Director (Technical)

To,

1. Project Director, Ganga Bridge.111 (Jhusi-Daraganj), Jhusi, Prayagraj, RVNL (Rail Vikas Nigam Limited) U.P 211019
2. Project Director, SMCG-UP, Plot No. 18, Sector 07, Gomti Nagar Extension, Lucknow, Uttar Pradesh - 226010

Copy to:

1. District Magistrate, District Magistrate Office, Collectorate, Prayagraj, Uttar Pradesh - 211002

Copy for kind Information to:

1. PPS to secretary, DoWR, RD & GR, Ministry of Jal Shakti
2. PPS to Chairman, CPCB
3. PS to DG, NMCG



OFFICE OF THE PROJECT DIRECTOR  
STATE MISSION FOR CLEAN GANGA -UTTAR PRADESH  
DEPARTMENT OF NAMAMI GANGE & RURAL WATER SUPPLY  
GROUND FLOOR, UTTAR PRADESH JAL NIGAM-RURAL HEAD QUARTER,  
06 RANA PRATAP MARG LUCKNOW- 226001, UTTAR PRADESH

Annexure-4

E-mail : apd@smcgup.org, www.smcgup.org

Reference No: 132/12019SMCG-U.P/ 05

Date: July 09, 2025

O/o ED (T), NMCG

Dy. No. 548

Date 15/7/25

To,

**Chairman District Ganga Committee/District Magistrate  
All 75 Districts of Uttar Pradesh  
Uttar Pradesh**

**Subject: Prior Permission under Sec 6 & 42 of the River Ganga (Rejuvenation, Protection and Management) Authorities Order, 2016**

Dear Sir,

Attention is drawn to the provisions contained in **Paras 6 and 42** of the *River Ganga (Rejuvenation, Protection and Management) Authorities Order, 2016*, which stipulate the requirement of prior approval/permission for a wide range of activities (including construction of temporary and permanent nature) taken up across the River Ganga and its tributaries. Further, Para 55 of the said Order empowers the District Ganga Committee (DGC) with the mandate to implement necessary measures for the rejuvenation, protection, and management of the River Ganga and its tributaries (copy enclosed).

All District Ganga Committees are hereby instructed to ensure *strict adherence* to the provisions of the Authorities Order. Any activity that contravenes the stated directives must be addressed swiftly and decisively. District Ganga Committees are expected to act *proactively and promptly* upon any instance of non-compliance to safeguard the integrity and objectives of the Order.

Annexure: as above

(Prabhash Kumar)  
Project Director

CC for information:

- Additional Chief Secretary, Namami Gange and Rural Water Supply, GoUP
- Executive Director (TECH), NMCG, New Delhi

09/07/2025  
Project Director

Ms. Anjali  
Ms. Anshika

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सत्यमेव जयते

आजादी का  
अमृत महोत्सव

राजीव कुमार मिश्र, भा.प्र.से.  
महानिदेशक  
राष्ट्रीय स्वच्छ गंगा मिशन  
Rajeev Kumar Mital, IAS  
DIRECTOR GENERAL  
NATIONAL MISSION FOR CLEAN GANGA

भारत सरकार  
जल शक्ति मंत्रालय  
जल संसाधन,  
नदी विकास और गंगा संरक्षण विभाग  
GOVERNMENT OF INDIA  
MINISTRY OF JAL SHAKTI  
DEPARTMENT OF WATER RESOURCES,  
RIVER DEVELOPMENT & GANGA REJUVENATION

D O. No. TE-12015/3/2023-O/o ED(TECH) NMCG/7

दिनांक: 08/04/2025

**Subject: Prior Approval for specified construction across Ganga River Under NMCG Authorities Notification, 2016**

Resp. Sir

As you may be aware that Government of India vide its Notification dated 07.10.2016 has created National Mission for Clean Ganga (NMCG) with overarching mandates of taking host of measures for rejuvenation, protection and management of River Ganga and its tributaries. Vide paragraphs 6(3) and 42 of this Notification provides for seeking prior approval for various types of works to be constructed across the rivers in the Ganga basin including rail and road bridges; **(copy enclosed)**

2. However, in a clear deviation from the provisions of this Notification, Authorities are approaching NMCG for seeking post facto approval after they had completed a significant part of construction works.
3. Therefore, it is important to sensitize officials of Ministry of Railway and its subsidiary Organizations like RVNL, etc. of mandatory nature of prior clearances required to be obtained for different nature of works/structures under Para 6 (3) and 42 (as the case may be).
4. Above in view, I would request the Railway Board to issue necessary directions to all concerned in this regard.

