

MINUTES OF THE PUBLIC HEARING OF THE PROPOSED NAGPUR - MUMBAI ACCESS CONTROLLED EXPRESSWAY PROPOSED BY M/S MAHARASHTRA STATE ROAD DEVELOPMENT CORPORATION LTD. HELD AT VASHALA VILLAGE, TQ.SHAHAPUR, DIST.THANE PART OF PACKAGE-V.

The public hearing for proposed Nagpur - Mumbai access controlled expressway proposed by M/s Maharashtra State Road Development Corporation Ltd., at Vashala Village, TQ. Shahapur, Dist. Thane was conducted on 7th December, 2017 at Gram Panchayat premises, Village - Vashala Bk., Tal.- Shahapur, Dist.- Thane at 14.00 hrs.

Following were the panel members for conducting public hearing as per Maharashtra Pollution Control Board's Office Order E - 100 of 2017 vide letter No.BO/JD(WPC)/PH/B-4962, dated 20/11/2017:-

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| 1. | Smt.Vandana Suryavanshi
Resident Deputy Collector and
Addl. District Magistrate,
Thane. | Chairman. |
| 2. | Shri. Dhananjay B.Patil
Regional Officer, MPCB, Kalyan. | Member. |
| 3. | Shri.Sujit Dholam
Sub Regional Officer,
MPCB, Kalyan-III | Convener. |
| 4. | Shri.Amar Durgule
Sub Regional Officer,
MPCB, Kalyan-I and Bhiwandi | Convener. |

Shri.Durgule, Convener of the meeting welcomed Hon'ble Chairman, Members of the public hearing panel and public participants. He briefed about the procedure of public hearing prescribed in EIA Notification 2006 amended thereto. Application for public hearing was received from MSRDC on 19/09/2017. There after the public notice of this public hearing was published on 07/11/2017 in English daily Indian express and Marathi daily Sakal & Loksatta. The details of the project including Executive Summary and EIA were made available at respective Grampanchayat offices as well as respective Govt. offices as per the EIA Notification, 2006 for its wide publicity.

The Member of the Committee further informed that, as per said Notification, the project falls under Category '7 (f).' The aim of conducting public hearing is to make aware, local people who can participate in the hearing and to know the developmental activities and Environment Management Plan of proposed Expressway. He also requested the public participants to offer suggestions/comments regarding the proposed project after completion of the presentation by the Project Proponent. The same shall be recorded and accordingly the clarifications if any will be issued and incorporated in the EIA report to be submitted to the Ministry of Environment & Forests, Govt. of India. It was clarified that this public hearing panel committee has no authority to decide

upon grant of environment clearance. Also requested to conduct public hearing in peaceful manner.

The officials of Maharashtra State Road Development Corporation gave the presentation of the construction of proposed project, Environmental Impact Assessment and Environment Management Plan in detail. Shri Toke, Environmental Adviser, MSRDC informed that Govt of India (GoI) has planned 10 (Ten) world class Express Highways in order to boost the road infrastructure. Simultaneously, the Govt. of Maharashtra has planned Nagpur-Mumbai Expressway (NMEW) for diversion and redistribution of heavy traffic on existing corridors. The proposed NMEW is being implemented by Maharashtra State Road Development Corporation Ltd., which will pass through ten districts from Vidharbha through Marathwada to Konkan region. During presentation, MSRDC officials clarified that as per ToR (Terms of Reference) granted by EAC of Ministry of Environment, Forests & Climate Change, Govt. of India, the Environment Impact Assessment Report is prepared. He further explained the purpose of proposed Expressway and stated that the proposed Expressway is passing through 10 districts of Maharashtra State which will cater the 60% geographical area. The proposed highway is divided in five packages according to revenue divisions. However, as per EIA Notification 2006, the Public Hearing is to be conducted district-wise. The special features of the project such as availability of emergency telephones at every 5 km, rest areas at every 50 km., median tree plantation, planning of providing solar lamps, provisions food plazas, restaurants and emergency services, etc. along the right of way were categorically briefed by him. The proposed provision of longitudinal drains along ROW and about 29 cross drainage structures VOP, VUP, LVUP, PUP, AUP at 46 locations along with 1 major bridges & 3 minor bridges are proposed and assured that the rain water along the right of way will be flown freely and avoid stagnation of water in the nearby area. In addition to that the proposal of rain water harvesting structures for ground water recharging at 500m staggered interval on both sides subject to RoW availability was also deliberated in detail. The abandoned stone quarries shall be converted into water reservoirs with the help of District Administration as per the proposal submitted by MSRDC. He also pointed out that to meet the demand of water for project; the existing abandoned quarries can be handed over to MSRDC so that those can be converted into water reservoir which will cater the need of water requirement for the construction of proposed Nagpur Mumbai Express Highway.

