

**IN THE HON'BLE NATIONAL GREEN TRIBUNAL
EASTERN ZONE BENCH, KOLKATA
O.A. No. 26/2023/EZ**

IN THE MATTER OF:

PI VANRAMCHHUANGI

...APPLICANT (s)

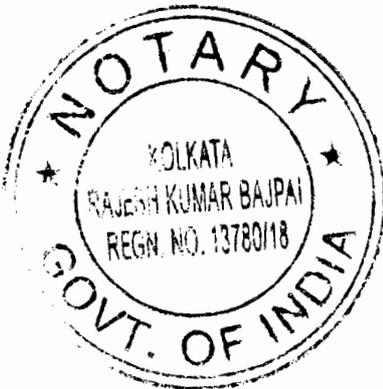
VERSUS

UNION OF INDIA & ORS

...RESPONDENT (s)

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Filed by

Ashok Prasad

ASHOK PRASAD, ADVOCATE

Counsel for NHIDCL

Mobile : 9883069404

**IN THE HON'BLE NATIONAL GREEN TRIBUNAL
EASTERN ZONE BENCH, KOLKATA
ORIGINAL APPLICATION No. 26/2023/EZ**

IN THE MATTER OF:

PI VANRAMCHHUANGI

...APPLICANT

-VERSUS-

UNION OF INDIA & ORS

...RESPONDENT(s)

**COUNTER AFFIDAVIT/ REPLY ON BEHALF OF
RESPONDENT No. 3 NATIONAL HIGHWAYS AND
INFRASTRUCTURE DEVELOPMENT CORPORATION
LIMITED (NHIDCL)**

I, Virender Kumar Jakhar, S/o Kashi Ram Jakhar, Aged 61 years, working as Executive Director (Projects) at National Highways and Infrastructure Development Corporation Limited (NHIDCL), RO, Mizoram, under Ministry of Road Transport & Highways, do hereby solemnly affirm and declare as under:

1. That I am duly authorized and competent to swear this affidavit on behalf of National Highways and Infrastructure



Development Corporation Limited at 3rd Floor, 4 - Parliament Street, New Delhi – 110001.

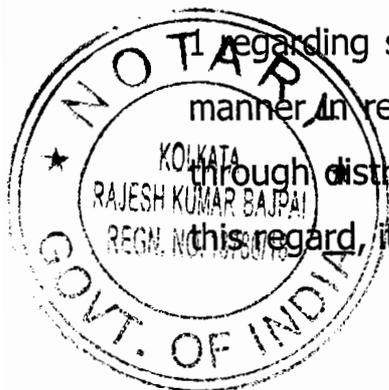
2. That I have read and understood the contents of the Affidavit dt. 10.08.2023 which was filed by the State Respondent(s).

3. The deponent has been advised to traverse and/or deal with only such allegations and/or contentions and/or averments and/or statement made in the said petitions which are material and relevant for the purpose of just adjudication and disposal of the instant case. All other allegations and/or contentions and/or averments and/or statements made in said petition may be deemed to have been denied and disputed in Toto and to have not been admitted in any way. Save and except what matters are of record and save and except what have specifically been admitted herein each and every allegations and/or contentions and/or statements made in the said petition are deemed to have been denied and disputed by me in seriatim.

4. That the deponent craves liberty to raise additional submission or file additional affidavits in case need arises during the course of arguments.

PARA WISE REPLY:

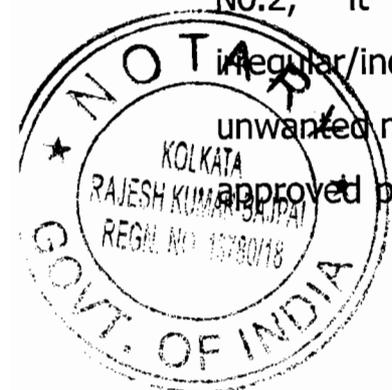
5. That with regard to the averments made in Paragraph No. 1 regarding submission of muck disposal plan in a time bound manner in relation to the widening of NH-54 to 2 lane passing through districts of Aizawl Tuipang in the State of Mizoram. In this regard, it is to apprise that the muck disposal plan is already



available in the projects right from the beginning stage. As per the contention of the petitioner and brazen claims that NHIDCL is lacking muck disposal plan is incorrect and claims of applicant are with malafide intention. The requirement of muck disposal plan has never been raised or desired from NHIDCL. This has been pointed out in the present case for some malafide gains by the applicant. Since, it being a general Technical document, the same could have been asked/desired from NHIDCL by the applicant before alleging the NHIDCL as the petition has been frivolously filed by application without the technical know-how of the work and process of gathering information and purpose thereof. NHIDCL for the kind perusal of Hon'ble Court and the applicant is hereby submitting the consolidated muck disposal plan for Aizawl Tuipang (NH-54) project. Further, the State Governments plea for stopping the work is not warranted at this stage as NHIDCL has taken due consideration for the proper management of muck in an '**Engineered manner**' as the excavated earth is re-utilized and surplus earth is disposed-off in the designated Spoil banks arranged in the projects.

*A copy of the said muck disposal plan for all packages are annexed hereto and marked as **ANNEXURE – SG-1.***

6. That with regard to the averments made in paragraph No.2, it is submitted that there has been no irregular/indiscriminate muck disposal in the projects as the unwanted muck are disposed in the designated spoil bank as per approved plan. However, it may be kindly noted that landslides



are a common phenomenon in Hilly terrain like Mizoram, where, the soil is fragile and this problem has been persisting on the existing road in this road including other existing roads. **A comparative photographic view of existing condition vs present upgradation of road is annexed for kind perusal.**

The Aizawl Tuipang project is on existing alignment and is only being widened and upgraded to 2 Lane with paved shoulder. The excavation component in the Aizawl Tuipang, which being Brown-Field project is about 1/3rd of a Green field projects. Therefore, for linear projects like Aizawl Tuipang, the generation of muck is on a lower side. As brought out in preceding para 1, it is once again reiterated that NHIDCL has taken due consideration for the proper management of muck in an **'Engineered manner'** as the excavated earth is re-utilized and surplus earth is disposed-off in the designated Spoil banks arranged for the projects. Further, with regard to the allegation of illegal felling of trees in violation of the Forest (Conservation) Act, 1980, and the Mizoram Forest Act, 1955, it is submitted in some cases, tree cutting issues have arose, with no fault of the Contractors. Bonafide mistakes have happened due to the prevalent issue in the Mizoram state, where there is an overlapping dispute between Revenue and Forest Department and the ownership of land and assets is a highly contentious subject. NHIDCL carries out the work within the land given by CALAs. However, instances have occurred, where the belated claims by Forest have come up. In such lands, General public have also been claiming of their land and assets and ownership has been conflicting. On a piece of land, the assets are either Private or it is Government plantation, which is claimed by Forest



Department at a very belated stages. For the private assets like crops, plants etc, the compensation are paid to the Public and for the Forest trees, the tree cutting payment is made to the Forest Department. NHIDCL nor its contractors have any role in tree cutting as protection of such assets i.e. trees is the responsibility of either Public or the Forest as the case is. In some cases and due to overlapping claims, the trees have been damaged and the Contractor has compensated for the same. In an case, the Contractor has been penalized wrongly as the timber has been recovered from a Mizo person who has done the tree felling considering it to be its asset.

*Comparative project Photographs and Copies of the statements of accused are annexed hereto and marked as **ANNEXURE-SG-2 and SG-3.***

7. That the averments made under paragraph 3, 4 & 5 are Matter of record.

8. That with regard to the averments made in paragraph No.6, it is submitted that the Project NH-54 is still under construction phase and it is on-going project wherein consequent upon excavation, the muck excavated is utilized and the surplus is placed in the designated spoil banks. Further, it is submitted that NHIDCL is already in possession of Forest Clearances and allegations are baseless as dumping has not been done in the Forest areas. There has been no initial objections from the Forest Department for executing the work until the progress in progress



have crossed the 70% mark. Moreover, all the trees cutting had been carried out by the Forest Department as NHIDCL only pays for the Trees to be cut. From cutting and upto disposal is the responsibility of the Forest Department. It is also to apprise that NHIDCL has paid the assets cost in the land acquisition to the public, which included the trees, which have been of private individual. For those assets lying within the private land, the individuals have cut down their trees for which Contractors have been blamed for the same. The tree enumeration has been done by the Forest Department and further NHIDCL pays up the trees cost. The onus lies on the Forest Department for the tree component. Therefore, there has no illegal diversion of Forest and illegal tree felling done during the implementation of the project.

*Copies of approval received from Forest as Forest Clearance are annexed as **ANNEXURE-SG-4**.*

9. That with regard to the averments made in paragraph No. 7, it is to submit that based on the request made by the applicant herein, the Forest Department asked the Mizoram State Pollution Control Board (MSPCB) to take necessary action. The entire narration of environmental degradation has been done by the Forest Department and Mizoram Pollution Control Board (MSPCB) based on the dissemination of false and misleading claims by the applicant. The works of NHIDCL has been ongoing since 2019, and no objection has been raised initially. It is pertinent to mention that all the requisite requirements under the prescribed laws and requirements have been complied by



NHIDCL. Therefore, the reliance placed by Forest Department and MSPCB on the false and misleading claims of the applicant should have been dealt in a judicious way considering the works of immense nature and illegally stopping of the infrastructure works have a **'time and cost overruns'**.

10. That with regard to the averments made in paragraph No. 8, the actions of the Forest Department has been simply on the basis of the complaint of the applicant and directed the Divisional Forest Officers (DFOs) to conduct site verification and check for Violations.

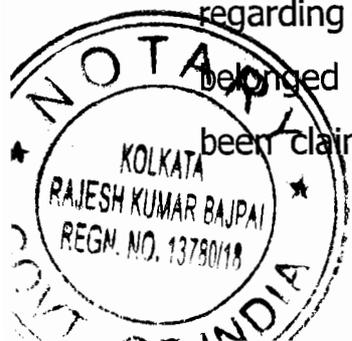
11. That with regard to the averments made in paragraph No. 9, the same is a matter of record.

12. That with regard to the averments made in paragraph No. 10, it is to state that the Forest Department seemed to be under immense pressure for checking the violations on a false and misleading cause of the applicant and its ulterior motives to stop the infrastructure developmental works undertaken by NHIDCL in Mizoram. It has been realized by NHIDCL that these kinds of false and frivolous cases of violations are imposed to make NHIDCL lose its market credibility and goodwill of people of Mizoram. Further, making NHIDCL lose its marl reputation in the International market as this project is being carried through a Loan Agreement signed with Japan International Cooperation Agency (JICA).

That with regard to the averments made in paragraph No. 11, it is to bring out that the Construction of Chhiahtlang-Serchhip Bypass (Package I) on Aizawl Tuipang has begun on



15.10.2020 and the execution of the project was totally halted by the Forest Department on 21.07.2022 by reporting Violation under Forest Conservation act 1980. The Contractor stopped the work immediately after directions of the Forest Department. It has been unfair by the Forest Department to stop the work in the Revenue land, which has been handed over to NHIDCL by CALA after making payment of the Compensation. In this regard, it may be kindly noted that after the handover of land by CALA, NHIDCL has started up the work. However, belated claims by Forest Department has raised up the dispute of their ownership. After the works have been halted, the DFO Thenzawl reported that violation has taken before 2 years and imposed Rs 13,98,040/- as penal NPV and after some time penal NPV has been arbitrarily increased the penal NPV to Rs 34,95,102/- by showing 5 years of violation as the works have been started 2 years before only. NHIDCL has requested the Forest Department to review the penal NPV as the DFO, Thenzawl has been giving misleading information's. NHIDCL has paid off the penal NPV in the works interest and anticipated future idling claims of the Contractors. Further, the case for the Forest Clearance has been pending for a long time and Stage-I approval has been given on **17.04.2023** after a passage of 2.5 years. NHIDCL is likely to incur the cost of idling charges from the Contractor for halt of works. Regarding, the felling of trees has been done by the public due to the overlapping issue of land and assets between revenue and Forest Department. There had been confusion regarding the assets as to whether the land, crops and trees belonged to Forest or an individual, as the private people have been claiming it to be their land or vice versa. However, the



Contractor in the interest of work took a stand that due to its bonafide mistake and overlapping claims by Public and Forest, the Contractor has deposited the amount of extracted timber.

14. That with regard to the averments made in paragraph No. 12, it is to bring out that the District level monitoring Committee has been constituted on 10.06.2022. It is very surprising that the Committee has been constituted without involving the Implementing Agency (NHIDCL) who had been executing the project. The Committee consists of members from the local NGOs, who have biased approach. The Committees have been visiting the project sites without any prior information's and discussions with NHIDCL or its Contractors. The Committee at its own volition reported more of the negative aspects, without giving an opportunity to NHIDCL of being heard and understanding the technical aspect as the Committee didn't had any of the Technical expertise and the projects being monitored are technical in nature.

15. That with regard to the averments made in paragraph No. 13, It is submitted that no violations occurred and the penalty is not justified.

16. That with regard to the averments made in paragraph No. 14, the State Level Monitoring Committee has been constituted on 15.07.2022 specifically to monitor projects of NHIDCL. This clearly gives an impression of specific targeting for NHIDCL as in the state, not only the works of NHIDCL are undergoing in State,



while other implementing agencies are executing a high voluminous work.

17. That with regard to the averments made in paragraph no.15, it is to state that in the first meeting of the Committee has taken place on 25.07.2022. The reporting by the Districts have been done. Deputy Commissioner, Champhai has appreciated that the Gabion walls have been constructed in the projects of NHIDCL in Champhai district. Comments of others have also been discussed in the meeting. Compliance have been made to the suggestions made during the meeting.

18. That with regard to the averments made in paragraph No. 16, it is submitted that upon consultation with the District Administration and Forest Department and upon belated realization that the land belonged to the Forest Department, NHIDCL has stopped all the construction activities in compliance to the instructions of Forest Department as violations have been imposed on NHIDCL. In work interest and considering anticipated claims from Contractors, NHIDCL paid off the penal NPV. The Stage I approval has been given by Forest Department on 17.04.2023 and working permission has been given by the State Government on 23.05.2023 .

19. That with regard to the averments made in paragraph No. 17, it is submitted that the DFO in its letter dated 09.09.2022 has concluded that the actions of the Contractor of NHIDCL has been unintentional as the area where tree felling has been done was



claimed by some individuals and NHIDCL has carried out the works in the land handed over by CALA as per law.

Copies of DFO letter dated 09.09.2022 and Statement of Contractor are annexed as ANNEXURE-SG-5.

20. That with regard to the averments made in paragraph No. 18, it is to state that the case for 8.9856 Ha of Forest land has been applied on 02.01.2020 and the Stage I clearance has been received on 14.06.2022 after a lapse of 2.5 years. The Works have been ongoing in the Aizawl Tuipang Project from more than 2.5 years. Suddenly, violations have been reported by the Forest Department on 31.05.2022. Consequent to the stay order issued by DFO Thenzawl on 31.05.2022, all excavation works along the project site have been stopped. Even after the receipt of Stage I Clearance, the works have not resumed as improper work disposal has been alleged against NHIDCL, which is incorrect. The work could finally resume on 06.01.2023 after grant of working permission by the Forest Department. NHIDCL has been bound to accept the conditions of Forest Department and make the penal NPV payment in the works interest as the works remained standstill for a long time and have been losing the working season as the Mizoram State has limited working window for working in an year.



21. That with regard to the averments made in paragraph No. 19, it is to state that NHIDCL paid the penal NPV in the works

interest as the grant of Forest Clearance is abysmally delayed. The work remained stopped at the project site during the working season. The cost claims of idling of men and machinery by Contractors have been kept in mind by NHIDCL. The overlapping land disputes between Revenue and Forest Department is almost in every projects as the Forest Department acts at a belated stages and stops the work. As the works have been stopped on 31.05.2022 and for resumption, NHIDCL didn't had any option to pay-off the penal NPV. After the payment of Penal NPV, the works could finally resume on 06.01.2023 after receipt of working permission from the Forest Department.

22. That with regard to the averments made in paragraph No. 20, it has been brought out by Forest Department that illegal tree felling has been done. This allegation is not correct as the Contractor has started the work in the year 2019. The stretch in which violation is imposed falls on the land handed over by CALA and private people have their land passes. As works have started in the year 2019 and some trees were felled in the said location after having consent of the land pass holders. There has been no intention of Contractor to violate any rules/laws. The reason has been due to the confusion as to whom the land and crops belonged to as private people have claimed it to be their land, while Forest has also claimed it to be their Government plantation. This overlapping land dispute has led to issue of violation. The Forest Department imposed a penalty of Rs 1,19,039/- for violation in 0.539 Ha. NHIDCL has paid the diversion cost with penal NPV to Forest Department in the work



interest and overlapping land disputes between Revenue and Forest Department and other anticipated losses.

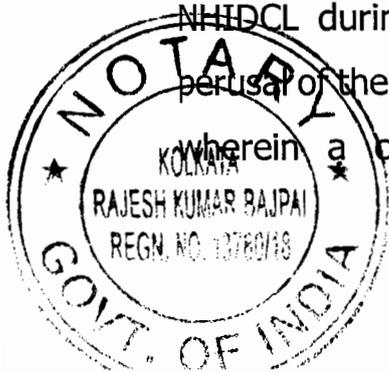
23. That with regard to the averments made in paragraph No. 21, it is denied that there has been no irregular muck dumping. The disposals have taken in the designated spoil banks. The suggestions made by the Committee is complied from time to time. The Violations are much disputed as much as environmental compensation is called for alleged violations and are denied.

24. That with regard to the averments made under paragraph No. 22, it is submitted that compliance has been made towards the suggestions of District Level Monitoring Committee from time to time. It has been explained to the committee to their satisfaction through PPT and site visits.

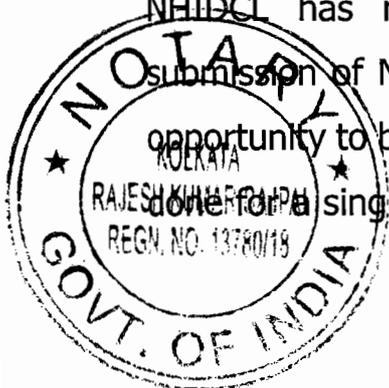
25. That with regard to the averments made under paragraph No. 23, it is submitted that subsequent to instructions received from the Forest Department, all the Construction works have been stopped. The works have only been resumed after grant of working permission for Chhathlang & Serchhip Bypasses (NH-54) 23.05.2023, Package II on 06.01.2023 and Package III on 06.01.2023.

26. That with regard to the averment made in Paragraph No. 24, it is submitted that NHIDCL has not been apprised of the imposition of penalty before as it came into the knowledge of NHIDCL during the course of hearing of the case and after perusal of the contents of Affidavit filed by the State Government

wherein a copy of the **Report of the Assessment of**



Environmental Compensation has been annexed in ANNEXURE R6/30 of the said Affidavit. Subsequently, the Hon'ble Tribunal vide its Order dt. 11.08.2023 has reflected that ***"in paragraph 22 of the affidavit dated 10.08.2023 filed by the State Respondents, a tabular Chart has been given of the six District that falls within the Road Widening project of NH-54 which discloses that there has been violation of Rules relating to dumping of muck and other violation. Environmental Compensation to the extent of Rs 5,90,70,000/- (Rupees Five Crore Ninety Lakh Seventy Thousand Only) has been imposed against NHIDCL. However, the Affidavit does not disclose whether this amount has been recovered..."*** as such, direction given to the Chief Secretary to file personal Affidavit on whether the Environmental Compensation has been recovered from NHIDCL. By way of an Order No. H.88088/Poltn./50(102)/2023-MPCB dated **04.09.2023**, NHIDCL has been asked to deposit an Environmental Compensation to the extent of **Rs 5,90,70,000/- (Rupees Five Crore Ninety Lakh Seventy Thousand Only)** favoring Member Secretary, Mizoram Pollution Control Board within a period of one week. In this regard, NHIDCL has made representation on 11.09.2023 to Mizoram Pollution Control Board (MPCB) for withdrawal of order and if otherwise, clarification be given for imposition of such humongous penalty. Further, NHIDCL has requested MPCB to kindly acknowledge the submission of NHIDCL and if not satisfied, MPCB must give an opportunity to be heard as twice imposition of Penalty cannot be done for a single cause. **The reply of MPCB is still awaited.**

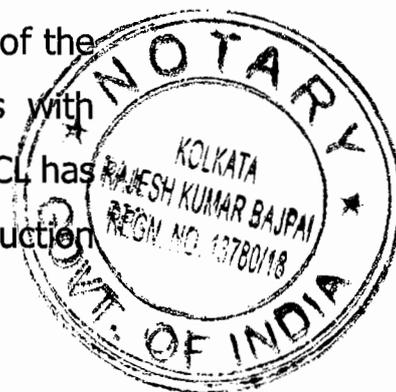


NHIDCL has also filed an Interlocutory application for setting aside and quashing the order dated 04.09.2023 issued by Mizoram Pollution Control Board.

*Copies of the said MPCB Order dt. 04.09.2023, representation made by NHIDCL vide letter dated 11.09.2023 and **Interlocutory application** are annexed and hereto marked as **ANNEXURE-SG-6, SG-7 & SG-8.***

27. That with regard to the averments made under paragraph 25, it is stated that penalty is unfair/illegal as much as environmental compensation is called for alleged violations which are denied.

28. That with regard to the averments made under paragraph 26, It is submitted that the National Highways or the road construction Projects are being implemented throughout the state of Mizoram in the interest of the public and not with mala-fide intentions to harm the sentiments of the people, but with a view that all the people of the state get socio-economically benefit in terms of tourism and business. Further the project has been executed with a view of strengthening defense for the National safety of the people of the state as well as that of the Country since Mizoram is sharing international borders with Myanmar and Bangladesh, this clearly indicates that NHIDCL has no harmful intention to cause any Environmental destruction



while carrying out the project. Therefore, NHIDCL would like to apprise this Hon'ble Court the Order issued by MPCB imposing penalty without giving any prior Notice to NHIDCL is baseless, frivolous and not sustainable before the law. As per the principal of Natural justice, "before any action is taken, the affected party must be given a Notice to show cause against the proposed action and seeks his explanation. It is a sine Qua Non of the right of fair hearing as such, any Order passed without giving Notice is against the Principles of Natural Justice and is void-ab-initio.

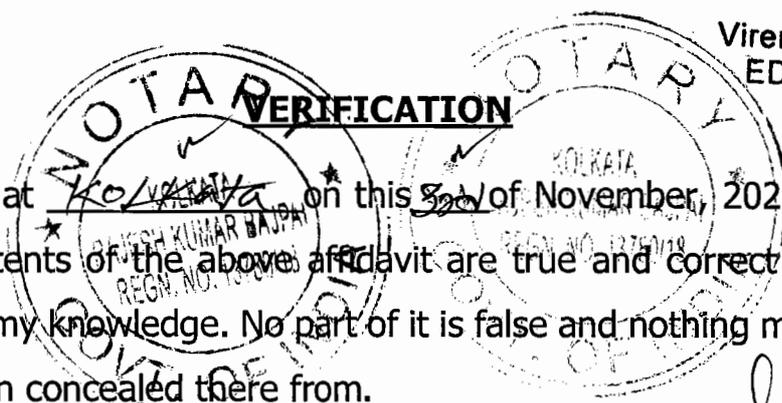
PRAYER

No penalty should be imposed without proper adjudication of facts and figures.

Virendrakumar Jakhar

DEPONENT

Virendrakumar Jakhar
ED(P), RO Aizawl,
NHIDCL



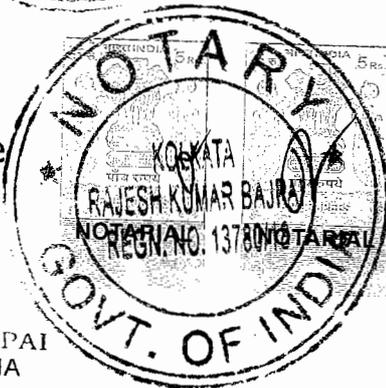
Verified at ~~Kolkata~~ on this ~~30th~~ of November, 2023, that the contents of the above affidavit are true and correct to the best of my knowledge. No part of it is false and nothing material has been concealed there from.

Virendrakumar Jakhar

DEPONENT

Virendrakumar Jakhar
ED(P), RO Aizawl,
NHIDCL
Solemnly Affirm & Declared Before
Me on Identification of ~~an~~ Advocate

Identified by Me
Rajesh Kumar Bajpai
Advocate



RAJESH KUMAR BAJPAI
NOTARY GOVT. OF INDIA
REGN. NO. 13780/18
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03 NOV 2023

Muck Disposal Plan

Package Name: - Widening and Upgradation to 2- Lane with Paved Shoulder and geometric improvement from Km. 8+000 to Km. 65+000 (Pkg-1) on Aizawl -Tuipang Section of NH-54 in the State of Mizoram on EPC mode with JICA Loan Assistance.

Contractor: - M/s Gawar Construction Ltd.- Shivalaya Construction Company Pvt. Ltd. (JV)

Work start date: 24th January 2020.

Summary: The Government of India has requested the Government of Japan to provide financing for about 1,200 km of roads that enhance connectivity in North-East States. Out of 10 candidate roads and bridges, Aizawl-Tuipang section of NH-54 in the State of Mizoram has been selected as one of the two priority projects (the other is Tura -Dalu section of NH51 in Meghalaya). The project objective is to improve intra-state connectivity for North East States and regional road connectivity for Mizoram and North East India to neighbouring countries. The residents of the North East Region, Bangladesh and Myanmar and countries beyond should benefit from the increased regional connectivity which is expected to result in increased trade and economic development over the longer term. The existing road is about 381 km in length and stretches over five districts in Mizoram. NH54 is the most important road in the State, connecting Mizoram with other States of India and other countries. This is the lifeline of many Mizo people who depend on road network for the supply of essential commodities. The current condition of road, however, is fairly good and motorable.

Objective: The significant environmental impacts attributable to the widening and improvement of the road pertains to clearance of roadside trees for widening and forest clearance for spoil bank and resettlement site development, ambient air quality and noise/vibration levels during construction phase from land clearing, ground shaping, and quarry and camp operations; and community and occupational health and safety. These impacts will be mitigated through compensatory afforestation; timing of construction activities to minimize fauna disturbance; control of noise, dust, wastewater, fuel combustion emissions, and construction debris generation through good construction practices; and implementation of road safety measures to separate road users from active construction fronts.

Environmental Assessment: - The assessment of the potential impact revealed that the project will not affect critical habitats or sensitive ecosystem as a road already exists and no new road construction is taking place inside pristine or government reserved forests. The project area is largely made up of agricultural fields and settlements. During operation stage, the main impacts are increase in mobile emissions, road safety to motorist and pedestrian. Road safety measures will be implemented as per IRC guidelines. Road safety appurtenances like information, regulatory and warning signs coupled with crash barriers will reduce serious injuries to road users. Adequate slope protection and retaining wall as well as cross drains



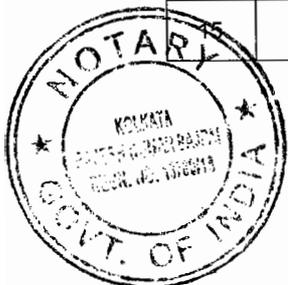
and side drains will be installed and maintenance will be implemented to avoid soil erosion and reduce the risk of landslide.

Surplus Soil Management: - Based on the design of the Project Highway, the necessary volumes of muck shall be utilised. Best efforts have been made to utilise the excavated materials into the road construction and rest shall be disposed in a proper way into the spoil banks. The details of the utilisation are as below.

Sno	Description	:-	Value
1	Total Volume of cutting (cum) Overall in project	:-	1289785
2	Filling quantity to be Utilised (cum)	:-	365058
3	Filling quantity to be done in the spoil banks (cum)	:-	924727
4	Total Spoil Bank required for project (nos)	:-	25
5	Total Spoil Bank arranged by Contractor (nos)	:-	25

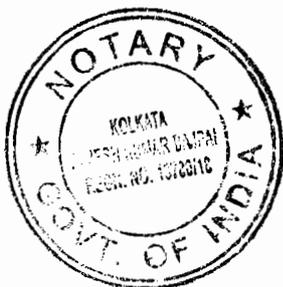
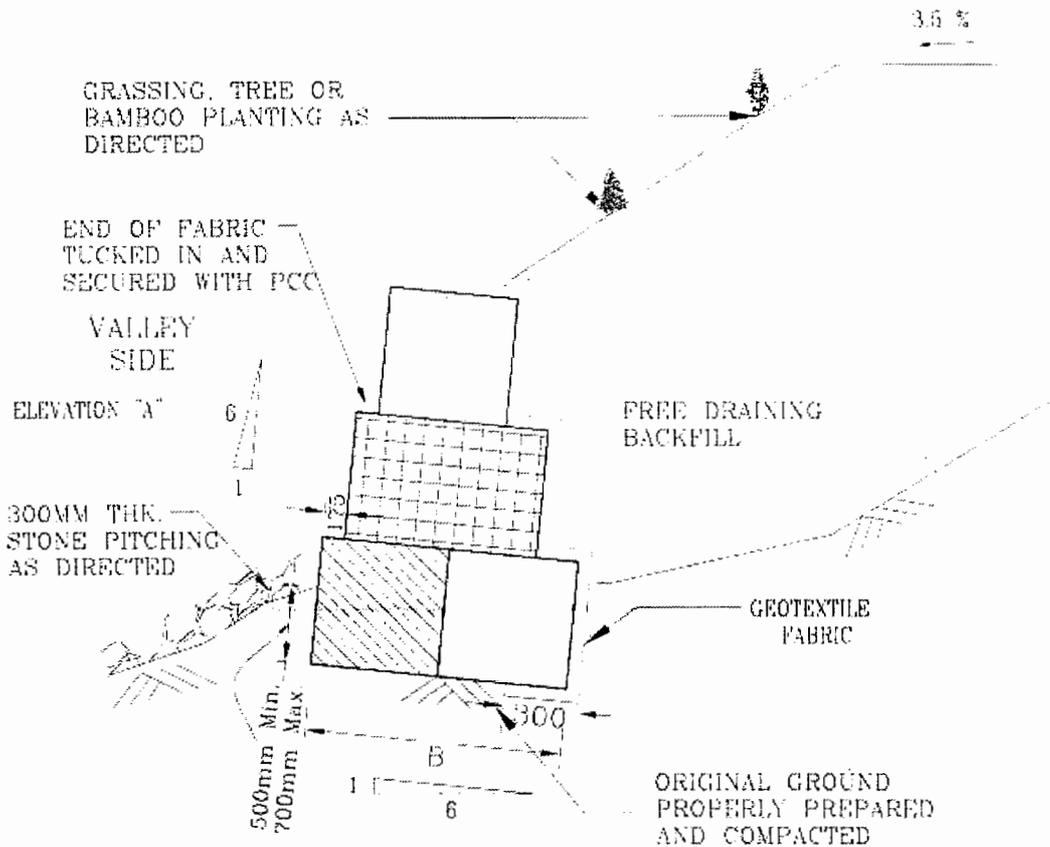
Spoil Bank Locations.

Sl.no.	From Chainage	To Chainage	Side	Location Identified	Capacity of Spoil Bank	Arranged Through
1	14+040	14+140	LHS	Bungbangla	45,000	VCP
2	15+440	15+500	LHS	Bungbangla	55,000	VCP
3	18+030	18+110	LHS	AirField	24,000	VCP
4	18+240	18+270	LHS	AirField	45,000	VCP
5	19+740	19+840	LHS	AirField	35,000	VCP
6	22+970	23+040	LHS	Tuirial	55,000	VCP
7	24+120	24+270	LHS	Tuirial	50,000	VCP
8	26+260	26+330	LHS	Tuikhurhlu	45,000	VCP
9	27+600	27+730	LHS	Tuikhurhlu	47,000	VCP
10	28+650	28+780	LHS	Seling	65,000	VCP
11	29+580	29+660	LHS	Seling	11,000	VCP
12	31+660	31+740	RHS	Seling	45,000	VCP
13	33+670	33+800	LHS	Seling	28,000	VCP
14	35+150	35+200	RHS	Seling	28,000	VCP
	38+520	38+570	RHS	Seling	45,000	VCP



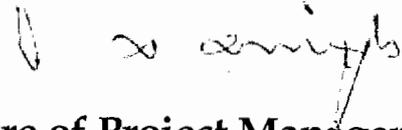
16	43+235	43+300	RHS	Thingulthlah	26,000	VCP
17	44+220	44+310	RHS	Thingulthlah	45,000	VCP
18	45+730	45+800	RHS	Thingulthlah	14,000	VCP
19	45+900	46+060	RHS	Thingulthlah	45,000	VCP
20	46+890	46+950	RHS	Thingulthlah	25,000	VCP
21	48+760	48+880	RHS	Darlawng	30,000	VCP
22	49+870	49+930	RHS	Darlawng	8,000	VCP
23	52+200	52+270	LHS	Tlungvel	19,000	VCP
24	56+950	57+200	LHS	Khumtung	45,000	VCP
25	64+800	64+850	LHS	Baktawng chanin	44,727	VCP

Schematic plan



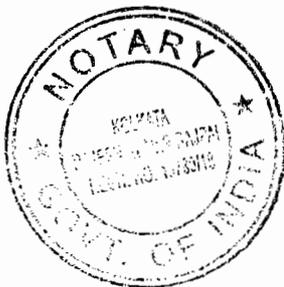
Planning and Management

1. Landscape identification
2. Preparation of Approach through temporary filling.
3. Preparation of optimum base for creation of strata for structural work.
4. Compaction layer by layer and allowing consolidation.
5. Preparation of toe wall and Gabion wall.
6. Compacting to the desired level.
7. Sodding/turfing.
8. Channelizing the drainage work.
9. Re-vegetation.
10. Plantation.



Signature of Project Manager

M/s GAWAR-SCCPL (JV)



Muck Disposal Plan

Package Name:- Widening and Upgradation to 2 lane with Paved Shoulder Configuration and Geometric Improvements from km 65.00 to km 125.00 (Pkg.-2) on Aizawl -Tuipang section (Pkg.-1) of NH-54 in the state of Mizoram with JICA Loan Assistance.

Contractor:- M/s. Gammon Engineers & Contractors Private Limited.

Work start date: 23th December 2019.

Summary: The Government of India has requested the Government of Japan to provide financing for about 1,200 km of roads that enhance connectivity in North-East States. Out of 10 candidate roads and bridges, Aizawl-Tuipang section of NH-54 in the State of Mizoram has been selected as one of the two priority projects (the other is Tura -Dalu section of NH51 in Meghalaya). The project objective is to improve intra-state connectivity for North East States and regional road connectivity for Mizoram and North East India to neighbouring countries. The residents of the North East Region, Bangladesh and Myanmar and countries beyond should benefit from the increased regional connectivity which is expected to result in increased trade and economic development over the longer term. The existing road is about 381 km in length and stretches over five districts in Mizoram. NH54 is the most important road in the State, connecting Mizoram with other States of India and other countries. This is the lifeline of many Mizo people who depend on road network for the supply of essential commodities. The current condition of road, however, is fairly good and motorable.

Objective: The significant environmental impacts attributable to the widening and improvement of the road pertains to clearance of roadside trees for widening and forest clearance for spoil bank and resettlement site development, Ambient air quality and noise/vibration levels during construction phase from land clearing, ground shaping, and quarry and camp operations; and community and occupational health and safety. These impacts will be mitigated through compensatory afforestation; timing of construction activities to minimize fauna disturbance; control of noise, dust, wastewater, fuel combustion emissions, and construction debris generation through good construction practices; and implementation of road safety measures to separate road users from active construction fronts.

Environmental Assessment: - The assessment of the potential impact revealed that the project will not affect critical habitats or sensitive ecosystem as a road already exists and no new road construction is taking place inside pristine or government reserved forests. The project area is largely made up of agricultural fields and settlements. During operation stage, the main impacts are increase in mobile emissions, road safety to motorist and pedestrian. Road safety measures will be implemented as per IRC guidelines. Road safety appurtenances like information, regulatory and warning signs coupled with crash barriers will reduce serious injuries to road users. Adequate slope protection and retaining wall as well as cross drains and side drains will be installed and maintenance will be implemented to avoid soil erosion and reduce the risk of landslide. The Comprehensive ESHS Report is submitted on monthly basis to the NHIDCL. Six Monthly Compliances for Air, Water, Soil and Noise have been monitored and submit to the concerned departments. The Form-V (Environment Statement for the financial year) have duly submitted to the CPCB and MPCB on yearly basis.

Surplus Soil Management: - Based on the design of the Project Highway, the necessary volumes of muck shall be utilised. Best efforts have been made to utilise the excavated

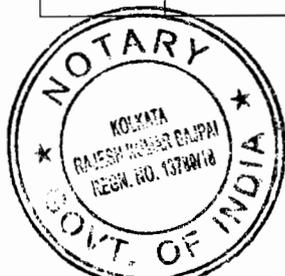


materials into the road construction and rest shall be disposed in a proper way into the spoil banks. The details of the utilisation are as below.