Yours sincerely,

(Rajeev Kumar Mital)

**Shri Satish Kumar**  
Chairman & Chief Executive Officer  
Railway Board (Ministry of Railway)  
Email : [crb@rb.railnet.gov.in](mailto:crb@rb.railnet.gov.in)



राष्ट्रीय स्वच्छ गंगा मिशन  
प्रथम तल, गेजर ध्यान चंद नेशनल स्टेडियम, इन्डिया गेट, नई दिल्ली-110002  
NATIONAL MISSION FOR CLEAN GANGA  
1st Floor, Major Dhyan Chand National Stadium, India Gate, New Delhi - 110002  
Ph. : 011-23049528, Fax : 23049566, E-mail : [dg@nmcg.nic.in](mailto:dg@nmcg.nic.in)



No. RVNL/ED-NE/Corr. / 3285

Varanasi, Date: 21.05.2025

✓ Executive Director (Tech.)  
National Mission for Clean Ganga (NMCG),  
1<sup>st</sup> Floor, Major Dhyan Chand National Stadium,  
India Gate, New Delhi - 110002.

Sub: Compliance with NMCG Authorities Notification, 2016 - Prior Approval for Construction Activities Across River Ganga.

Ref: (i) NMCG Letter No. TE-12015/3/2023-O/o ED(TECH) NMCG dated 15.05.25.

(ii) D.O. Letter from NMCG dated 08.04.2025.

(iii) NMCG Post-Facto Approval Letter No. TE-12015/3/2023-O/o ED(TECH) dated 18.03.25

(iv) NMCG Letter No. TE-12015/3/2023-O/o ED(TECH) dated 06.11.2023.

(v) Railway Board Letter No. 2023/Proj./MUTP-III/VR-DRD/1/4 dated 13.10.2023

(vi) NOC by UP Pollution Control Board for setting up to batching plant.

(vii) NOC issued by Mela Officer, Prayagraj.

Sir,

This is with reference to the compliance of provisions under the NMCG Authorities Notification, 2016, concerning the construction across the river Ganga.

The rebuilding of Bridge No. 111 over River Ganga, located between Jhusi and Prayagraj Stations, was initially sanctioned under the Pink Book 2003-04 and re-sanctioned in 2015-16. The project was subsequently handed over to Rail Vikas Nigam Limited (RVNL) for execution in 2017.

1. **Statutory Context and Applicability of Exemptions under the Railway Act**

As per Railway Board Letter No. 2023/Proj./MUTP-III/VR-DRD/1/4 dated 13.10.2023, and Section 11 of the Railways Act, 1989, railway projects are exempt from seeking Environmental Clearance (EC) and Coastal Regulation Zone (CRZ) approvals. The said provision empowers railway administrations to undertake construction over rivers, streams, canals, and other water bodies for the purposes of building and maintaining railway infrastructure, notwithstanding any other law in force. The relevant Office Memorandum of the Ministry of Environment, Forest & Climate Change (MoEF&CC) also reinforces this exemption.

2. **Scope of Work and Environmental Safeguards**

The construction work was carried out by ITD CEM-BBJ JV, the appointed agency for the project. The bridge components are categorized as follows:

- i. **Substructure Work** (foundations, piers, and pier shafts): This was completed before **March 2023**, barring minor balance items. For execution of substructure works, a **batching plant** was installed at a designated site near **Jhusi Railway Station** at coordinates E: 592329.16 and N: 2813114.66, located at a safe distance from the riverbank. The **Uttar Pradesh Pollution Control Board** granted consent to operate the batching plant for the period from **20.04.2021 to 31.03.2023**, and later extended it from **23.06.2023 to 31.03.2024**. Since the construction activity, including concrete casting, was completed within the valid period of approvals, and no material or effluent was discharged into the river, it is confirmed that **no environmental violations occurred** during the execution.

- ii. **Superstructure Work** (steel girder fabrication, launching, and bearing installation): A dedicated **fabrication yard** was established near Jhusi station. All girder materials were mobilized from the Jhusi end and launched using a **launching crane**, primarily operating from the first completed span, thereby avoiding any incursion into or pollution of the river channel.

