

IInd Compliance Report of Environment Clearance

Name of the Project:- Ganga Expressway (Green Field) in the State of Uttar Pradesh
Name of the Project Proponent:- M/s Uttar Pradesh Expressways Industrial Development Authority
(UPEIDA)

Environmental Clearance Letter No. - EC22A034UP189577 & File No. 10/1/2022-IA.III
Dated 13-07-2023

Compliance:- From Group I, II, III & IV

Period of Compliance Report:- From April-2023 to Sep-2023 (2nd Compliance Report)

Specific Conditions

Sl. No.	Specific Conditions as are mentioned in the Grant of Environmental Clearance (EC)	Status of Compliance
	<p>All commitments made in the Wildlife Management & Conservation Plan submitted to the Ministry shall be implemented in letter and spirit. The status of implementation of Management & Conservation Plan shall be submitted to the Regional Office of the Ministry along with 6 monthly compliance report</p>	<p>The commitments made in the Wildlife Management & Conservation Plan submitted to the Ministry is being implemented in letter and spirit. For the possible impact like road accident while crossing by animals and to avoid injury and mortality of animals as the remedial measures different types of underpasses/culverts/ interchange is proposed to be constructed for animals to cross the Expressway in the Environmental Management Action Plan of the project. The details of the proposed structures are given at condition No-2.</p> <p>There are five basic/essential components for Wildlife that they require to thrive. They are food, water, cover/shelter, space, and the arrangement to fulfill their basic needs. The construction and operations of the Ganga Expressway shall have minimum impact on any of these components as the proposed alignment does not pass through any Wildlife Sanctuary or Eco Sensitive Zone. Sandi Bird Sanctuary, district Hardoi, (about 2.1 km. alignment) and Samaspur Bird Sanctuary, district Raebareli, (approx. 9.7 km alignment) fall within five km area of the Ganga Expressway alignment. However, both the areas are about 4.6 km and 3.5 km away respectively. Notified eco sensitive Zone of Chandrasekhar Azad Bird Sanctuary Nawabganj district Unnao is at a distance of about 8.5 km.</p> <p>There are two main factors which are important for Wildlife and wild animals: 1- Light and 2- Noise. Both will have very minimal impact during construction period, because the construction activities will be for a short period and shifting from one place to the other place. The high noise producing equipment's have been provided with noise shields, silencers and mufflers to keep construction noise level to minimum. During operation period the provision shall be made for uninterrupted movement of heavy and light vehicles. Light glaring and noise pollution shall be controlled by a thick green belt on both sides of the expressway and median plantations shall also be done. Further, a boundary wall of 1.5m height shall also be raised on both sides of Expressway including crash barriers on road edges.</p>