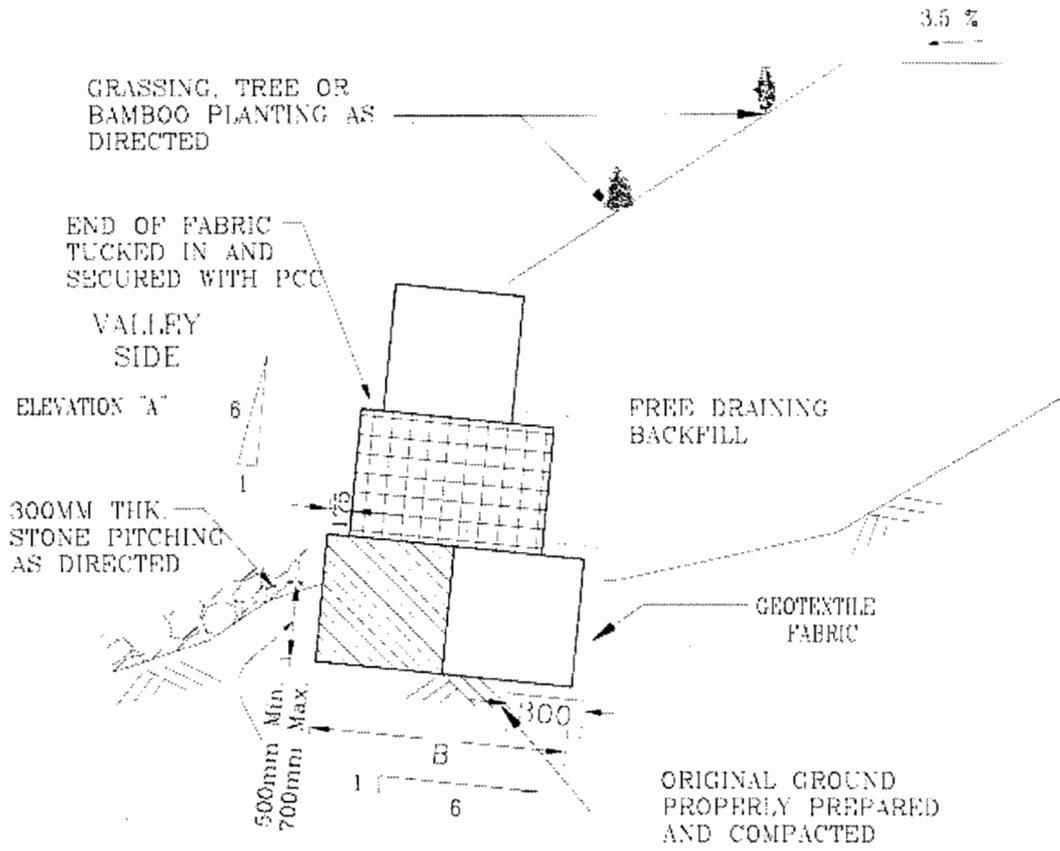
Sno	Description	:-	Value
1	Total Volume of cutting (cum) Overall in project	:-	12,05,000.00
2	Filling quantity to be Utilised (cum)	:-	2,16,790.00
3	Filling quantity to be done in the spoil banks (cum)	:-	9,88,200.00
4	Total Spoil Bank required for project (nos)	:-	16
5	Total Spoil Bank arranged by Contractor (nos)	:-	20

Spoil Bank Locations.

Sno	From Chainage	Location identified	Capacity of Spoil Bank	Arranged through
1	65.950	Baktawng	50000	VCP
2	66.500	Baktawng	90000	District Administration
3	69.100	Baktawng	84000	VCP
4	70.930	Chhingchhip	90000	VCP
5	72.200	Chhingchhip	160000	VCP
6	72.700	Chhingchhip Venglun	90000	VCP
7	77.700	Chhingchhip Venglun	120000	VCP
8	78.800	Chhingchhip Venglun	100000	VCP
9	80.600	Chhingchhip Venglun	110000	VCP
10	82.400	Chhingchhip Venglun	120000	VCP
11	84.400	Chhingchhip Venglun	84000	VCP
12	86.050	Chhiahtlang	77000	VCP
13	87.450	Chhiahtlang	91000	VCP
14	87.800	Chhiahtlang	100000	VCP
15	93.500	Chhiahtlang	103000	VCP
16	106.500	Keitum	90000	VCP
17	109.500	Keitum	104000	VCP
18	110.300	Keitum	70000	VCP
19	113.100	Keitum	105000	VCP
20	114.400	Keitum	50000	District Administration
Total			188800.00	



Schematic plan



Planning and Management

1. Landscape identification
2. Preparation of Approach through temporary filling.
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4. Compaction layer by layer and allowing consolidation.
5. Preparation of toe wall and Gabion wall.
6. Compacting to the desired level.
7. Sodding/turfing.
8. Channelizing the drainage work.
9. Re-vegetation.
10. Plantation.



Signature of Project Manager

M/s Gammon Engineers & Contractors Private Limited



Muck Disposal Plan

Package Name. Widening and up-gradation to 2-lane with paved shoulder configuration and geometric improvements from km 125.000 to km 166.000 (Package-3) on Aizawl-Tuipang section of NH-54 In the state of Mizoram on EPC mode with JICA loan assistance.

Contractor:- Bhartia Infra Projects Ltd - ABCI infra structures Pvt. Ltd. (JV)

Work start date: 25th October 2019.

Summary: The Government of India has requested the Government of Japan to provide financing for about 1,200 km of roads that enhance connectivity in North-East States. Out of 10 candidate roads and bridges, Aizawl-Tuipang section of NH-54 in the State of Mizoram has been selected as one of the two priority projects (the other is Tura -Dalu section of NH51 in Meghalaya). The project objective is to improve intra-state connectivity for North East States and regional road connectivity for Mizoram and North East India to neighbouring countries. The residents of the North East Region, Bangladesh and Myanmar and countries beyond should benefit from the increased regional connectivity which is expected to result in increased trade and economic development over the longer term. The existing road is about 381 km in length and stretches over five districts in Mizoram. NH54 is the most important road in the State, connecting Mizoram with other States of India and other countries. This is the lifeline of many Mizo people who depend on road network for the supply of essential commodities. The current condition of road, however, is poor and the road is prone to landslide and slope failures. The riding quality is poor, particularly after Lunglei district, making travelling arduous and difficult, particularly in monsoon season.

Objective: The significant environmental impacts attributable to the widening and improvement of the road pertains to clearance of roadside trees for widening and forest clearance for spoil bank and resettlement site development, temporary deterioration of ambient air quality and noise/vibration levels during construction phase from land clearing, ground shaping, and quarry and camp operations; and community and occupational health and safety. These impacts will be mitigated through compensatory afforestation; timing of construction activities to minimize fauna disturbance; control of noise, dust, wastewater, fuel combustion emissions, and construction debris generation through good construction practices; and implementation of road safety measures to separate road users from active construction fronts.

Environmental Assessment:- The assessment of the potential impact revealed that the project will not affect critical habitats or sensitive ecosystem as a road already exists and no new road construction is taking place inside pristine or government reserved forests. The project area is largely made up of agricultural fields and settlements. During operation stage, the main impacts are increase in mobile emissions, road safety to motorist and pedestrian. Road safety measures will be implemented as per IRC guidelines. Road safety appurtenances like information,



regulatory and warning signs coupled with crash barriers will reduce serious injuries to road users. Adequate slope protection and retaining wall as well as cross drains and side drains will be installed and maintenance will be implemented to avoid soil erosion and reduce the risk of landslide.

Surplus Soil Management: - Based on the design of the Project Highway, the necessary volumes of muck shall be utilised. Best efforts have been made to utilise the excavated materials into the road construction and rest shall be disposed in a proper way into the spoil banks. The details of the utilisation are as below.

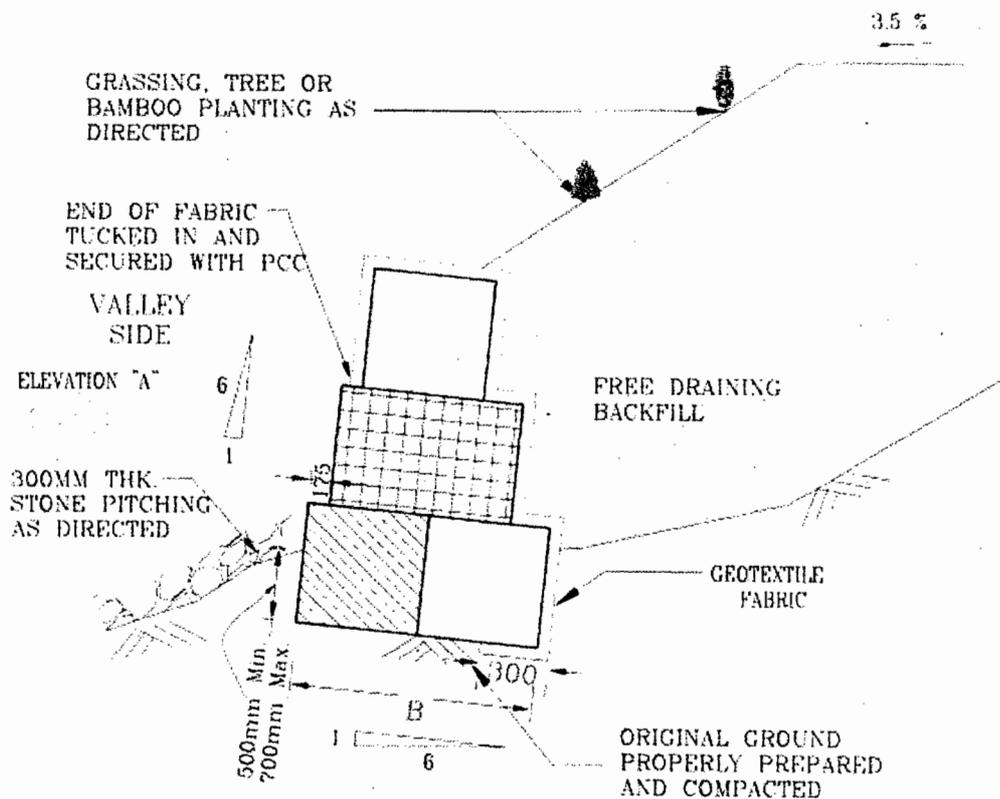
Sno	Description	:-	Value
1	Total Volume of cutting (cum) Overall in project	:-	307453
2	Filling quantity to be Utilised (cum)	:-	209502
3	Filling quantity to be done in the spoil banks (cum)	:-	97951
4	Total Spoil Bank required for project (nos)	:-	14
5	Total Spoil Bank arranged by Contractor (nos)	:-	04

Spoil Bank Locations.

Sl no	From Chainage	To Chainage	Location identified	Capacity of Spoil Bank	Arranged through
1	127+410	127+500	Keitum	20084	Revenue, DC Serchhip
2	129+010	129+220	Keitum	46643	Revenue, DC Serchhip
3	137+060	137+160	Rawpui	22547	VCP
4	140+900	140+980	Rawpui	17896	VCP
5	143+190	143+290	Rawpui	21789	Revenue, DC Lunglei
6	144+090	144+190	Pangzawl	8654	Revenue, DC Lunglei
7	144+680	144+780	Pangzawl	14752	Revenue, DC Lunglei
8	145+080	145+100	Pangzawl	8957	Revenue, DC Lunglei
9	147+480	147+550	Pangzawl	18458	Revenue, DC Lunglei
10	154+650	154+720	Pangzawl	17542	Revenue, DC Lunglei
11	155+100	155+190	Pangzawl	21965	VCP
12	157+930	158+140	Thiltlang	49875	VCP
13	158+270	158+305	Thiltlang	12541	Revenue, DC Lunglei
14	160+720	160+750	Thiltlang	25750	Revenue, DC Lunglei
	Total			307453	



Schematic plan



Planning and Management

1. Landscape identification
2. Preparation of Approach through temporary filling
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4. Compaction layer by layer and allowing consolidation
5. Preparation of toe wall and Gabion wall
6. Compacting to the desired level
7. Seeding/Turfing
8. Channelizing the drainage work
9. Re-vegetation
10. Plantation



(B.Deka)

Signature of Project Manager
M/s Bhartia Infra Projects Limited in Joint
Venture with ABCI Infrastructures Pvt Ltd



Muck Disposal Plan

Package Name:- Widening and Upgradation to 2- Lane with Paved Shoulder and geometric improvement from Km. 166+000 to Km. 208+000 (Pkg-4) on Aizawl - Tuipang Section of NH-54 in the State of Mizoram on EPC mode with JICA Loan Assistance.

Contractor:- M/s ABCI Infrastructures Pvt Ltd

Work start date: 25th October 2019.

Summary: The Government of India has requested the Government of Japan to provide financing for about 1,200km of roads that enhance connectivity in North-East States. Out of 10 candidate roads and bridges, Aizawl-Tuipang section of NH-54 in the State of Mizoram has been selected as one of the two priority projects (the other is Tura -Dalu section of NH51 in Meghalaya). The project objective is to improve intra-state connectivity for North East States and regional road connectivity for Mizoram and North East India to neighbouring countries. The residents of the North East Region, Bangladesh and Myanmar and countries beyond should benefit from the increased regional connectivity which is expected to result in increased trade and economic development over the longer term. The existing road is about 381 km in length and stretches over five districts in Mizoram. NH54 is the most important road in the State, connecting Mizoram with other States of India and other countries. This is the lifeline of many Mizo people who depend on road network for the supply of essential commodities. The current condition of road, however, is poor and the road is prone to landslide and slope failures. The riding quality is poor, particularly after Lunglei district, making travelling arduous and difficult, particularly in monsoon season.

Objective: The significant environmental impacts attributable to the widening and improvement of the road pertain to clearance of roadside trees for widening and forest clearance for spoil bank and resettlement site development, temporary deterioration of ambient air quality and noise/vibration levels during construction phase from land clearing, ground shaping, and quarry and camp operations; and community and occupational health and safety. These impacts will be mitigated through compensatory afforestation; timing of construction activities to minimize fauna disturbance; control of noise, dust, wastewater, fuel combustion emissions, and construction debris generation through good construction practices; and implementation of road safety measures to separate road users from active construction fronts.

Environmental Assessment:- The assessment of the potential impact revealed that the project will not affect critical habitats or sensitive ecosystem as a road already exists and no new road construction is taking place inside pristine or government reserved forests. The project area is largely made up of agricultural fields and settlements. During operation stage, the main impacts are increase in mobile emissions, road safety to motorist and pedestrian. Road safety measures



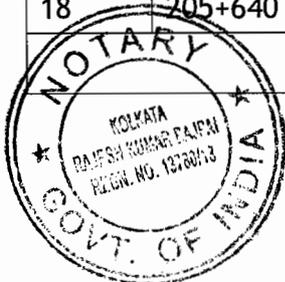
will be implemented as per IRC guidelines. Road safety appurtenances like information, regulatory and warning signs coupled with crash barriers will reduce serious injuries to road users. Adequate slope protection and retaining wall as well as cross drains and side drains will be installed and maintenance will be implemented to avoid soil erosion and reduce the risk of landslide.

Surplus Soil Management: - Based on the design of the Project Highway, the necessary volumes of muck shall be utilised. Best efforts have been made to utilise the excavated materials into the road construction and rest shall be disposed in a proper way into the spoil banks. The details of the utilisation are as below.

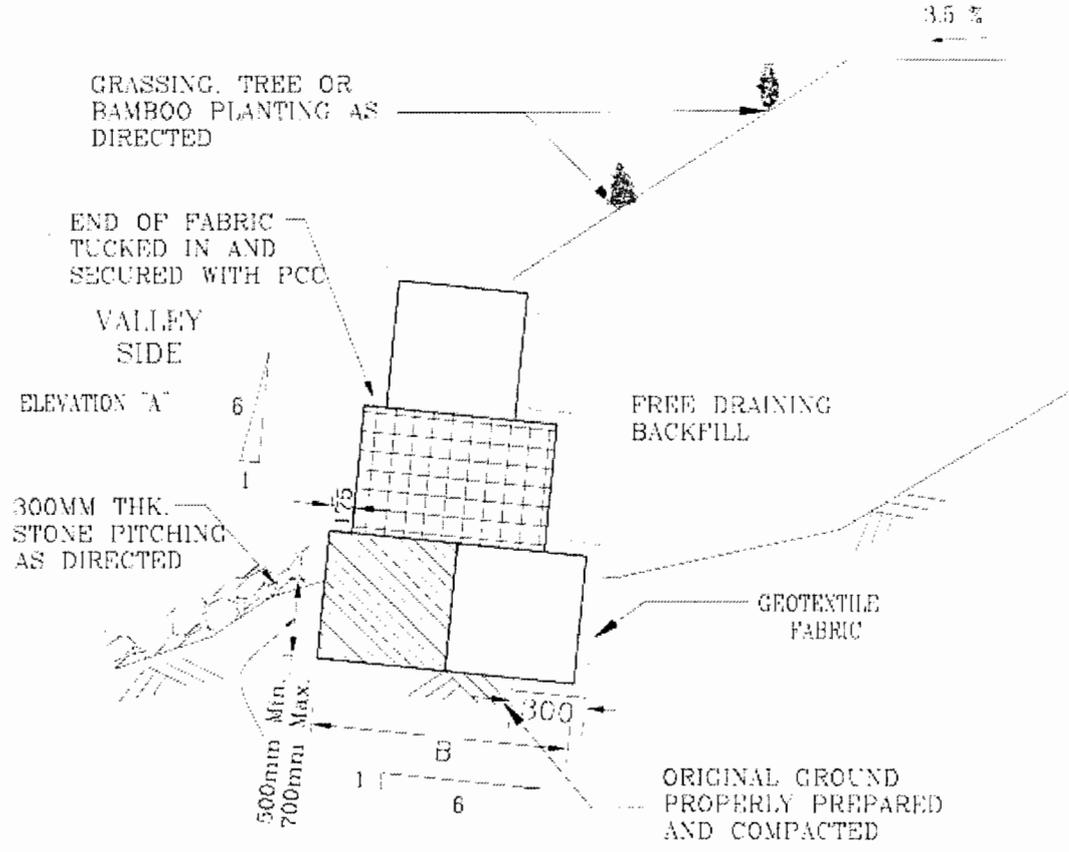
Sno	Description	:-	Value
1	Total Volume of cutting (cum) Overall in project	:-	1397663
2	Filling quantity to be Utilised (cum)	:-	159919
3	Filling quantity to be done in the spoil banks (cum)	:-	1237744
4	Total Spoil Bank required for project (nos)	:-	16
5	Total Spoil Bank arranged by Contractor (nos)	:-	02

Spoil Bank Locations.

Sno	From Chainage	To Chainage	Location identified	Capacity of Spoil Bank	Arranged through
1	167+467	167+570	Hnahthial	31500	REVENUE
2	167+670	167+780	Hnahthial	18000	VCP
3	175+610	175+686	Hnahthial	20500	REVENUE
4	176+630	176+685	Hnahthial	12000	REVENUE
5	177+460	177+600	Hnahthial	18000	VCP
6	181+340	181+450	Leite	67200	REVENUE
7	183+750	184+040	Leite	95000	REVENUE
8	184+847	185+020	Leite	174500	REVENUE
9	186+020	186+380	Leite	290000	REVENUE
10	187+880	188+070	Leite	175500	REVENUE
11	195+650	195+690	Dawn	3000	REVENUE
12	197+098	197+230	Dawn	128600	REVENUE
13	199+820	199+870	Dawn	106200	REVENUE
14	200+400	200+461	Dawn	24700	REVENUE
15	202+217	202+300	Dawn	61750	REVENUE
16	204+135	204+320	Dawn	326000	REVENUE
17	204+587	204+658	Dawn	165000	REVENUE
18	205+640	205+755	Dawn	51000	REVENUE
Total				1768450	



Schematic plan



Planning and Management

1. Landscape identification
2. Preparation of Approach through temporary filling.
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4. Compaction layer by layer and allowing consolidation.
5. Preparation of toe wall and Gabion wall.
6. Compacting to the desired level.
7. Sodding/turfing.
8. Channelizing the drainage work.
9. Re-vegetation.
10. Plantation.



Signature of Sr. General Manager

M/s ABCI Infrastructures Pvt Ltd.



Muck Disposal Plan

Package Name:- Widening and Upgradation to 2- Lane with Paved Shoulder and geometric improvement from Km. 208+000 to Km. 250+000 (Pkg-5) on Aizawl -Tuipang Section of NH-54 in the State of Mizoram on EPC mode with JICA Loan Assistance.

Contractor:- M/s ABCI Infrastructures Pvt Ltd

Work start date: 25th October 2019.

Summary: The Government of India has requested the Government of Japan to provide financing for about 1,200 km of roads that enhance connectivity in North-East States. Out of 10 candidate roads and bridges, Aizawl-Tuipang section of NH-54 in the State of Mizoram has been selected as one of the two priority projects (the other is Tura -Dalu section of NH51 in Meghalaya). The project objective is to improve intra-state connectivity for North East States and regional road connectivity for Mizoram and North East India to neighbouring countries. The residents of the North East Region, Bangladesh and Myanmar and countries beyond should benefit from the increased regional connectivity which is expected to result in increased trade and economic development over the longer term. The existing road is about 381 km in length and stretches over five districts in Mizoram. NH54 is the most important road in the State, connecting Mizoram with other States of India and other countries. This is the lifeline of many Mizo people who depend on road network for the supply of essential commodities. The current condition of road, however, is poor and the road is prone to landslide and slope failures. The riding quality is poor, particularly after Lunglei district, making travelling arduous and difficult, particularly in monsoon season.

Objective: The significant environmental impacts attributable to the widening and improvement of the road pertains to clearance of roadside trees for widening and forest clearance for spoil bank and resettlement site development, temporary deterioration of ambient air quality and noise/vibration levels during construction phase from land clearing, ground shaping, and quarry and camp operations; and community and occupational health and safety. These impacts will be mitigated through compensatory afforestation; timing of construction activities to minimize fauna disturbance; control of noise, dust, wastewater, fuel combustion emissions, and construction debris generation through good construction practices; and implementation of road safety measures to separate road users from active construction fronts.

Environmental Assessment:- The assessment of the potential impact revealed that the project will not affect critical habitats or sensitive ecosystem as a road already exists and no new road construction is taking place inside pristine or government reserved forests. The project area is largely made up of agricultural fields and settlements. During operation stage, the main impacts are increase in mobile emissions, road safety to motorist and pedestrian. Road safety measures will be implemented as per IRC guidelines. Road safety appurtenances like information, regulatory and warning signs coupled with crash barriers will reduce serious injuries to road users. Adequate slope protection and retaining wall as well as cross drains and side drains will be installed and maintenance will be implemented to avoid soil erosion and reduce the risk of landslide.

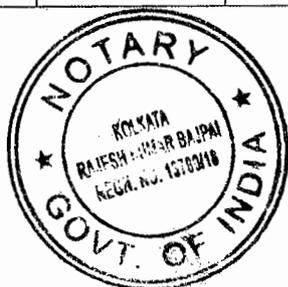


Surplus Soil Management: - Based on the design of the Project Highway, the necessary volumes of muck shall be utilised. Best efforts have been made to utilise the excavated materials into the road construction and rest shall be disposed in a proper way into the spoil banks. The details of the utilisation are as below.

Sno	Description	:-	Value
1	Total Volume of cutting (cum) Overall in project	:-	1022042
2	Filling quantity to be Utilised (cum)	:-	198248
3	Filling quantity to be done in the spoil banks (cum)	:-	772292
4	Total Spoil Bank required for project (nos)	:-	25
5	Total Spoil Bank arranged by Contractor (nos)	:-	25

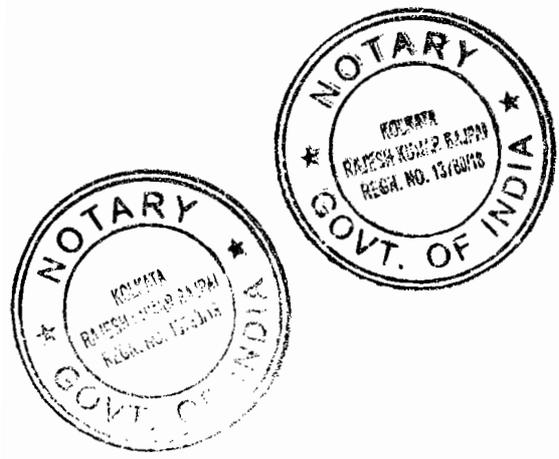
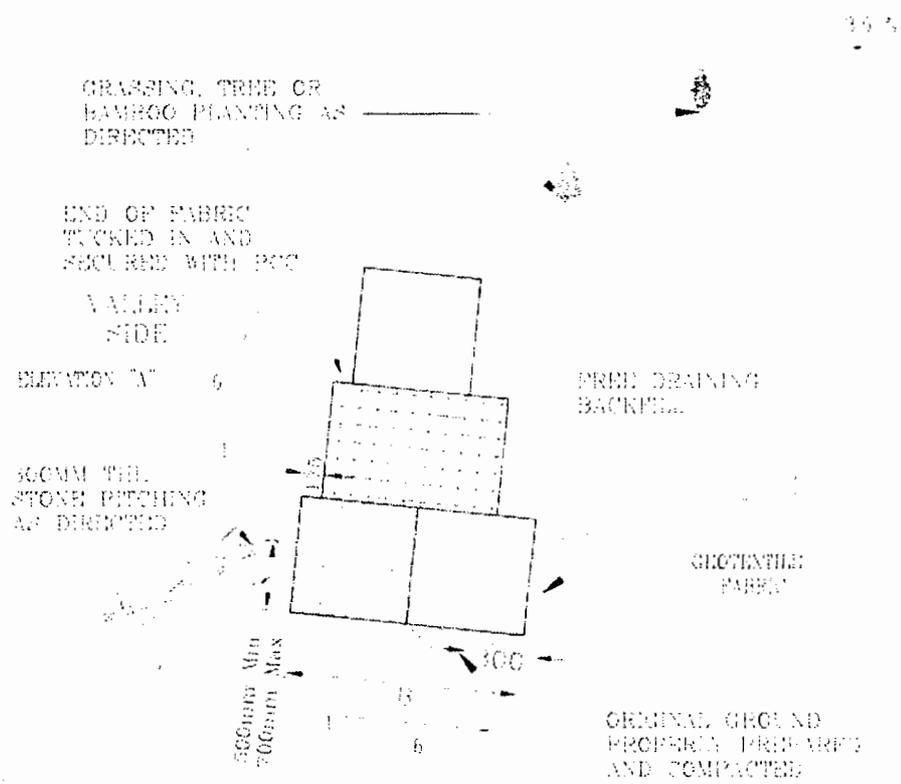
Spoil Bank Locations.

Sno	From Chainage	To Chainage	Location identified	Capacity of Spoil Bank	Arranged through
1	208+490	208+640	Zobwak N	228000.0	VCP/ REVENUE
2	210+280	210+570	Zobwak N	240000.0	VCP/ REVENUE
3	217+180	217+250	Harangchalkawn	5000.0	VCP/ REVENUE
4	217+485	217+580	Harangchalkawn	16000.0	VCP/ REVENUE
5	218+420	218+500	Harangchalkawn	25000.0	VCP/ REVENUE
6	218+600	218+670	Harangchalkawn	7500.0	VCP/ REVENUE
7	220+700	220+800	Theriat	155000.0	VCP/ REVENUE
8	222+955	223+040	Theriat	5000.0	VCP/ REVENUE
9	223+120	223+280	Theriat	29000.0	VCP/ REVENUE
10	226+410	226+550	Thaizawl	119981.0	VCP/ REVENUE
11	227+550	227+640	Baulte	200000.0	VCP/ REVENUE
12	228+000	228+200	Baulte	107508.0	VCP/ REVENUE
13	229+700	229+750	Baulte	95000.0	VCP/ REVENUE
14	229+780	229+800	Baulte		VCP/ REVENUE
15	230+560	230+760	Baulte	441000.0	VCP/ REVENUE
16	230+945	231+050	Baulte	10930.0	VCP/ REVENUE
17	231+770	231+890	Baulte	21600.0	VCP/ REVENUE
18	232+670	232+735	Baulte	11000.0	VCP/ REVENUE
19	233+130	233+200	Baulte	22500.0	VCP/ REVENUE
20	235+000	235+180	Thalthu	35700.0	VCP
21	235+280	235+350	Thalthu	70000.0	VCP/ REVENUE



22	236+580	236+620	Thalthu	55000.0	VCP/ REVENUE
23	238+750	238+900	Thalthu	17300.0	VCP/ REVENUE
24	239+510	239+630	Thalthu	8500.0	VCP/ REVENUE
25	240+290	240+415	Thalthu	25000.0	VCP/ REVENUE
Total				1951519	

Schematic plan



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Muck Disposal Plan

Package Name:- Widening and Upgradation to 2 Lane with Paved Shoulder and geometric improvement from Km. 250+000 to Km. 298+000 (Pkg-6) on Aizawl - Tuipang Section of NH-54 in the State of Mizoram on EPC mode with JICA Loan Assistance.

Contractor:- M/s ABCI Infrastructures Pvt Ltd in Joint Venture with Bhartia Infra Projects Limited.

Work start date: 16th December 2019.

Summary: The Government of India has requested the Government of Japan to provide financing for about 1,200 km of roads that enhance connectivity in North-East States. Out of 10 candidate roads and bridges, Aizawl-Tuipang section of NH-54 in the State of Mizoram has been selected as one of the two priority projects (the other is Tura -Dalu section of NH51 in Meghalaya). The project objective is to improve intra-state connectivity for North East States and regional road connectivity for Mizoram and North East India to neighbouring countries. The residents of the North East Region, Bangladesh and Myanmar and countries beyond should benefit from the increased regional connectivity which is expected to result in increased trade and economic development over the longer term. The existing road is about 381 km in length and stretches over five districts in Mizoram. NH54 is the most important road in the State, connecting Mizoram with other States of India and other countries. This is the lifeline of many Mizo people who depend on road network for the supply of essential commodities. The current condition of road, however, is poor and the road is prone to landslide and slope failures. The riding quality is poor, particularly after Lunglei district, making travelling arduous and difficult, particularly in monsoon season.

Objective: The significant environmental impacts attributable to the widening and improvement of the road pertains to clearance of roadside trees for widening and forest clearance for spoil bank and resettlement site development, temporary deterioration of ambient air quality and noise/vibration levels during construction phase from land clearing, ground shaping, and quarry and camp operations; and community and occupational health and safety. These impacts will be mitigated through compensatory afforestation; timing of construction activities to minimize fauna disturbance; control of noise, dust, wastewater, fuel combustion emissions, and construction debris generation through good construction practices; and implementation of road safety measures to separate road users from active construction fronts.

Environmental Assessment:- The assessment of the potential impact revealed that the project will not affect critical habitats or sensitive ecosystem as a road already exists and no new road construction is taking place inside pristine or government reserved forests. The project area is largely made up of agricultural fields and settlements. During operation stage, the main impacts are increase in



mobile emissions, road safety to motorist and pedestrian. Road safety measures will be implemented as per IRC guidelines. Road safety appurtenances like information, regulatory and warning signs coupled with crash barriers will reduce serious injuries to road users. Adequate slope protection and retaining wall as well as cross drains and side drains will be installed and maintenance will be implemented to avoid soil erosion and reduce the risk of landslide.

Surplus Soil Management: - Based on the design of the Project Highway, the necessary volumes of muck shall be utilised. Best efforts have been made to utilise the excavated materials into the road construction and rest shall be disposed in a proper way into the spoil banks. The details of the utilisation are as below.

Sno	Description	:-	Value
1	Total Volume of cutting (cum) Overall in project	:-	1655390
2	Filling quantity to be Utilised (cum)	:-	422612
3	Filling quantity to be done in the spoil banks (cum)	:-	1232778
4	Total Spoil Bank required for project (nos)	:-	24
5	Total Spoil Bank arranged by Contractor (nos)	:-	24

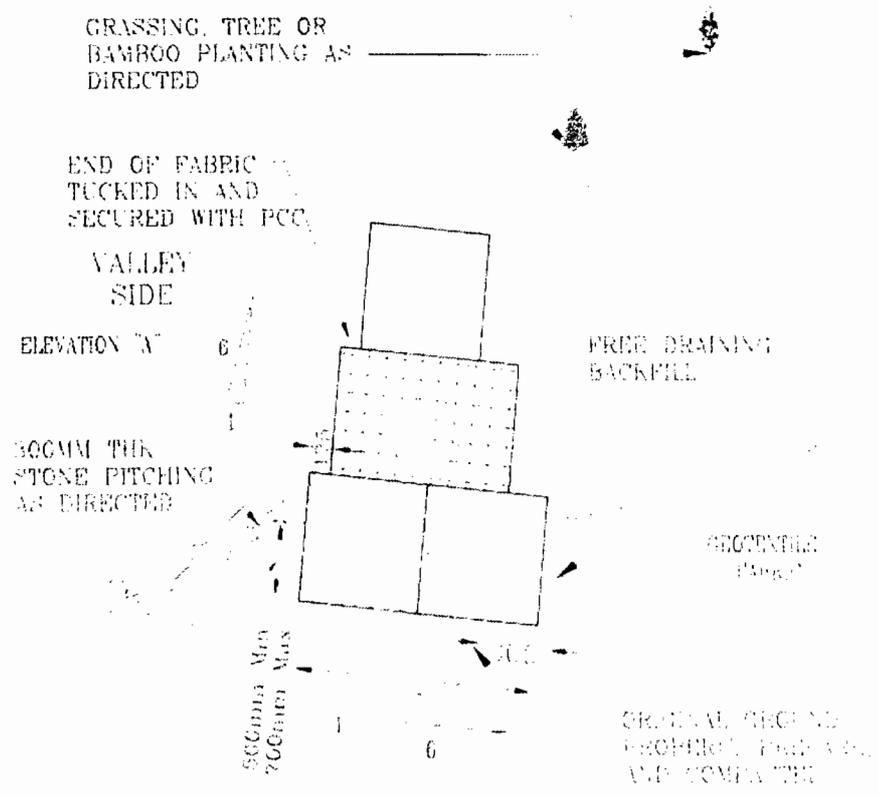
Spoil Bank Locations.

Sno	From Chainage	To Chainage	Location identified	Capacity of Spoil Bank	Arranged through
1	251+000	251+080	Tawipuii N.II	41209	VCP
2	251+450	251+560	Tawipuii N.II	76209	VCP
3	253+800	253+880	Tawipuii N.II	56209	VCP
4	256+890	256+970	Tawipuii N.I	23740	VCP
5	257+915	257+970	Tawipuii N.I	41209	VCP
6	259+130	259+180	Tawipuii N.I	56209	VCP
7	266+145	266+245	Tawipuii S	43689	VCP
8	266+980	267+090	Tawipuii S	76959	VCP
9	267+935	267+995	Tawipuii S	44689	VCP
10	271+555	271+770	Thingfal	86959	VCP
11	272+854	272+914	Thingfal	28359	VCP
12	273+100	273+160	Thingfal	39869	VCP
13	273+610	273+690	Thingfal	41209	VCP
14	273+985	274+040	Thingfal	33307	VCP
15	276+330	276+420	Thingfal	57448	VCP
	276+470	276+540	Thingfal	116209	VCP



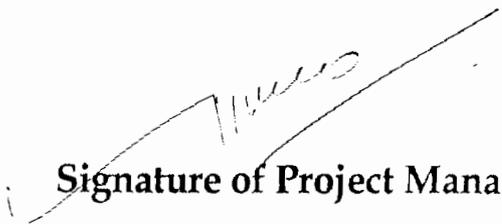
17	284+990	285+130	Thingkah	188209	VCP
18	286+585	286+622	Thingkah	19142	VCP
19	288+130	288+470	AOC	19500	VCP
20	256+540	256+600	Tawipui N.I	36209	VCP
21	260+600	260+640	Tawipui N.I	31209	VCP
22	261+900	261+960	Tawipui S	27209	VCP
23	265+280	265+320	Tawipui S	23709	VCP
24	267+760	267+840	Tawipui S	24109	VCP
Total				1232778	

Schematic plan

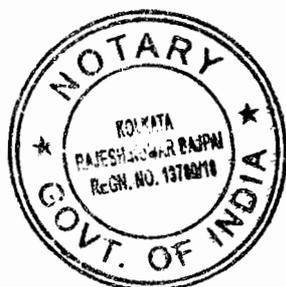


Planning and Management

1. Landscape identification
2. Preparation of Approach through temporary filling.
3. Preparation of optimum base for creation of strata for structural work.
4. Compaction layer by layer and allowing consolidation.
5. Preparation of toe wall and Gabion wall.
6. Compacting to the desired level.
7. Sodding/turfing.
8. Channelizing the drainage work.
9. Re-vegetation.
10. Plantation.


Signature of Project Manager

M/s ABCI Infrastructures Pvt Ltd in
Joint Venture with Bhartia Infra Projects Limited.



Muck Disposal Plan

Package Name:- Widening and Upgradation to 2- Lane with Paved Shoulder and geometric improvement from Km. 298+000 to Km. 339+000 (Pkg-7) on Aizawl - Tuipang Section of NH-54 in the State of Mizoram on EPC mode with JICA Loan Assistance.

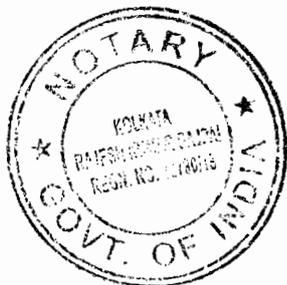
Contractor:- M/s Power Mech Projects Ltd.-SRC Infra Developers Private Ltd., (JV)

Work start date: 1st October 2020.

Summary: The Government of India has requested the Government of Japan to provide financing for about 1,200 km of roads that enhance connectivity in North-East States. Out of 10 candidate roads and bridges, Aizawl-Tuipang section of NH-54 in the State of Mizoram has been selected as one of the two priority projects (the other is Tura -Dalu section of NH51 in Meghalaya). The project objective is to improve intra-state connectivity for North East States and regional road connectivity for Mizoram and North East India to neighbouring countries. The residents of the North East Region, Bangladesh and Myanmar and countries beyond should benefit from the increased regional connectivity which is expected to result in increased trade and economic development over the longer term. The existing road is about 381 km in length and stretches over five districts in Mizoram. NH54 is the most important road in the State, connecting Mizoram with other States of India and other countries. This is the lifeline of many Mizo people who depend on road network for the supply of essential commodities. The current condition of road, however, is poor and the road is prone to landslide and slope failures. The riding quality is poor, particularly after Lunglei district, making travelling arduous and difficult, particularly in monsoon season.

Objective: The significant environmental impacts attributable to the widening and improvement of the road pertains to clearance of roadside trees for widening and forest clearance for spoil bank and resettlement site development, temporary deterioration of ambient air quality and noise/vibration levels during construction phase from land clearing, ground shaping, and quarry and camp operations; and community and occupational health and safety. These impacts will be mitigated through compensatory afforestation; timing of construction activities to minimize fauna disturbance; control of noise, dust, wastewater, fuel combustion emissions, and construction debris generation through good construction practices; and implementation of road safety measures to separate road users from active construction fronts.

Environmental Assessment:- The assessment of the potential impact revealed that the project will not affect critical habitats or sensitive ecosystem as a road already exists and no new road construction is taking place inside pristine or government reserved forests. The project area is largely made up of agricultural fields and settlements. During operation stage, the main impacts are increase in



be implemented as per IRC guidelines. Road safety appurtenances like information, regulatory and warning signs coupled with crash barriers will reduce serious injuries to road users. Adequate slope protection and retaining wall as well as cross drains and side drains will be installed and maintenance will be implemented to avoid soil erosion and reduce the risk of landslide.