**3. Regulatory Engagement and NOC from Local Authorities**

In adherence to local statutory obligations, RVNL obtained a **No Objection Certificate (NOC) from the Mela Officer, Prayagraj**, considering the site's proximity to religious and public congregation areas. All operations were conducted in coordination with district authorities to ensure minimal disruption and absolute environmental compliance.

**4. NMCG Notification Awareness and Compliance**

RVNL came to know of the requirement for prior approval under the NMCG Authorities Notification, 2016 only upon receipt of NMCG Letter No. TE-12015/3/2023-O/o ED(TECH) dated 06.11.2023. Consequently:

- i. An application (Application No- NMCG20241711446743) was applied on 17.01.2024 through the NMCG online portal by RVNL's executive agency M/s ITD CEM-BBJ JV. The proposal was, however, returned on 19.08.2024.
- ii. An initial application (Application No. NMCG2024311671) was applied on 01.03.2024 through the NMCG online portal by RVNL. The proposal was, however, returned on 19.08.2024 with directions to obtain post-facto approval because work was completed in March 2023.
- iii. A **revised proposal** seeking **post-facto approval** for the completed construction was submitted under **Application No. NMCG2024910144548**, and the same was approved under section 42 by NMCG on 18.03.2025.

**5. Regulatory Review under Section 42 of the Notification**

As per the deliberations in the 2<sup>nd</sup> meeting of the Technical Cell of NMCG held on 30.04.2024 and recorded in the minutes dated 31.05.2024, it was noted that since construction had already been completed, the project would not fall under the scope of Section 42 (Prior Approval) but rather under Section 6(3) of the Notification. This provision empowers NMCG to review pre-2016 constructions in floodplains or riverbanks to evaluate their environmental impact and prescribe necessary measures. After due scrutiny, NMCG was pleased to **approve under Section 42** vide its communication dated 18.03.2025.

**6. Institutional Compliance and Capacity Building**

Pursuant to **D.O. Letter dated 08.04.2025** from NMCG, RVNL has initiated internal sensitization measures. A formal **circular has been issued by the Executive Director** (copy enclosed), directing all field offices and project teams to ensure mandatory compliance with the provisions of the **NMCG Notification, 2016**, particularly Sections **6(3)** and **42**, before undertaking any future construction activities along the Ganga River or its tributaries.

This is submitted for your kind information and necessary record. We reaffirm our commitment to full compliance with the environmental mandates of the Government of India and will ensure adherence to all future procedural and regulatory requirements issued by NMCG.

D.A- As above.

  
 (Vikas Chandra)  
 Executive Director/NE  
 Rail Vikas Nigam Limited

Copy to:

1. CMD/RVNL & DO/RVNL for kind information please.

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**RAIL VIKAS NIGAM LIMITED**  
August Kranti Bhawan, Bhikaji Cama Place,  
New Delhi-110066

O/S BO .....  
O/S No. 315  
Date 28/5/25

No. RVNL/ED-NE/Circular/01/3284

Varanasi, Date: 21.05.2025

**CIRCULAR**

**Sub: Mandatory Prior Clearance from NMCG for Construction Activities Across River Ganga and Its Tributaries - Sensitization of All Field Units and Officials**

**1. Background:**

The rebuilding of Bridge No. 111 over River Ganga, located between Jhusi and Prayagraj Stations, was initially sanctioned under the Pink Book 2003-04 and re-sanctioned in 2015-16. It was handed over to RVNL for execution in 2017.

The construction was initiated without obtaining prior environmental clearance from the National Mission for Clean Ganga (NMCG) as required under the NMCG Notification, 2016. A post-facto approval was subsequently sought and granted by NMCG vide Letter No. TE-12015/3/2023-0/0 ED(TECH) NMCG dated 18.03.2025, under Para 42 of the Notification.

Through its D.O. Letter dated 08.04.2025, NMCG has expressed concern and directed that all Railway agencies, including RVNL, must sensitize their officials on the mandatory requirement of prior approval under Para 6(3) and Para 42 of the Notification.

**2. Legal Provisions under NMCG Notification, 2016:**

- **Para 6(3):**  
Requires **prior approval** from NMCG for construction of any **permanent structures**, including bridges, pipelines, or utilities across River Ganga or its tributaries.
- **Para 42:**  
Provides for **post-facto clearance** only in exceptional cases. Such practice is discouraged and subject to scrutiny, conditions, or even rejection by NMCG.