In addition to the technical details, the baseline monitoring carried out by accredited consultant along with its modelling and mitigation measures were discussed. He further stated that as per draft policy of Ministry of Road Transport (MoRTH), the Three Tier Plantation will be proposed on both the sides along the right of way and in such a way, @ 92,820 trees will be planted on along the right of way. The Environment Management Plan was discussed in detail and it was mentioned that noise generated due to proposed vehicular movement will be contained by providing adequate noise barriers along the sensitive areas of the nearby villages in addition to proposed thick plantation. He further clarified that the budget of Rs. 44.25 Crs. is prepared exclusively for Environment Management Plan in addition to the Engineering cost to be incurred for proposed project.

After completion of presentation and detailed information, Chairman & Convener of the Committee appealed general public to offer comments/suggestions if any regarding the proposed project. It was requested to communicate the issues in brief and one by one. Accordingly, the public participants expressed their views as under:

1. Shri.Vinayak Pawar, Chairman, Shetkari Sangh Samitti, Mumbai Nagpur Samrudhi Highway raised following points :

- (1) The public hearing notice was publish one month back and also documents regarding EIA where available with the Grampanchayat offices. However more time period is required for study of EIA.
- (2) Why the Right of Way of proposed road is 120 meters in non-forest area and 90 meters in forest area.
- (3) Provision and procurement of raw material planned for proposed Nagpur-Mumbai Expressway. Height of proposed highway is 6 Mtr. what is the provision for soil, rock, crushed stone required.
- (4) Details of cross drainage structures for channelling the water flow in the project area. There is possibility of water logging in the intermittent areas.
- (5) Existing trees will be affected. It is required to carry out resurvey.
- (6) Accident prevention plan.
- (7) Details of cattle underpass, vehicle underpass and wild life underpass. More number of animal under passes shall be provided. What will be the provision for rain water harvesting.
- (8) Details of node developments along with its impact on the water in catchment area. There are three dams supplying water to Mumbai city. Quality of water shall be affected due to the node development.
- (9) Indian road congress has recommended four lane expressway. What is the reasons for provision of six lane expressway instead of four lane expressway. Also IRC has recommended that new road to be constructed in the areas there earlier there is no road connectivity available.
- (10) Details of impact on public health due to proposed project.
- (11) Agriculture produced such as lakhs of tonnes of vegetables from those lands will be compromised for construction of roads. What is the alternate arrangement the Government of Maharashtra has proposed for the same?
- (12) Service roads shall be continued through out.
- (13) Why design speed of 150 KM/Hr is considered instead of 120 KM/Hr as recommended by IRC.

Convener of the committee clarified that notice of the public hearing was published in the news papers, one month prior. Also there was sufficient time of 30 days for study of EIA.