Surplus Soil Management: - Based on the design of the Project Highway, the necessary volumes of muck shall be utilised. Best efforts have been made to utilise the excavated materials into the road construction and rest shall be disposed in a proper way into the spoil banks. The details of the utilisation are as below.

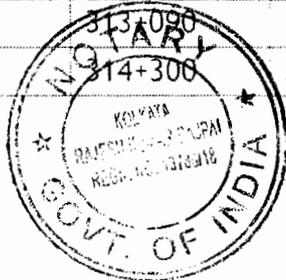
Sno	Description	:-	Value
1	Total Volume of cutting (cum) Overall in project	:-	1168465
2	Filling quantity to be Utilised (cum)	:-	752076
3	Filling quantity to be done in the spoil banks (cum)	:-	416389
4	Total Spoil Bank required for project (nos)	:-	9 As per CA+ 8 Nos Additional
5	Total Spoil Bank arranged by Contractor (nos)	:-	9 As per CA+ 8 Nos Additional

Spoil Bank Locations.

Sno	From Chainage	To Chainage	Location identified	Capacity of Spoil Bank	Arranged through
1	302+910	302+980	Saika	46436	VCP
2	307+880	307+940	Saika	39802	DC Lawngtlai
3	308+180	308+220	Saika	26535	DC Lawngtlai
4	309+100	309+130	Saika	19901	DC Lawngtlai
5	309+615	309+650	Saika	23218	DC Lawngtlai
6	319+790	319+850	Kalchaw	39802	
7	326+210	326+290	Kalchaw	53069	MADC Saiha
8	327+040	327+110	Zero point	46436	MADC Saiha
9	329+300	329+360	Zero point	39802	MADC Saiha

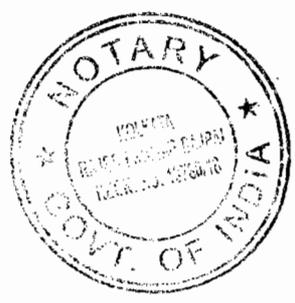
Additional Spoil Bank

1	299+020	299+080	Chawnhu	8720	VCP
2	300+960	301+010	Chawnhu	7270	VCP
3	301+770	301+820	Saika	4270	
4	313+080	313+170	Chatalangpui	14500	VCP
5	314+300	314+400	sihtalangpui	14530	



5	314+300	314+400	sihtalangpui	14530	
6	324+760	324+810	Kalchaw	7500	MADC Saiha
7	329+950	330+020	Zero point	10170	MADC Saiha
8	332+820	332+850	Zero point	14428	MADC Saiha
Total				4,16,389	

Schematic plan



Planning and Management

1. Landscape identification
2. Preparation of Approach through temporary filling.
3. Preparation of optimum base for creation of strata for structural work.
4. Compaction layer by layer and allowing consolidation.
5. Preparation of toe wall and Gabion wall.
6. Compacting to the desired level.
7. Sodding/turfing.
8. Channelizing the drainage work.
9. Re-vegetation.
10. Plantation.



Signature of Project Manager

M/s Power Mech Projects Ltd.-SRC Infra Developers Private Ltd., (JV).



Muck Disposal Plan

Package Name:- Widening and Upgradation to 2 lane with paved shoulder configuration and geometric improvement from Km 339.000 to Km 380.000 on Aizawl – Tuipang section (Package 8) of NH-54 in the state of Mizoram with JICA loan assistance.

Contractor:- Bhartia Infra Project Limited in Joint venture With M/s ABCI Infrastructures Pvt Ltd.

Work start date: 16th March 2020.

Summary: The Government of India has requested the Government of Japan to provide financing for about 1,200 km of roads that enhance connectivity in North-East States. Out of 10 candidate roads and bridges, Aizawl-Tuipang section of NH-54 in the State of Mizoram has been selected as one of the two priority projects (the other is Tura -Dalu section of NH51 in Meghalaya). The project objective is to improve intra-state connectivity for North East States and regional road connectivity for Mizoram and North East India to neighbouring countries. The residents of the North East Region, Bangladesh and Myanmar and countries beyond should benefit from the increased regional connectivity which is expected to result in increased trade and economic development over the longer term. The existing road is about 381 km in length and stretches over five districts in Mizoram. NH54 is the most important road in the State, connecting Mizoram with other States of India and other countries. This is the lifeline of many Mizo people who depend on road network for the supply of essential commodities. The current condition of road, however, is poor and the road is prone to landslide and slope failures. The riding quality is poor, particularly after Lunglei district, making travelling arduous and difficult, particularly in monsoon season.

Objective: The significant environmental impacts attributable to the widening and improvement of the road pertains to clearance of roadside trees for widening and forest clearance for spoil bank and resettlement site development, temporary deterioration of ambient air quality and noise/vibration levels during construction phase from land clearing, ground shaping, and quarry and camp operations; and community and occupational health and safety. These impacts will be mitigated through compensatory afforestation; timing of construction activities to minimize fauna disturbance; control of noise, dust, wastewater, fuel combustion emissions, and construction debris generation through good construction practices; and implementation of road safety measures to separate road users from active construction fronts.

Environmental Assessment:- The assessment of the potential impact revealed that the project will not affect critical habitats or sensitive ecosystem as a road already exists and no new road construction is taking place inside pristine or government reserved forests. The project area is largely made up of agricultural fields and settlements. During operation stage, the main impacts are increase in



mobile emissions, road safety to motorist and pedestrian. Road safety measures will be implemented as per IRC guidelines. Road safety appurtenances like information, regulatory and warning signs coupled with crash barriers will reduce serious injuries to road users. Adequate slope protection and retaining wall as well as cross drains and side drains will be installed and maintenance will be implemented to avoid soil erosion and reduce the risk of landslide.

Surplus Soil Management: - Based on the design of the Project Highway, the necessary volumes of muck shall be utilised. Best efforts have been made to utilise the excavated materials into the road construction and rest shall be disposed in a proper way into the spoil banks. The details of the utilisation are as below.

Sno	Description	:-	Value
1	Total Volume of cutting (cum) Overall in project	:-	1277330
2	Filling quantity to be Utilised (cum)	:-	492579
3	Filling quantity to be done in the spoil banks (cum)	:-	784751
4	Total Spoil Bank required for project (nos)	:-	20
5	Total Spoil Bank arranged by Contractor (nos)	:-	20

Designated Spoil Bank Locations.

Sno	From Chainage	To Chainage	Location identified	Capacity of Spoil Bank	Arranged through
1	335+630	335+680	Zero	40230	VCP, land Owner
2	336+640	336+750	Zero	90460	VCP, land Owner
3	337+080	337+280	Zero	9735	VCP, land Owner
4	339+730	339+795	Maubawk	3587	VCP, land Owner
5	340+380	340+580	Maubawk	25310	VCP, land Owner
6	342+660	342+740	Maubawk	28940	VCP, land Owner
7	348+480	348+580	Theiva	94500	VCP, land Owner
8	352+800	352+880	Theiva	26870	VCP, land Owner
9	353+730	353+830	Theiva	29650	VCP, land Owner
10	354+400	354+500	Theiva	90320	VCP, land Owner
11	355+475	355+630	Theiri	98287	VCP, land Owner



2097

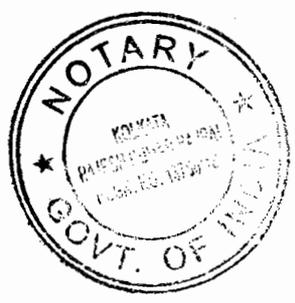
12	359+450	359+550	Theiri	45690	VCP, land Owner
13	369+390	369+490	Tuipang	59027	VCP, land Owner
14	372+550	372+650	Tuipang	49540	VCP, land Owner

Additional Spoil Bank Location.

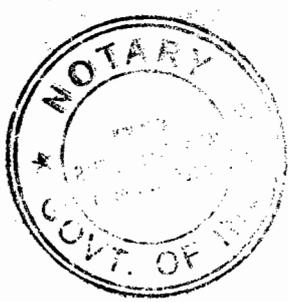
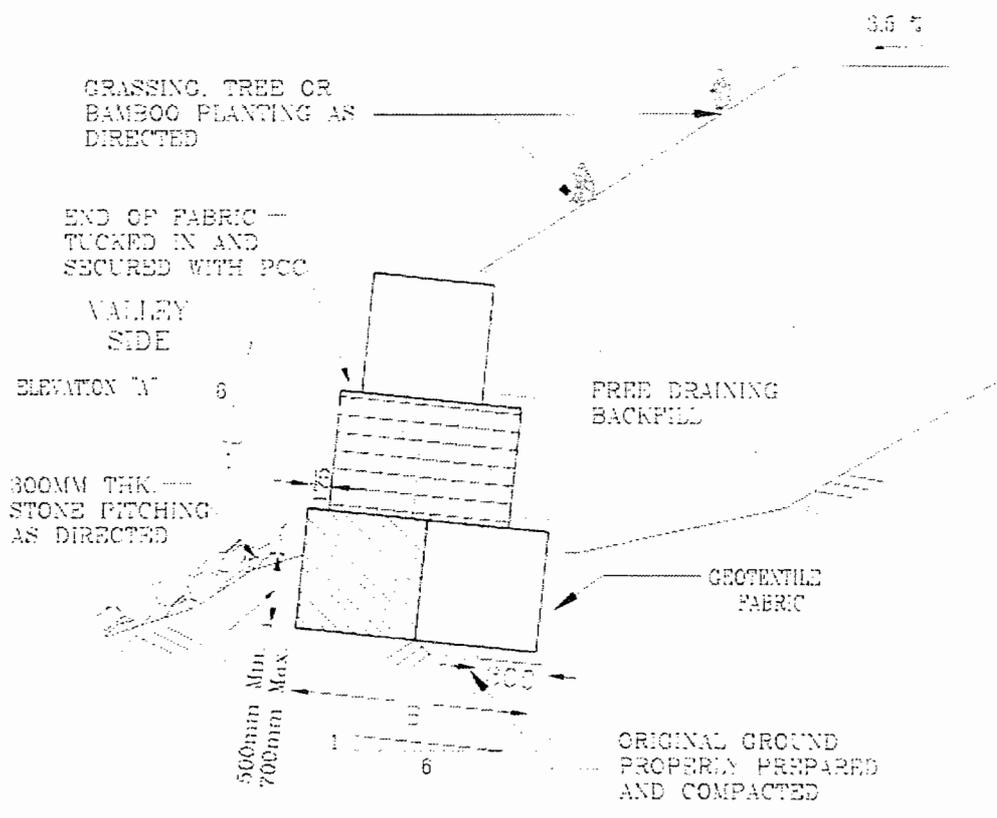
1	344+600	345+050	Theiva	22240	VCP, land Owner
2	348+700	340+050	Theiva	17650	VCP, land Owner
3	360+600	360+750	Theiri	12340	VCP, land Owner
4	363+100	363+500	Theiri	18650	VCP, land Owner
5	363+600	363+800	Theiri	11870	VCP, land Owner
6	370+250	370+350	Tuipang	9855	VCP, land Owner
Total Quantity -				784751	

Note: -

All the above mentioned NOCs, Permissions for Spoil Banks obtained from VCPs and Land Owners had Already been submitted to the DC Office.



Schematic plan



Planning and Management

1. Landscape identification
2. Preparation of Approach through temporary filling.
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4. Compaction layer by layer and allowing consolidation.
5. Preparation of toe wall and Gabion wall.
6. Compacting to the desired level.
7. Sodding/turfing.
8. Channelizing the drainage work.
9. Re-vegetation.
10. Plantation.



Signature of Project Manager

Bhartia Infra Projects Limited in Joint Venture with.
M/s ABCI Infrastructures Pvt Ltd



Muck Disposal Plan

Package Name:- Construction of Hnahthial Bypass (Package-2) on Aizawl-Tuipang section of NH-54 in the State of Mizoram on EPC Mode of Contract, with JICA Loan Assistance.

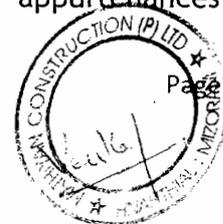
Contractor:- M/s Mathiyan Construction Pvt. Ltd.

Work start date: 01st Oct' 2020.

Summary: The Government of India has requested the Government of Japan to provide financing for about 1,200 km of roads that enhance connectivity in North-East States. Out of 10 candidate roads and bridges, Aizawl-Tuipang section of NH-54 in the State of Mizoram has been selected as one of the two priority projects (the other is Tura -Dalu section of NH51 in Meghalaya). The project objective is to improve intra-state connectivity for North East States and regional road connectivity for Mizoram and North East India to neighbouring countries. The residents of the North East Region, Bangladesh and Myanmar and countries beyond should benefit from the increased regional connectivity which is expected to result in increased trade and economic development over the longer term. The existing road is about 381 km in length and stretches over five districts in Mizoram. NH54 is the most important road in the State, connecting Mizoram with other States of India and other countries. This is the lifeline of many Mizo people who depend on road network for the supply of essential commodities. The current condition of road, however, is poor and the road is prone to landslide and slope failures. The riding quality is poor, particularly after Lunglei district, making travelling arduous and difficult, particularly in monsoon season.

Objective: The significant environmental impacts attributable to the widening and improvement of the road pertains to clearance of roadside trees for widening and forest clearance for spoil bank and resettlement site development, temporary deterioration of ambient air quality and noise/vibration levels during construction phase from land clearing, ground shaping, and quarry and camp operations; and community and occupational health and safety. These impacts will be mitigated through compensatory afforestation; timing of construction activities to minimize fauna disturbance; control of noise, dust, wastewater, fuel combustion emissions, and construction debris generation through good construction practices; and implementation of road safety measures to separate road users from active construction fronts.

Environmental Assessment:- The assessment of the potential impact revealed that the project will not affect critical habitats or sensitive ecosystem as a road already exists and no new road construction is taking place inside pristine or government reserved forests. The project area is largely made up of agricultural fields and settlements. During operation stage, the main impacts are increase in mobile emissions, road safety to motorist and pedestrian. Road safety measures will be implemented as per IRC guidelines. Road safety appurtenances like



information, regulatory and warning signs coupled with crash barriers will reduce serious injuries to road users. Adequate slope protection and retaining wall as well as cross drains and side drains will be installed and maintenance will be implemented to avoid soil erosion and reduce the risk of landslide.

Surplus Soil Management: - Based on the design of the Project Highway, the necessary volumes of muck shall be utilised. Best efforts have been made to utilise the excavated materials into the road construction and rest shall be disposed in a proper way into the spoil banks. The details of the utilisation are as below.

S.no	Description	:-	Value
1	Total Volume of cutting (cum) Overall in project	:-	523493.3
2	Filling quantity to be Utilised (cum)	:-	43834.5
3	Filling quantity to be done in the spoil banks (cum)	:-	357500
4	Total Spoil Bank required for project (nos)	:-	5
5	Total Spoil Bank arranged by Contractor (nos)	:-	6

Spoil Bank Locations.

Sno	From Chainage	To Chainage	Location identified	Capacity of Spoil Bank	Arranged through
1	0+200	0+280	Hnahthial Bypass-2	180000	VCP
2	2+180	2+230	Hnahthial Bypass-2	50000	VCP
3	3+370	3+420	Hnahthial Bypass-2	75000	VCP
4	4+320	4+370	Hnahthial Bypass-2	30000	VCP
5	4+600	4+700	Hnahthial Bypass-2	200000	VCP
6	5+780	5+850	Hnahthial Bypass-2	50000	VCP
Total				585000	



MUCK DISPOSAL PLAN

Package Name:- Construction of Lawngtlai Bypass (Package-3) on Aizawl-Tuipang Section of NH-54 in the State of Mizoram on Engineering, Procurement and Construction (EPC) mode, with Japan International Cooperation Agency (JICA) loan assistance.

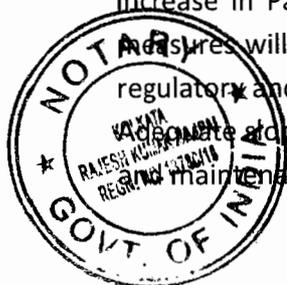
Contractor:- M/s David Zohmachhuana

Work start date:- 20th November 2020

Summary: The Government of India has requested the Government of Japan to provide financing for about 1,200 km of roads that enhance connectivity in North East States. Out of 10 candidate roads and bridges, Aizawl-Tuipang section of NH-54 in the State of Mizoram has been selected as one of the two priority projects (the other is Tura -Dalu section of NH51 in Meghalaya). The project objective is to improve intra-state connectivity for North East States and regional road connectivity for Mizoram and North East India to neighbouring countries. The residents of the North East Region, Bangladesh and Myanmar and countries beyond should benefit from the increased regional connectivity which is expected to result in increased trade and economic development over the longer term. The existing road is about 381 km in length and stretches over five districts in Mizoram. NH-54 is the most important road in the State, connecting Mizoram with other States of India and other countries. This is the lifeline of many Mizo people who depend on road network for the supply of essential commodities. The current condition of road, however, is poor and the road is prone to landslide and slope failures. The riding quality is poor, particularly after Lunglei district, making travelling arduous and difficult, particularly in monsoon season.

Objective: The significant environmental impacts attributable to the widening and improvement of the road pertains to clearance of roadside trees for widening and forest clearance for spoil bank and resettlement site development, temporary deterioration of ambient air quality and noise/vibration levels during construction phase from land clearing, ground shaping, and quarry and camp operations; and community and occupational health and safety. These impacts will be mitigated through compensatory afforestation; timing of construction activities to minimize fauna disturbance; control of noise, dust, wastewater, fuel combustion emissions, and construction debris generation through good construction practices; and implementation of road safety measures to separate road users from active construction fronts.

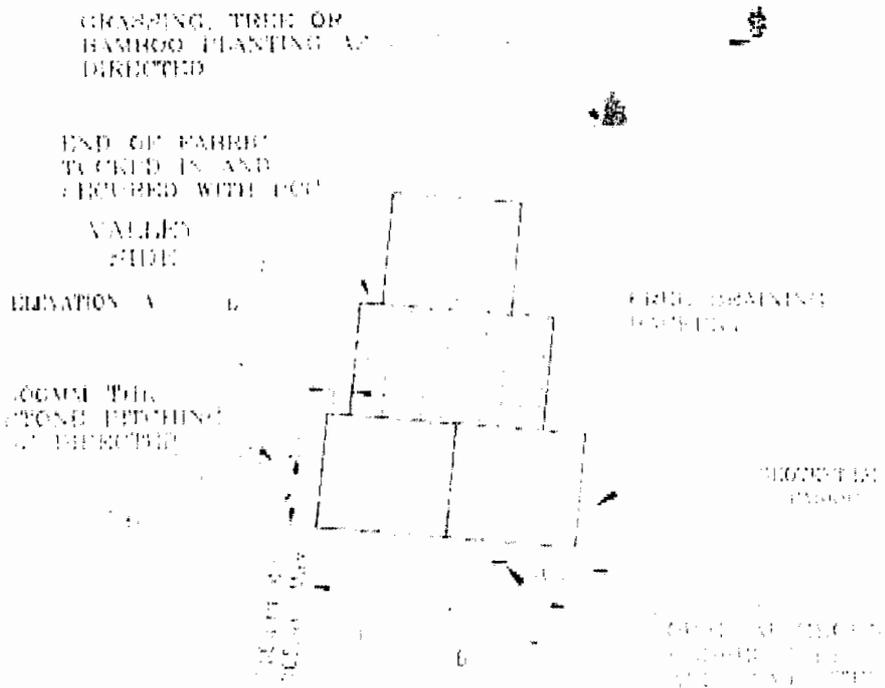
Environmental Assessment:- The assessment of the potential impact revealed that the project will not affect critical habitats or sensitive ecosystem as a road already exists and no new road construction is taking place inside pristine or government reserved forests. The project area is largely made up of agricultural fields and settlements. During operation stage, the main impacts are increase in Page 1 of 4 mobile emissions, road safety to motorist and pedestrian. Road safety measures will be implemented as per IRC guidelines. Road safety appurtenances like information, regulatory and warning signs coupled with crash barriers will reduce serious injuries to road users. Adequate slope protection and retaining wall as well as cross drains and side drains will be installed. Regular maintenance will be implemented to avoid soil erosion and reduce the risk of landslide.



Surplus Soil Management: - Based on the design of the Project Highway, the necessary volumes of muck shall be utilised. Best efforts have been made to utilize the excavated materials into the road construction and rest shall be disposed in a proper way into the spoil banks. The details of the utilisation are as below.

Details of Construction of Spoil Banks								
SI No.	Description						Used Quantity (M3)	Remarks
1	Approx Quantity of Excavation						274200	
2	Quantity used in Embankment/Sub Grade/ Shoulder						18200	
3	Approx Quantity in Spoil Bank						256000	
STATUS OF SPOIL BANKS (All Additional Spoil Banks)								
Sl. No	Design Chainage		CO-ORDINATE				Approx Quantity (Cum)	Status of Protection work
	From	To	Start		End			
			Easting	Northing	Easting	Northing		
1	0+380	0+430	488485.606	2490169.667	488474.356	2490196.944	18000	Gabion Work Completed
2	0+580	0+780	488485.325	2490106.518	488523.584	2490003.89	42000	Gabion Work Completed
3	1+500	1+550	488332.98	2489609.785	488332.73	2489609.848	55000	Gabion Work Completed
4	2+100	2+150	488638.355	2489072.471	488611.348	2489167.703	8000	Gabion Work Completed
5	Common dumping ground		488413.131	2490483.866	488418.034	2490395.863	133000	Identified dumping area(outside project)
						Total Quantity	256000	
						Note: As per CA, Spoil Banks =	Nil	

Schematic Plan



Planning and Management

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6. Compacting to the desired level.
7. Sodding/turfing
8. Channelizing the drainage work.
9. Re-vegetation.
10. Plantation.



Signature of Project Manager

M/s David Zohmachhuana



Muck Disposal Plan

Package Name:- Construction of Chhiahtlang & Serchhip Bypass (Pkg-1) on Aizawl -Tuipang Section of NH-54 in the State of Mizoram on EPC with JICA Loan Assistance.

Contractor:- M/s. kram Infracon Pvt. Ltd.-Vijay Mishra Construction Pvt. Ltd. (JV)

Work start date: 15th October 2020.

Summary: The Government of India has requested the Government of Japan to provide financing for about 1,200 km of roads that enhance connectivity in North-East States. Out of 10 candidate roads and bridges, Aizawl-Tuipang section of NH-54 in the State of Mizoram has been selected as one of the two priority projects (the other is Tura -Dalu section of NH51 in Meghalaya). The project objective is to improve intra-state connectivity for North East States and regional road connectivity for Mizoram and North East India to neighbouring countries. The residents of the North East Region, Bangladesh and Myanmar and countries beyond should benefit from the increased regional connectivity which is expected to result in increased trade and economic development over the longer term. The existing road is about 381 km in length and stretches over five districts in Mizoram. NH54 is the most important road in the State, connecting Mizoram with other States of India and other countries. This is the lifeline of many Mizo people who depend on road network for the supply of essential commodities. The current condition of road, however, is fairly good and motorable.

Objective: The significant environmental impacts attributable to the widening and improvement of the road pertains to clearance of roadside trees for widening and forest clearance for spoil bank and resettlement site development, Ambient air quality and noise/vibration levels during construction phase from land clearing, ground shaping, and quarry and camp operations; and community and occupational health and safety. These impacts will be mitigated through compensatory afforestation; timing of construction activities to minimize fauna disturbance; control of noise, dust, wastewater, fuel combustion emissions, and construction debris generation through good construction practices; and implementation of road safety measures to separate road users from active construction fronts.

Environmental Assessment: - The assessment of the potential impact revealed that the project will not affect critical habitats or sensitive ecosystem as a road already exists and no new road construction is taking place inside pristine or government reserved forests. The project area is largely made up of agricultural fields and settlements. During operation stage, the main impacts are increase in mobile emissions, road safety to motorist and pedestrian. Road safety measures will be implemented as per IRC guidelines. Road safety appurtenances like information, regulatory and warning signs coupled with crash barriers will reduce serious injuries to road users. Adequate slope protection and retaining wall as well as cross drains and side drains will be installed and maintenance will be implemented to avoid soil erosion and reduce the risk of landslide. The Comprehensive ESHS Report is submitted on monthly basis to the NHIDCL. Six Monthly Compliances for Air, Water, Soil and Noise have been monitored and submit to the concerned departments. The Form-V (Environment Statement for the financial year) have duly submitted to the CPCB and MPCB on yearly basis.

Surplus Soil Management: - Based on the design of the Project Highway, the necessary volumes of muck shall be utilised. Best efforts have been made to utilise the excavated materials into the road construction and rest shall be disposed in a proper way into the spoil banks. The details of the utilisation are as below.



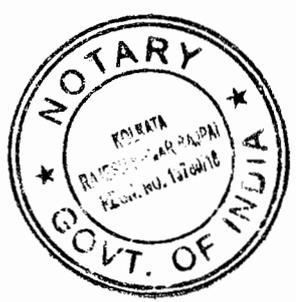
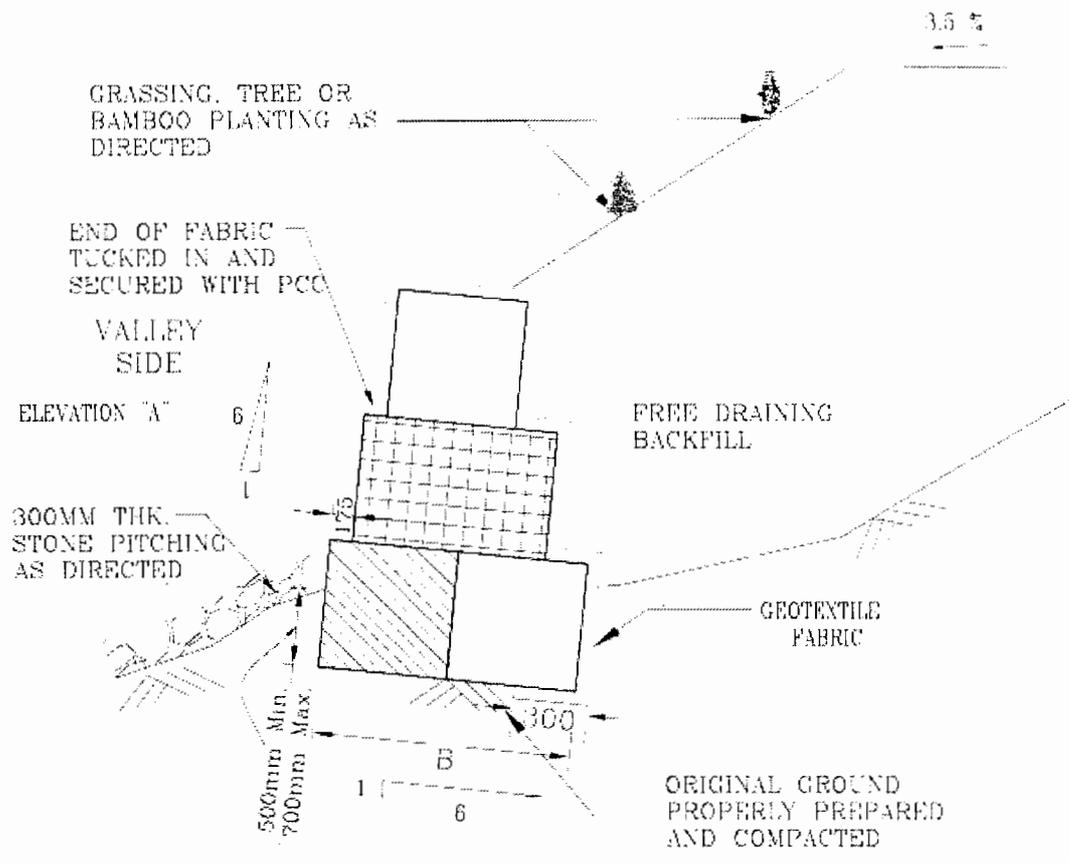
Sno	Description	:-	Value
1	Total Volume of cutting (cum) Overall in project	:-	2,50,000.00
2	Filling quantity to be Utilised (cum)	:-	25,596.00
3	Filling quantity to be done in the spoil banks (cum)	:-	2,21,544.00
4	Total Spoil Bank required for project (nos)	:-	13
5	Total Spoil Bank arranged by Contractor (nos)	:-	12

Spoil Bank Locations.

Sno	Chainage	Location	Capacity of Spoil Bank	Arranged through
Chhiahtlang Bypass				
1	0.850	Chhiahtlang	15800	VCP
2	1.500	Chhiahtlang	60230	VCP
3	2.000	Chhiahtlang	17360	VCP
Serchhip Bypass				
4	0.250	Kikawn	100000	VCP
5	0.950	Kikawn	50460	Forest Department
6	3.100	khawtetlang	60320	VCP
7	5.200	P & E Veng	28700	VCP
8	6.000	P& E Veng	51500	VCP
9	7.000	P& E Veng	24200	VCP
10	8.300	Chanmari	21030	VCP
11	9.700	Chanmari	45230	VCP
12	10.880	Sailiam	250000	VCP
Total			724830.00	

Schematic plan





Planning and Management

1. Landscape identification
2. Preparation of Approach through temporary filling.
3. Preparation of optimum base for creation of strata for structural work.
4. Compaction layer by layer and allowing consolidation.
5. Preparation of toe wall and Gabion wall.
6. Compacting to the desired level.
7. Sodding/turfing.
8. Channelizing the drainage work.
9. Re-vegetation.
10. Plantation.



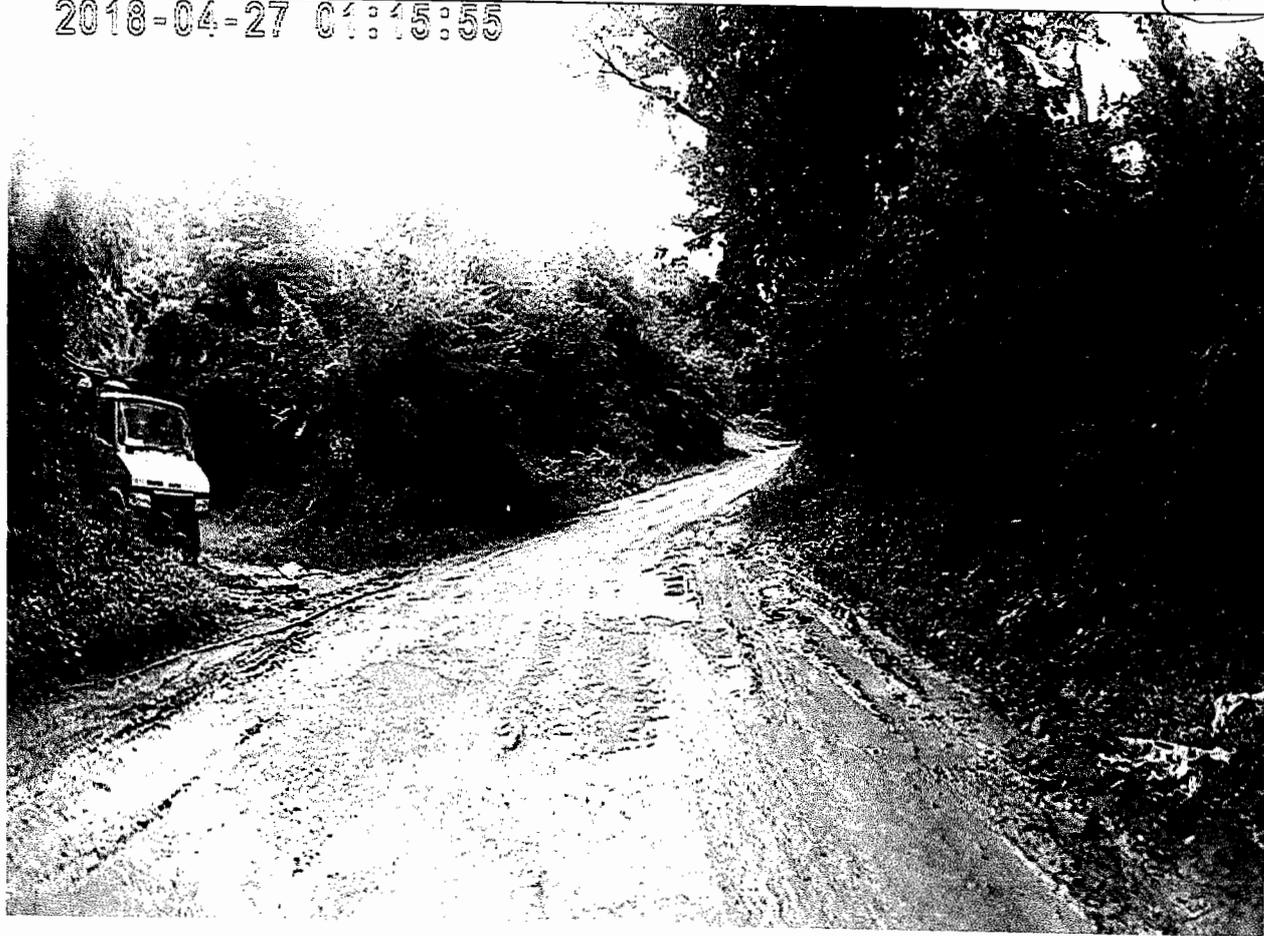
Signature of Project Manager

M/s. kram Infracon Pvt. Ltd.-Vijay Mishra Construction Pvt. Ltd. (JV)

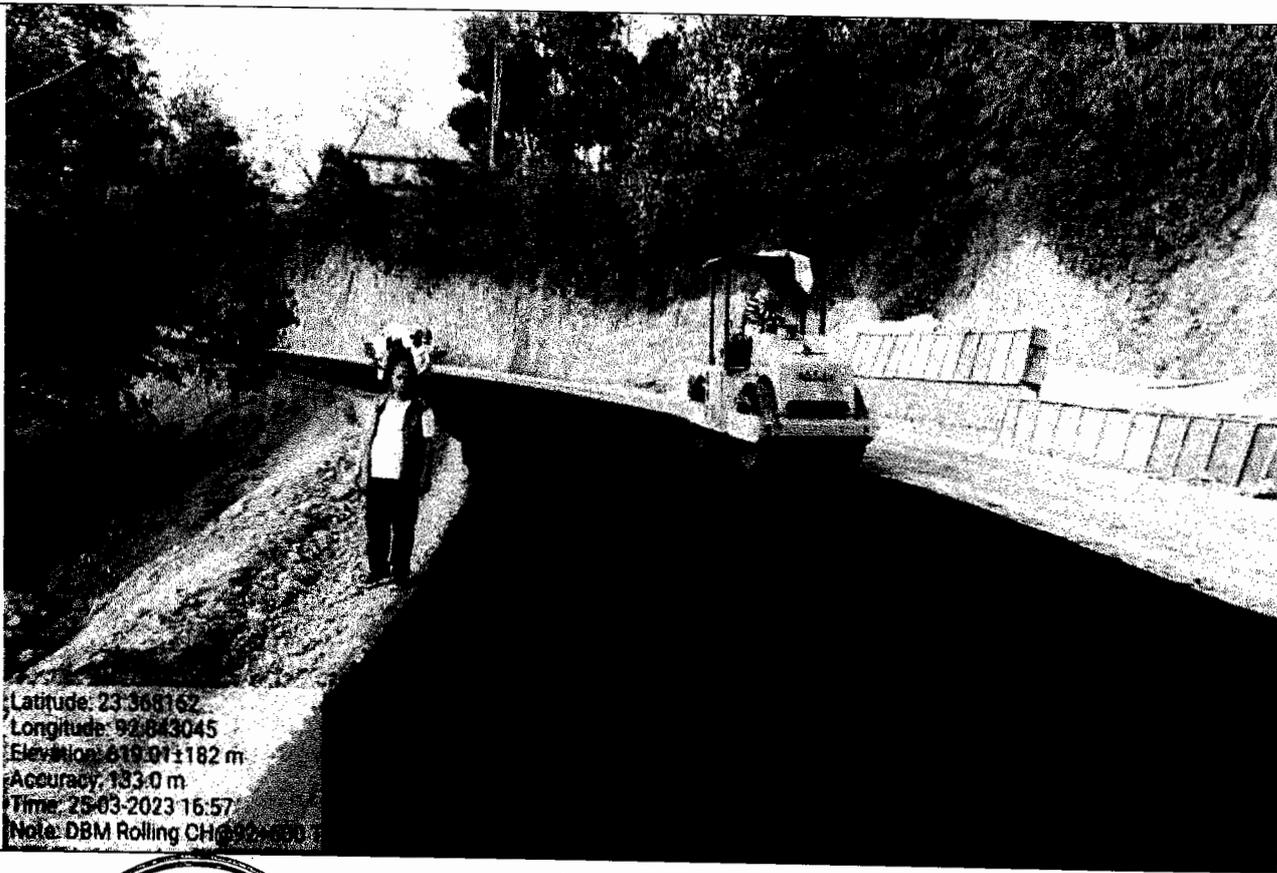


2018-04-27 01:15:55

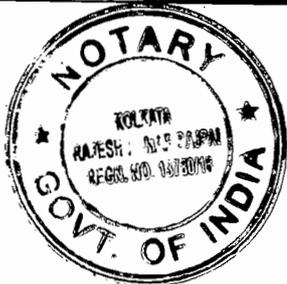
BEFORE



AFTER



Latitude: 23.368162
 Longitude: 92.643045
 Elevation: 619.01±182 m
 Accuracy: 133.0 m
 Time: 23-03-2023 16:57
 Note: DBM Rolling CH 22-100