**3. Procedure for Obtaining NMCG Approval:**

All RVNL field units must adhere to the following procedure before commencing any construction activity within the Ganga River basin:

**Step 1: Identification of Work Scope**

- Assess whether the work falls within riverbed, floodplain, or riparian zones of Ganga or its tributaries.
- Include construction of **piers, abutments, embankments, foundations, or protection works** as applicable.

**Step 2: Preparation of Proposal**

- Prepare a **detailed proposal**, including:
  - DPR extracts, General Arrangement Drawings (GADs)
  - Environmental Impact summary
  - Location maps and cross-sectional drawings
  - Justification for riverbed occupation

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**Step 3: Submission to NMCG**

- Route the proposal through RVNL HQ or concerned Zonal authority to:  
**Director (Technical), National Mission for Clean Ganga (NMCG)**  
Major Dhyan Chand National Stadium, India Gate, New Delhi - 110002  
Email:

**Step 4: Follow-up & Clarification**

- Respond to any queries or clarification sought by NMCG.
- Coordinate through Environment Cell for technical representation if needed.

**Step 5: Receive Approval**

- Only upon **formal written clearance**, construction should proceed.
- Retain the approval in project documentation for audits and inspections.

**4. Action Points:**

1. All PIUs must **review ongoing and planned projects** in the Ganga basin and ensure that no work is taken up without NMCG clearance.
2. Submit a compliance status report to the **Corporate Environment Division** within 15 days.
3. **Design and Tendering divisions** must incorporate NMCG clearance as a **pre-bid requirement** wherever applicable.
4. **Training sessions** will be scheduled for all project engineers and planners on environmental compliance protocols.

**5. Accountability and Compliance:**

Non-compliance with the NMCG guidelines may lead to:

- **Project suspension or cancellation**
- **Penalties from statutory authorities**
- **Reputational damage to RVNL and Ministry of Railways**

All officials are directed to treat this as **mandatory** and ensure strict adherence in all present and future projects.

**(Vikas Chandra)**

Executive Director/NE  
Rail Vikas Nigam Limited

Copy to: -

1. CMD, DP and DO for kind information please,
2. All PEDs/EDs/CPMs/GGMs/GMs.
3. All officers and staff of RVNL.



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OFFICE OF THE PROJECT DIRECTOR  
STATE MISSION FOR CLEAN GANGA - UTTAR PRADESH  
DEPARTMENT OF NAMAMI GANGE & RURAL WATER SUPPLY  
GROUND FLOOR, UTTAR PRADESH JAL NIGAM-RURAL HEAD QUARTER,  
06 RANA PRATAP MARG LUCKNOW- 226001, UTTAR PRADESH

E-mail : apd@smcgup.org, www.smcgup.org

Reference No: 139/90-P/SMCG-U.P/ 06

Date: July 09, 2025

O/o ED (TECH), NMCG  
By No. 547  
Date 15/7/25

To,

Chairman District Ganga Committee/District Magistrate-Prayagraj  
Prayagraj, Uttar Pradesh

Subject: Proposal for approval for the Construction of the Daraganj Rebuilding Project  
(Bridge No. 111) over the River Ganga at Prayagraj under River Ganga (Rejuvenation,  
Protection and Management) Authorities Order, 2016

Dear Sir,

Attention is invited to the communication received from the National Mission for Clean Ganga (NMCG), New Delhi, vide reference D.O No. TE-12015/3/2023-O/o ED (TECH)NMCG dated 10th April 2025. The said communication calls for appropriate action in the subject matter against the official(s) found responsible for non-compliance with the mandatory provisions of the *River Ganga (Rejuvenation, Protection and Management) Authorities Order, 2016*, and further directs that an action taken report be submitted to NMCG within one month from the date of issuance.

In light of the above, it is earnestly requested to apprise both SMCG-Uttar Pradesh and NMCG of the specific action taken to ensure compliance with the aforesaid directions.

Annexure: as above

(Prabhash Kumar)  
Project Director

CC for information:

- i. Additional Chief Secretary, Namami Gange and Rural Water Supply, GoUP
- ii. Executive Director (TECH), NMCG, New Delhi

Project Director

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Ms. Anjali  
Ms. Anjali