2. **Shri. Keshav Choudhary, Lecturer, RKT Mahavidhyalay, Ulhasnagar, Dist.Thane** mentioned that :

- (1) EIA report is incomplete and information provided in the EIA report is incomplete and partly true. It is not prepared as per MOEF terms & conditions.
- (2) EIA report is not as per ToR granted by MoEF.
- (3) Survey of existing trees in not carried out
- (4) Longitude and Latitude of the project area have error.
- (5) The alignment study carried out and presented in EIA report is not as per Environmental parameters. Environmental criteria are not studied.
- (6) EIA report is not prepared by NABET Accreditation consultant. Certificate not enclosed.
- (7) Why land pooling activity is carried out prior obtaining environment clearance.
- (8) He enquired about the completion of road if forest clearance is not granted by the Forest Department.
- (9) He further mentioned that, to avoid R&R activities Government of Maharashtra has violated MoEF norms.
- (10) Executive summary of the project is not adequate.
- (11) The EIA report should have been prepared in Marathi.
- (12) Entire topo sheet to be added in EIA report. Demarcation is required to be done on topo sheets
- (13) Information provided about bio-diversity survey is not noticed.
- (14) Cost of maintenance of plants is seems to be very less.
- (15) On what basis MSRDC has proposed 92820 trees?
- (16) Whether the cost benefit on carbon absorption capacity of the plant has been carried out or otherwise. Large number of trees will be cut for this project.
- (17) Forest permission / clearance is not included in the EIA report.
- (18) EIA report shall be carrying out height wise tree census.
- (19) Alignment finalise by MSRDC with cost of the road is more which is wasting public money. Instead of that he suggested a new alignment which starts from Dadar, Mumbai to Deori in M.P. which he has to verify through GIS. This highway is not going in the heart of Mumbai city.

- (20) He enquired about traffic dispersion at Amne which is end point of Package-V.
- (21) He further mentioned that the legal and environmental errors in the EIA report needs to be minimised.
- (22) He mentioned that western ghat area has been considered as eco-sensitive zone. However, MSRDC has proposed road in eco-sensitive zone.
- (23) He raised issue of air pollution, noise pollution and the issue which is also not addressed by MoEF and CPCB i.e. issue of light pollution, impact of lights on residences of wild life and birds.
- (24) He further enquired about the endangered species and impact of roads on the residence area of wild life along wild life movements in the corridor.
- (25) He further mentioned that the land pooling scheme for proposed project is illegal act which is clear cut violation of CRPC Section 144.
- (26) The land procured from the farmers should be procured after environmental study.
- (27) He further suggested that, the lands should be procured unless and until environmental clearance is obtained for the project.
- (28) Why EIA was being submitted when it is incomplete in various respects. Whether any scrutiny of EIA is carried out.
- (29) Expressway is passing through Eco sensitive zone. pollution due to light reflections and impact on birds habitat is not studied.

3. Shri. Arundev Khambalkar, resident of Lahe Village mentioned that :

- (1) Lahe village where he is residing is about 200-300 meter from proposed Nagpur-Mumbai Expressway and it will cause noise pollution due to vehicle movement on the road.
- (2) The petroleum product carrying pipeline of BPCL is passing at a distance of 200 -300 meters from his residence and farm. He enquired about the pipeline as it is coming in the Alignment?
- (3) Proposed tunnels requires cutting of hills which will lead to loss of forest, soil erosion, water/air pollution.
- (4) He further stated that industries will be located along the proposed highway which will cause damage of environment and will lead to pollution problem.
- (5) He also mentioned that nobody should be allowed to pass through eco-sensitive zone and alignment in eco-sensitive zone shall be cancelled.
- (6) There shall be tree cutting involved for the project.

- (7) Also it is an seismic sensitive zone.