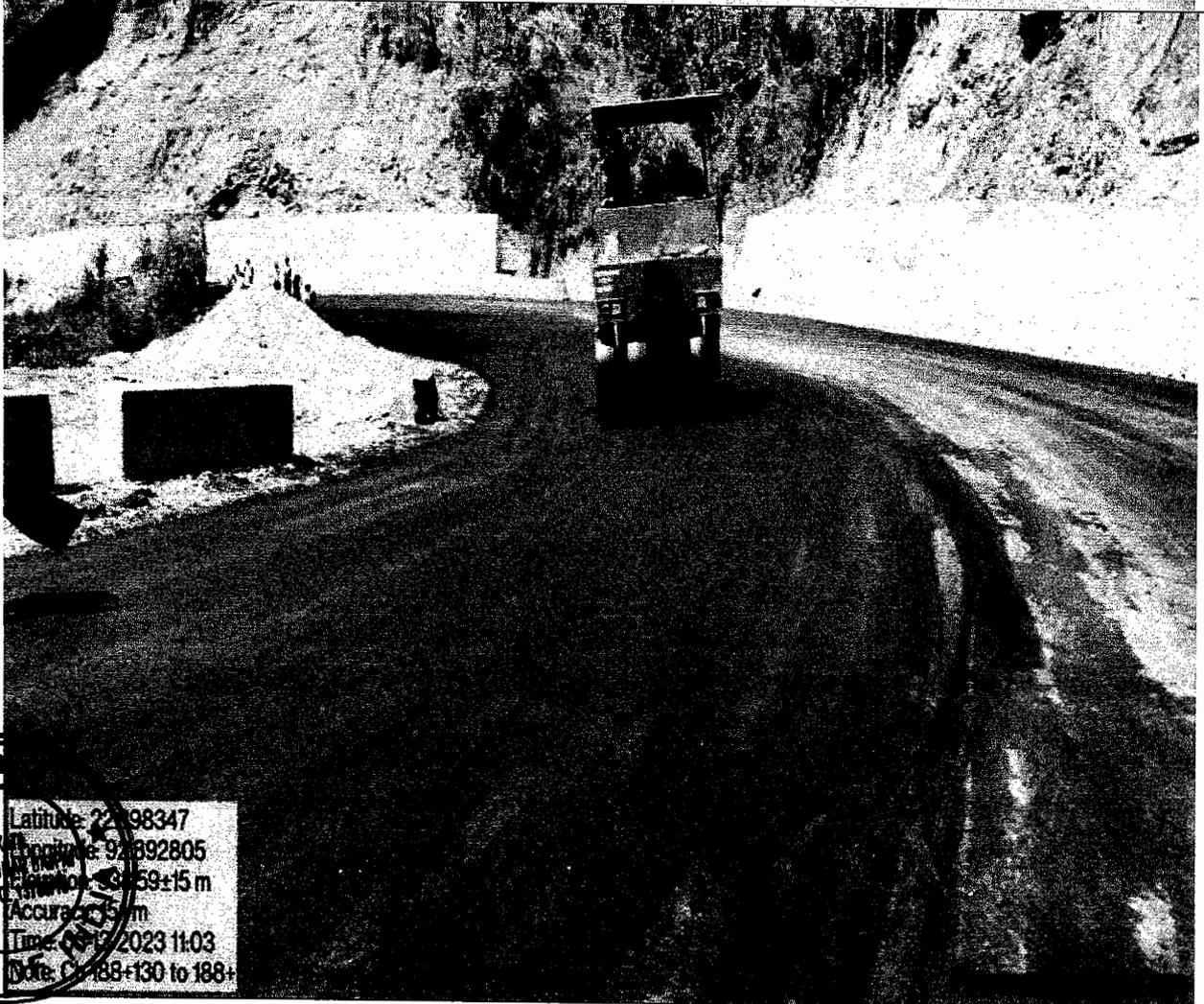


2019-10-19 10:17:19

BEFORE



AFTER



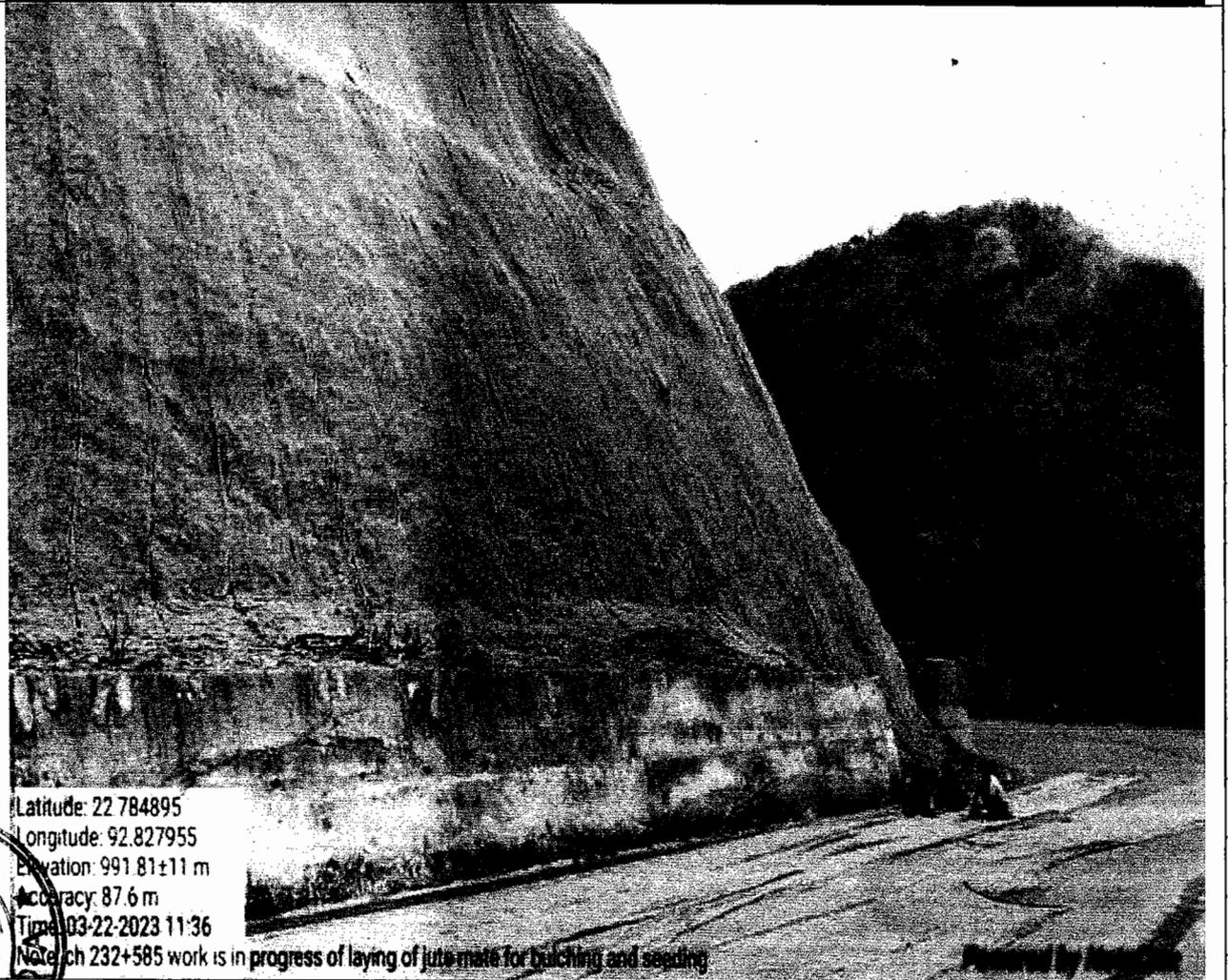
Latitude: 22.98347
 Longitude: 92.892805
 Elevation: 59±15 m
 Accuracy: 5 m
 Time: 05/12/2023 11:03
 Date: C/138+130 to 188+

2018-04-27 01:22:35

BEFORE



AFTER



Latitude: 22.784895
Longitude: 92.827955
Elevation: 991.81±11 m
Accuracy: 87.6 m
Time: 03-22-2023 11:36

Notch 232+585 work is in progress of laying of jute mat for bulking and seeding

Powered by Notary



2018-05-25 20:07:07

BEFORE



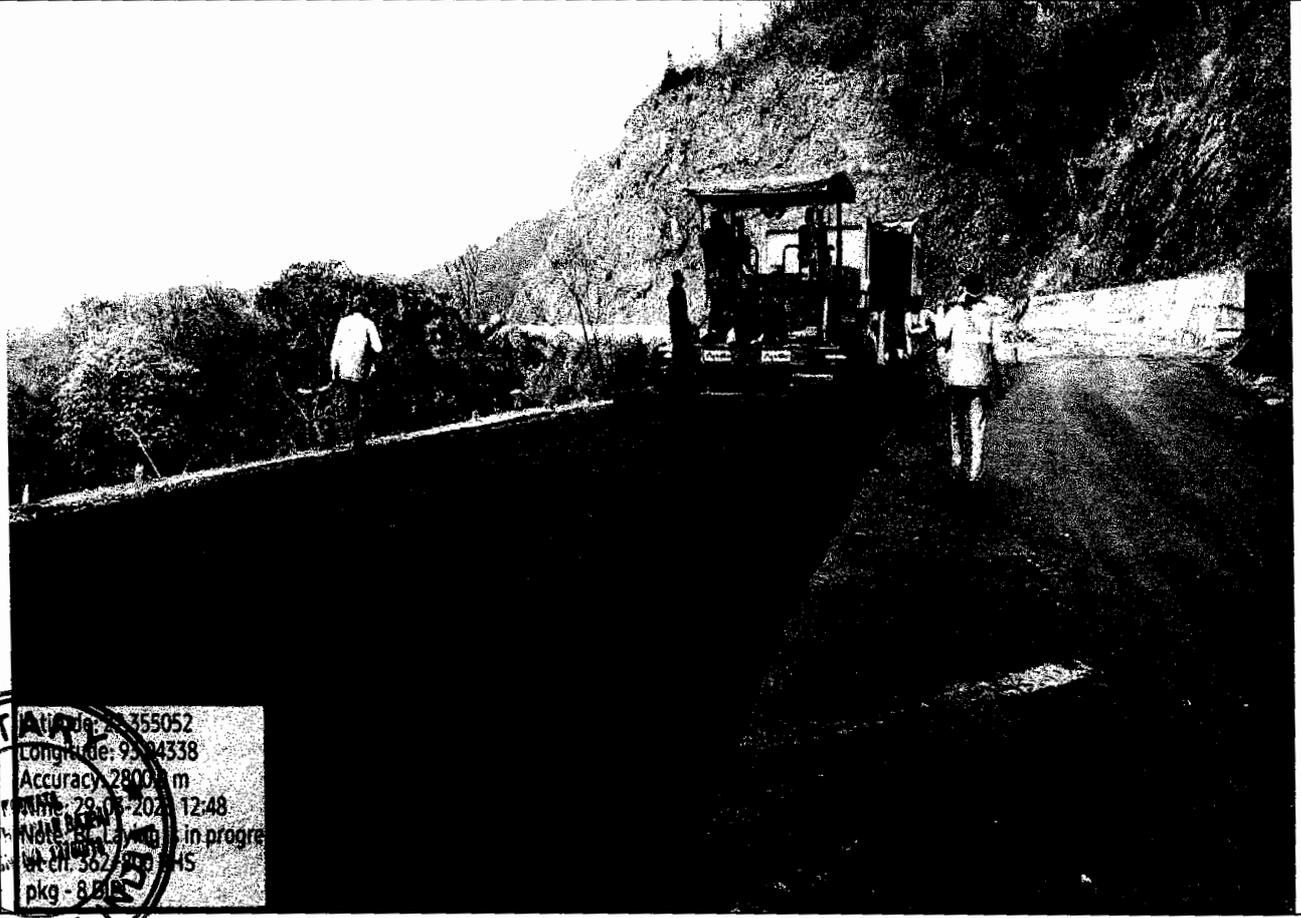
AFTER



BEFORE



AFTER



UTM Zone: 35S052
 Longitude: 95.04338
 Accuracy: 2800 m
 Date: 29.05.2012 12:48
 Note: Road Laying in progress
 UTM: 35S 052 052 415
 pkg - 8.012

GOVT. OF INDIA
 NOTIFICATION

Glimpses of Spoil Banks along Aizawl - Tuipang (NH-54) in the state of Mizoram



Latitude: 23.094226
Longitude: 92.897566
Elevation: 726.26±4 m
Accuracy: 3.9 m
Time: 25-10-2023 14:30
Note: Spoil Bank 147+480 to 147+550



Glimpses of Spoil Banks along Aizawl - Tuipang (NH-54) in the state of Mizoram



NOTARY
KOLKATA
RAJESH KUMAR BAJPAN
REGD. NO. 13700/18
GOVT. OF INDIA

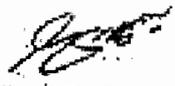
STATEMENT OF THE ACCUSED

The land where violation of the Mizoram (Forest) Act, 1955 and the forest (Conservation) Act, 1980 took place under Deemed forest area of Hnathail Forest Range (Package-2, Km 125.00 to Km 250) and the Environment Forest & Climate Change Department claimed it as government plantation but there are private people having land passes and the same land has been handed over to NHIDCL by CALA and further handed over to EPC Contractor for carrying out construction activities. Violation has taken place while executing works for 'Widening and up-gradation to 2-lanes with paved shoulder and geometric improvements from Km 166.000 to km 208.000 (Package-4) on Aizawl-Tuipang section of NH54 in the state of Mizoram on EPC mode with JICA loan assistance'.

Work has been started by the contractor since 25 Oct 2019 and some trees were felled in the said location, after having the consent of the land pass holders.

There was no intension to violate any rules/laws. The reason of violation was due to the confusion as to whom the land and crops belong to because there are private people with land passes claiming as their land while EF&CC Department also claimed it as government Plantation. It is requested to take a lenient view as the area is already included as forest area and in principle approval of forest clearance already received.

Some of the felled/uprooted trees are buried under the excavated soil. So, after extracting all the timber which can be extracted, then the difference in number/volume of trees felled and number/volume of trees extracted, if any will be paid to Environment Forest & Climate Change Department by EPC contractor within 45days.


Prafulla Borgaoin
General Manager, ABCI
Hnathail Camp

Counter Signed


SG Dwivedy
General Manager (P)
NHIDCL, PMU-Lunglei
General Manager (P)
NHIDCL
PMU - Lunglei, Mizoram



STATEMENT OF THE ACCUSED

The land where violation of the Mizoram (Forest) Act, 1955 and the forest (Conservation) Act, 1980 took place under Deemed forest area of Lunglai Forest Range (Package-2, Km 125.00 to Km 250) and the Environment Forest & Climate Change Department claimed it as government plantation but there are private people having land passes and the same land has been handed over to NHIDCL by CALA and further handed over to EPC Contractor for carrying out construction activities. Violation has taken place while executing works for 'Widening and up-gradation to 2-lanes with paved shoulder and geometric improvements from Km 208.000 to km 250.000 (Package-5) on Aizawl-Tupang section of NH54 in the state of Mizoram on EPC mode with JICA loan assistance'.

Work has been started by the contractor since 25 Oct-2019 and some trees were felled in the said location, after having the consent of the land pass holders.

There was no intention to violate any files/laws. The reason of violation was due to the confusion as to whom the land and crops belong to because there are private people with land passes claiming as their land while EF&CC Department also claimed it as government Plantation. It is requested to take a better view as the area is already included as forest area and in principle approval of forest clearance already received.

Some of the felled/uprooted trees are buried under the excavated soil. So, after extracting all the timber which can be extracted, then the difference in number/volume of trees felled and number/volume of trees extracted, if any will be paid to Environment Forest & Climate Change Department by EPC contractor within 45 days.



Regional Engineer, ABCI
Hrangchadown Camp

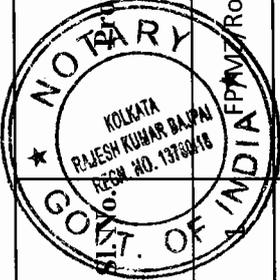
Counselor Signed

SG Dwevdy
General Manager (P)
NHIDCL; PMU-Lunglei
General Manager (P)
NHIDCL
PMU - Lunglai, Mizoram



Aizawl - Tuipang Road Forest Clearance status

State/UTs	Proposal No	Proposal Name	Area Diverted (in ha.)	Proposal date	Date of Stage-I	Date of Working permission	Present Status of Stage-II
Mizoram	FP/MZ/Road/52947/2020	Chaitlang-serchhip Bypass	2.433	01-11-2020	17-04-2023	23-05-2023	under process
Mizoram	FP/MZ/Road/43625/2019	Aizawl - Tuipang Pkg-6	3.7109	02-01-2020	22-03-2022	06-01-2023	02-08-2023
		Aizawl - Tuipang Pkg-7	0.652				
		Total	4.3629				
Mizoram	FP/MZ/Road/43622/2019	Aizawl - Tuipang Pkg-3	4.0656	02-01-2020	14-06-2022	06-01-2023	under process
		Aizawl - Tuipang Pkg-4	3.8400				
		Aizawl - Tuipang Pkg-5	1.0800				
		Total	8.9856				
Mizoram	FP/MZ/Road/41894/2019	Aizawl-Tuipang Section-3	11.62	04-09-2019	05.08.2020	17.09.2021	01.10.2021
Mizoram	FP/MZ/Road/41893/2019	Aizawl-Tuipang Section-2	0.78	04-09-2019	04.09.2020	13.09.2021	23.11.2021
Mizoram	FP/MZ/Road/41727/2019	Aizawl-Tuipang Section-1	5.06	25-08-2019	23.06.2020	07.09.2021	29.10.2021
Mizoram	FP/MZ/Road/24010/2017	Aizawl-Tuipang Section-3	11.18	07-02-2017	18.05.2018	05.08.2019	20.08.2019
Mizoram	FP/MZ/Road/23969/2017	Aizawl-Tuipang Section-2	0.48	04-02-2017	13.11.2017	15.09.2018	10.10.2018
Mizoram	FP/MZ/Road/23965/2017	Aizawl-Tuipang Section-1	11.61	04-02-2017	18.05.2018	05.08.2019	20.08.2019



2119



भारत सरकार
 GOVERNMENT OF INDIA
 एकीकृत क्षेत्रीय कार्यालय
 INTEGRATED REGIONAL OFFICE
 पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय
 MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE
 लॉड सीब लुम्बतंगेन/LAW-U-SIB, LUMBATNGEN,
 शिल्लोंग/SHILLONG-793021
 TEL. 0364-2537278; FAX. 0364-2536041
 E-mail: moefro.shillong@gov.in



No. 3-MZ C 009/2020-SHI/ 1705-06

29th October, 2021

To,
 Principal Secretary,
 Government of Mizoram,
 Environment, Forests & Climate Change Department,
 Aizawl-796001.

Sub: Diversion of 5.06 ha of forest land for widening and upgradation of NH-54 to 2-lane with paved shoulder and geometric improvements from Km 8.00 to Km 380.00 in the State of Mizoram (JICA Funded), Km 8.0 to Km 125.0 (Package-I)-Deemed Forest area by NHIDCL.

Sir,
 This has got reference to Government of Mizoram letter No. B.22019/13/2019-FC/PCCF/195 dated 13.02.2020 and even No.230-231 dated 17.04.2020 and No. G.20015/2/2020-FST dated 18.06.2020 on the subject mentioned above seeking prior approval of the Central Government under Section-2 of the Forest (Conservation) Act, 1980. After examination of the proposal, In-principle approval (IPA) was granted vide this office letter of even number dated 23.06.2020 subject to fulfillment of certain conditions.

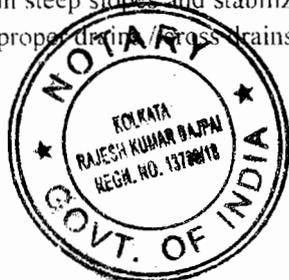
In this connection and on the basis of the compliance report furnished by the State Government vide letter No. G.22015/2/2020-FST/1 dated 31.03.2021 and No. B.22019/13/2019-FC/PCCF dated 06.08.2021 and submission of compensatory levies by e-challan and online payment by user agency under CAMPA, **Final approval** of the Central Government is hereby granted under Section-2 of the Forest (Conservation) Act, 1980 for diversion of **5.06 ha** of forest land for widening and upgradation of NH-54 to 2-lane with paved shoulder and geometric improvements from Km 8.00 to Km 380.00 in the State of Mizoram (JICA Funded), Km 8.0 to Km 125.0 (Package-I)-Deemed Forest area by NHIDCL, subject to the following conditions:

1. Legal status of the forest land shall remain unchanged.
2. The Compensatory Afforestation shall be raised and maintained by the Forest Department over **5.06 ha of non-forest land** identified by the State Govt at Khawten Tlang, Suangpui, Darlawn Forest Division as per the funds deposited by the User Agency. As far as possible, mixture of local indigenous species shall be planted and monoculture of any species may be avoided. Any excess amount paid for raising CA may be taken up separately with competent authority.
3. As per guidelines of MoEF (No. 8-84/2002-FC dt. 03.02.2004) the Non-Forest Land which has already been mutated in favour of State Forest Department shall be declared RF / PF under Section 4 & 20 or Section 29 of the Indian Forest Act, 1972. The Nodal Officer shall report compliance within a period of 6 months along with a copy of the original notification declaring such Non-Forest Land as RF / PF.
4. The KML files of the area to be diverted, the CA areas, the proposed SMC works, the WLMP area shall be uploaded on the e-Green watch portal with all requisite details.

e/c



5. User agency shall restrict the felling of trees to minimum number in the diverted forest land and the trees shall be felled under the strict supervision of the State Forest Department and the cost of felling of trees shall be deposited by the User Agency with the State Forest Department.
6. The complete compliance of the FRA, 2006 shall be ensured by way of prescribed certificate from the concerned District Collector.
7. **User agency may raise strip plantation on both sides of the road as per the IRC norms as per the fund deposited by the User Agency.**
8. **Speed regulating signage will be erected along the road at regular intervals in the Protected Areas/Forest Areas.**
9. **The user agency shall provide suitable under / over pass in Protected Area / Forest Area as per recommendation of CWLW / NBWL / FAC / REC, if applicable.**
10. The User Agency shall obtain the Environmental Clearance as per the provisions of the Environment (Protection) Act, 1986, if applicable.
11. The layout plan of the proposal shall not be changed without prior approval of Central Government.
12. No labour camp shall be established on the forest land.
13. Sufficient firewood, preferably the alternate fuel, shall be provided by the User Agency to the labourer after purchasing the same from the State Forest Department or the Forest Development Corporation or any other legal source of alternate fuel.
14. The boundary of the diversion forest land shall be suitably demarcated on ground at the project cost, as per the direction of the concerned Divisional Forest Officer.
15. No additional or new path will be constructed inside the forest area for transportation of construction materials for execution materials for execution of the project work.
16. The period of diversion under this approval shall be co-terminus with the period of lease to be granted in favour of the user agency or the project life, whichever is less.
17. The forest land shall not be used for any purpose other than that specified in the project proposal.
18. The forest land proposed to be diverted shall under no circumstances be transferred to any other agencies, department or person without prior approval of Govt. of India.
19. The overburden shall not be dumped outside the diverted land. The muck generated in the earth cuttings will be disposed of at the designated dumping sites and in no case the muck/debris will be allowed to roll down the hill slopes.
20. No damage to the flora and fauna of the adjoining area shall be caused:
21. The State Govt shall ensure that the user agency provide proper drainage of retaining / breast wall in steep slopes and stabilization of side slope to avoid soil erosion and landslides and provide for proper drain/cross drains.



22. The user agency shall explore the possibility of successful translocation of maximum number of trees identified to be felled and shall ensure that any tree felling shall be done only when it is unavoidable and that too under strict supervision of the State Forest Department;
23. Violation of any of these conditions will amount to violation of Forest (Conservation) Act, 1980 and action would be taken as per the MoEF & CC Guideline F. No. 11-42/2017-FC dated 29/01/2018.
24. The User Agency will have to obtain the Forest (Conservation) Act, 1980 clearance for removal, if any, of stone, river sand, river boulders in forest land.
25. The User Agency shall submit the annual self-compliance report in respect of the above stated conditions to the State Government, concerned Regional Office and to this Ministry by the end of March every year;
26. The user agency shall comply all the provisions of the all Acts, Rules, Regulations, Guidelines, Hon'ble Court Order (s) and NGT Order (s) pertaining to this project, if any, for the time being in force, as applicable to the project;
27. This approval may be revoked, if, the above conditions of approval is not complied to the satisfaction of the Integrated Regional Office, Shillong.
28. Any other conditions as may be found appropriate in future for the betterment of environment & wildlife, may be imposed by Integrated Regional Office, Shillong.

This is issued with approval of Deputy Director General of Forests (C).

Yours faithfully,

(Mrs. L. J. Syiemiong)

Deputy Inspector General of Forests (C)

Copy to:

1. Additional Principal Chief Conservator of Forests & Nodal Officer (FC), Govt. of Mizoram, Department of Environment, Forests & Climate Change Department, Aizawl.

Deputy Inspector General of Forests (C)



Timeline Details

Proposal received date at each stage of flow.

A. General Details
 (i). Proposal No. : FPMZ/ROAD/41727/2019
 (ii). Name of Project for which Forest Land is required : Widening and upgradation of NH-54 to 2-Lane with paved shoulder and geometric improvements from Km 8.00 to Km 380.00 in the State of Mizoram (JICA Funded), Km 8.0 to Km 125.0 (Package-I)
 (iii). Short narrative of the proposal and Project/scheme for which the forest land is required : The present configuration of road is varying from 3.75m to 5.5 m with earthen shoulder. NH-54 is the lifeline of the State of Mizoram linking its capital Aizawl in northern side at Km 8.00 to Tuipang in southern end at Km 380.00. In this JICA funded project, 372 Km road length is proposed to be wid
 (iv). Title no. : 3-MZ.C.009/2020-SH1
 (v). State : Mizoram
 (vi). Category of the Project : Road
 (vii). Shape of forest land proposed to be diverted : Linear
 (viii). Area of forest land proposed for diversion(in ha): 5.06



B. Time Line

Proposal No.	Submitted by User Agency	Query for Shortcoming (if any) by Nodal Officer	Resubmission of Proposal by User Agency	Query by Nodal Officer for submitting Hard Copies	Uploading (by U.A.) of copies of receipt received from DFO & DC	Division	Circle	Nodal Office	State Government	Regional Office	Stage-I Approval	Compliance Report Submitted by State on	Stage-II Approval
FPMZ/ROAD/41727/2019	25/08/2019	16/09/2019	27/09/2019	30/09/2019	01/10/2019	Aizawl Thenzawl	Central circle 13/11/2019 (Thenzawl) Central circle 02/12/2019 (Aizawl)	Mizoram 07/01/2020	Mizoram 16/01/2020	Shillong: 24/01/2020	23/06/2020 By Regional Office	Mizoram 01/03/2022	29/10/2021 By Regional Office

C. Essential Details Sought History

Communication between Regional Office & State Government	Communication between State Government & Nodal Officer	Communication between Circle & Division	Communication between Division & User Agency
Query raised by Regional Office (Shillong) on: 06/03/2020 Replied by State Government (Mizoram) on: 26/05/2020	Query raised by State Government (Mizoram) on: 23/03/2020 Replied by Nodal Officer (Mizoram) on: 26/05/2020	Query raised by Circle (Central circle) on: 23/03/2020 Replied by DFO (Aizawl) on: 20/04/2020 Query raised by Circle (Central circle) on: 23/03/2020 Replied by DFO (Thenzawl) on: 26/05/2020	Query raised by DFO (Aizawl) on: 23/03/2020 Replied by UA on: 16/04/2020

NOTE:- Stage-II Approval accorded by : **Regional Office.**



Government of India
Ministry of Environment, Forest & Climate Change
North Eastern Regional Office
Law-U-Sib Lumbatngen
Near MTC Workshop, Shillong-793021
Tel:(0364)-253-7609,7340/7395/7278.
Fax No(0364)2536041/2536983.
Email:- ro.nez.shill@gmai.com & moefro.shillong@gov.in

भारत सरकार
पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय
पूर्वोत्तर क्षेत्रीय कार्यालय, शिलांग
लॉउ सीब लुम्बतंगेन
एम टी सी के पास, शिलांग - ७९३०२१
टेली(0364) 253-7609,7340/7395/7278
फैक्स (0364)-2536041/2536983
ईमेल ro.nez.shill@gmai.com/moefro.shillong@gov.in

No. 3-MZ C 076/2017-SHI 1330 -31

20th August, 2019

सेवा में,

प्रधान सचिव/ Principal Secretary.

पर्यावरण वन और जलवायु परिवर्तन विभाग /Environment, Forest & Climate Change Department.

मिजोरम सरकार/ Govt of Mizoram,

आइजोल / Aizawl- 796001

Sub: Proposal for diversion of 11.61ha of forest land for widening and upgradation of NH 54 to two lane paved shoulder and geometric improvement from KM 8.00 to KM 380 in the State of Mizoram(JICA funded) by NHIDCL km 8.00 to km 125.00 (Package I).

Sir,

This has got reference to the State Govt letter F.No.20015/2/91-FST dated 29.09.2017 on the subject mentioned above, seeking prior approval of the Central Government in accordance with Section 2 of the FCA, 1980.

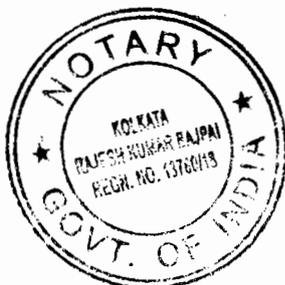
After careful consideration of the proposal, In-Principle Approval was granted by Regional Office, Shillong vide letter F. No. 3-MZ C 076/2017-SHI/789-90 dated 18.05.2018 subject to fulfillment of certain conditions. The State Government has furnished compliance report in respect of the conditions stipulated in the In-Principle Approval and has requested the Central Government to grant Final Approval.

In this connection and on the basis of the compliance report furnished by the State Government vide letter F. No. B22013/6/2017-FC/PCCF/415 dated 31.10.2018 and No. B 22019/6A/2018-FC/PCCF/164 dated 03.07.2019 and confirmation of fund deposited for compensatory levies by the Ad hoc CAMPA, New Delhi vide letter No. 1-24/2013-CAMPA dated 19.08.2019, Final Approval of the Central Government is hereby granted under Section-2 of the Forest (Conservation) Act, 1980 for diversion of 11.61ha of forest land for widening and upgradation of NH 54 to two lane paved shoulder and geometric improvement from KM 8.00 to KM 380 in the State of Mizoram(JICA funded) by NHIDCL km 8.00 to km 125.00 (Package I) subject to the following conditions:

- (i) The legal status of the forest land shall remain unchanged.
- (ii) The compensatory afforestation shall be raised by the State Forest Department over equivalent non forest land of 11.61 ha identified at Suangpuilawn, Suangpuilawn Range, Darlawn Forest Division as per the fund deposited by the User Agency & scheme furnished by the State Govt. 20% of the plantation shall be carried out of indigenous medicinal plant, aromatic plants, shrubs, herbs and trees.
- (iii) The non-forest land which has been transferred and mutated in favour of the State Forest Department for the purpose of compensatory afforestation shall be declared as Reserved Forest under Section-4 or Protected Forest under Section-29 of the Indian Forest Act.



- 1927 or under the relevant Section(s) of the State Forest Act, The Nodal Officer, Forest (Conservation) Act, 1980 may report compliance within a period of six (6) months from the date of grant of final approval and send a copy of the original notification declaring the non-forest land under Section 4 or Section 29 of the Indian Forest Act, 1927, or under the relevant section of the State Forest Act as the case may be, to this Office for information and record.
- (iv) The concerned DFO shall prepare the scheme for raising avenue plantation on both side of the road and the cost shall be deposited to concerned Ad-CAMPA account and shall be borne by the user agency.
 - (v) The user agency shall restrict the felling of trees to minimum numbers in the diverted forest land and the trees shall be felled under the strict supervision of the State Forest Department and cost of felling of trees shall be deposited by the User Agency with the State Forest Department.
 - (vi) The user agency shall raise strip plantation on both sides and central verge of the road as per the IRC norms.
 - (vii) The speed regulating signage will be erected along the road at regular intervals in the Protected Areas/ Forest Areas.
 - (viii) The user agency shall provide suitable under / over pass in Protected Area / Forest Area as per recommendations of CWLW / NBWL / FAC / RJC, if any.
 - (ix) The boundary of the diverted forest land shall be suitably demarcated on ground at the project cost, as per the directions of the concerned Divisional Forest Officer.
 - (x) No additional or new path will be constructed inside the forest area for transportation of construction materials for execution of the project work.
 - (xi) The period of diversion under this approval shall be co-terminus with the period of lease to be granted in favour of the user agency or the project life, whichever is less.
 - (xii) The User Agency shall not expand its occupation or use surrounding forest forest land in any manner otherwise expressed in this clearance.
 - (xiii) Land so diverted shall revert back to the Forest Department in case it is not needed for the above use after due restoration to its original status (as far as possible and to the satisfaction of State Forest Deptt.).
 - (xiv) The User Agency shall take all possible precautions & care all the time not to impact adversely the surrounding forests and forest land by their actions/activities.
 - (xv) The user agency will undertake comprehensive soil and water conservation measures at the project cost.
 - (xvi) Overburden shall not be dumped outside the width of the road. The muck generated in the earth cutting will be disposed off at the designated dumping sites and in no case the muck/debris will be allowed to roll down the hill slopes.
 - (xvii) The muck dumping area shall be stabilized and plantation of suitable species shall be carried out over stabilized dumps on the cost of the user agency under the supervision of State Forest Department.
 - (xviii) Wherever possible and technically feasible, the user agency shall undertake afforestation measures along the road within the area diverted under this approval, in consultation with the State Forest Department at the project cost.
 - (xix) No damage to the flora fauna of the area shall be caused.
 - (xx) No labour camp shall be established inside the forest area.



- (xxi) The user agency shall provide fuel wood preferably alternate fuel to the labourers working at the site to avoid damage/felling of trees or buy the fuel wood from the extracted timber from the Forest Department to be used by labourers.
- (xxii) The designing of culverts/ bridges, if any, over the natural streams/rivers/canals should be done in such a manner that it does not hamper the natural course of the water, does not give rise to water logging and also does not hamper the movement of the wild animals.
- (xxiii) All the site specific engineering structures like retaining walls, breast wall and drainage shall be constructed to avoid any soil erosion and to provide slope stability of the concerned hills.
- (xxiv) The user agency shall obtain the Environment Clearance under Environment Protection Act, 1986, if applicable.
- (xxv) The user agency will have to obtain the Forest (Conservation) Act, 1980 clearance for removal, if any, of the stone, river sand, river boulders in forest land.
- (xxvi) The proposal will be implemented under the overall supervision of the concerned Divisional Forest Officer.
- (xxvii) The forest land shall not be used for any purpose other than that specified in the project proposal.
- (xxviii) The forest land proposed to be diverted shall under no circumstances be transferred to any other agencies, department or person without prior approval of Govt. of India.
- (xxix) The layout plan shall not be changed without the prior approval of the Central Government.
- (xxx) In case of any violation of the stipulated conditions immediate action is to be taken by the Forest Department as per Ministry's letter No 5-5/86/FC dated 07.12.1999, No 2-1-51/2004/RONE/Vol II/3181-02 dated 28.12.2006 and F. No. 11-42/2017-FC dated 29/01/2018.
- (xxxi) All other clearances / NOCs under different rules / regulations / local laws and under Forest Dwellers (Recognition of Forest Rights) Act, 2006 as required vide MoEF, New Delhi guideline No. 11-9/1998-FC(Pt) dated 03.08.2009 shall be complied with.
- (xxxii) Any other conditions as may be found appropriate in future for the betterment of environment & wildlife, may be imposed by North Eastern Regional Office, MoEF&CC, Shillong.
- (xxxiii) This approval may be revoked if the above condition of approval is not complied to the satisfaction of the North Eastern Regional Office, Shillong.

भवदीय,

(W.I. Yaibon)

वन उप महानिरीक्षक (केंद्रीय)

/Deputy Inspector General of Forests(C)

Copy to:

The Addl. Principal Chief Conservator of Forests & Nodal Officer (FC), Environment, Forest & Climate Change Department, Govt of Mizoram. Aizawl- 796001.

वन उप महानिरीक्षक (केंद्रीय)

/Deputy Inspector General of Forests(C)



TimeLine Details

Proposal received date at each stage of flow.

A. General Details

- (i). Proposal No. : FPMZ/ROAD/23965/2017
- (ii). Name of Project for which Forest Land is required : Widening and upgradation of NH-54 to 2-Lane with paved shoulder and geometric improvements from Km 8.00 to Km 380.00 in the State of Mizoram (JICA Funded), Km 8.00 to Km 125.00 (Package 1)
- (iii). Short narrative of the proposal and Project/scheme for which the forest land is required : The present configuration of road is varying from 3.75m to 5.5 m with earthen shoulder. NH-54 is the lifeline of the State of Mizoram linking its capital Aizawl in northern side at Km 8.00 to Tuipang in southern end at Km 380.00. In this JICA funded project, 372 Km road length is proposed to be vrid
- (iv). File no. : 3-MN C 076/2017-SIII
- (v). State : Mizoram
- (vi). Category of the Project : Road
- (vii). Shape of forest land proposed to be diverted : Linear
- (viii). Area of forest land proposed for diversion(in ha.): 11.61



B. Time Line

Proposal No.	Submitted by User Agency	Query for Shortcoming (if any) by Nodal Officer	Resubmission of Proposal by User Agency	Query by Nodal Officer for submitting Hard Copies	Uploading (by U.A.) of copies of receipt received from DFO & DC	Division	Circle	Nodal Office	State Government	Regional Office	Stage-I Approval on	Compliance Report Submitted by State on	Stage-II Approval on
FPMZ/ROAD/23965/2017	04/02/2017	22/06/2017	28/06/2017	28/06/2017	04/07/2017	Aizawl	Central circle 25/09/2017 (Aizawl)	Mizoram 26/09/2017	Mizoram 26/09/2017	Shillong 26/09/2017	18/05/2018	Mizoram 13/11/2019	20/08/2019 By : Regional Office

C. Essential Details Sought History

Communication between Regional Office & State Government	Communication between State Government & Nodal Officer	Communication between Nodal Officer & Circle	Communication between Circle & Division	Communication between Division & User Agency
Query raised by Regional Office (Shillong) on: 07/11/2017 Replied by State Government (Mizoram) on: 15/12/2017	Query raised by State Government (Mizoram) on: 14/11/2017 Replied by Nodal Officer (Mizoram) on: 15/12/2017			

NOTE:- Stage-II Approval accorded by : **Regional Office.**



भारत सरकार
GOVERNMENT OF INDIA
एकीकृत क्षेत्रीय कार्यालय
INTEGRATED REGIONAL OFFICE
पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय
MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE
लॉउ सीब लुम्बतंगेन/LAW-U-SIB, LUMBATNGEN,
शिलॉंग/SHILLONG-793021
TEL. 0364-2537278; FAX. 0364-2536041
E-mail: moefro.shillong@gov.in



2127

No. 3-MZ B 007/2020-SHI/1917-18

23rd November, 2021

To,

Principal Secretary,
Government of Mizoram,
Environment, Forests & Climate Change Department,
Aizawl-796001.