4. **Smt. Dhanisha, Representative of Conservation Action Trust, NGO of Mumbai** raised the following points :

- (1) EIA is only for 78 km. instead of package wise EIA., Cumulative Impact Assessment Study is to be carried out.
- (2) EIA report is not displayed on MPCB website. Soft copy was not made available
- (3) Study for EIA is carried out for one season.
- (4) Recommendation given by Wild Life Department shall be displayed in public domain.
- (5) She enquired why the road is planned itself and the carrying capacity of the region needs to be carried out.
- (6) Species wise Flora and Fauna list to be provided.
- (7) Compliance of Wild Life Protection Act 1972.
- (8) IUCN list for endanger species details not provided.
- (9) Obtaining the environmental clearance package wise is violation of EIA Notification 2006.
- (10) Entire 701 km of road to be considered as single project and same to be presented before Expert Appraisal Committee of MoEF.
- (11) Species to be planted in compensatory afforestation by Forest Department to be provided in EIA report.
- (12) Microbiology needs to be studied while carrying out EIA study.
- (13) More details study is required regarding other project related activates and their impact.

5. **Shri. Kapil Dhamne, resident of Chiradpada, Tal-Bhiwandi** mentioned that :

- (1) Proposed road is passing at a distance of about 150 – 200 meters from the Dam near Pise village where the bridge of 400 meters has been proposed for the backwater.
- (2) He enquired about embankment and mentioned that, do MSRDC have a plan of provision of embankment of 5.5 meter height on the dam.
- (3) He enquired about channelling of flow of rain water.
- (4) He further enquired about provision of bridge or otherwise.

- (5) He further mentioned that, the documents related to public hearing were made available in Grampanchayat office however the ZP elections were announced. Hence, they did not get time to study the documents and requested for extension of time.

6. **Shri. Tukaram Dattatray Sarpotdalkhar** raised the following points :

- (1) He enquired about the guidelines regarding distance of highway from the residential area.
- (2) Pollution problems due to proposed expressway.
- (3) He further enquired about the details of proposed node, smart city development along the proposed expressway.
- (4) He further suggested that, equal land to be given by the Government to the land losers. His land has been procured by MSRDC for construction of expressway.

Shri. Nawale, Superintending Engineer, MSRDC explained that, the proposed road will have service road facility in non-forest area whereas the service road is not proposed in forest area. All the IRC has norms of 120 KM/Hr. vehicular speed, this highway is built for design speed of 150 KM per/Hr considering the future need. There shall be visibility distance of 365 Mtr. maintained through out. Soil required for banking shall be managed from the cuttings. There shall be ample of crushed stone available from tunnel excavations. Expressway is designed for 6 lanes considering the planning period of 20 years. Regarding BPCL pipeline shifting, meeting with BPCL authorities have been conducted. 4.8 KM pipeline length shall be required shifting. There shall be ample tree plantation along the sides of expressway. Expressway is required in order to expedite the speed of goods transportation from Nagpur to Mumbai. Service roads are not required in forest area. Hence width of road is less in forest area.

Shri. Toke, Environmental Adviser, MSRDC mentioned that, the raw material procurement plan is already prepared and the same will be addressed in detail in final EIA report which is to be submitted to MoEF. As per presentation the details of cross drainage structures and water channelling had already been mentioned in the said presentation. The proposed road is crossing water bodies wherein one major bridge, 3 minor bridges and 29 cross drainage structures and 46 nos. of VOP, VUP, LVUP, PUP, AUP have already been proposed. In addition to this MSRDC have proposed rain water harvesting structures at every 500 meters staggered interval on both sides subject to RoW availability.

He further assured that, MSRDC had already approached GSDA Department of Government of Maharashtra for construction of Dams, Bridge cum Bandaras and other water storage arrangements to finalise, considering the local drainage plan in consultation with GSDA Dept.

Further he mentioned that, SEAC of Department of Environment, Government of Maharashtra had asked MSRDC to identify abandoned stone quarries in the nearby area of proposed road and convert those abandoned quarries into water reservoirs. It is further directed that, the water stored in those abandoned quarries can be used for construction activities and after completion of construction activities the water reservoirs can be handed over to District Administration which can be used as water source for nearby areas.

He further mentioned that, the details of cattle underpass and wild life underpass movements are already prepared by MSRDC in consultation with Wild Life Wing of Forest Department of Government of Maharashtra and accordingly incorporated the same in design of road.