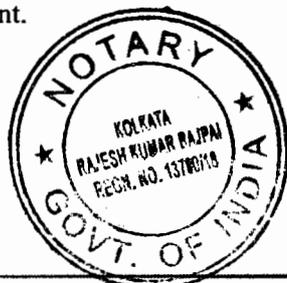
Sub: Diversion of 0.78 ha of forest land for widening and upgradation of NH-54 to 2-lane with paved shoulder and geometric improvements from Km 8.00 to KM 380.00 in the State of Mizoram (Package-2) by NHIDCL.

Sir,

This has got reference to Government of Mizoram letter No. B.22019/16/2019-FC/PCCF/93 dated 13.02.2020, No. G.20015/2/2020-FST dated 22.05.2020 and even dated 24.07.2020 on the subject mentioned above seeking prior approval of the Central Government under Section-2 of the Forest (Conservation) Act, 1980. After examination of the proposal, In-principle approval (IPA) was granted vide this office letter of even number dated 04.09.2020 subject to fulfillment of certain conditions.

In this connection and on the basis of the compliance report furnished by the State Government vide letter No. G.22015/2/2020-FST/2 dated 31.03.2021 and No. G.20015/2/2021-FST dated 01.11.2021 and submission of compensatory levies by e-challan and online payment by user agency under CAMPA, **Final approval** of the Central Government is hereby granted under Section-2 of the Forest (Conservation) Act, 1980 for diversion of **0.78 ha** of forest land for widening and upgradation of NH-54 to 2-lane with paved shoulder and geometric improvements from Km 8.00 to KM 380.00 in the State of Mizoram (Package-2) by NHIDCL, subject to the following conditions:

1. Legal status of the forest-land shall remain unchanged.
2. The Compensatory Afforestation shall be raised and maintained by the Forest Department over **0.78 ha of non-forest land** identified by the State Govt at Khawten Tlang, Suangpui, Darlawn Forest Division as per the funds deposited by the User Agency. As far as possible, mixture of local indigenous species shall be planted and monoculture of any species may be avoided.
3. Any excess amount paid for raising CA may be taken up separately with competent authority.
4. As per guidelines of MoEF (No. 8-84/2002-FC dt. 03.02.2004) the Non-Forest Land which has already been mutated in favour of State Forest Department shall be declared RF / PF under Section 4 & 20 or Section 29 of the Indian Forest Act, 1972. The Nodal Officer shall report compliance within a period of 6 months along with a copy of the original notification declaring such Non-Forest Land as RF / PF.
5. The KML files of the area to be diverted, the CA areas, the proposed SMC works, the WLMP area shall be uploaded on the e-Green watch portal with all requisite details.
6. User agency shall restrict the felling of trees to minimum number in the diverted forest land and the trees shall be felled under the strict supervision of the State Forest Department and the cost of felling of trees shall be deposited by the User Agency with the State Forest Department.



7. The complete compliance of the FRA, 2006 shall be ensured by way of prescribed certificate from the concerned District Collector.
8. **User agency may raise strip plantation on both sides of the road as per the IRC norms as per the fund deposited by the User Agency.**
9. **Speed regulating signage will be erected along the road at regular intervals in the Protected Areas/Forest Areas.**
10. **The user agency shall provide suitable under / over pass in Protected Area / Forest Area as per recommendation of CWLW / NBWL / FAC / REC, if applicable.**
11. The User Agency shall obtain the Environmental Clearance as per the provisions of the Environment (Protection) Act, 1986, if applicable.
12. The layout plan of the proposal shall not be changed without prior approval of Central Government.
13. No labour camp shall be established on the forest land.
14. Sufficient firewood, preferably the alternate fuel, shall be provided by the User Agency to the labourer after purchasing the same from the State Forest Department or the Forest Development Corporation or any other legal source of alternate fuel.
15. The boundary of the diversion forest land shall be suitably demarcated on ground at the project cost, as per the direction of the concerned Divisional Forest Officer.
16. No additional or new path will be constructed inside the forest area for transportation of construction materials for execution of the project work.
17. The period of diversion under this approval shall be co-terminus with the period of lease to be granted in favour of the user agency or the project life, whichever is less.
18. The forest land shall not be used for any purpose other than that specified in the project proposal.
19. The forest land proposed to be diverted shall under no circumstances be transferred to any other agencies, department or person without prior approval of Govt. of India.
20. The overburden shall not be dumped outside the diverted land. The muck generated in the earth cuttings will be disposed of at the designated dumping sites and in no case the muck/debris will be allowed to roll down the hill slopes.
21. No damage to the flora and fauna of the adjoining area shall be caused;
22. The State Govt shall ensure that the user agency provide proper drainage of retaining / breast wall in steep slopes and stabilization of side slope to avoid soil erosion and landslides and provide for proper drains / cross drains.



- 23. The user agency shall explore the possibility of successful translocation of maximum number of trees identified to be felled and shall ensure that any tree felling shall be done only when it is unavoidable and that too under strict supervision of the State Forest Department;
- 24. Violation of any of these conditions will amount to violation of Forest (Conservation) Act, 1980 and action would be taken as per the MoEF & CC Guideline F. No. 11-42/2017-FC dated 29/01/2018.
- 25. The User Agency will have to obtain the Forest (Conservation) Act, 1980 clearance for removal, if any, of stone, river sand, river boulders in forest land.
- 26. The User Agency shall submit the annual self-compliance report in respect of the above stated conditions to the State Government, concerned Regional Office and to this Ministry by the end of March every year;
- 27. The user agency shall comply all the provisions of the all Acts, Rules, Regulations, Guidelines, Hon'ble Court Order (s) and NGT Order (s) pertaining to this project, if any, for the time being in force, as applicable to the project;
- 28. This approval may be revoked, if, the above conditions of approval is not complied to the satisfaction of the Integrated Regional Office, Shillong.
- 29. Any other conditions as may be found appropriate in future for the betterment of environment & wildlife, may be imposed by Integrated Regional Office, Shillong.

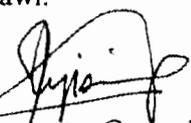
This is issued with approval of Deputy Director General of Forests (C).

Yours faithfully,

(Mrs. L. J. Syiemiong)
Deputy Inspector General of Forests (C)

Copy to:

1. Additional Principal Chief Conservator of Forests & Nodal Officer (FC), Govt. of Mizoram, Department of Environment, Forests & Climate Change Department, Aizawl.


Deputy Inspector General of Forests (C)



Timeline Details

Proposal received date at each stage of flow.

A. General Details

- (i). Proposal No. : FPMZ/ROAD/41893/2019
- (ii). Name of Project for which Forest Land is required : Widening and upgradation of NH-54 to 2-Lane with paved shoulder and geometric improvements from Km 8.00 to Km 380.00 in the State of Mizoram (JICA Funded), Km 125.0 to Km 250.0 (Package-2)
- (iii). Short narrative of the proposal and Project/scheme for which the forest land is required : The present configuration of road is varying from 3.75m to 5.5 m with earthen shoulder. NH-54 is the lifeline of the State of Mizoram linking its capital Aizawl in northern side at Km 8.00 to Tuipang in southern end at Km 380.00. In this JICA funded project, 372 Km road length is proposed to be wid
- (iv). File no. : 3-MZ C 007/2020-S111

State : Mizoram
 Category of the Project : Road
 Shape of forest land proposed to be diverted : Linear
 Area of forest land proposed for diversion (in ha.): 0.78



B. Timeline

Proposal No.	Submitted by User Agency	Query for Shortcoming (if any) by Nodal Officer	Resubmission of Proposal by User Agency	Query by Nodal Officer for submitting Hard Copies	Uploading by (U.A.) of copies of receipt received from DFO & DC	Division	Circle	Nodal Office	State Government	Regional Office	Stage-I Approval on	Compliance Report Submitted by State on	Stage-II Approval on
FPMZ/ROAD/41893/2019	04/09/2019	16/09/2019	27/09/2019	30/09/2019	01/10/2019	Lunglei	Southern circle 26/11/2019 (Lunglei)	Mizoram 19/12/2019	Mizoram 24/01/2020	Shillong 28/01/2020	04/09/2020 By : Regional Office	Mizoram 01/03/2022	23/11/2021 By : Regional Office

C. Essential Details Sought History

Communication between Regional Office & State Government	Communication between State Government & Nodal Officer	Communication between Nodal Officer & Circle	Communication between Circle & Division	Communication between Division & User Agency
Query raised by Regional Office (Shillong) on: 09/03/2020 Replied by State Government (Mizoram) on: 26/05/2020	Query raised by State Government (Mizoram) on: 23/03/2020 Replied by Nodal Officer (Mizoram) on: 26/05/2020	Query raised by Nodal Officer (Mizoram) on: 23/03/2020 Replied by Circle (Southern circle) on: 26/05/2020	Query raised by Circle (Southern circle) on: 23/03/2020 Replied by DFO (Lunglei) on: 26/05/2020	Query raised by DFO (Lunglei) on: 23/03/2020 Replied by UA on: 21/04/2020

NOTE:- Stage-II Approval accorded by : **Regional Office.**

2131

No.G.20015/2/2021-FST/Vol-I/II
GOVERNMENT OF MIZORAM
ENVIRONMENT, FORESTS & CLIMATE CHANGE DEPARTMENT

Dated Aizawl, the 6th January, 2023

ORDER

Subject:- Proposal for diversion of 8,9856 ha of forest land for widening and upgradation of NH-54 to 2-lane with paved shoulder and geometric improvements in the State of Mizoram (Package-2) Deemed Forest Area by NHIDCL.

Whereas, the User Agency (NHIDCL) has made necessary payment as per In-Principle Approval of the project issued by MoEF&CC vide No.3-MZ C 059/2020-SHI/764-65 dt. 14.06.2022;

Now, therefore, in pursuance of the said In-Principle Approval and Guidelines issued by MoEF&CC vide letter No.II-306/2014-FC(Pt.) dt. 28.08.2015, and as per direction received from MoEF&CC vide No.3-MZ B 059/2020-SHI-2818-19 dt. 02.01.2023 for issuance of working permission for the project, the Government of Mizoram hereby conveys the Working Permission for widening and upgradation of NH-54 to 2-lane with paved shoulder and geometric improvements in the State of Mizoram (Package-2) Deemed Forest Area by NHIDCL, subject to compliance of all formalities and conditions stipulated in the In-Principle Approval. Moreover, the Working Permission is for 1 (one) year and the Compliance Report with Action Taken Report for the violation shall be submitted within the period of Working Permission along with all details of Compensatory and Penal Compensatory levies to MoEF&CC .

In this regard, the Divisional Forest Officer, Lunglei Forest Division and Divisional Forest Officer, Thenzawl Forest Division having jurisdiction over the forest land proposed to be diverted are hereby authorised to act upon the following:

1. Issue Order for felling of project affected trees and commencement of the project works on behalf of the Government of Mizoram within their respective jurisdiction.
2. Monitor the conditions stipulated in the In-Principle Approval and ensure strict compliance of the conditions within their respective jurisdiction.
3. Submit fortnightly monitoring report to the Addl. PCCF & Nodal Officer (FC), Mizoram of their respective jurisdictions.

The User Agency shall execute all works against which undertakings have been submitted and submit compliance report immediately.

Working permission shall be withdrawn forthwith in case of deviation of any condition stipulated in the In-Principle Approval and other violations of Guidelines of MoEF&CC.

All codal formalities are to be observed while granting permission for extraction of trees.



Sd/-NAVIN KUMAR CHOUDHARY
Principal Secretary to the Govt. of Mizoram,
Environment, Forests & Climate Change Department.

Cont...2/-

2132

-2-

Memo No.G.20015/2/2021-FST/Vol-I/II

Dated Aizawl, the 6th January, 2023

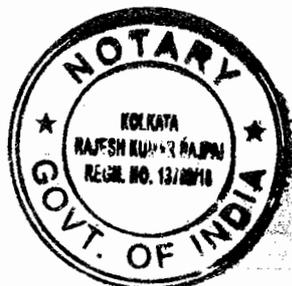
Copy to :-

1. The Deputy Inspector General of Forests (C), Ministry of Environment, Forests & Climate Change, Integrated Regional Office, Shillong.
2. The Principal Chief Conservator of Forests, Mizoram.
3. The Addl. PCCF & Nodal Officer (FC), Mizoram.
4. The Conservator of Forests, Southern Circle.
5. Divisional Forest Officers, Lunglei and Thenzawl Forest Divisions.
6. The Executive Director, NHIDCL, RO-Aizawl T-86, 3rd Floor, Tuikhuahtlang, Aizawl.

H.C. ZONUNTHARA
06/01/2023

(H.C. ZONUNTHARA)

Under Secretary to the Govt. of Mizoram,
Environment, Forests & Climate Change Department.
Ph.no.: 0389-2335237



2133



भारत सरकार
 GOVERNMENT OF INDIA
 एकीकृत क्षेत्रीय कार्यालय
 INTEGRATED REGIONAL OFFICE
 पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय
 MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE
 लॉड सीव मुम्बतंगेन/LAW-U-SIB, LUMBATNGEN,
 शिलॉंग/SHILLONG-793021
 TEL. 0364-2537278; FAX. 0364-2536041
 E-mail: moefra.shillong@gov.in



No.3-MZ.C 059/2020-SHI/ 764-65

14th June, 2022

To,

Principal Secretary,
 Government of Mizoram,
 Environment, Forests & Climate Change Department,
 Aizawl-796001.

Sub : Proposal for diversion of 8.9856 ha of forest land for widening and upgradation of NH-54 to 2-lane with paved shoulder and geometric improvements in the State of Mizoram ((Package-2)-Deemed Forest area by NHIDCL

Sir,

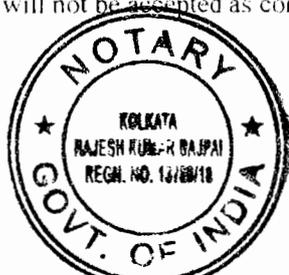
This has got reference to the State Government of Mizoram letter No.G.20015/2/2020-FST dated 07.09.2020 on the subject mentioned above seeking prior approval of the Central Government under Section-2 of the Forest (Conservation) Act, 1980.

2. After careful examination of the proposal of the State Government of Mizoram and the additional information submitted vide their letter No.B.22015/2/2020-FST -92 dated 08.07.2021 and even no. dated 15.03.2022, the **In-principle / Stage-I approval** of the Central Government is hereby granted for diversion of **8.9856 ha** of forest land for widening and upgradation of NH-54 to 2-lane with paved shoulder and geometric improvements in the State of Mizoram ((Package-2)-Deemed Forest area by NHIDCL, subject to the following conditions:

A: Conditions which need to be complied prior to handing over of forest land by the State Forest Department.

1. The user agency shall transfer, the Net Present Value (NPV) of the forest land being diverted under this proposal, as per the Ministry's Guideline No.5-3/2011-FC (Vol.1) dated 06.01.2022 and even No. dated 19.01.2022. The requisite funds shall be transferred through online portal into CAMPA account of the State concerned;
2. The user agency shall transfer the cost of raising and maintaining the compensatory afforestation at the current wage rate in consultation with State Forest Department in the account of CAMPA of the concerned State through online portal. The scheme may include appropriate for anticipated cost increase for works scheduled for subsequent years;
3. The State Govt shall submit revised softcopy of KML/Shape file for diversion of 8.9856 ha and after examination and being found satisfactory by IRO, Shillong
4. The user agency shall transfer the cost of raising Avenue plantation on the road side with the State Forest Department to CAMPA account only though e-portal;
5. All the funds received from the user agency under the project shall be transferred deposited to CAMPA account only though e-portal (<https://parivesh.nic.in>). Amount deposited through other mode will not be accepted as compliance of the Stage-I clearance;

ofc



6. The NPV is to be calculated as per the latest guidelines of MoEF & CC dated 06.01.2022.
7. The complete compliance of the FRA, 2006 shall be ensured by way of prescribed certificate from the District Collector:
8. The KML files of the area to be diverted, the CA area shall be uploaded on the e-Green watch portal with all requisite details before issuing working permission towards linear projects or submitting compliance report for seeking Stage-II approval, as the case may be:
9. The cost of felling of trees shall be deposited by the User Agency with the State Forest Department:
10. The boundary of the diverted forest land, mining lease and safety zone, as applicable, shall be demarcated on ground at the project cost, by erecting four feet high reinforced cement concrete pillars, each inscribed with its serial number, distance from the pillar to pillar and GPS co-ordinates:
11. The State Govt shall submit the copy of the notification of mutation of the equivalent non-forest land identified for the compensatory afforestation prior to issue of working permission or submitting compliance report to the IPA whichever is earlier.
12. Undertaking from the user agency for providing proper drainage of retaining / breast wall in steep slopes and stabilization of side slope to avoid soil erosion and landslides; and to provide drains / cross drains. Physical barriers / structures to prevent muck from entering streams & rivers and other ecologically sensitive areas are to be constructed on the lower slope side, if required, before any construction works are started:
13. Violation of any of these conditions will amount to violation of Forest(Conservation) Act, 1980 and action would be taken as prescribed in para 1.21 of Chapter 1 of the Handbook of comprehensive guidelines of Forest(Conservation) Act, 1980 as issued by this Ministry's letter No. 5-2/2017-Fc dated 28.03.2019;
14. The compliance report shall be uploaded on e-portal (<https://parivesh.nic.in/>);

B: Conditions which need to be strictly complied on field after handing over of forest land to the user agency by the State Forest Department but the compliance in form of undertaking shall be submitted prior to Stage-II approval:

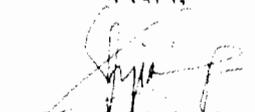
1. Legal status of the diverted forest land shall remain unchanged;
2. The Compensatory Afforestation shall be raised over non-forest i.e. 10.0 ha of identified by the State Forest Department at 2 (two) patches i.e. 4.0 ha and 6.0 ha at Khawten Thang, Suangpuilawn Range, Darlawn Forest Division;
3. The non-forest land transferred and mutated in favour of the State Forest Department shall be notified by the State Government as Reserve Forest/Protected Forest under Section-4 or PF under Section-29 of the Indian Forest Act, 1927 or under the relevant Section(s) of the local Forest Act latest within a period of six months from the date of issue of Stage-II approval. The Nodal Officer shall report compliance in this regard along with a



copy of the original notification declaring the non-forest land under Section 4 or Section 29 of the Indian Forest Act, 1927 or under the relevant Section(s) of the local Forest Act as the case may be, within the stipulated period to the Central Government for information and record.

- 4. The forest land proposed to be diverted shall under no circumstances be transferred to any other agency, department or person without prior approval of the Central Government;
 - 5. No damage to the flora and fauna of the adjoining area shall be caused;
 - 6. The layout plan of the proposal shall not be changed without the prior approval of the Central Government;
 - 7. The concerned Divisional Forest Officer, will monitor and take necessary mitigative measures to ensure that there is no adverse impact on the forests in the surrounding area;
 - 8. The user agency shall undertake re-grassing of the muck dumping area and restore the land to a condition which is fit for growth of fodder, flora, fauna etc;
 - 9. The User Agency shall submit the annual self-compliance report in respect of the above stated conditions to the State Government, concerned Regional Office and to this Ministry by the end of March every year;
 - 10. The user agency shall comply all the provisions of the all Acts, Rules, Regulations, Guidelines, Hon'ble Court Order (s) and NGT Order (s) pertaining to this project, if any, for the time being in force, as applicable to the project;
 - 11. All other clearance/NOCs under different applicable rules/regulations /local laws and under Forest Dwellers (Recognition of Forest Rights)Act, 2006 as required vide MoEF, New Delhi guideline No.11-9-1998-FC(pt) dated 03.08.2009 shall be complied with;
 - 12. As per Ministry's letter No 11-30.96-FC(Pt) dt 14.9.2001, if the compliance of stipulated conditions is awaited from the State Govt for more than 5(five) years, the in-principle approval would be summarily be revoked considering that the user agency is no longer interested in the project;
3. After receipt of the compliance report from the State Government on fulfilment of the conditions mentioned above, final approval will be issued in this regard. Formal transfer of forest land shall not be effected by the State Govt till final approval is granted by the Central Government.

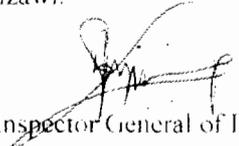
This is issued with approval of Deputy Director General of Forests (C).

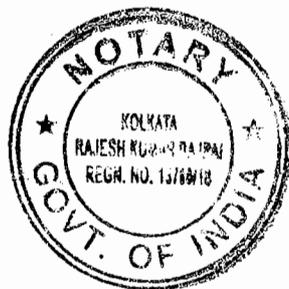
भवदीय,

(Mrs. L. Syiemiong)

वन उप महानिरीक्षक (केन्द्रीय) /Deputy Inspector General of Forests (C)

Copy to:

- 1. Additional Principal Chief Conservator of Forests & Nodal Officer (FC), Govt. of Mizoram, Department of Environment, Forests & Climate Change Department, Aizawl.


Deputy Inspector General of Forests(C)



81c

Timeline Details

Proposal received date at each stage of flow.

A. General Details

- (i). Proposal No. : FPMZ/ROAD/43622/2019
- (ii). Name of Project for which Forest Land is required : Widening and upgradation of NH-54 to 2-Lane with paved shoulder and geometric improvements from Km 8.00 to Km 380.00 in the State of Mizoram (JICA Funded), Km 125.0 to Km 250.0 (Package-2)
- (iii). Short narrative of the proposal and Project/scheme for which the forest land is required : The present configuration of road is varying from 3.75m to 5.5 m with earthen shoulder. NH-54 is the lifeline of the State of Mizoram linking its capital Aizawl in northern side at Km 8.00 to Tuipang in southern end at Km 380.00. In this JICA funded project, 372 Km road length is proposed to be wid
- (iv). File no. : 3-MZ C 059/2020-S/11

(v) State : Mizoram
 (vi) Category of the Project : Road
 (vii) Shape of forest land proposed to be diverted : Linear
 (viii) Area of forest land proposed for diversion(in ha): 8.9856



Proposal No.	Submitted by User Agency	Query for Shortcoming (if any) by Nodal Officer	Resubmission of Proposal by User Agency	Query by Nodal Officer for submitting Hard Copies	Uploading by (U.A.) of copies of receipt received from DFO & DC	Division	Circle	Nodal Office	State Government	Regional Office	Stage-I Approval on	Compliance Report Submitted by State on	Stage-II Approval on
FPMZ/ROAD/43622/2019	02/01/2020	07/01/2020	08/01/2020	08/01/2020	09/01/2020	Thenzawl Lunglei	Southern circle 29/01/2020 (Lunglei) Central circle 13/01/2020 (Thenzawl)	Mizoram 20/10/2020	Mizoram: 05/11/2020	Shillong: 05/11/2020	Shillong: 14/06/2022 By :Regional Office	Mizoram 28/06/2023	

C. Essential Details Sought History

Communication between Regional Office & State Government	Communication between State Government & Nodal Officer	Communication between Circle & Division	Communication between Division & User Agency

<p>Query raised by Regional Office (Shillong) on:06/11/2020</p> <p>Replied by State Government(Mizoram) on:29/06/2021</p> <p>Query raised by Regional Office (Shillong) on:02/08/2021</p> <p>Replied by State Government(Mizoram) on:02/02/2022</p> <p>Query raised by Regional Office (Shillong) on:14/02/2022</p> <p>Replied by State Government(Mizoram) on:15/03/2022</p>	<p>Query raised by State Government (Mizoram) on:25/11/2020</p> <p>Replied by Nodal Officer (Mizoram) on:29/06/2021</p> <p>Query raised by State Government (Mizoram) on:25/08/2021</p> <p>Replied by Nodal Officer (Mizoram) on:02/02/2022</p> <p>Query raised by State Government (Mizoram) on:17/02/2022</p> <p>Replied by Nodal Officer (Mizoram) on:10/03/2022</p>	<p>Query raised by Nodal Officer (Mizoram) on:25/11/2020</p> <p>Replied by Circle(Southern circle) on:17/06/2021</p> <p>Query raised by Nodal Officer (Mizoram) on:25/11/2020</p> <p>Replied by Circle(Central circle) on:29/06/2021</p> <p>Query raised by Nodal Officer (Mizoram) on:25/08/2021</p> <p>Replied by Circle(Southern circle) on:02/02/2022</p> <p>Query raised by Nodal Officer (Mizoram) on:25/08/2021</p> <p>Replied by Circle(Central circle) on:02/02/2022</p> <p>Query raised by Nodal Officer (Mizoram) on:17/02/2022</p> <p>Replied by Circle(Central circle) on:09/03/2022</p> <p>Query raised by Nodal Officer (Mizoram) on:17/02/2022</p> <p>Replied by Circle(Southern circle) on:09/03/2022</p>	<p>Query raised by Circle (Southern circle) on:29/01/2020</p> <p>Replied by DFO (Lunglei) on:26/05/2020</p> <p>Query raised by Circle (Southern circle) on:17/07/2020</p> <p>Replied by DFO (Lunglei) on:17/07/2020</p> <p>Query raised by Circle (Southern circle) on:20/10/2020</p> <p>Replied by DFO (Lunglei) on:20/10/2020</p> <p>Query raised by Circle (Southern circle) on:20/10/2020</p> <p>Replied by DFO (Lunglei) on:20/10/2020</p> <p>Query raised by Circle (Southern circle) on:25/11/2020</p> <p>Replied by DFO (Lunglei) on:17/06/2021</p> <p>Query raised by Circle (Southern circle) on:25/08/2021</p> <p>Replied by DFO (Thenzawi) on:16/12/2021</p> <p>Query raised by Circle (Central circle) on:25/08/2021</p> <p>Replied by DFO (Lunglei) on:02/02/2022</p> <p>Query raised by Circle (Central circle) on:17/02/2022</p> <p>Replied by DFO (Thenzawi) on:09/03/2022</p> <p>Query raised by Circle (Southern circle) on:17/02/2022</p> <p>Replied by DFO (Lunglei) on:09/03/2022</p>	<p>Query raised by DFO (Lunglei) on:25/11/2020</p> <p>Replied by UA on :15/06/2021</p> <p>Query raised by DFO (Lunglei) on:09/01/2022</p> <p>Replied by UA on :01/02/2022</p> <p>Query raised by DFO (Lunglei) on:17/02/2022</p> <p>Replied by UA on :03/03/2022</p> <p>Query raised by DFO (Thenzawi) on:17/02/2022</p> <p>Replied by UA on :03/03/2022</p> <p>Query raised by DFO (Lunglei) on:07/03/2022</p> <p>Replied by UA on :07/03/2022</p> <p>Query raised by DFO (Thenzawi) on:08/03/2022</p> <p>Replied by UA on :09/03/2022</p>
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D. Essential Details Sought History (Stage-II)

<p>Communication between Regional Office & State Government</p> <p>Query raised by Regional Office (Shillong) on:14/07/2023</p>	<p>Communication between State Government & Nodal Officer</p>	<p>Communication between Nodal Officer & User Agency</p>
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NOTE:- Proposal is pending at State Government for verifying Compliance of Conditions due to EDS raised by RO for Stage-II.



भारतसरकार
GOVERNMENT OF INDIA
पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय
MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE
क्षेत्रीय कार्यालय
INTEGRATED REGIONAL OFFICE
लॉड सी बलुम्बतंगेन/LAW-U-SIB, LUMBATNGEN,
शिलॉंग/SHILLONG-793021
TEL. 0364-2537278; FAX. 0364-2536041
E-mail: moefro.shillong@gov.in



2138

No. 3-MZ C 058/2020-SHI/315-16

2nd August, 2023

To,

Principal Secretary,
Government of Mizoram,
Environment, Forests & Climate Change Department,
Aizawl-796001.

Sub : Diversion of 4.3629 ha of forest land for widening and up gradation of NH-54 to 2-lane with pave shoulder and geometric improvements in the State of Mizoram (Package-3)-Deemed Forest area by NHIDCL.

Sr.

This has got reference to Government of Mizoram letter No.G.20015/2/2020-FST dated 04.09.2020 on the subject, wherein prior approval of the Central Government for the diversion of 4.3629 ha of forest land for widening and up gradation of NH-54 to 2-lane with pave shoulder and geometric improvements in the State of Mizoram (Package-3) was sought, in accordance with Section-2 of the Forest (Conservation) Act, 1980. After examination the Central Government, MoEF&CC, IRO, Shillong accorded Stage-I approval vide letter No. 3-MZ C 058/2020-SHI/3305-06 dated 22.03.2022 subject to fulfillment of certain conditions.

In this connection and on the basis of the compliance report furnished by the State Government of Mizoram vide letter No.G.20015/2/2021-FST/Vol-I dated 14.07.2022 & No.G.20015/2/2021-FST/Vol-II dated 19.07.2023 and transaction of funds for compensatory levies through transaction dated 02.06.2022 & 22.05.2023, **Final approval** of the Central Government is hereby granted under Section-2 of the Forest (Conservation) Act, 1980 for diversion of **4.3629 ha** of forest land for widening and up gradation of NH-54 to 2-lane with pave shoulder and geometric improvements in the State of Mizoram (Package-3)-Deemed Forest area by NHIDCL, subject to the following conditions:

1. Legal status of the forest land shall remain unchanged.
2. The Compensatory Afforestation shall be raised and maintained by the Forest Department over equivalent area diverted i.e. **4.3629 ha of non-forest land** identified by the State Govt at 2 (two) patches i.e. **3.83 ha** at location Manpui Ram under Manpui Village Council in Lawngtlai District and **0.5329 ha** under Lunglei Forest Division as identified by the State Govt as per the funds deposited by the User Agency. As far as possible, mixture of local indigenous species shall be planted and monoculture of any species may be avoided.
3. As per guidelines of MoEF (No. 8-84/2002-FC dt. 03.02.2004) the Non-Forest Land which has to be transferred and mutated in favour of State Forest Department shall be declared RF / PF under Section 4 & 20 or Section 29 of the Indian Forest Act, 1972 or under the relevant Section(s) of the local Forest Act, as the case may be. The Nodal Officer shall report compliance within a period of 6 months from the date of grant of final approval and send a copy of the original notification declaring the non-forest land under Section 4 or Section 29 of the Indian Forest Act, 1972, under relevant section of the State Forest Act as the case may be, to this office for information and record.
4. The KML files of the area to be diverted, the CA areas, the proposed SMC works, the WLMP area shall be uploaded on the e-Green watch portal with all requisite details.



5. User agency shall restrict the felling of trees to minimum number in the diverted forest land and the trees shall be felled under the strict supervision of the State Forest Department and the cost of felling of trees shall be deposited by the User Agency with the State Forest Department.
6. The protection and regeneration of safety zone shall be maintained by the State Govt as per the fund deposited by the User Agency.
7. The complete compliance of the FRA, 2006 shall be ensured by way of prescribed certificate from the concerned District Collector, if required.
8. **User agency may raise strip plantation on both sides of the road as per the IRC norms as per the fund deposited by the User Agency.**
9. **Speed regulating signage will be erected along the road at regular intervals in the Protected Areas/Forest Areas.**
10. **The user agency shall provide suitable under / over pass in Protected Area / Forest Area as per recommendation of CWLW / NBWL / FAC / REC, if applicable.**
11. The User Agency shall obtain the Environmental Clearance as per the provisions of the Environment (Protection) Act, 1986, if applicable.
12. The layout plan of the proposal shall not be changed without prior approval of Central Government.
13. No labour camp shall be established on the forest land.
14. Sufficient firewood, preferably the alternate fuel, shall be provided by the User Agency to the labourer after purchasing the same from the State Forest Department or the Forest Development Corporation or any other legal source of alternate fuel.
15. The boundary of the diversion forest land shall be suitably demarcated on ground at the project cost, as per the direction of the concerned Divisional Forest Officer.
16. Wherever possible and technically feasible, User Agency shall undertake afforestation measures along the road within the area diverted under this approval.
17. No additional or new path will be constructed inside the forest area for transportation of construction materials for execution of the project work.
18. The period of diversion under this approval shall be co-terminus with the period of lease to be granted in favour of the user agency or the project life, whichever is less.
19. The forest land shall not be used for any purpose other than that specified in the project proposal.
20. The forest land proposed to be diverted shall under no circumstances be transferred to any other agencies, departments or persons without prior approval of Govt. of India.



- 21. The overburden shall not be dumped outside the diverted land. The muck generated in the earth cuttings will be disposed of at the designated dumping sites and in no case the muck/debris will be allowed to roll down the hill slopes.
- 22. No damage to the flora and fauna of the adjoining area shall be caused.
- 23. The State Govt shall ensure that the user agency provide proper drainage of retaining / breast wall in steep slopes and stabilization of side slope to avoid soil erosion and landslides and provide for proper drains / cross drains. Physical barriers / structures to prevent muck from entering streams & rivers and other ecologically sensitive areas are to be constructed on the lower slope side, if required, before any construction work are started:
- 24. The user agency shall explore the possibility of successful translocation of maximum number of trees identified to be felled and shall ensure that any tree felling shall be done only when it is unavoidable and that too under strict supervision of the State Forest Department;
- 25. Violation of any of these conditions will amount to violation of Forest (Conservation) Act, 1980 and action would be taken as per the MoEF & CC Guideline F. No. 11-42/2017-FC dated 29/01/2018.
- 26. The User Agency will have to obtain the Forest (Conservation) Act, 1980 clearance for removal, if any, of stone, river sand, river boulders in forest land.
- 27. The User Agency shall submit the annual self-compliance report in respect of the above stated conditions to the State Government, concerned Regional Office and to this Ministry by the end of March every year;
- 28. The user agency shall comply all the provisions of the all Acts, Rules, Regulations, Guidelines, Hon'ble Court Order (s) and NGT Order (s) pertaining to this project, if any, for the time being in force, as applicable to the project;
- 29. This approval may be revoked, if, the above conditions of approval is not complied to the satisfaction of the Integrated Regional Office, Shillong.
- 30. Any other conditions as may be found appropriate in future for the betterment of environment & wildlife, may be imposed by Integrated Regional Office, Shillong.

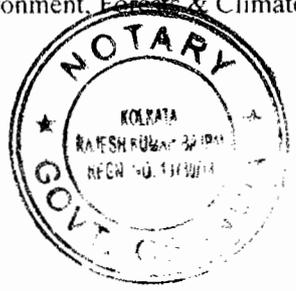
This is issued with approval of Deputy Director General of Forests (C).

Yours faithfully,

(Mrs. L. J. Syiemiong)
Deputy Inspector General of Forests (C)

Copy to:

- ✓ 1. Additional Principal Chief Conservator of Forests & Nodal Officer (FC), Govt. of Mizoram, Department of Environment, Forests & Climate Change Department, Aizawl.



[Handwritten Signature]
Deputy Inspector General of Forests (C)

2141

TimeLine Details

Proposal received date at each stage of flow.

A. General Details

- (i). Proposal No. : FP/MZ/ROAD/43625/2019
- (ii). Name of Project for which Forest Land is required : Widening and upgradation of NH-54 to 2-lane with paved shoulder and geometric improvements from Km 8.00 to Km 380.00 in the State of Mizoram (JICA Funded), Km 250.0 to Km 380.0 (Package-3)
- (iii). Short narrative of the proposal and Project/scheme for which the forest land is required : The present configuration of road is varying from 3.75m to 5.5 m with earthen shoulder. NH-54 is the lifeline of the State of Mizoram linking its capital Aizawl in northern side at Km 8.00 to Tuipang in southern end at Km 380.00. In this JICA funded project, 372 Km road length is proposed to be widened.
- (iv). File no. : 3-MIN B 058/2020-SHI
- (v). State : Mizoram
- (vi). Category of the Project : Road
- (vii). Shape of forest land proposed to be diverted : Linear
- (viii). Area of forest land proposed for diversion (in ha.) : 4.3629

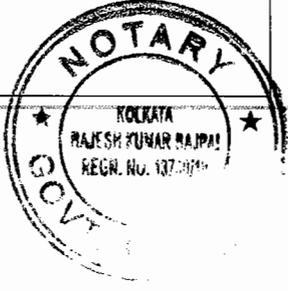


Submitted by (User Agency name) by Nodal Officer	Query for (Shortcoming/any) by Nodal Officer	Resubmission of Proposal by User Agency	Query by Nodal Officer submitting Hard Copies	Uploading by (U.A.) of copies of receipt received from DFO & DC	Division	Circle	Nodal Office	State Government	Regional Office	Stage-I Approval	Compliance Report Submitted by State on	Stage-II Approval
FP/MZ/ROAD/43625/2019	02/01/2020	07/01/2020	08/01/2020	09/01/2020	Lunglei	Southern circle : 29/01/2020 (Lal Autonomous District Council) Southern circle : 24/01/2020 (Lunglei)	Mizoram : 30/01/2020	Mizoram : 28/05/2020	Shillong : 21/09/2020	22/03/2024 By : Regional Office	Mizoram : 18/07/2022	02/08/2023 By : Regional Office

C. Essential Details Sought History

Communication between Regional Office & State Government	Communication between State Government & Nodal Officer	Communication between Circle & Division	Communication between Division & User Agency
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<p>Query raised by Regional Office (Shillong) on:05/10/2020</p> <p>Replied by State Government(Mizoram) on:10/03/2021</p> <p>Query raised by Regional Office (Shillong) on:27/07/2021</p> <p>Replied by State Government(Mizoram) on:28/12/2021</p> <p>Query raised by Regional Office (Shillong) on:10/01/2022</p> <p>Replied by State Government(Mizoram) on:08/03/2022</p>	<p>Query raised by State Government (Mizoram) on:28/07/2020</p> <p>Replied by Nodal Officer (Mizoram) on:31/08/2020</p> <p>Query raised by State Government (Mizoram) on:25/11/2020</p> <p>Replied by Nodal Officer (Mizoram) on:10/03/2021</p> <p>Query raised by State Government (Mizoram) on:25/08/2021</p> <p>Replied by Nodal Officer (Mizoram) on:23/12/2021</p> <p>Query raised by State Government (Mizoram) on:28/01/2022</p> <p>Replied by Nodal Officer (Mizoram) on:02/03/2022</p>	<p>Query raised by Nodal Officer (Mizoram) on:28/07/2020</p> <p>Replied by Circle(Southern circle) on:31/08/2020</p> <p>Query raised by Nodal Officer (Mizoram) on:25/11/2020</p> <p>Replied by Circle(Southern circle) on:10/03/2021</p> <p>Query raised by Nodal Officer (Mizoram) on:25/08/2021</p> <p>Replied by Circle(Southern circle) on:23/12/2021</p> <p>Query raised by Nodal Officer (Mizoram) on:28/01/2022</p> <p>Replied by Circle(Southern circle) on:22/02/2022</p>	<p>Query raised by Circle (Southern circle) on:28/07/2020</p> <p>Replied by DFO (Lunglei) on:31/08/2020</p> <p>Query raised by Circle (Southern circle) on:28/07/2020</p> <p>Replied by DFO (Lai Autonomous District Council) on:31/08/2020</p> <p>Query raised by Circle (Southern circle) on:25/11/2020</p> <p>Replied by DFO (Lai Autonomous District Council) on:10/03/2021</p> <p>Query raised by Circle (Southern circle) on:25/08/2021</p> <p>Replied by DFO (Lunglei) on:23/12/2021</p> <p>Query raised by Circle (Southern circle) on:25/08/2021</p> <p>Replied by DFO (Lai Autonomous District Council) on:23/12/2021</p> <p>Query raised by Circle (Southern circle) on:28/01/2022</p> <p>Replied by DFO (Lai Autonomous District Council) on:22/02/2022</p>	<p>Query raised by DFO (Lai Autonomous District Council) on:28/01/2022</p> <p>Replied by UA on:02/02/2022</p> <p>Query raised by DFO (Lai Autonomous District Council) on:15/02/2022</p> <p>Replied by UA on:22/02/2022</p>
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D. Essential Details Sought History. (Stage-II).

<p>Communication between Regional Office & State Government</p> <p>Query raised by Regional Office (Shillong) on:29/07/2022</p> <p>Replied by State Government(Mizoram) on:20/12/2022</p> <p>Query raised by Regional Office (Shillong) on:02/01/2023</p> <p>Replied by State Government(Mizoram) on:13/07/2023</p>	<p>Communication between State Government & Nodal Officer</p> <p>Query raised by State Government (Mizoram) on:03/08/2022</p> <p>Replied by Nodal Officer (Mizoram) on:20/12/2022</p>	<p>Communication between Nodal Officer & User Agency</p> <p>Query raised by Nodal Officer on:12/08/2022</p> <p>Replied by UA on:25/08/2022</p>
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NOTE:- Stage-II Approval accorded by : Regional Office.



भारत सरकार
GOVERNMENT OF INDIA
एकीकृत क्षेत्रीय कार्यालय
INTEGRATED REGIONAL OFFICE
पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय
MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE
लॉउ सीब लुम्बतंगेन/LAW-U-SIB, LUMBATNGEN,
शिलॉंग/SHILLONG-793021
TEL. 0364-2537278; Fax. 0364-2536041
E-mail: moefro.shillong@gov.in



No. 3-MZ C 008/2020-SHI/ 1305-06

14th September, 2021

To,

Principal Secretary,
Government of Mizoram,
Environment, Forests & Climate Change Department,
Aizawl-796001.

Sub: Diversion of 11.62 Hectare of forest land for widening and upgradation of NH-54 to 2-lane with paved shoulder and geometric improvements from Km 8.00 to Km 380.00 in the State of Mizoram (JICA Funded), Km 250.0 to Km 380.00 (Package-3) by NHIDCL.

Sir,

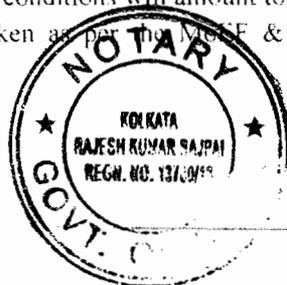
This has got reference to Government of Mizoram letter No. B.22019/17/2019-FC/PCCF/109 dated 13.02.2020 and even No.135-136 Dated 27.04.2020, even no. 141 Dated 19.05.2020 and No. G.20015/2/2020-FST Dated 22.07.2020 on the subject mentioned above seeking prior approval of the Central Government under Section-2 of the Forest (Conservation) Act, 1980. After examination of the proposal, In-principle approval (IPA) was granted vide this office letter of even number dated 05.08.2020 subject to fulfillment of certain conditions.

In this connection and on the basis of the compliance report furnished by the State Government vide letter No. B.22019/17/2019-FC/PCCF/88-94 dated 09.07.2021 and submission of compensatory levies by e-challan and online payment by user agency under CAMPA. **Final approval** of the Central Government is hereby granted under Section-2 of the Forest (Conservation) Act, 1980 for diversion of **11.62 Hectare** of forest land for widening and upgradation of NH-54 to 2-lane with paved shoulder and geometric improvements from Km 8.00 to Km 380.00 in the State of Mizoram (JICA Funded), Km 250.0 to Km 380.00 (Package-3) by NHIDCL, subject to the following conditions:

1. Legal status of the forest land shall remain unchanged.
2. The Compensatory Afforestation shall be raised and maintained by the Forest Department over **24.0 ha of non-forest land** identified by the State Govt at Saikao Rah under Mara Autonomous District Council in Saiha District, Mizoram as per the funds deposited by the User Agency. As far as possible, mixture of local indigenous species shall be planted and monoculture of any species may be avoided.
3. As per guidelines of MoEF (No. 8-84/2002-FC dt. 03.02.2004) the Non-Forest Land which has already been mutated in favour of State Forest Department shall be declared RF / PF under Section 4 & 20 or Section 29 of the Indian Forest Act, 1972. The Nodal Officer shall report compliance within a period of 6 months along with a copy of the original notification declaring such Non-Forest Land as RF / PF.
4. User agency shall restrict the felling of trees to minimum number in the diverted forest land and the trees shall be felled under the strict supervision of the State Forest Department and the cost of felling of trees shall be deposited by the User Agency with the State Forest Department.
5. The complete compliance of the FRA, 2006 shall be ensured by way of prescribed certificate from the concerned District Collector.



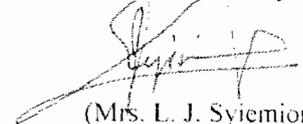
6. User agency may raise strip plantation on both sides of the road as per the IRC norms as per the fund deposited by the User Agency.
7. Speed regulating signage will be erected along the road at regular intervals in the Protected Areas/Forest Areas.
8. The user agency shall provide suitable under / over pass in Protected Area / Forest Area as per recommendation of CWLW / NBWL / FAC / REC, if applicable.
9. The User Agency shall obtain the Environmental Clearance as per the provisions of the Environment (Protection) Act. 1986, if applicable.
10. The layout plan of the proposal shall not be changed without prior approval of Central Government.
11. No labour camp shall be established on the forest land.
12. Sufficient firewood, preferably the alternate fuel, shall be provided by the User Agency to the labourer after purchasing the same from the State Forest Department or the Forest Development Corporation or any other legal source of alternate fuel.
13. The boundary of the diversion forest land shall be suitably demarcated on ground at the project cost, as per the direction of the concerned Divisional Forest Officer.
14. No additional or new path will be constructed inside the forest area for transportation of construction materials for execution of the project work.
15. The period of diversion under this approval shall be co-terminus with the period of lease to be granted in favour of the user agency or the project life, whichever is less.
16. The forest land shall not be used for any purpose other than that specified in the project proposal.
17. The forest land proposed to be diverted shall under no circumstances be transferred to any other agencies, department or person without prior approval of Govt. of India.
18. The overburden shall not be dumped outside the diverted land. The muck generated in the earth cuttings will be disposed of at the designated dumping sites and in no case the muck debris will be allowed to roll down the hill slopes.
19. No damage to the flora and fauna of the adjoining area shall be caused;
20. The State Govt shall ensure that the user agency provide proper drainage of retaining / breast wall in steep slopes and stabilization of side slope to avoid soil erosion and landslides and provide for proper drains / cross drains.
21. The user agency shall explore the possibility of successful translocation of maximum number of trees identified to be felled and shall ensure that any tree felling shall be done only when it is unavoidable and that too under strict supervision of the State Forest Department;
22. Violation of any of these conditions will amount to violation of Forest (Conservation) Act. 1980 and action would be taken as per the MUSE & CC Guideline F. No. 11-42-2017-FC dated 29/01/2018.



- 23. The User Agency will have to obtain the Forest (Conservation) Act, 1980 clearance for removal, if any, of stone, river sand, river boulders in forest land.
- 24. The User Agency shall submit the annual self-compliance report in respect of the above stated conditions to the State Government, concerned Regional Office and to this Ministry by the end of March every year;
- 25. The user agency shall comply all the provisions of the all Acts, Rules, Regulations, Guidelines, Hon'ble Court Order (s) and NGT Order (s) pertaining to this project, if any, for the time being in force, as applicable to the project;
- 26. This approval may be revoked, if, the above conditions of approval is not complied to the satisfaction of the Integrated Regional Office, Shillong.
- 27. Any other conditions as may be found appropriate in future for the betterment of environment & wildlife, may be imposed by Integrated Regional Office, Shillong.

This is issued with approval of Deputy Director General of Forests (C).

Yours faithfully,



(Mrs. L. J. Syiemiong)

Deputy Inspector General of Forests (C)

Copy to:

- 1. Additional Principal Chief Conservator of Forests & Nodal Officer (FC), Govt. of Mizoram, Department of Environment, Forests & Climate Change Department, Aizawl.


Deputy Inspector General of Forests (C)



Timeline Details

Proposal received date at each stage of flow.

A. General Details

- (i). Proposal No. : FP/MZ/ROAD/41894/2019
- (ii). Name of Project for which Forest Land is required : Widening and upgradation of NH-54 to 2-Lane with paved shoulder and geometric improvements from Km 8.00 to Km 380.00 in the State of Mizoram (JICA Funded), Km 250.0 to Km 380.0 (Package-3)
- (iii). Short narrative of the proposal and Project/scheme for which the forest land is required : The present configuration of road is varying from 3.75m to 5.5 m with earthen shoulder. NH-54 is the lifeline of the State of Mizoram linking its capital Aizawl in northern side at Km 8.00 to Tuipang in southern end at Km 380.00. In this JICA funded project, 372 Km road length is proposed to be wide
- (iv). File no. : 3-MZ C 008/2020-SII
- (v). State : Mizoram
- (vi). Category of the Project : Road
- (vii). Shape of forest land proposed to be diverted : Linear
- (viii). Area of forest land proposed for diversion(in ha.): 11.62

B. Title Line



Prop. No.	Query for Submitted by User Agency	Query for Resubmission of Proposal for User Agency	Query by Nodal Officer	Uploading (by U.A.) of copies of receipt received from DFO & DC	Division	Circle	Nodal Office	State Government	Regional Office	Stage-I Approval on	Compliance Report Submitted by State on	Stage-II Approval on
FP/MZ/ROAD/41894/2019	04/09/2019	16/09/2019	30/09/2019	01/10/2019	Mara Autonomous District Council	Southern circle	Mizoram	Mizoram	Shillong	05/08/2020	Mizoram	14/09/2021
	04/09/2019	27/09/2019	30/09/2019	01/10/2019	Mara Autonomous District Council	Southern circle	Mizoram	Mizoram	Shillong	05/08/2020	Mizoram	14/09/2021

C. Essential Details Sought History

Communication between Regional Office & State Government	Communication between State Government & Nodal Officer	Communication between Nodal Officer & Circle	Communication between Circle & Division	Communication between Division & User Agency
Query raised by Regional Office (Shillong) on:06/03/2020	Query raised by State Government (Mizoram) on:23/03/2020	Query raised by Nodal Officer (Mizoram) on:23/03/2020	Query raised by Circle (Southern circle) on:23/03/2020	Query raised by DFO (Mara Autonomous District Council) on:23/03/2020
Replied by State Government(Mizoram) on:26/05/2020	Replied by Nodal Officer (Mizoram) on:26/05/2020	Replied by Circle(Southern circle) on:26/05/2020	Replied by DFO (Mara Autonomous District Council) on:26/05/2020	Replied by UA on :21/04/2020
Query raised by Regional Office (Shillong) on:23/06/2020				
Replied by State Government(Mizoram) on:31/07/2020				

NOTE:- Stage-II Approval accorded by **Regional Office.**

2147



Government of India
 Ministry of Environment, Forest & Climate Change
 North Eastern Regional Office
 Law-U-Sib Lumbatngen
 Near MTC Workshop, Shillong-793021
 Tel(0364)-253-7609,7340/7395/7278.
 Fax No(0364)2536041/2536983.
 Email:- ro.nez.shil@gmail.com & moefro.shillong@gov.in

भारत सरकार
 पर्यावरण , वन एवं जलवायु परिवर्तन मंत्रालय
 पूर्वोत्तर क्षेत्रीय कार्यालय, शिलांग
 लॉउ सीब लुम्बतंगेन
 एम् टी सी के पास ,शिलांग -७९३०२१
 टेली(0364) 253-7609,7340/7395/7278
 फैक्स (0364)-2536041/2536983
 ईमेल:- ro.nez.shil@gmail.com/moefro.shillong@gov.in

No. 3-MZ C 079/2017-SHI / 828 -29

20th August, 2019

सेवा में,

प्रधान सचिव/ Principal Secretary,
 पर्यावरण वन और जलवायु परिवर्तन विभाग /Environment, Forest & Climate Change Department,
 मिजोरम सरकार/ Govt of Mizoram,
 आइजोल / Aizawl- 796001

Sub: Proposal for diversion of 11.18 ha of forest land for widening and upgradation of NH-54 to 2-Lane with paved shoulder and geometric improvements from km 8.00 to km 380.00 in the State of Mizoram (JICA Funded) km 250.00 to km 380.00 (Package -3) excluding 5.06 km in Lawngtlai City portion by NHIDCL.

Sir,

This has got reference to the State Govt letter F.No.20015/2/91-FST dated 20.10.2017 on the subject mentioned above, seeking prior approval of the Central Government in accordance with Section 2 of the FCA, 1980.

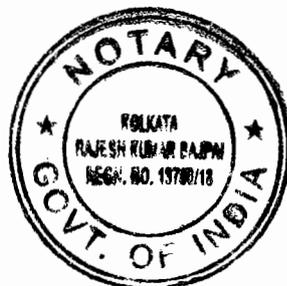
After careful consideration of the proposal, In-Principle Approval was granted by Regional Office, Shillong vide letter F.No. 3-MZ C 079/2017-SHI/791-92 dated 18.05.2018 subject to fulfillment of certain conditions. The State Government has furnished compliance report in respect of the conditions stipulated in the In-Principle Approval and has requested the Central Government to grant Final Approval.

In this connection and on the basis of the compliance report furnished by the State Government vide letter F. No. B22013/6A/2018-FC/PCCF/26 dated 29.11.2018 and No. B 22019/6A/2018-FC/PCCF/164 dated 03.07.2019 and confirmation of fund deposited for compensatory levies by the Ad hoc CAMPA, New Delhi vide letter No. 1-24/2013-CAMPA dated 19.08.2019, Final Approval of the Central Government is hereby granted under Section-2 of the Forest (Conservation) Act, 1980 for diversion of 11.18 ha of forest land for widening and upgradation of NH-54 to 2-Lane with paved shoulder and geometric improvements from km 8.00 to km 380.00 in the State of Mizoram (JICA Funded) km 250.00 to km 380.00 (Package -3) excluding 5.06 km in Lawngtlai City portion by NHIDCL subject to the following conditions:

- (i) The legal status of the forest land shall remain unchanged.
- (ii) The compensatory afforestation shall be raised by the State Forest Department over equivalent non forest land of 11.18 ha identified at Amoby (6.37 ha), Siaha Range of Mara Forest Department, and Mampui Ram(4.81 ha), Lawngtlai Range of Lai Forest Department as per the fund deposited by the User Agency & scheme furnished by the State Govt. 20% of the plantation shall be carried out of indigenous medicinal plant, aromatic plants, shrubs, herbs and trees.

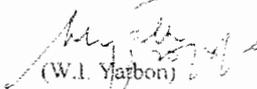


- (iii) The non-forest land which has been transferred and mutated in favour of the State Forest Department for the purpose of compensatory afforestation shall be declared as Reserved Forest under Section-4 or Protected Forest under Section-29 of the Indian Forest Act, 1927 or under the relevant Section(s) of the State Forest Act. The Nodal Officer, Forest (Conservation) Act, 1980 may report compliance within a period of six (6) months from the date of grant of final approval and send a copy of the original notification declaring the non-forest land under Section 4 or Section 29 of the Indian Forest Act, 1927, or under the relevant section of the State Forest Act as the case may be, to this Office for information and record.
- (iv) The concerned DFO shall prepare the scheme for raising avenue plantation on both side of the road and the cost shall be deposited to concerned Ad-CAMPA account and shall be borne by the user agency.
- (v) The user agency shall restrict the felling of trees to minimum numbers in the diverted forest land and the trees shall be felled under the strict supervision of the State Forest Department and cost of felling of trees shall be deposited by the User Agency with the State Forest Department.
- (vi) The user agency shall raise strip plantation on both sides and central verge of the road as per the IRC norms.
- (vii) The speed regulating signage will be erected along the road at regular intervals in the Protected Areas/ Forest Areas.
- (viii) The user agency shall provide suitable under / over pass in Protected Area / Forest Area as per recommendations of CWLW / NBWL / FAC / REC, if any.
- (ix) The boundary of the diverted forest land shall be suitably demarcated on ground at the project cost, as per the directions of the concerned Divisional Forest Officer.
- (x) No additional or new path will be constructed inside the forest area for transportation of construction materials for execution of the project work.
- (xi) The period of diversion under this approval shall be co-terminus with the period of lease to be granted in favour of the user agency or the project life, whichever is less.
- (xii) The User Agency shall not expand its occupation or use surrounding forest/forest land in any manner otherwise expressed in this clearance.
- (xiii) Land so diverted shall revert back to the Forest Department in case it is not needed for the above use after due restoration to its original status (as far as possible and to the satisfaction of State Forest Dept.).
- (xiv) The User Agency shall take all possible precautions & care all the time not to impact adversely the surrounding forests and forest land by their actions/activities.
- (xv) The user agency will undertake comprehensive soil and water conservation measures at the project cost.
- (xvi) Overburden shall not be dumped outside the width of the road. The muck generated in the earth cutting will be disposed off at the designated dumping sites and in no case the muck/debris will be allowed to roll down the hill slopes.
- (xvii) The muck dumping area shall be stabilized and plantation of suitable species shall be carried out over stabilized dumps on the cost of the user agency under the supervision of State Forest Department.
- (xviii) Wherever possible and technically feasible, the user agency shall undertake afforestation measures along the road within the area diverted under this approval, in consultation with the State Forest Department at the project cost.
- (xix) No damage to the flora fauna of the area shall be caused.
- (xx) No labour camp shall be established inside the forest area.



- (xxi) The user agency shall provide fuel wood preferably alternate fuel to the labourers working at the site to avoid damage/felling of trees or buy the fuel wood from the extracted timber from the Forest Department to be used by labourers.
- (xxii) The designing of culverts/ bridges, if any, over the natural streams/rivers/canals should be done in such a manner that it does not hamper the natural course of the water, does not give rise to water logging and also does not hamper the movement of the wild animals.
- (xxiii) All the site specific engineering structures like retaining walls, breast wall and drainage shall be constructed to avoid any soil erosion and to provide slope stability of the concerned hills.
- (xxiv) The user agency shall obtain the Environment Clearance under Environment Protection Act, 1986, if applicable.
- (xxv) The user agency will have to obtain the Forest (Conservation) Act, 1986 clearance for removal, if any, of the stone, river sand, river boulders in forest land.
- (xxvi) The proposal will be implemented under the overall supervision of the concerned Divisional Forest Officer.
- (xxvii) The forest land shall not be used for any purpose other than that specified in the project proposal.
- (xxviii) The forest land proposed to be diverted shall under no circumstances be transferred to any other agencies, department or person without prior approval of Govt. of India.
- (xxix) The layout plan shall not be changed without the prior approval of the Central Government.
- (xxx) In case of any violation of the stipulated conditions immediate action is to be taken by the Forest Department as per Ministry's letter No 5-5/86/FC dated 07.12.1999, No 2-1-51/2004/RONE/Vol II/3181-02 dated 28.12.2006 and F. No. 11-42/2017-FC dtd 29/01/2018.
- (xxxi) All other clearances / NOCs under different rules / regulations / local laws and under Forest Dwellers (Recognition of Forest Rights) Act, 2006 as required vide MoEF, New Delhi guideline No. 11-9/1998-FC(Pt) dated 03.08.2009 shall be complied with.
- (xxxii) Any other conditions as may be found appropriate in future for the betterment of environment & wildlife, may be imposed by North Eastern Regional Office, MoEF&CC, Shillong.
- (xxxiii) This approval may be revoked if the above condition of approval is not complied to the satisfaction of the North Eastern Regional Office, Shillong.

भवदीय.


(W.I. Yarbon)

वन उप महानिरीक्षक (केंद्रीय)

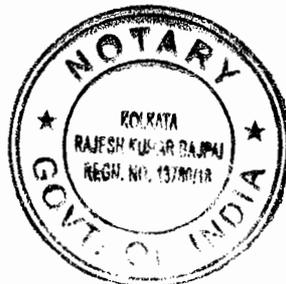
/Deputy Inspector General of Forests(C)

Copy to:

The Addl. Principal Chief Conservator of Forests & Nodal Officer (FC), Environment, Forest & Climate Change Department, Govt of Mizoram, Aizawl- 796001.

वन उप महानिरीक्षक (केंद्रीय)

/Deputy Inspector General of Forests(C)



TimeLine Details

Proposal received date at each stage of flow.



A. General Details

- (i). Proposal No. : FPMZ/ROAD/24010/2017
- (ii). Name of Project for which Forest Land is required : Widening and upgradation of NH-54 to 2-Lane with paved shoulder and geometric improvements from Km 8.00 to Km 380.00 in the State of Mizoram (JICA Funded) Km 250.00 to Km 380.00 in Package 3 excluding 5.06 km in Lawngitai City portion.
- (iii). Short narrative of the proposal and Project/scheme for which the forest land is required : The present configuration of road is varying from 3.75m to 5.5 m with earthen shoulder. NH-54 is the lifeline of the State of Mizoram linking its capital Aizawl in northern side at Km 8.00 to Tuipang in southern end at Km 380.00. In this JICA funded project, 372 Km road length is proposed to be wid
- (iv). File no. : 3-MN C 079/2017-SHI
- (v). State : Mizoram
- (vi). Category of the Project : Road
- (vii). Shape of forest land proposed to be diverted : Linear
- (viii). Area of forest land proposed for diversion(in ha.) : 11.18

B. Time Line

Project No.	Query for Submitted by User Agency	Query for Shortcoming (if any) by Nodal Officer	Resubmission of Proposal by User Agency	Query by Nodal Officer for submitting Hard Copies	Uploading (by U.A.) of copies of receipt received from DFO & DC	Division	Circle	Nodal Office	State Government	Regional Office	Stage-I Approval on	Compliance Report Submitted by State on	Stage-II Approval on
FPMZ/ROAD/24010/2017	07/02/2017	28/06/2017	28/06/2017	28/08/2017	04/07/2017	Lai Autonomous District Council Mara Autonomous District Council	Southern circle 28/09/2017 (Mara Autonomous District Council) Southern circle 29/09/2017 (Lai Autonomous District Council)	Mizoram 11/10/2017	Mizoram 12/10/2017	Shillong: 13/10/2017	18/05/2018 By Regional Office	Mizoram 13/11/2019	20/08/2019 By Regional Office



C. Essential Details Sought History

Communication between Regional Office & State Government	Communication between State Government & Nodal Officer	Communication between Nodal Officer & Circle	Communication between Circle & Division	Communication between Division & User Agency
Query raised by Regional Office (Shillong) on: 07/11/2017 Replied by State Government (Mizoram) on: 15/12/2017	Query raised by State Government (Mizoram) on: 29/11/2017 Replied by Nodal Officer (Mizoram) on: 15/12/2017		Query raised by Circle (Southern circle) on: 11/10/2017 Replied by DFO (Mara Autonomous District Council) on: 11/10/2017 Query raised by Circle (Southern circle) on: 11/10/2017 Replied by DFO (Lai Autonomous District Council) on: 11/10/2017 Query raised by Circle (Southern circle) on: 11/10/2017 Replied by DFO (Mara Autonomous District Council) on: 11/10/2017	

NOTE:- Stage-II Approval accorded by Regional Office.

2154

2023

No.G.20015/2/2021-FST/Vol-I
GOVERNMENT OF MIZORAM
ENVIRONMENT, FORESTS & CLIMATE CHANGE DEPARTMENT

Dated Aizawl, the 23rd May, 2023

ORDER

Subject:- Diversion of 2.43278 ha of forest land for construction of Bypass at Chhiahtlang and Serchhip (Package-I) on Aizawl - Tuipang Section of NH-54 in the State of Mizoram Engineering, Procurement and Construction (EPC) mode with JICA loan assistance - reg.

Whereas, the User Agency (NIIDCI) has made necessary payments as per In-Principle Approval of the project issued by MoEF&CC vide No.3-MZ.B.024/2021-SHM/103-104 dt.17.04.2023;

Now, therefore, in pursuance of the said In-Principle Approval and Guidelines issued by MoEF&CC vide letter No.II-306/2014-FC(Pl.) dt. 28.08.2015, the Government of Mizoram hereby conveys the Working Permission for construction of Bypass at Chhiahtlang and Serchhip (Package-I) on Aizawl-Tuipang Section of NH-54 in the State of Mizoram Engineering, Procurement and Construction (EPC) mode with JICA loan assistance, subject to compliance of all formalities and conditions stipulated in the In-Principle Approval. The Working Permission is for 1 (one) year, w.e.f. issue of this Order, and the Compliance Report shall be submitted within the period of Working Permission to MoEF&CC.

In this regard, the Divisional Forest Officer, Thenzawl Forest Division, having jurisdiction over the forest land proposed to be diverted is hereby authorized to act upon the following:

1. Issue Order for felling of project affected trees and commencement of the project works on behalf of the Government of Mizoram.
2. Monitor the conditions stipulated in the In-Principle Approval and ensure strict compliance of the conditions.
3. Submit fortnightly monitoring report to the Addl. PCCF & Nodal Officer (FC), Mizoram.

The User Agency shall execute all works against which undertakings have been submitted and submit compliance report immediately.

Working permission shall be withdrawn forthwith in case of deviation of any condition stipulated in the In-Principle Approval and other violations of any Rules/Guidelines issued by MoEF&CC.

All codal formalities are to be observed while granting permission for extraction of trees.

Sd/- R.K. SINGH
Principal Secretary to the Govt. of Mizoram,
Environment, Forests & Climate Change Department.

Cont...2/-



Dated Aizawl, the 23rd May, 2023

Memo No.G.20015/2/2021-FST/Vol-I

Ministry of Environment, Forests &

Copy to :-

1. The Deputy Inspector General of Forests (C), Ministry of Forests, Shillong. Climate Change, Integrated Regional Office, Mizoram.
2. The Principal Chief Conservator of Forests, Mizoram.
3. The Addl. PCCF & Nodal Officer (FC), Mizoram.
4. The Conservator of Forests, Central Circle.
5. Divisional Forest Officer, Thenzawl Forest Division.
6. The Executive Director, NHIDCL, RO-Aizawl T-86, 3rd Floor, Tuikhuahlang, Aizawl.



H.C. ZONUNTHARA
23/05/2023

(H.C. ZONUNTHARA)

Under Secretary to the Govt. of Mizoram,
Environment, Forests & Climate Change Department
Ph.no.: 0389-2335237



भारतसरकार
GOVERNMENT OF INDIA
एकीकृतक्षेत्रीयकार्यालय
INTEGRATED REGIONAL OFFICE
पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय
MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE
लॉउसीबलुम्बतंगेन/LAW-U-SIB, LUMBATNGEN,
शिलॉंग/SHILLONG-793021
TEL. 0364-2537278; FAX. 0364-2536041
E-mail: moefro.shillong@gov.in



2154

No. 3-MZ B 024/2021-SHI/ 102-04

17th April, 2023

To,

Principal Secretary,
Government of Mizoram,
Environment, Forests & Climate Change Department,
Aizawl-796001.

Sub : Proposal for diversion of 2.43278 ha of forest land for construction of Bypass at Chhiahtlang and Serchhip (Package-I) on Aizawl – Tuipang Section of NH-54 in the State of Mizoram Engineering, Procurement and Construction (EPC) mode with JICA loan assistance, by NHIDCL.

Sir,

This has got reference to the State Government of Mizoram letter No.G.20015/2/2020-FST dated 12.04.2021 on the subject mentioned above seeking prior approval of the Central Government under Section-2 of the Forest (Conservation) Act, 1980.

2. After careful examination of the proposal of the State Government of Mizoram and the additional information submitted vide their letter No.B.22015/2/2021-FST dated 05.05.2021 and even no.FST/Vol-I dated 06.02.2023, and on receipt of **ex-post facto approval** from the Competent Authority, MoEF&CC, New Delhi, the **In-principle / Stage-I ex-post facto approval** of the Central Government is hereby granted for diversion of **2.43278 ha** of forest land for construction of Bypass at Chhiahtlang and Serchhip (Package-I) on Aizawl – Tuipang Section of NH-54 in the State of Mizoram Engineering, Procurement and Construction (EPC) mode with JICA loan assistance by NHIDCL, subject to the following conditions:

A: Conditions which need to be complied prior to handing over of forest land by the State Forest Department.

1. The user agency shall transfer, the Net Present Value (NPV) of the forest land being diverted under this proposal, as per the Ministry's Guideline No.5-3/2011-FC (Vol.I) dated 06.01.2022 and even No. dated 19.01.2022. The requisite funds shall be transferred through online portal into CAMPA account of the State concerned;
2. The user agency shall transfer the cost of raising and maintaining the compensatory afforestation at the current wage rate in consultation with State Forest Department in the account of CAMPA of the concerned State through online portal. The scheme may include appropriate for anticipated cost increase for works scheduled for subsequent years;
3. The user agency shall transfer the cost of raising Avenue plantation on the road side with the State Forest Department to CAMPA account only though e-portal;
4. The penalty for violation shall be equal to NPV of forest land per hectare for each year of violation from the date of actual diversion as reported by the inspecting officer with maximum up to five (5) times of NPV plus 12 % simple interest till the deposits is made. In this case, 20% of the above penalty shall be imposed, as this proposal is for public utility project of the Government.



5. State Government will initiate disciplinary action against the Forest officers/officials concerned as per Rules / Laws for not being able to prevent use of forest land for non-forestry purpose without prior approval of Government of India.

6. User agency, NHIDCL, responsible for violation shall be prosecuted under local Act of the State for unauthorized use of forest land without the permission of State authority.

7. All the funds received from the user agency under the project shall be transferred/deposited to CAMPA account only through e-portal (<https://parivesh.nic.in>). Amount deposited through other mode will not be accepted as compliance of the Stage-I clearance;

8. The complete compliance of the FRA, 2006 shall be ensured by way of prescribed certificate from the District Collector;

9. The KML files of the area to diverted, the CA area shall be uploaded on the e-Green watch portal with all requisite details before issuing working permission towards linear projects or submitting compliance report for seeking Stage-II approval, as the case may be;

10. The cost of felling of trees shall be deposited by the User Agency with the DFO concerned;

11. The State Govt shall submit the copy of the notification of mutation of the equivalent non-forest land identified for the compensatory afforestation prior to issue of working permission or submitting compliance report to the IPA whichever is earlier.

12. Undertaking from the user agency to undertake special measures for prevention of landslide / erosion by biological or mechanical measures and stabilization of side slope to avoid soil erosion and landslides as per requirement and proposed for the Much Dumping.

13. The boundary of the diverted forest land, mining lease and safety zone, as applicable, shall be demarcated on ground at the project cost, by erecting four feet high reinforced cement concrete pillars, each inscribed with its serial number, distance from the pillar to pillar and GPS co-ordinates with the fund to be deposited with the DFO concerned;

14. Undertaking from the user agency for providing proper drainage of retaining / breast wall in steep slopes and stabilization of side slope to avoid soil erosion and landslides; and to provide drains / cross drains. Physical barriers / structures to prevent muck from entering streams & rivers and other ecologically sensitive areas are to be constructed on the lower slope side, if required, before any construction works are started;

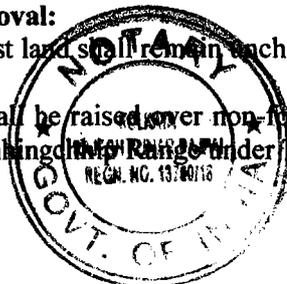
15. Violation of any of these conditions will amount to violation of Forest(Conservation) Act, 1980 and action would be taken as prescribed in para 1.21 of Chapter 1 of the Handbook of comprehensive guidelines of Forest(Conservation) Act, 1980 as issued by this Ministry's letter No. 5-2/2017-Fc dated 28.03.2019;

16. The compliance report shall be uploaded on e-portal (<https://parivesh.nic.in/>);

B: Conditions which need to be strictly complied on field after handing over of forest land to the user agency by the State Forest Department but the compliance in form of undertaking shall be submitted prior to Stage-II approval:

1. Legal status of the diverted forest land shall remain unchanged;

2. Compensatory Afforestation shall be raised over non-forest i.e. 2.896 ha of identified by the State Forest Department at Khawbel, Chhangthang Range under Thenzawl Forest Division;



3. The non-forest land transferred and mutated in favour of the State Forest Department shall be notified by the State Government as Reserve Forest/Protected Forest under Section-4 or PF under Section-29 of the Indian Forest Act, 1927 or under the relevant Section(s) of the local Forest Act latest within a period of six months from the date of issue of Stage-II approval. The Nodal Officer shall report compliance in this regard along with a copy of the original notification declaring the non-forest land under Section 4 or Section 29 of the Indian Forest Act, 1927 or under the relevant Section(s) of the local Forest Act as the case may be, within the stipulated period to the Central Government for information and record.

4. The forest land proposed to be diverted shall under no circumstances be transferred to any other agency, department or person without prior approval of the Central Government;

5. No damage to the flora and fauna of the adjoining area shall be caused;

6. The layout plan of the proposal shall not be changed without the prior approval of the Central Government;

7. The concerned Divisional Forest Officer, will monitor and take necessary mitigative measures to ensure that there is no adverse impact on the forests in the surrounding area;

8. The user agency shall undertake re-grassing of the muck dumping area and restore the land to a condition which is fit for growth of fodder, flora, fauna etc;

9. The User Agency shall submit the annual self -compliance report in respect of the above stated conditions to the State Government, concerned Regional Office and to this Ministry by the end of March every year;

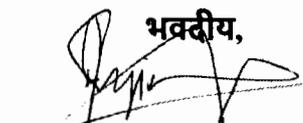
10. The user agency shall comply all the provisions of the all Acts, Rules, Regulations, Guidelines, Hon'ble Court Order (s) and NGT Order (s) pertaining to this project, if any, for the time being in force, as applicable to the project;

11. All other clearance/NOCs under different applicable rules/regulations /local laws and under Forest Dwellers (Recognition of Forest Rights)Act, 2006 as required vide MoEF, New Delhi guideline No.11-9/1998-FC(pt) dated 03.08.2009 shall be complied with;

12. As per Ministry's letter No 11-30/96-FC(Pt) dt 14.9.2001, if the compliance of stipulated conditions is awaited from the State Govt for more than 5(five) years, the in-principle approval would be summarily be revoked considering that the user agency is no longer interested in the project;

3. After receipt of the compliance report from the State Government on fulfilment of the conditions mentioned above, final approval will be issued in this regard. Formal transfer of forest land shall not be effected by the State Govt till final approval is granted by the Central Government.

This is issued with approval of Deputy Director General of Forests (C).

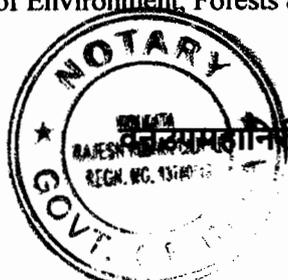
भवदीय,

(Mrs. L. J. Syiemiong)

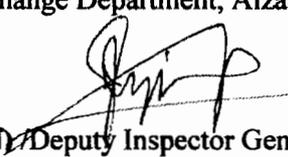
वनउपमहानिरीक्षक (केंद्रीय) /Deputy Inspector General of Forests (C)

Copy to:

1. Additional Principal Chief Conservator of Forests & Nodal Officer (FC), Govt. of Mizoram, Department of Environment, Forests & Climate Change Department, Aizawl.

O/c




वनउपमहानिरीक्षक (केंद्रीय) /Deputy Inspector General of Forests (C)

TimeLine Details

Proposal received date at each stage of flow.