Shri. Toke, Environmental Adviser, MSRDC further clarified that, node development along the proposed Nagpur-Mumbai Expressway is being considered separately and it is not a part of this project. He further assured that, the details of Environmental Impact Assessment Study will be carried out for proposed node development along the proposed highway wherein the details of impact on water in catchment area will be deliberated separately.

Shri. Vinayak Pawar enquired regarding soil management

It was clarified that 10 soil borrow areas and 13 stone crushers are identified for raw material resources. Water supply sources shall be identified as per permissions obtained from State Government. EIA is prepared by QCI and NABET accredited organization.

It was also clarified that, considering the past experience of developmental activities in the nearby areas due to provision of road infrastructure and its impact in increasing the traffic flow the road have been planned as six lane expressways rather than four lane expressway.

The impact on public health is already deliberated in socio-economic study which was presented during the presentation.

Shri. Toke, Environmental Adviser, MSRDC clarified that the draft EIA report is prepared on the basis of ToR granted by Expert Appraisal Committee of MoEF. The ToR for the said package was issued on 20.03.2017. As per MoEF guidelines the EIA report is prepared by NABET accredited consultant M/s. Building Environment India (P) Ltd., Navi Mumbai.

He clearly pointed out that this is a draft EIA which has been kept in public domain for their suggestions and recommendations. He assured that, the necessary rectifications of errors will be carried out and final EIA including the suggestions made during public hearing or suggestions received during course of public hearing will be incorporated and submitted in final EIA report.

He further clarified that the process of obtaining Environment Clearance under the Environment Protection Act 1986 and obtaining Forest Clearance under Forest Conservation Act 1980 are two separate permissions, even though the granting authority for the same is common i.e. Ministry of Environment and Forest Climate Change (MoEFCC), New Delhi. As per ToR of EIA, the status of Forest Clearance is to be mentioned in EIA, not a copy of Forest Clearance. Obtaining Forest Clearance and Environment Clearance are two concurrent activities. The details of primary data i.e. monitoring data and secondary data as per ToR prescribed by MoEF has been incorporated in EIA report.

He further assured that unless and until all clearances are obtained, MSRDC being Government Agency will not start the construction activity of proposed Nagpur-Mumbai Expressway.

Shri. Toke, Environmental Adviser, MSRDC during his presentation clearly mentioned that, the provision of noise barriers have already been made where the proposed road is passing through or passing nearby villages.

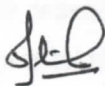
Shri. Nawale, Superintending Engineer, MSRDC mentioned that, the issue of BPCL pipeline is being addressed technically and scientifically. The utilities along the highway will be shifted considering its technicality, safety and security.

Shri.Toke, Environmental Adviser, MSRDC explained that, the proposal of node developments across proposed Nagpur-Mumbai Expressway is in process. Since node development is a separate activity and not a part of this road project, the information related to the node development will be given separately and the concerned may get in touch with concerned Executive Engineer.

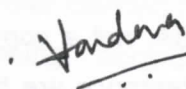
After detailed discussion and deliberations Shri.Toke, Environmental Adviser, MSRDC categorically mentioned that, the suggestions / recommendations given by the public are well accepted and the clarifications regarding the same will be given in the final EIA report along with the written comments given by the nearby residents.

Once again Shri.Durgule, Convener of the meeting appealed general public to offer their comments/suggestions, if any. It is also informed that all suggestions, issues expressed shall be recorded and communicated to MoEF.

At the end Hon. Chairman and Addl. District Magistrate announced that the public hearing is completed and thanked the public for active participation in the public hearing.



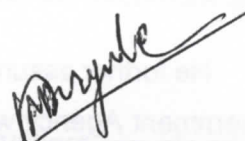
(Shri.Dhananjay B.Patil)
Member



(Smt.Vandana Suryavanshi)
Chairman



(Shri.Sujit Dholam)
Convener



(Shri.Amar Durgule)
Convener