A. General Details

(i). **Proposal No. :** FP/MZ/ROAD/52947/2020

(ii). **Name of Project for which Forest Land is required :** Construction of Bypasses at Chhiathlang & Serchhip (Package-1) on Aizawl-Tuipang section of NH-54 in the state of Mizoram Engineering, Procurement and Construction (EPC) mode with JICA loan assistance

(iii). **Short narrative of the proposal and Project/scheme for which the forest land is required :** The existing road passing through the dense built-up area with width of the existing road of single lane configuration varying from 3.6 m to 4.8 m and formation width varying from 6.5 to 7.8m. These Bypasses are proposed to avoid the costly land acquisition, serious resettlement problems and to reduce

(iv). **File no. :** 3-MZB024/2021-SHI

(v). **State :** Mizoram

(vi). **Category of the Project :** Road

(vii). **Shape of forest land proposed to be diverted :** Linear

(viii). **Area of forest land proposed for diversion(in ha.):** 2.43278

B. Time Line

Proposal No.	Submitted by User Agency	Query for Shortcoming (if any) by Nodal Officer	Resubmission (if of Proposal) by User Agency	Query by Nodal Officer for submitting Hard Copies	Uploading (by U.A.) of copies of receipt received from DFO & DC	Division	Circle	Nodal Office	State Government	Regional Office	Stage-I Approval on	Stage-II Approval on
FP/MZ/ROAD/52947/2020	01/11/2020	10/11/2020	08/12/2020	12/01/2021	12/01/2021	Thenzawl	Central circle	Mizoram	Mizoram	Shillong	17/04/2023	
						13/01/2021	11/02/2021 (Thenzawl)	15/03/2021	22/03/2021	30/04/2021	By :Regional Office	

C. Essential Details Sought History

Communication between Regional Office & State Government	Communication between State Government & Nodal Officer	Communication between Nodal Officer & Circle	Communication between Circle & Division	Communication between Division & User Agency



<p>Query raised by Regional Office (Shillong) on: 15/07/2021</p> <p>Replied by State Government(Mizoram) on: 10/05/2022</p>	<p>Query raised by State Government (Mizoram) on: 23/04/2021</p> <p>Replied by Nodal Officer (Mizoram) on: 30/04/2021</p>	<p>Query raised by Nodal Officer (Mizoram) on: 23/04/2021</p> <p>Replied by Circle(Central circle) on: 30/04/2021</p>	<p>Query raised by Circle (Central circle) on: 23/04/2021</p> <p>Replied by DFO (Thenzawl) on: 30/04/2021</p>	<p>Query raised by DFO (Thenzawl) on: 30/08/2021</p> <p>Replied by UA on: 02/09/2021</p>
<p>Query raised by Regional Office (Shillong) on: 06/06/2022</p> <p>Replied by State Government(Mizoram) on: 01/07/2022</p>	<p>Query raised by State Government (Mizoram) on: 25/08/2021</p> <p>Replied by Nodal Officer (Mizoram) on: 28/04/2022</p>	<p>Query raised by Nodal Officer (Mizoram) on: 30/08/2021</p> <p>Replied by Circle(Central circle) on: 20/04/2022</p>	<p>Query raised by Circle (Central circle) on: 30/08/2021</p> <p>Replied by DFO (Thenzawl) on: 15/12/2021</p>	<p>Query raised by DFO (Thenzawl) on: 28/01/2022</p> <p>Replied by UA on: 21/03/2022</p>
<p>Query raised by Regional Office (Shillong) on: 13/07/2022</p> <p>Replied by State Government(Mizoram) on: 26/08/2022</p>	<p>Query raised by State Government (Mizoram) on: 08/06/2022</p> <p>Replied by Nodal Officer (Mizoram) on: 17/06/2022</p>	<p>Query raised by Nodal Officer (Mizoram) on: 20/04/2022</p> <p>Replied by Circle(Central circle) on: 20/04/2022</p>	<p>Query raised by Circle (Central circle) on: 28/01/2022</p> <p>Replied by DFO (Thenzawl) on: 19/04/2022</p>	
<p>Query raised by Regional Office (Shillong) on: 26/08/2022</p> <p>Replied by State Government(Mizoram) on: 03/01/2023</p>	<p>Query raised by State Government (Mizoram) on: 18/07/2022</p> <p>Replied by Nodal Officer (Mizoram) on: 18/08/2022</p>	<p>Query raised by Nodal Officer (Mizoram) on: 22/04/2022</p> <p>Replied by Circle(Central circle) on: 22/04/2022</p>	<p>Query raised by Circle (Central circle) on: 20/04/2022</p> <p>Replied by DFO (Thenzawl) on: 20/04/2022</p>	
<p>Query raised by Regional Office (Shillong) on: 13/01/2023</p> <p>Replied by State Government(Mizoram) on: 15/02/2023</p>	<p>Query raised by State Government (Mizoram) on: 29/08/2022</p> <p>Replied by Nodal Officer (Mizoram) on: 09/12/2022</p>	<p>Query raised by Nodal Officer (Mizoram) on: 27/07/2022</p> <p>Replied by Circle(Central circle) on: 29/07/2022</p>	<p>Query raised by Circle (Central circle) on: 20/04/2022</p> <p>Replied by DFO (Thenzawl) on: 20/04/2022</p>	
	<p>Query raised by State Government (Mizoram) on: 15/02/2023</p> <p>Replied by Nodal Officer (Mizoram) on: 15/02/2023</p>	<p>Query raised by Nodal Officer (Mizoram) on: 11/08/2022</p> <p>Replied by Circle(Central circle) on: 17/08/2022</p>	<p>Query raised by Circle (Central circle) on: 22/04/2022</p> <p>Replied by DFO (Thenzawl) on: 22/04/2022</p>	
		<p>Query raised by Nodal Officer (Mizoram) on: 08/09/2022</p> <p>Replied by Circle(Central circle) on: 15/09/2022</p>	<p>Query raised by Circle (Central circle) on: 27/07/2022</p> <p>Replied by DFO (Thenzawl) on: 29/07/2022</p>	
		<p>Query raised by Nodal Officer (Mizoram) on: 06/10/2022</p> <p>Replied by Circle(Central circle) on: 03/11/2022</p>	<p>Query raised by Circle (Central circle) on: 12/08/2022</p> <p>Replied by DFO (Thenzawl) on: 12/08/2022</p>	
			<p>Query raised by Circle (Central circle) on: 09/09/2022</p> <p>Replied by DFO (Thenzawl) on: 15/09/2022</p>	
			<p>Query raised by Circle (Central circle) on: 07/10/2022</p> <p>Replied by DFO (Thenzawl) on: 02/11/2022</p>	

NOTE:- Proposal is pending at Pending With-SG for verifying Compliance of Conditions .



No.F.20017/2/2022-DFO(L)/ 177-193
 GOVERNMENT OF MIZORAM
 OFFICE OF THE DIVISIONAL FOREST OFFICER
 LUNGLEI FOREST DIVISION
 LUNGLEI : MIZORAM

2159

Buannol RAn, Bazar veng, Lunglei
 Email : lungleidfo@gmail.com

Dated Lunglei, the 9th September, 2022

To,

✓
 The Principal Chief Conservator of Forests
 Mizoram, Aizawl

Subject : Action taken report on ' Proposal for diversion of 8.9856 Ha. of forest land for widening and upgradation of NH - 54 to 2 lane with pave shoulder and geometric improvement in the State of Mizoram (Package 2) - Deemed forest area by NHIDCL.

Reference : No.B.22019/15/2022-FC/PCCF/18 dt 3.8.2022

Sir,

As you are aware, there was violation of The Mizoram (Forest) Act, 1955 by felling 69 Nos. of trees from deemed forest area (Govt. Plantation) in the above project (under Lunglei Forest Division - 5.0926 Ha.)

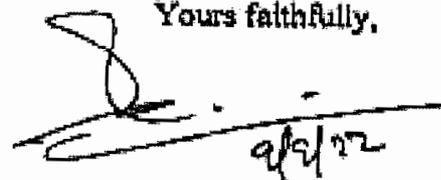
The matter was discussed with the User Agency (NHIDCL). It was stated that violation was purely unintentional because the areas where violation took place were claimed by some individuals. The User Agency further agreed that after all the felled trees are collected / extracted by EF & CC Department, then the difference in the number / volume of timber felled as per EF & CC record and the volume actually extracted / collected, if any, shall be paid by the User Agency. The said difference in number / volume may arise because some of the felled trees might be buried under the earth or lost in one way or the other.

As such, the case was compounded by imposing a fine of Rs 7000.00 (Rupees seven thousand) only. Attempt to extract the felled trees is going on and final report will be submitted as and when the case is settled.

Regarding muck disposal, the matter has been taken up by the District Level Monitoring Committee Constituted by Government of Mizoram vide No.G.20015/2/2021-FST/Pt.I Dt 10.6.2022.

Encl : 1) Compounding order - Annexures 1(a), 1(b) & 1(c)
 2) Meeting minutes of District Level Monitoring Committee for Lunglei District. - Annexures 2(a), 2(b) & 2(c)

Yours faithfully,



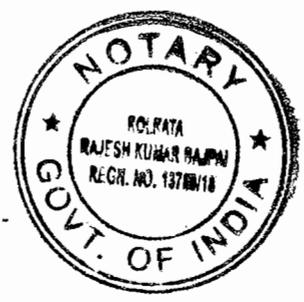
(PC LALCHHANDAMA)
 Divisional Forest Officer



Copy to :

- 1) Conservator of Forests, Southern Circle, Lunglei.
- 2) Range Officer, Hnahthlai / Lunglei Forest Range

Divisional Forest Officer



2161
ANUSKRIE-104

1783

GOVERNMENT OF MIZORAM
OFFICE OF THE DIVISIONAL FOREST OFFICER
LUNGLEI FOREST DIVISION
LUNGLEI : MIZORAM

Bazaar Rd, Bazar yang, Lunglet
Email : lungleldfo@gmail.com

Dated Lunglei, the 9th September, 2022

OFFICE ORDER No. 14 OF 2022 - 2023

Whereas there was felling of trees at Government Plantations within the project areas 'Widening and upgradation of NH - 54 to 2-lane with pave shoulder and geometric improvements in the state of Mizoram (Package - 2, 8.9856 Ha. out of which 5.0926 Ha. is under Lunglei Forest Division) by NHIDCL'.

Whereas it was revealed that felling was done by contractors under NHIDCL while carrying out the said project. As per the statement of the accused, work was started in October 2019 and trees were felled because the areas were claimed by some individuals.

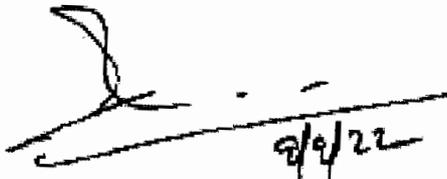
And whereas the accused promised that all the felled timbers will be extracted and after extracting all the timbers which can be extracted, the difference in number / volume of felled trees and number / volume of trees extracted, if any, will be paid within 45 days from the date of issue of this order. As per the initial enumeration, there were 69 trees to be felled with total volume of 10.45085 Cum (List enclosed)

Now, therefore, the undersigned, in exercise of the power conferred under Section 29 B of the Mizoram (Forest) Act, 1955 decided to compound the case on payment of Rs 7000.00. The compounding fee should be paid within one week from the date of issue of this letter.

Sd/- PC LALCHHANDAMA
Divisional Forest Officer

Copy to :

- 1) The Range Officer, Hnahthial Forest Range for kind information and necessary action.
- 2) General Manager (P), NHIDCL, PMU - Lunglei for kind information and necessary action.


9/9/22
Divisional Forest Officer



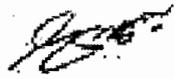
STATEMENT OF THE ACCUSED

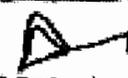
The land where violation of the Mizoram (Forest) Act, 1955 and the forest (Conservation) Act, 1980 took place under Deemed forest area of Hnathail Forest Range (Package-2, Km 125.00 to Km 250) and the Environment Forest & Climate Change Department claimed it as government plantation but there are private people having land passes and the same land has been handed over to NHIDCL by CALA and further handed over to EPC Contractor for carrying out construction activities. Violation has taken place while executing works for 'Widening and up-gradation to 2-lanes with paved shoulder and geometric improvements from Km 166.000 to km 202.000 (Package-4) on Aizawl-Tuipang section of NH54 in the state of Mizoram on EPC mode with JICA loan assistance'.

Work has been started by the contractor since 25 Oct 2019 and some trees were felled in the said location, after having the consent of the land pass holders.

There was no intention to violate any rules/laws. The reason of violation was due to the confusion as to whom the land and crops belong to because there are private people with land passes claiming as their land while EF&CC Department also claimed it as government plantation. It is requested to take a lenient view as the area is already included as forest area and in principle approval of forest clearance already received.

Some of the felled/uprooted trees are buried under the excavated soil. So, after extracting all the timber which can be extracted, then the difference in number/volume of trees felled and number/volume of trees extracted, if any will be paid to Environment Forest & Climate Change Department by EPC contractor within 45days.


Prafulla Borgoin
General Manager, ABCI
Hnathail Camp

Counter Signed

SG Dwivedy
General Manager (P)
NHIDCL, PMU-Lunglei
General Manager (P)
NHIDCL
PMU - Lunglei, Mizoram



STATEMENT OF THE ACCUSED

The land where violation of the Mizoram (Forest) Act, 1955 and the forest (Conservation) Act, 1980 took place under Deemed forest area of Lunglai Forest Range (Package-2, Km 125.00 to Km 250) and the Environment Forest & Climate Change Department claimed it as government plantation but there are private people having land passes and the same land has been handed over to NHIDCL by CALA and further handed over to EPC Contractor for carrying out construction activities. Violation has taken place while executing works for Widening and up-gradation to 2-lanes with paved shoulder and geometric improvements from Km 208.000 to Km 250.000 (Package-5) on Aizawl-Tripang section of NH54 in the state of Mizoram on EPC mode with JICA loan assistance.

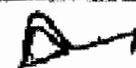
Work has been started by the contractor since 25 Oct 2019 and some trees were felled in the said location, after having the consent of the land pass holders.

There was no intention to violate any rules/laws. The reason of violation was due to the confusion as to whom the land and crops belong to because there are private people with land passes claiming as their land while EF&CC Department also claimed it as government Plantation. It is requested to take a better view as the area is already included as forest area and in principle approval of forest clearance already received.

Some of the felled/uprooted trees are buried under the excavated soil. So, after extracting all the timber which can be extracted, then the difference in number/volume of trees felled and number/volume of trees extracted, if any will be paid to Environment Forest & Climate Change Department by EPC contractor within 45 days.



Regional Engineer, ABCI
Hrangchabawn Camp
Counter signed


SG Dvelvody
General Manager (P)
NHIDCL; PMU-Lunglei
General Manager (P)
NHIDCL
PMU - Lunglai, Mizoram



MIZORAM POLLUTION CONTROL BOARD

No.H.88088/Poltn./50(102)/2023-MPCB/

: Dated Aizawl, the 4th September, 2023

ORDER

IMPOSITION OF ENVIRONMENTAL COMPENSATION CHARGE AGAINST NATIONAL HIGHWAYS AND INFRASTRUCTURE DEVELOPMENT CORPORATION LIMITED (NHIDCL) FOR VIOLATION OF ENVIRONMENTAL NORMS

WHEREAS, the Hon'ble National Green Tribunal, NGT, Eastern Zone, Kolkata Bench in its order dated 17.03.2023 & 11.08.2023 in O.A 26/2023/EZ in the matter of Vanramchhuangi versus Union of India and others has issued following directions to the State Government:

01. To constitute Committee under the chairmanship of PCCF, Mizoram, Integrated Regional Office of MoEF&CC, Shillong, Mizoram Pollution Control Board, State Wildlife Warden and concerned DMs of the respected Districts of Mizoram. The Committee shall undertake site visit and submit Committee Report on affidavit.
02. To recover Environmental Compensation to the extent of Rs.5,90,70,000/- (Rupees Five Crore Ninety Lakh Seventy Thousand only) from NHIDCL for violation of environmental rules relating to dumping of muck and other violations.
03. To take legal actions against the Officers of the NHIDCL responsible for the violation of the Environmental Rules.
04. Chief Secretary, Govt. of Mizoram is directed to file his personal affidavit in the above regard by next date of listing, that is, 13.09.2023.

AND WHEREAS, in compliance of the above stated directions of the Hon'ble National Green Tribunal(NGT), Eastern Zone, Kolkata Bench, contained in its order dated 17.03.2023, Govt. of Mizoram has constituted the Committee vide Notification No.C.18014/379/2023-FST dt. 18.08.2023 comprising of the following members:

- | | |
|----------|---|
| Chairman | - Principal Chief Conservator of Forests, Mizoram |
| Members | -Representative of Integrated Regional Office, MoEF&CC, Shillong |
| | -Chief Wildlife Warden, Mizoram |
| | -Deputy Commissioner/District Magistrate, Lunglei District with respect to area falling under Lunglei District |
| | - Deputy Commissioner/District Magistrate, Lawngtlai District with respect to area falling under Lawngtlai District |
| | -Deputy Commissioner/District Magistrate, Siaha District with respect to area falling under Siaha District |



Member Secretary - Member Secretary, Mizoram Pollution Control Board, Aizawl

Contd./-

AND WHEREAS, the Committee constituted above, as per the order of the Hon'ble National Green Tribunal(NGT), Eastern Zone, Kolkata Bench dated 17.03.2023, has carried out inspection of the muck disposal sites and the works going on along the NH-54 in Mizoram between Km 431/00 to Km 562/00 on 25th August 2023 where NHIDCL has been undertaking road widening project.

AND WHEREAS, the Hon'ble National Green Tribunal(NGT), Eastern Zone, Kolkata Bench in its order dated 17.03.2023 directed the State Government to recover Environmental Compensation to the extent of Rs.5,90,70,000/- (Rupees Five Crore Ninety Lakh Seventy Thousand only) from NHIDCL for violation of environmental rules relating to dumping of muck and other violations.

AND WHEREAS, the State Government has directed Mizoram Pollution Control Board, vide letter No.C.18014/379/2023/FST dated 01.09.2023 to take immediate actions for recovery of the Environmental Compensation in compliance to the above stated Hon'ble NGT order.

NOW THEREFORE, in compliance of the order of the Hon'ble National Green Tribunal(NGT), Eastern Zone, Kolkata Bench dated 11.08.2023 and following the direction of the Govt. of Mizoram, the National Highways and Infrastructure Development Corporation (NHIDCL) is hereby imposed Environmental Compensation to the extent of Rs. Rs.5,90,70,000/- (Rupees Five Crore Ninety Lakh Seventy Thousand only). The amount is to be deposited in the form of Bank Draft, in favour of the Member Secretary, Mizoram Pollution Control Board and payable at the State Bank of India, Zodin Branch, Aizawl within a period of one week from the date of issue of this order without fail.

This issues with the approval of the Competent Authority.

Sd/-C.LALDUHAWMA
Member Secretary

Memo No.H.88088/Poltn./50(102)/2023-MPCB/ : Dated Aizawl, the 4th September, 2023

To,

The Executive Director,

M/s. National Highways and Infrastructure Development Corporation (NHIDCL)

Taukhuahtlang, Aizawl, Mizoram

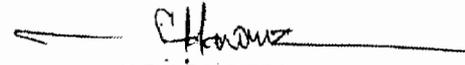
Email: ro-mizoram@nhidcl.com



Contd./-

Copy to:

1. The P.P.S to the Chief Secretary, Govt. of Mizoram for kind information of the Chief Secretary.
2. The Principal Secretary, Environment, Forests and Climate Change, Government of Mizoram, for kind information.
3. The PCCF, Environment, Forests and Climate Change, Government of Mizoram, for kind information.
4. The Regional Director, RDNE, Central Pollution Control Board, TUMSIR, Shillong, for kind information.
5. The Deputy Commissioners of all Districts, Mizoram, for kind information.
6. The Superintendent of Police, Aizawl, for kind information.
7. Office Copy.


(C.LALDUHAWMA)
Member Secretary
Mizoram Pollution Control Board

Member Secretary
Mizoram Pollution Control Board
Mizoram : Aizawl



10-8
4.9.2023-
13.9.2023
1. A filed

ANNEXURE - SGT - 7 2167

R-S (11) ANNEXURE - R2

NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
(Ministry of Road Transport & Highways, Government of India)
Regional Office-Aizawl, Mizoram.
3rd Floor, T-86, Tuikhuathlang, Aizawl, Mizoram-796001
Email: ro-mizoram@nhidcl.com



A GOVT. OF INDIA UNDERTAKING

No. NHIDCL/ RO/Gen/2023/409
To,

Date: 11/09/2023

The Member Secretary,
Mizoram State Pollution Control Board,
Khatla, Aizawl
Mizoram-796001.

Subject: IMPOSITION OF ENVIRONMENTAL COMPENSATION CHARGE AGAINST NATIONAL HIGHWAYS AND INFRASTRUCTURE DEVELOPMENT CORPORATION LIMITED (NHIDCL) FOR VIOLATION OF ENVIRONMENTAL NORMS- Representation for withdrawal of Order and if otherwise, clarification.

Sir,

By way of an order no. H.88088/Poltn./50(102)/2023-MPCB dated 04.09.2023, National Highways and Infrastructure Development Corporation Limited (NHIDCL) under Ministry of Road Transport and Highways (MORTH) has been asked to deposit an Environmental Compensation to the extent of Rs 5,90,70,000/- (Rupees Five Crore Ninety Lakh Seventy Thousand Only) favoring Member Secretary, Mizoram Pollution Control Board within a period of one week.

2. The Contents of the order has been perused in totality and it is quite surprising as well as not acceptable as per the 'Law of land' and NHIDCL outwardly condemns the same as due process has not been followed while imposing such a humongous Environmental Compensation damage to the Government of India.

3. It is quite surprising that the State Government has placed a wrong information before the Hon'ble NGT in its affidavit that penalty amounting to Rs 5,90,70,000/- (Rupees Five Crore Ninety Lakh Seventy Thousand Only) is already imposed on NHIDCL for the Environmental Compensation, which is incorrect and devoid of facts and figures.

4. Though, NHIDCL has not been apprised of the damages before and it came to the knowledge of NHIDCL during the course of hearing on 11.08.2023 and as per the order passed by Hon'ble NGT court that a penalty of Rs 5,90,70,000/- (Rupees Five Crore Ninety Lakh Seventy Thousand Only) has been imposed on NHIDCL. As per the Hon'ble NGT court order dated 11.08.2023 para 6, wherein it has been contended that as per the paragraph-22 of the affidavit filed by State Government on 10.08.2023, a tabular Chart has been given for the six districts that fall within the Road Widening project on

Head Quarter: 3rd Floor, PTI Building, 4 Parliament Street, New Delhi-110004
Website: www.nhidcl.com



2168

(2)

NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD.
(Ministry of Road Transport & Highways, Government of India)
Regional Office-Aizawl, Mizoram.
3rd Floor, T-86, Tuikhualthlang, Aizawl, Mizoram-796001
Email: ro-mizoram@nhidcl.com



A GOVT. OF INDIA UNDERTAKING

NH-54, which alleged that there has been violations of the rules relating to dumping of muck and other violation. The Hon'ble NGT court took the cognizance of the submissions of the State Government and desired to know whether, the amount of Rs 5,90,70,000/- (Rupees Five Crore Ninety Lakh Seventy Thousand only) has been recovered from NHIDCL and action taken against the officials of NHIDCL. However, it is to submit that NHIDCL has been served order on 04.09.2023 and neither advance copy of Court affidavit has been given to NHIDCL as per the Court service mechanism, wherein it is mandatory to serve advance copies to the parties. Therefore, the detailed damages imposed should be provided to NHIDCL for further necessary action.

5. It addition to above, NHIDCL would like to inform and request clarification regarding the damages imposed.

(i) The Government of India has requested the Government of Japan to provide financing for about 1,200km of roads that enhance connectivity in North-East States. Out of 10 candidate roads and bridges, Aizawl-Tuipang section of NH54 in the State of Mizoram has been selected as one of the two priority projects (the other is Tura -Dalu section of NH51 in Meghalaya).

(ii) The project objective is to improve intra-state connectivity for North East States and regional road connectivity for Mizoram and North East India to neighboring countries. The residents of the North East Region, Bangladesh and Myanmar and countries beyond should benefit from the increased regional connectivity which is expected to result in increased trade and economic development over the longer term.

(iii) The existing road has been about 381 km in length and stretches over five districts in Mizoram. NH-54 is the most important road in the State, connecting Mizoram with other States of India and other countries. This is the lifeline of many Mizo people who depend on road network for the supply of essential commodities. The existing condition of road has been poor and the road has been prone to landslide and slope failures. The riding quality has also been poor, particularly after Lunglei district, making travelling arduous and difficult, particularly in monsoon season.

(iv) The significant environmental impacts attributable to the widening and improvement of the road pertained to clearance of roadside trees for widening and forest clearance for spoil bank and resettlement site development, temporary deterioration of ambient air quality and noise/vibration levels during construction phase from land clearing, ground shaping, and quarry and camp operations; and community and occupational health and safety. These impacts has been mitigated through



Head Quarter: 3rd Floor, PTI Building, 4 Parliament Street, New Delhi-110004
Website: www.nhidcl.com

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 (Ministry of Road Transport & Highways, Government of India)
 Regional Office-Aizawl, Mizoram.
 3rd Floor, T-86, Tuikhuathlang, Aizawl, Mizoram-796001
 Email: ro-mizoram@nhidcl.com



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compensatory afforestation; timing of construction activities has been controlled to minimize fauna disturbance; control of noise, dust, wastewater, fuel combustion emissions, and construction debris generation through good construction practices; and implementation of road safety measures has been done to separate road users from active construction fronts.

(v) The assessment of the potential impact revealed that the project will not affect critical habitats or sensitive ecosystem as a road already exists and no new road construction is taking place inside pristine or government reserved forests. The project area is largely made up of agricultural fields and settlements.

(vi) As a part of the developmental process that during operation stage, the main impacts are increase in mobile emissions, road safety to motorist and pedestrian. Road safety measures will be implemented as per IRC guidelines. Road safety appurtenances like information, regulatory and warning signs coupled with crash barriers will reduce serious injuries to road users. Adequate slope protection and retaining wall as well as cross drains and side drains will be installed and maintenance will be implemented to avoid soil erosion and reduce the risk of landslide.

(vii) As per MOEF EIA Notification dated 14.09.2006 (as amended in August 2013), any highway project falls under Category A if the project entails i) New National Highways; and ii) Expansion of National Highways greater than 100km involving additional right of way or land acquisition greater than 40m on existing alignments and 60m on re-alignments and bypasses. The proposed expansion & widening of NH54 does not involve additional land acquisition beyond 40m and thus does not fall under Category A, as defined in EIA Notification. While preliminary environmental assessment was undertaken during the preparation of the NH54 DPR, the project does not require environmental clearance from MOEF. The project has then been finally approved at the Central, State and JICA level.

(viii) To mitigate the landslide and fragile slopes of the hills falling in the project, adequate protection measures costing more than 50% of the project cost has been inducted in the Construction activities. More than the 70% provisioned protection measures to trigger landslides have been constructed at the project sites.

(ix) It has been clearly misunderstood that dumping has been done on the sides, which brings out a wrong notion regarding illegal dumping. The Aizawl Tuijang Project has been of widening in nature and filling on the side slopes has been done from case

[Handwritten signature]
11/9

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to case basis as per the site requirement. As a technical requirement, the cut slopes are balanced with the fill component to balance the cut and fill volume and lower the surplus cut soil. However, the surplus soils is being done in the 'Spoil Banks', which have been arranged through the District Administration and the surplus cut soil is been done in the designated spoil banks. The same is endorsed by various documents of the District Administration, Forest Department and local Administrative bodies.

(x) **National Level laws and Regulations.**

- (a) **The Environment (Protection) Act, 1986**-The Environment (Protection) Act, 1986 is the umbrella legislation providing for the protection of environment in the country. Subject to the provisions of this Act, the Central Government, shall have the power to take all such measures as it deems necessary or expedient for the purpose of protecting and improving the quality of the environment and preventing controlling and abating environmental pollution. For the implementation of act Environment (Protection) Rules, had been formulated in 1986. The Rules provided for various standards for emission and discharge of environmental pollutants (Schedule I to IV). The Central Government has delegated the powers vested on it (under section 5 of the Act) to the State Govt. of Mizoram. This law is applicable to this project for environment protection in general.
- (b) **The Forest (Conservation) Act, 1980 (amended in 1988)**- The Forest (Conservation) Act, 1980 amended in 1988 pertains to the cases of diversion of forest area and felling of roadside plantation. Accordingly, NHIDCL has applied for Forest Clearance vide different proposal and Forest approvals have been granted to NHIDCL by Forest.
- (c) **The Water (Prevention and Control of Pollution) Act, 1974** - The Water (prevention and Control of Pollution) Act, 1974 resulted in the establishment of the Central and State level Pollution Control Boards (CPCB and SPCBs) whose responsibilities include managing water quality and effluent standards, as well as monitoring water quality. As per the project mandate, the Contractors of NHIDCL are required to obtain the following permits and have availed the same, which are as below.



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- * Permission of the State Government for extraction of boulders from quarry;
- * Permission of Village Panchayat and Pollution Control Board for installation of crushers;
- * License for use of explosives;
- * Permission of the State Government for drawing water from river/reservoir;
- * License from inspector of factories or other competent Authority for setting up batching plant;
- * Clearance of Pollution Control Board for setting up batching plant;
- * Clearance of Village Panchayats and Pollution Control Board for setting up asphalt plant;
- * Permission of Village Panchayats and State Government for borrow earth; and
- * Any other permits, clearances or approvals required under Applicable Laws.

(xi) Generic Scoping matrix carried out for the Aizawl-Tuipang project.

- (a) **Climate/Meteorology:** The impacts on micro-climate and micro meteorological phenomena are negligible because the project-related structures are not disturbing the wind path.
- (b) **Topography-**Minor Changes in topographic conditions are expected due to the requirement of cutting filling work. Balancing the volume of cutting and filling is recommended to minimize the volume of spoil soil.
- (c) **Geology-**No impact is there as the project doesn't change geological features and is of widening in nature.
- (d) **Soil Erosion-**During the Construction stage, Soil erosion has been there during the monsoon season. However, Construction has been avoided during the monsoon seasons. The poor drainage system on the existing road is the primary cause for the soil erosion. The drainage system alongwith protection measures is being regularly constructed.

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- (e) Hydrology-Minor and temporary impacts exists during the construction stage.
- (f) Groundwater-The project doesn't envision the use of ground water and thus no impact is there.
- (g) Ecosystem, Flora, Fauna and Biodiversity-The project is not affecting pristine ecosystem along the construction being carried out on existing road. Minor local plantation and Jhum plantation is affected to a little extent.
- (h) Natural Disaster- Many areas of the road are prone to the landslide and appropriate measures like construction of Retaining Wall, Breast wall, Gabion wall, Toe wall etc has been provisioned during the Construction stage and more than 70% quantities have been constructed on ground.

(xii) Forest Clearances and Overlapping land.

- (a) Due to very labyrinthine process of Forest Clearance by Forest Clearance, the Forest Clearances have been granted at a very late stages i.e. more than 2 years period.
- (b) NHIDCL has requested in various review meetings to let the work start as Forest Clearance has been abysmally delayed and idling charges and claims by Contractors have been anticipated. This issue was brought in numerous meetings with PCCF and others to expedite the Forest Clearance and provide work fronts to NHIDCL for carrying out construction activities.
- (c) NHIDCL kept carrying out the work in the land provided by CALA. Later on, some parcel of land has been claimed by Forest Department, which has become an overlapping between Revenue and Forest Department. The overlapping issue is a problem in the state due to non-availability of the Revenue records. This problem is in this projects and also in other projects and numerous correspondences with State Government have been made by NHIDCL to resolve this issue and expedite the Forest Clearance.
- (d) The works have been suddenly stopped by the Forest Department in the last one year in few stretches as well as some projects were completely halted. As such, NHIDCL has stopped the Contractors from carrying out any activities within the belated land claimed by Forest Department. In the initial phase, the projects have been happening

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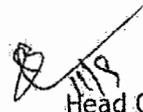
at a good pace, which lately has slowed down due to restrictions by the Forest Department for their land claims.

(e) The projects have time frame for execution and it has been a necessity to get the work done as limited working window is available and anticipated claims due to idling of machineries have been kept in mind by NHIDCL and penal NPV has been paid off.

(f) In one of the Stage I clearance, para 2(A)5 (Copy enclosed), it has been remarked that:- "State Government will initiate disciplinary action against the Forest officers/officials concerned as per Rules / Laws for not being able to prevent use of forest land for non-forestry purpose without prior approval of Government of India and compliance shall be submitted within one month to IRO for intimation to Ministry, New Delhi". The remark by MOEF, Shillong also establishes that the State Forest Officials have been aware of the Construction activities being carried out by NHIDCL within their claimed Forest land and that too the Administrative and local Forest departments has also been well aware.

(g) For Land, CALA handovers the land to the NHIDCL, which is subsequently handed over to the EPC Contractors. The Contractors have carried out works within the land provided by CALA as it was not objected by anyone and violations on their part is not there as no one objected from the same i.e. Forest officials nor District Administration. As per the Contract Agreement, the Authority i.e. NHIDCL has to provide the encumbrance free land to the EPC Contractor.

(h) The Forest Department has imposed violations and penal NPV has been charged from NHIDCL. NHIDCL in the work interest as the working permission shall not be granted by Forest Department without the payment of penal NPV and foreseeing the losses due to idling claims and limited working window, NHIDCL deposited a total amount of Rs 2.12 Crore towards penal NPV to the Forest Department in the interest of work and prevailing issues of overlapping land between Revenue and Forest Department. It is further reiterated that violation imposed by Forest Department is due to the overlapping land disputes between Revenue and Forest department, which is also prevalent in other projects i.e. Vairengte Sairang where works could not even start due to their overlapping land issues. There has been no fault of the NHIDCL nor its Contractors as the violations are charged at a belated stage by Forest Department and there is still non-clarity between Revenue and Forest Department lands in Mizoram.



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6. The above facts and submission may kindly be taken into consideration please. If the Mizoram Pollution Control Board (MPCB) is not satisfied with the submissions, then, it may kindly inform the NHIDCL of detailed damages with an opportunity to put up a stand and to establish the fault, if any lies with the NHIDCL or its EPC Contractors.

7. In light of above, the order served to this office may kindly be withdrawn, or else clarification regarding the detailed damages imposed should be provided to NHIDCL for further necessary action.

8. This issues with the approval of Competent Authority.

Enclosure: As above

[Handwritten Signature]
11/9/2023

Paleti Brahmmandanam
General Manager (LA & Coord)

Copy to:-

1. P.P.S to the Chief Secretary, Govt. of Mizoram :- For Kind Information.
2. Principal Secretary, Environment, Forests and Climate Change, Government of Mizoram, :- For Kind Information.
3. PCCF, Environment, Forests and Climate Change, Government of Mizoram :- For Kind Information.
4. PS to MD, NHIDCL :- For Kind Information.
5. PS to Director (Technical), NHIDCL, HQ :- For Kind Information.
6. Executive Director (III), NHIDCL, HQ :- For Kind Information.
7. General Manager(P), PMU Seling, Lunglei and Lawngtlai :- For Kind Information.
8. Guard File :- For Records.

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IN THE HON'BLE NATIONAL GREEN TRIBUNAL
EASTERN ZONE BENCH, KOLKATA
ORIGINAL APPLICATION No. 26/2023/EZ

I.A. No. 46 / 2023

In OA. No.26/2023/EZ

IN THE MATTER OF:

PI VANRAMCHHUANGI

...Applicants (s)

VERSUS

UNION OF INDIA & ORS

...Respondents (s)

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Filed by:



ASHOK PRASAD, ADVOCATE
Counsel for NHIDCL
Mobile: 9883069404

**IN THE HON'BLE NATIONAL GREEN TRIBUNAL
EASTERN ZONE BENCH, KOLKATA
ORIGINAL APPLICATION No. 26/2023/EZ**

I.A. No. _____ / 2023
In OA. No.26/2023/EZ

IN THE MATTER OF:

An application for setting aside and quashing of the Order dt. 04.09.2023 issued by Mizoram pollution Control Board.

-AND

IN THE MATTER OF:

PI VANRAMCHHUANGI
...Applicants (s)

VERSUS

UNION OF INDIA & 6 ORS
...Respondents (s)



The humble application of the above named Applicant

MOST RESPECTFULLY SHEWETH:

1. That the above mentioned Original Application is pending disposal before the Hon'ble National Green Tribunal and the contents of the same may kindly be read as a part of this Application.

2. That the Applicant under in this instant case has raised allegation that during the construction of the road the debris/muck is being directly thrown along the slopes next to the road. That debris then slides down directly into the river causing landslide in monsoon. In this regard, Affidavit has been filed on behalf of NHIDCL (Respondent No.3) stating that effective muck disposal plan has been made and dumping of the Muck is being done only in the designated spoil banks as provided by the District Administration. Further, the Respondent would like to apprise this Hon'ble Court that the excavated muck is properly disposed in the designated spoil bank which has been regularly monitored by the Committee at District level and certain preventive measures such as Construction of Gabion wall, Toe wall, breast wall E retaining wall, seeding & mulching had been taken up whenever it is necessitated, as such there is no Environmental violation on the part of NHIDCL.

3. That it is pertinent to mention that 2 meetings of the State Level Committee to monitor Environmental issues arising out of the developmental projects undertaken by NHIDCL in the State of Mizoram were held on dt. 25.07.2022 & 21.12.2022 chaired by the



Adviser (T) to Chief Minister, Gov't of Mizoram. The matter was discussed elaborately and issued some corrective measures and the same was taken up by NHIDCL as per the intension of the committee in a swift manner.

4. That in compliance with the Court Order dt. 17.03.2023, Gov't of Mizoram has constituted the Committee vide Notification No. C.18014/379/2023-FST dt. 18.08.2023.

The Committee carried out inspection of the muck disposal site and the work going on along the NH-54 in Mizoram **on 25.08.2023** where all the widening project has been carried out by NHIDCL and till that time no compensation was imposed against NHIDCL for violation of Environmental norms. It is also pertinent to mention that NHIDCL has not received any inspection report regarding any violations.

*A copy of the Tour Programmed constituted by Gov't of Mizoram for site inspection of NH-54 is annexed hereto and marked as **ANNEXURE-"R-1"**.*

5. In the meantime, to the utter surprise and shock of the NHIDCL, the Mizoram Pollution Control Board issued an Order dt. 04.09.2023 wherein it has imposed Environmental Compensation to the tune of **Rs. 5,90,70,000/-** against NHIDCL(Respondent No.3 herein) for Violation of Environmental Norms. In this regard, mentioned may be Made that the Penalty which has been imposed covered all the project executed by NHIDCL in the State of Mizoram whereas the subject issues in the instant case is pertaining only to the Project NH-54 which takes off from Lunglei



District ie.,Chainage 431-562 (Tawipui N-II, Tawipui North-I, Tawipui South, Thingfal, Thingkah, AOC , Saikah, Chawntlangpui, Sihtlangpui, Kawlchaw, Zero Point, Maubawk, Theiva, Theiri, Tuipang village and Lawngtlai city. As such, the penalty amount is not acceptable by NHIDCL.it may be kindly noted that MPCP (Mizoram Pollution Control Board) in its Order dt.04.09.2023 it has been wrongly stated that "**NGT, Eastern Zone Kolkata in its Order dt.17.03.2023 directed the State Government to recover Environmental Compensation to the extent of Rs. 5,90,70,000/- from NHIDCL for Violation of Environmental rules relating to dumping of muck and other violation**". However, NHIDCL would like to submit that plain reading of the NGT Order dt. **17.03.2023** clearly indicates that no such direction has been issued to the State Government relating to recovery of any Environmental Compensation from NHIDCL, rather it was an Order directing to constitute a Committee under the Chairmanship of PCCF to undertake site visit. It may be kindly noted that NHIDCL was not served with any Notice nor the Violation details and the compensation details which was arrived to the tune of Rs. **5,90,70,000/-** and no opportunity was given to NHIDCL to justify their side regarding the penalty being imposed for the said Environmental Compensation. Further, the issues relating to imposing penalty were never discussed in any meeting. It may be noted that the Affidavit submitted on behalf of the State Government was filed **on 10.08.2023** prior to the constitution of the Committee **vide Notification No. C.18014/379/2023-FST dt. 18.08.2023 as per the NGT Order dt. 17.03.2023**. As such, it gives a reasonable doubt as to why the Penalty had been



(5)

imposed on NHIDCL way before the Constitution of the Committee who are responsible for undertaking site visit of the project. However, an exorbitant amount of penalty has been imposed upon NHIDCL by MBCP vide Order dt 04.09.2023 despite the fact that the Committee was constituted only on **dt. 18.08.2023** and Site Visit was held only on **25.08.2023 and** without following due procedure and in absence of prior Notice. It is also pertinent to mention that NHIDCL has not received any inspection report regarding any violations. As such, imposing any penalty at this stage is not appropriate and the same is liable to be set aside and quashed.

6. That being highly aggrieved with the said Order issued by MPCB, NHIDCL vide its letter dt. 11.09.2023 send a letter to the Member Secretary, MPCB for withdrawal of its Order and if otherwise, Clarification.

*A copy of the said letter dt. 11.09.2023
is annexed hereto and marked as
ANNEXURE-"R-2".*

7. It may be further submitted that even in the Court Order **dt. 11.08.2023** passed by the Hon'ble NGT, direction was not at all given to any Authorities for recovering of the Environmental Compensation from NHIDCL, rather, it has stated that "**the Affidavit submitted by the State Government does not disclosed whether the Environmental Compensation has been recovered, as such, the Chief Secretary, Gov't of Mizoram is directed to submit Affidavit in this regard**".



8. Further, mentioned be made that in the Affidavit Submitted by NHIDCL, ***it has been clearly mentioned that muck has been disposed of in the designated spoil bank, which has been monitored by the District Level Committee, wherein Appreciation Certificate has been issued in some projects in favor of NHIDCL. It is also submitted that certain preventive methods like construction of Gabion wall, toe wall, retaining wall, breast wall, Mulching & seeding have been done where it is necessitated.*** It may be kindly noted that the National Highways or the road construction Projects are being implemented throughout the state of Mizoram in the interest of the public and not with mala-fide intentions to harm the sentiments of the people, but with a view that all the people of the state get socio-economically benefit in terms of tourism and business. Further the project has been executed with a view of strengthening defense for the National safety of the people of the state as well as that of the Country since Mizoram is sharing international borders with Myanmar and Bangladesh, this clearly indicates that NHIDCL has no harmful intention to cause any Environmental destruction while carrying out the project. ***Therefore, NHIDCL would like to appraise this Hon'ble Court the Order issued by MPCB imposing penalty without giving any prior Notice to NHIDCL is baseless, frivolous and not sustainable before the law. As per the principal of Natural justice, "before any action is taken, the affected party must be given a Notice to show cause against the proposed action and seeks his explanation. It is a sine Qua Non of the right of fair hearing as such, any Order passed without giving Notice is against***



the Principles of Natural Justice and is void-ab-initio".

Therefore, the same is liable to be set aside and quashed.

*Copies of MPCB Order dt. 4.09.2023, Court Order dt. 17.03.2023 & Court Order dt. 11.08.2023 are annexed hereto and marked as **ANNEXURE-"R-3", "R-4, ANNEXURE-"R-5"**.*

9. *That this petition is made bona fide and in the interest of justice.*

GROUNDS

1. For that prior Notice was not served upon NHIDCL before issuing the penalty as such the same the same is liable to be dismissed and quashed.
2. For that sufficient opportunity was not granted to NHIDCL in as much as any kinds of liabilities in terms of damage that is to be satisfied by the contractor as per the Contract liability clause.
3. For that the said Order is in violation to the doctrine of Natural Justice and violation of Article 14 & 21 as such the same is liable to be dismissed and quashed.

PRAYER

That under above facts and circumstances, the applicants humbly prayed before this Hon'ble Court for setting aside & quashing of



the Order dt. 04.09.2023 passed by Mizoram Pollution Control Board (MPCB) which is in gross violation with law and against the Principle of Natural Justice and without any evidence.

-AND-

To pass any other Order(s) as your Lordship may deem fit and proper.

And for which Act of fairness, the Applicant as in duty bound shall ever pray.



**IN THE HON'BLE NATIONAL GREEN TRIBUNAL
EASTERN ZONE BENCH, KOLKATA
ORIGINAL APPLICATION No. 26/2023/EZ**

I.A. No. /2023

In OA. No.26/2023/EZ

IN THE MATTER OF:

PI VANRAMCHHUANGI

...Applicants (s)

VERSUS

UNION OF INDIA & ORS

...Respondents (s)



AFFIDAVIT

I, Virender Kumar Jakhar , S/o Kashi Ram Jakhar, Aged 61 years, working as Executive Director (Projects) at National Highways and Infrastructure Development Corporation Limited (NHIDCL),3rd Floor, T-86, Tuikhuahtlang, Aizawl, do hereby solemnly affirm and declare as under:

1. That I am the applicant in the present case hence is competent to swear the present affidavit.
2. That the statement made in paragraph 1 to 7 are true to my information derived from the records of the case to which I believe to be true and the rest are by way of humble submission before the Hon'ble Tribunal.
3. That the Annexures are photocopies/true copies of their respective one.

[Signature]
11/09/2023

DEPONENT



[Signature]
11/9/2023
R. LALTANPUIA
Notary Public
Aizawl, Mizoram

Notarial Registration
No. 21/9
Date 11/9/23

TOUR PROGRAMME OF THE COMMITTEE CONSTITUTED BY GOVT. OF MIZORAM
UNDER THE CHAIRMANSHIP OF PU R.K. SINGH, PCCF (HoFF) VIDE NOTIFICATION
DT. 18.08.2023 FOR SITE INSPECTION ON WIDENING OF TWO LANE OF NH 54
BETWEEN KM 431 TO KM 562 IN REGARDS TO NGT CASE O.A. NO. 26 OF 2023-24

24.08.2023 (Thu) 12.00 p.m.	Departure Aizawl for Lunglei. Halt at Lunglei
25.08.2023 (Fri) 8.00 a.m.	Departure Lunglei for Tuipang. <i>En route</i> , site inspection of NH 54 widening between Km 431 to Km 562 and of muck disposal areas. Halt at Siaha.
26.08.2023 (Sat) 7.00 a.m.	Departure Siaha for Aizawl.

The Committee will consist of PCCF, Mizoram; Deputy Inspector General, MoEF&CC, Chief Wildlife Warden; Deputy Commissioner Lunglei, Deputy Commissioner, Lawngtlai and Deputy Commissioner Siaha Districts for their respective jurisdiction and Member Secretary, Mizoram Pollution Control Board. The CF (Southern Circle) and officials of NHIDCL will also accompany the Committee.

Sd/-

(JENNY SAILO)

Deputy Conservator of Forests (Hqrs)
Environment, Forests & Climate Change Department,
Mizoram, Aizawl

Memo No. D.O. No. PB/PCCF/EF&CC/1/2022

Aizawl, Dated the 18th August, 2023

Copy to:

- 1) All Committee Members for information and necessary action.
- 2) Conservator of Forests, Southern Circle, Lunglei for information and necessary action. He is informed to instruct DFO Lunglei, DCCFs of Lai ADC and MADC to accompany the Committee during the site inspection for the area under their jurisdiction and to make all required arrangements for the Committee's visit. He shall also accompany the Committee during the site inspection.
- 3) Deputy Commissioner - Lunglei District, Lawngtlai District and Siaha District. They are informed to accompany while conducting site visit in their respective jurisdiction and to keep ready muck disposal site allotment with them.
- 4) Executive Director, National Highways & Infrastructure Development Corporation Ltd, Tuikhuahtlang, Aizawl for information and necessary action. He is requested to accompany the Committee during the site inspection or depute suitable officer for this purpose. All works along the stretch of kms 431 to kms 562 may please be shown to the Committee along with all muck disposal areas during site inspection.



Jenny Sailo
18/8/2023
Deputy Conservator of Forests (Hqrs)
Environment, Forests & Climate Change Department,
Mizoram, Aizawl

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11 ANNEXURE - R2

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Email: ro-mizoram@nhidcl.com



A GOVT. OF INDIA UNDERTAKING

No. NHIDCL/ RO/Gen/2023 / 409
To,

Date: 11/09/2023

The Member Secretary,
Mizoram State Pollution Control Board,
Khatla, Aizawl
Mizoram-796001.

Subject: IMPOSITION OF ENVIRONMENTAL COMPENSATION CHARGE AGAINST NATIONAL HIGHWAYS AND INFRASTRUCTURE DEVELOPMENT CORPORATION LIMITED (NHIDCL) FOR VIOLATION OF ENVIRONMENTAL NORMS- Representation for withdrawal of Order and if otherwise, clarification.

Sir,

By way of an order no. H.88088/Poltn./50(102)/2023-MPCB dated 04.09.2023, National Highways and Infrastructure Development Corporation Limited (NHIDCL) under Ministry of Road Transport and Highways (MORTH) has been asked to deposit an Environmental Compensation to the extent of Rs 5,90,70,000/- (Rupees Five Crore Ninety Lakh Seventy Thousand Only) favoring Member Secretary, Mizoram Pollution Control Board within a period of one week.

2. The Contents of the order has been perused in totality and it is quite surprising as well as not acceptable as per the 'Law of land' and NHIDCL outwardly condemns the same as due process has not been followed while imposing such a humongous Environmental Compensation damage to the Government of India.
3. It is quite surprising that the State Government has placed a wrong information before the Hon'ble NGT in its affidavit that penalty amounting to Rs 5,90,70,000/- (Rupees Five Crore Ninety Lakh Seventy Thousand Only) is already imposed on NHIDCL for the Environmental Compensation, which is incorrect and devoid of facts and figures.
4. Though, NHIDCL has not been apprised of the damages before and it came to the knowledge of NHIDCL during the course of hearing on 11.08.2023 and as per the order passed by Hon'ble NGT court that a penalty of Rs 5,90,70,000/- (Rupees Five Crore Ninety Lakh Seventy Thousand Only) has been imposed on NHIDCL. As per the Hon'ble NGT court order dated 11.08.2023 para 6, wherein it has been contended that as per the paragraph-22 of the affidavit filed by State Government on 10.08.2023, a tabular Chart has been given for the six districts that fall within the Road Widening project on

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NH-54, which alleged that there has been violations of the rules relating to dumping of muck and other violation. The Hon'ble NGT court took the cognizance of the submissions of the State Government and desired to know whether, the amount of Rs 5,90,70,000/- (Rupees Five Crore Ninety Lakh Seventy Thousand only) has been recovered from NHIDCL and action taken against the officials of NHIDCL. However, it is to submit that NHIDCL has been served order on 04.09.2023 and neither advance copy of Court affidavit has been given to NHIDCL as per the Court service mechanism, wherein it is mandatory to serve advance copies to the parties. Therefore, the detailed damages imposed should be provided to NHIDCL for further necessary action.

5. It addition to above, NHIDCL would like to inform and request clarification regarding the damages imposed.

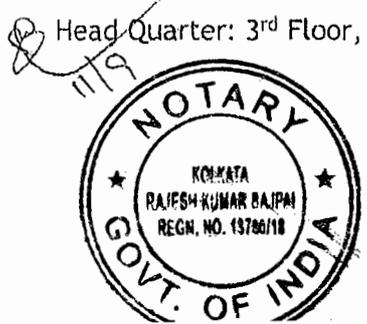
(i) The Government of India has requested the Government of Japan to provide financing for about 1,200km of roads that enhance connectivity in North-East States. Out of 10 candidate roads and bridges, Aizawl-Tuipang section of NH54 in the State of Mizoram has been selected as one of the two priority projects (the other is Tura -Dalu section of NH51 in Meghalaya).

(ii) The project objective is to improve intra-state connectivity for North East States and regional road connectivity for Mizoram and North East India to neighboring countries. The residents of the North East Region, Bangladesh and Myanmar and countries beyond should benefit from the increased regional connectivity which is expected to result in increased trade and economic development over the longer term.

(iii) The existing road has been about 381 km in length and stretches over five districts in Mizoram. NH-54 is the most important road in the State, connecting Mizoram with other States of India and other countries. This is the lifeline of many Mizo people who depend on road network for the supply of essential commodities. The existing condition of road has been poor and the road has been prone to landslide and slope failures. The riding quality has also been poor, particularly after Lunglei district, making travelling arduous and difficult, particularly in monsoon season.

(iv) The significant environmental impacts attributable to the widening and improvement of the road pertained to clearance of roadside trees for widening and forest clearance for spoil bank and resettlement site development, temporary deterioration of ambient air quality and noise/vibration levels during construction phase from land clearing, ground shaping, and quarry and camp operations; and community and occupational health and safety. These impacts has been mitigated through

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A GOVT. OF INDIA UNDERTAKING

compensatory afforestation; timing of construction activities has been controlled to minimize fauna disturbance; control of noise, dust, wastewater, fuel combustion emissions, and construction debris generation through good construction practices; and implementation of road safety measures has been done to separate road users from active construction fronts.

(v) The assessment of the potential impact revealed that the project will not affect critical habitats or sensitive ecosystem as a road already exists and no new road construction is taking place inside pristine or government reserved forests. The project area is largely made up of agricultural fields and settlements.

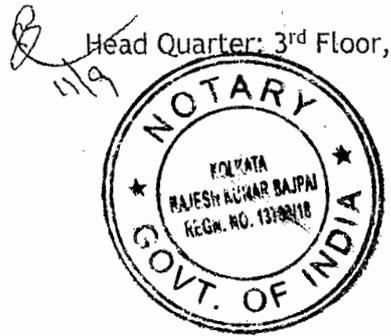
(vi) As a part of the developmental process that during operation stage, the main impacts are increase in mobile emissions, road safety to motorist and pedestrian. Road safety measures will be implemented as per IRC guidelines. Road safety appurtenances like information, regulatory and warning signs coupled with crash barriers will reduce serious injuries to road users. Adequate slope protection and retaining wall as well as cross drains and side drains will be installed and maintenance will be implemented to avoid soil erosion and reduce the risk of landslide.

(vii) As per MOEF EIA Notification dated 14.09.2006 (as amended in August 2013), any highway project falls under Category A if the project entails i) New National Highways; and ii) Expansion of National Highways greater than 100km involving additional right of way or land acquisition greater than 40m on existing alignments and 60m on re-alignments and bypasses. The proposed expansion & widening of NH54 does not involve additional land acquisition beyond 40m and thus does not fall under Category A, as defined in EIA Notification. While preliminary environmental assessment was undertaken during the preparation of the NH54 DPR, the project does not require environmental clearance from MOEF. The project has then been finally approved at the Central, State and JICA level.

(viii) To mitigate the landslide and fragile slopes of the hills falling in the project, adequate protection measures costing more than 50% of the project cost has been inducted in the Construction activities. More than the 70% provisioned protection measures to trigger landslides have been constructed at the project sites.

(ix) It has been clearly misunderstood that dumping has been done on the sides, which brings out a wrong notion regarding illegal dumping. The Aizawl Tuipang Project has been of widening in nature and filling on the side slopes has been done from case

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to case basis as per the site requirement. As a technical requirement, the cut slopes are balanced with the fill component to balance the cut and fill volume and lower the surplus cut soil. However, the surplus soils is being done in the 'Spoil Banks', which have been arranged through the District Administration and the surplus cut soil is been done in the designated spoil banks. The same is endorsed by various documents of the District Administration, Forest Department and local Administrative bodies.

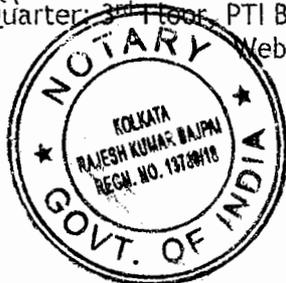
(x) National Level laws and Regulations.

(a) **The Environment (Protection) Act, 1986**-The Environment (Protection) Act, 1986 is the umbrella legislation providing for the protection of environment in the country. Subject to the provisions of this Act, the Central Government, shall have the power to take all such measures as it deems necessary or expedient for the purpose of protecting and improving the quality of the environment and preventing controlling and abating environmental pollution. For the implementation of act Environment (Protection) Rules, had been formulated in 1986. The Rules provided for various standards for emission and discharge of environmental pollutants (Schedule I to IV). The Central Government has delegated the powers vested on it (under section 5 of the Act) to the State Govt. of Mizoram. This law is applicable to this project for environment protection in general.

(b) **The Forest (Conservation) Act, 1980 (amended in 1988)**- The Forest (Conservation) Act, 1980 amended in 1988 pertains to the cases of diversion of forest area and felling of roadside plantation. Accordingly, NHIDCL has applied for Forest Clearance vide different proposal and Forest approvals have been granted to NHIDCL by Forest.

(c) **The Water (Prevention and Control of Pollution) Act, 1974** - The Water (prevention and Control of Pollution) Act, 1974 resulted in the establishment of the Central and State level Pollution Control Boards (CPCB and SPCBs) whose responsibilities include managing water quality and effluent standards, as well as monitoring water quality. As per the project mandate, the Contractors of NHIDCL are required to obtain the following permits and have availed the same, which are as below.

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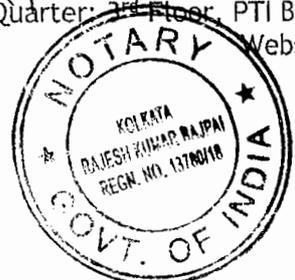
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- * Permission of the State Government for extraction of boulders from quarry;
- * Permission of Village Panchayat and Pollution Control Board for installation of crushers;
- * License for use of explosives;
- * Permission of the State Government for drawing water from river/reservoir;
- * License from inspector of factories or other competent Authority for setting up batching plant;
- * Clearance of Pollution Control Board for setting up batching plant;
- * Clearance of Village Panchayats and Pollution Control Board for setting up asphalt plant;
- * Permission of Village Panchayats and State Government for borrow earth; and
- * Any other permits, clearances or approvals required under Applicable Laws.

(xi) Generic Scoping matrix carried out for the Aizawl-Tuipang project.

- (a) **Climate/Meteorology:** The impacts on micro-climate and micro meteorological phenomena are negligible because the project-related structures are not disturbing the wind path.
- (b) **Topography-**Minor Changes in topographic conditions are expected due to the requirement of cutting filling work. Balancing the volume of cutting and filling is recommended to minimize the volume of spoil soil.
- (c) **Geology-**No impact is there as the project doesn't change geological features and is of widening in nature.
- (d) **Soil Erosion-**During the Construction stage, Soil erosion has been there during the monsoon season. However, Construction has been avoided during the monsoon seasons. The poor drainage system on the existing road is the primary cause for the soil erosion. The drainage system alongwith protection measures is being regularly constructed.

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- (e) **Hydrology**-Minor and temporary impacts exists during the construction stage.
- (f) **Groundwater**-The project doesn't envision the use of ground water and thus no impact is there.
- (g) **Ecosystem, Flora, Fauna and Biodiversity**-The project is not affecting pristine ecosystem along the construction being carried out on existing road. Minor local plantation and Jhum plantation is affected to a little extent.
- (h) **Natural Disaster**- Many areas of the road are prone to the landslide and appropriate measures like construction of Retaining Wall, Breast wall, Gabion wall, Toe wall etc has been provisioned during the Construction stage and more than 70% quantities have been constructed on ground.
- (xii) **Forest Clearances and Overlapping land.**
 - (a) Due to very labyrinthine process of Forest Clearance by Forest Clearance, the Forest Clearances have been granted at a very late stages i.e. more than 2 years period.
 - (b) NHIDCL has requested in various review meetings to let the work start as Forest Clearance has been abysmally delayed and idling charges and claims by Contractors have been anticipated. This issue was brought in numerous meetings with PCCF and others to expedite the Forest Clearance and provide work fronts to NHIDCL for carrying out construction activities.
 - (c) NHIDCL kept carrying out the work in the land provided by CALA. Later on, some parcel of land has been claimed by Forest Department, which has become an overlapping between Revenue and Forest Department. The overlapping issue is a problem in the state due to non-availability of the Revenue records. This problem is in this projects and also in other projects and numerous correspondences with State Government have been made by NHIDCL to resolve this issue and expedite the Forest Clearance.
 - (d) The works have been suddenly stopped by the Forest Department in the last one year in few stretches as well as some projects were completely halted. As such, NHIDCL has stopped the Contractors from carrying out any activities within the belated land claimed by Forest Department. In the initial phase, the projects have been happening

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at a good pace, which lately has slowed down due to restrictions by the Forest Department for their land claims.

(e) The projects have time frame for execution and it has been a necessity to get the work done as limited working window is available and anticipated claims due to idling of machineries have been kept in mind by NHIDCL and penal NPV has been paid off.

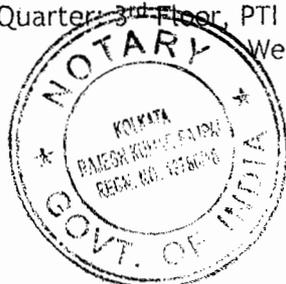
(f) In one of the Stage I clearance, para 2(A)5 (Copy enclosed), it has been remarked that:- "State Government will initiate disciplinary action against the Forest officers/officials concerned as per Rules / Laws for not being able to prevent use of forest land for non-forestry purpose without prior approval of Government of India and compliance shall be submitted within one month to IRO for intimation to Ministry, New Delhi". The remark by MOEF, Shillong also establishes that the State Forest Officials have been aware of the Construction activities being carried out by NHIDCL within their claimed Forest land and that too the Administrative and local Forest departments has also been well aware.

(g) For Land, CALA handovers the land to the NHIDCL, which is subsequently handed over to the EPC Contractors. The Contractors have carried out works within the land provided by CALA as it was not objected by anyone and violations on their part is not there as no one objected from the same i.e. Forest officials nor District Administration. As per the Contract Agreement, the Authority i.e. NHIDCL has to provide the encumbrance free land to the EPC Contractor.

(h) The Forest Department has imposed violations and penal NPV has been charged from NHIDCL. NHIDCL in the work interest as the working permission shall not be granted by Forest Department without the payment of penal NPV and foreseeing the losses due to idling claims and limited working window, NHIDCL deposited a total amount of Rs 2.12 Crore towards penal NPV to the Forest Department in the interest of work and prevailing issues of overlapping land between Revenue and Forest Department. It is further reiterated that violation imposed by Forest Department is due to the overlapping land disputes between Revenue and Forest department, which is also prevalent in other projects i.e. Vairengte Sairang where works could not even start due to their overlapping land issues. There has been no fault of the NHIDCL nor its Contractors as the violations are charged at a belated stage by Forest Department and there is still non-clarity between Revenue and Forest Department lands in Mizoram.



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6. The above facts and submission may kindly be taken into consideration please. If the Mizoram Pollution Control Board (MPCB) is not satisfied with the submissions, then, it may kindly inform the NHIDCL of detailed damages with an opportunity to put up a stand and to establish the fault, if any lies with the NHIDCL or its EPC Contractors.

7. In light of above, the order served to this office may kindly be withdrawn, or else clarification regarding the detailed damages imposed should be provided to NHIDCL for further necessary action.

8. This issues with the approval of Competent Authority.

Enclosure: As above

Handwritten signature and date: 11/9/2023

Paleti Brahmmandanam
General Manager (LA & Coord)

Copy to:-

- 1. P.P.S to the Chief Secretary, Govt. of Mizoram :- For Kind Information.
- 2. Principal Secretary, Environment, Forests and Climate Change, Government of Mizoram, :- For Kind Information.
- 3. PCCF, Environment, Forests and Climate Change, Government of Mizoram :- For Kind Information.
- 4. PS to MD, NHIDCL :- For Kind Information.
- 5. PS to Director (Technical), NHIDCL, HQ :- For Kind Information.
- 6. Executive Director (III), NHIDCL, HQ :- For Kind Information.
- 7. General Manager(P), PMU Seling, Lunglei and Lawngtlai :- For Kind Information.
- 8. Guard File :- For Records.

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MIZORAM POLLUTION CONTROL BOARD

No.H.88088/Poltn./50(102)/2023-MPCB/

: Dated Aizawl, the 4th September, 2023

ORDER

IMPOSITION OF ENVIRONMENTAL COMPENSATION CHARGE AGAINST NATIONAL HIGHWAYS AND INFRASTRUCTURE DEVELOPMENT CORPORATION LIMITED (NHIDCL) FOR VIOLATION OF ENVIRONMENTAL NORMS

WHEREAS, the Hon'ble National Green Tribunal, NGT, Eastern Zone, Kolkata Bench in its order dated 17.03.2023 & 11.08.2023 in O.A 26/2023/EZ in the matter of Vanramchhuangi versus Union of India and others has issued following directions to the State Government:

01. To constitute Committee under the chairmanship of PCCF, Mizoram, Integrated Regional Office of MoEF&CC, Shillong, Mizoram Pollution Control Board, State Wildlife Warden and concerned DMs of the respected Districts of Mizoram. The Committee shall undertake site visit and submit Committee Report on affidavit.
02. To recover Environmental Compensation to the extent of Rs.5,90,70,000/- (Rupees Five Crore Ninety Lakh Seventy Thousand only) from NHIDCL for violation of environmental rules relating to dumping of muck and other violations.
03. To take legal actions against the Officers of the NHIDCL responsible for the violation of the Environmental Rules.
04. Chief Secretary, Govt. of Mizoram is directed to file his personal affidavit in the above regard by next date of listing, that is, 13.09.2023.

AND WHEREAS, in compliance of the above stated directions of the Hon'ble National Green Tribunal(NGT), Eastern Zone, Kolkata Bench, contained in its order dated 17.03.2023, Govt. of Mizoram has constituted the Committee vide Notification No.C.18014/379/2023-FST dt. 18.08.2023 comprising of the following members:

- Chairman - Principal Chief Conservator of Forests, Mizoram
- Members -Representative of Integrated Regional Office, MoEF&CC, Shillong
- Chief Wildlife Warden, Mizoram
 - Deputy Commissioner/District Magistrate, Lunglei District with respect to area falling under Lunglei District
 - Deputy Commissioner/District Magistrate, Lawngtlai District with respect to area falling under Lawngtlai District
 - Deputy Commissioner/District Magistrate, Siaha District with respect to area falling under Siaha District

Member Secretary - Member Secretary, Mizoram Pollution Control Board, Aizawl



Contd./-

(20)

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AND WHEREAS, the Committee constituted above, as per the order of the Hon'ble National Green Tribunal(NGT), Eastern Zone, Kolkata Bench dated 17.03.2023, has carried out inspection of the muck disposal sites and the works going on along the NH-54 in Mizoram between Km 431/00 to Km 562/00 on 25th August 2023 where NHIDCL has been undertaking road widening project.

AND WHEREAS, the Hon'ble National Green Tribunal(NGT), Eastern Zone, Kolkata Bench in its order dated 17.03.2023 directed the State Government to recover Environmental Compensation to the extent of Rs.5,90,70,000/- (Rupees Five Crore Ninety Lakh Seventy Thousand only) from NHIDCL for violation of environmental rules relating to dumping of muck and other violations.

AND WHEREAS, the State Government has directed Mizoram Pollution Control Board, vide letter No.C.18014/379/2023/FST dated 01.09.2023 to take immediate actions for recovery of the Environmental Compensation in compliance to the above stated Hon'ble NGT order.

NOW THEREFORE, in compliance of the order of the Hon'ble National Green Tribunal(NGT), Eastern Zone, Kolkata Bench dated 11.08.2023 and following the direction of the Govt. of Mizoram, the National Highways and Infrastructure Development Corporation (NHIDCL) is hereby imposed Environmental Compensation to the extent of Rs. Rs.5,90,70,000/- (Rupees Five Crore Ninety Lakh Seventy Thousand only). The amount is to be deposited in the form of Bank Draft, in favour of the Member Secretary, Mizoram Pollution Control Board and payable at the State Bank of India, Zodin Branch, Aizawl within a period of one week from the date of issue of this order without fail.

This issues with the approval of the Competent Authority.

Sd/-C.LALDUHAWMA
Member Secretary

Memo No.H.88088/Poltn./50(102)/2023-MPCB/ : Dated Aizawl, the 4th September, 2023

To,

The Executive Director,

M/s. National Highways and Infrastructure Development Corporation (NHIDCL)

Tuikhuahtlang, Aizawl, Mizoram

Email: ro-mizoram@nhidcl.com



Contd./-

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Copy to:

1. The P.P.S to the Chief Secretary, Govt. of Mizoram for kind information of the Chief Secretary.
2. The Principal Secretary, Environment, Forests and Climate Change, Government of Mizoram, for kind information.
3. The PCCF, Environment, Forests and Climate Change, Government of Mizoram, for kind information.
4. The Regional Director, RDNE, Central Pollution Control Board, TUMSIR, Shillong, for kind information.
5. The Deputy Commissioners of all Districts, Mizoram, for kind information.
6. The Superintendent of Police, Aizawl, for kind information.
7. Office Copy.


 (C.LALDUHAWMA)
 Member Secretary
 Mizoram Pollution Control Board

Member Secretary
Mizoram Pollution Control Board
Mizoram : Aizawl



Item No.01

Court No.1

**BEFORE THE NATIONAL GREEN TRIBUNAL
EASTERN ZONE BENCH, KOLKATA
(THROUGH PHYSICAL HEARING WITH HYBRID MODE)**

Original Application No.26/2023/EZ

Pi Vanramchhuangi

Applicant(s)

Versus

Union of India &Ors.

Respondent(s)

Date of hearing: 17.03.2023

**CORAM: HON'BLE MR. JUSTICE B. AMIT STHALEKAR, JUDICIAL MEMBER
HON'BLE PROF. A. SENTHIL VEL, EXPERT MEMBER**

For Applicant(s) :Mr. Gaurav Kumar Bansal, Advocate

ORDER

1. Heard Mr. Gaurav Kumar Bansal, learned Counsel appearing (in Virtual Mode) for the Applicant on admission.
2. The allegation in the Original Application is that work of construction of road relating to widening of Two-Lane of NH-54 between the Km 431/00 to Km 562/00 in the State of Mizoram is going on. It is stated that Detailed Project Report has been prepared and the "Project Corridor" takes off from Lunglei District near Tawipui North Village-2 at Km 431+00 and runs towards southern direction, passes through a number of villages like Tawipui North-2, Tawipui North-1, Tawipui South, Thingfal, Thingka, AOC, Saika, Chawntlangpui, Sihtlangpui, Kawichaw, Zero point, Maubawk, Theiva, Theihri, Tuipang village and Lawngtlai City from Km 472+00 to Km 480+00 and terminates at km 562+000 at Tuipang Village within Saiha District.
3. It is stated that the debris/muck is being directly thrown along the slopes next to the road which then slides down directly into the river.



4. It is also alleged that Sixty-Two (62) disposal sites have been demarcated which is insufficient.
5. The work of road construction/road widening is stated to be executed by Respondent No.3, National Highways and Infrastructure Development Corporation Limited.
6. It has not been stated whether Environmental Clearance has been granted for the Project or not.
7. Learned Counsel for the Applicant submits that for a Project of 100 or less than 100 kms, Environmental Clearance is not required.
8. The submission is that Forest Clearance has also not been granted and in Paragraph-12 of the Original Application it is stated that the Detailed Project Report and the process for obtaining Forest Clearance is pending with the Government of Mizoram which will then be submitted to the Ministry of Environment, Forests & Climate Change, Government of India.
9. After hearing the Counsel and perusing the application we are of the opinion that the matter requires consideration keeping in view the environmental issues. Hence, we constitute a committee under the Chairmanship of PCCF, Integrated Regional Office of MoEF & CC, Shillong, PCB Mizoram, State Wildlife Warden and concerned DMs of the respected Districts of Mizoram. The Committee shall undertake site visit, concerned parties including NHAI and submit a report within two months. The nodal agency for the committee shall be PCB Mizoram.
10. Issue notice to the respondents, returnable within four weeks.
11. Mr. Ashok Prasad, learned Counsel, who is present in Court, accepts notice on behalf of Respondent Nos.2 & 3.



12. Ms. RashmiSinghee, learned Counsel, appearing (in Virtual Mode) accepts notice on behalf of Respondent No.1.
13. Ms. Ana Upadhayya, learned Counsel appearing (in Virtual Mode) accepts notice on behalf of Respondent Nos.4, 5 & 6.
14. All the Respondents shall file their counter-affidavit within four weeks.
15. All the Counsel shall also e-file Vakalatnama on behalf of their respective Departments.
16. Learned Counsel for the Applicant shall provide e-copy/soft copy of the Original Application along with its all annexures to Mr. Ashok Prasad, Ms.RashmiSinghee and Ms.Ana Upadhayya within 24 hours.
17. List on 20.04.2023.

.....
B. Amit Sthalekar, JM

.....
Prof. A. Senthil Vel, EM

March 17, 2023
Original Application No.26/2023/EZ
BD



Item No.06

Court No.1

**BEFORE THE NATIONAL GREEN TRIBUNAL
EASTERN ZONE BENCH, KOLKATA
(THROUGH PHYSICAL HEARING WITH HYBRID MODE)**

Original Application No.26/2023/EZ

Pi Vanramchhuangi

Applicant(s)

Versus

Union of India & Ors.

Respondent(s)

Date of hearing: 11.08.2023

**CORAM: HON'BLE MR. JUSTICE B. AMIT STHALEKAR, JUDICIAL MEMBER
HON'BLE DR. ARUN KUMAR VERMA, EXPERT MEMBER**

For Applicant(s) : Mr. Gaurav Kumar Bansal, Advocate (in Virtual Mode)

For Respondent(s): Ms. Rashmi Singhee, Advocate for R-1 (in Virtual Mode),
Mr. Ashok Prasad, Advocate for R-2 & 3,
Mr. Siddhesh Kotwal, Advocate a/w
Ms. Ana Upadhyay, Adv. for R-4, 5, 6 & 7 (in Virtual Mode)

ORDER

1. Mr. Gaurav Kumar Bansal, learned Counsel is present (in Virtual) for the Applicant.
2. Affidavit dated 10.08.2023 has been filed by Respondent Nos.4, 6 & 7, State Respondents; the same is taken on record.
3. Ms. Rashmi Singhee, learned Counsel appearing (in Virtual Mode) for Respondent No.1 and Mr. Ashok Prasad, learned Counsel appearing for Respondent Nos.2 & 3, state that they have not received the copy of the affidavit dated 10.08.2023 filed by State Respondents.
4. Mr. Siddhesh Kotwal, learned Counsel appearing (in Virtual Mode) for the State Respondents, shall serve e-copy/soft copy of the affidavit dated 10.08.2023 along with its annexures upon Ms. Rashmi Singhee and Mr. Ashok Prasad, learned Counsel for the other Respondents within 24 hours.



5. Mr. Siddhesh Kotwal, learned Counsel prays for and is granted four weeks time for filing the Committee Report on affidavit.
6. In paragraph-22 of the affidavit dated 10.08.2023 filed by the State Respondents, a tabular chart has been given of the six districts that fall within the Road Widening Project on NH-54 which discloses that there has been violation of Rules relating to dumping of muck and other violations. Environmental Compensation to the extent of Rs.5,90,70,000/- (Rupees Five Crores ninety lakhs seventy thousand only) has been imposed against the National Highway Infrastructure Development Corporation Limited (NHIDCL). The affidavit does not disclose whether this amount has been recovered and it also does not disclose what action has been taken against the Officers of the NHIDCL responsible for the violation and whether any FIRs have been lodged against them for violations of the Environmental Rules.
7. The State Respondents are directed to file affidavit by the next date of listing specifically stating what action has been taken against in this regard with regard to recovery of the Environmental Compensation and action taken against the Officers involved in Environmental Violations.
8. We, therefore, direct the Chief Secretary, Govt. of Mizoram, to file his personal affidavit in this regard by the next date of listing.
9. **List on 13.09.2023.**

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B. Amit Sthalekar, JM

.....
Dr. Arun Kumar Verma, EM

August 11, 2023,
Original Application No.26/2023/EZ
MN



2202

V A K A L A T N A M A

BEFORE THE NATIONAL GREEN TRIBUNAL, KOLKATA/EZ

O.A. No. of

Plaintiff
Petitioners

-Versus-

Defendant
Opposite Party

On behalf of _____

Know all men by these presents that by Vakalatnama I/We appoint the Advocates noted below or any of them my/our lawful Advocate or Advocates for filing the Memorandum of appeal or petition in the for entering Appearance

above matter for appearing in conducting and arguing the same, for depositing or withdrawing any money in connection therewith for moving the Court in any matter connected therewith, for preparing the paper book in the case and for putting in papers petitions etc. on my/our behalf for filing taking back any documents for withdrawing suits or appeals or petitions with permission to institute fresh suits etc. For signing and filing petitions of compromise in connections with said matter and for taking copies of paper form the Record and I/We further say that any act, done by my/one said Advocate or Advocates or by any of them after accepting this Vakalatnama, shall be considered as my/our true and lawful act.

And I/we further hereby agree and undertake to pay the said Advocates his or their fees are settled and all others sums that may be necessary to carry out the requisition of the Court and otherwise to enable the said Advocates to conduct property. Falling which the said Advocates after notice to me/us will be liberty to withdraw form the further conduct to the case.

IN WITNESS WHERE OF I/We sign and execute this Vakalatnama on this the.....day on.....2023

NAME OF ADVOCATES

Handwritten signature