<p align="center">ii</p>	<p>To minimize the wild animal road accidents and ease of their movement from one area to another while crossing the road, all underpasses, overpasses, via-ducts as envisaged in EIA-EMP along with chainage and DPR must be constructed keeping in mind the guidelines provided by WII (2016) and as identified in the wildlife conservation plan.</p>	<p>Ganga Expressway is an access controlled highway. Therefore, all the measures have been taken for safe crossing the Expressway and to minimize wildlife animal road accidents, and ease of their movements from one area to another. Sufficient number of underpasses, overpasses, box culverts etc. have been proposed in the DPR/EIA/EMP which are being constructed keeping in mind the guidelines provided by WII (2016) and IRC. The detailed progress of the main structures are as follows: -</p> <table border="1" data-bbox="751 539 1477 1048"> <thead> <tr> <th rowspan="2">Group</th> <th rowspan="2">Name of Structure</th> <th colspan="3">Status (Number)</th> </tr> <tr> <th>Proposed</th> <th>Complete</th> <th>Balance</th> </tr> </thead> <tbody> <tr> <td rowspan="3">I</td> <td>OP</td> <td>28</td> <td>10</td> <td>18</td> </tr> <tr> <td>UP</td> <td>90</td> <td>64</td> <td>26</td> </tr> <tr> <td>BC</td> <td>177</td> <td>145</td> <td>32</td> </tr> <tr> <td rowspan="3">II</td> <td>OP</td> <td>28</td> <td>02</td> <td>26</td> </tr> <tr> <td>UP</td> <td>99</td> <td>79</td> <td>20</td> </tr> <tr> <td>BC</td> <td>193</td> <td>179</td> <td>14</td> </tr> <tr> <td rowspan="3">III</td> <td>OP</td> <td>40</td> <td>03</td> <td>37</td> </tr> <tr> <td>UP</td> <td>94</td> <td>49</td> <td>45</td> </tr> <tr> <td>BC</td> <td>201</td> <td>58</td> <td>143</td> </tr> <tr> <td rowspan="3">IV</td> <td>OP</td> <td>74</td> <td>02</td> <td>72</td> </tr> <tr> <td>UP</td> <td>97</td> <td>40</td> <td>57</td> </tr> <tr> <td>BC</td> <td>216</td> <td>137</td> <td>79</td> </tr> <tr> <td align="center" colspan="2">Total</td> <td>1337</td> <td>768</td> <td>569</td> </tr> </tbody> </table> <p>Note: OP=Overpasses, UP=Underpasses and BC=Box Culvert In addition to the aforementioned structures provisions like pipe culvert, steel wire fencing, steel road side railing, steel canopy bridge and signages etc. will also be made as suggested by the expert committee in the light of WII (2016) guideline.</p>	Group	Name of Structure	Status (Number)			Proposed	Complete	Balance	I	OP	28	10	18	UP	90	64	26	BC	177	145	32	II	OP	28	02	26	UP	99	79	20	BC	193	179	14	III	OP	40	03	37	UP	94	49	45	BC	201	58	143	IV	OP	74	02	72	UP	97	40	57	BC	216	137	79	Total		1337	768	569
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<p align="center">iii</p>	<p>The condition has been omitted because it was not related to the Ganga Expressway Project.</p>	<p align="center">Not applicable.</p>																																																																	
<p align="center">iv</p>	<p>Road side tree plantation of local fruit bearing species or in nearby village in collaboration with Gram Panchayats.</p>	<p>The condition will be complied alongwith the condition no. xii of Specific Conditions of EC. The MoEF&CC while granting Forest Clearance vide letter no. 8B/UP/06/295/2021/FC/133 dated 16.06.2022 have imposed conditions for raising plantations by State Forest Department. The condition shall be followed and road side/avenue plantation shall be done accordingly.</p>																																																																	
<p align="center">v</p>	<p>Wildlife movement during the construction be monitored by forest department and if found necessary additional over/underpasses be developed. Provision for the same be made in the project budget.</p>	<p>Sufficient provisions have been made in the project for Wildlife movement without any hindrance. If any recommendations of Forest Department are received for construction of additional over/underpass, the project proponent will construct that from its own budget. UPEIDA on its own has further proposed an extra arrangement of additional Box Culverts and Underpasses as given below</p> <table border="1" data-bbox="751 1778 1477 1977"> <thead> <tr> <th>Sr. No.</th> <th>Group</th> <th>Box Culverts</th> <th>Underpasses</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>I</td> <td>04</td> <td>26</td> </tr> <tr> <td>2</td> <td>II</td> <td>08</td> <td>06</td> </tr> <tr> <td>3</td> <td>III</td> <td>04</td> <td>15</td> </tr> <tr> <td>4</td> <td>IV</td> <td>20</td> <td>19</td> </tr> <tr> <td align="center" colspan="2">Total</td> <td>36</td> <td>66</td> </tr> </tbody> </table>	Sr. No.	Group	Box Culverts	Underpasses	1	I	04	26	2	II	08	06	3	III	04	15	4	IV	20	19	Total		36	66																																									
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vi	<p>Quarry areas shall be barricaded during mining operations. The abandoned quarry shall be developed as water reservoirs with proper fencing around quarry area. Details for Quarry area operation and rehabilitation given the EIA report shall be followed.</p>	<p>The condition is being complied accordingly, as per the provision given in the EIA /EMP report.</p>
vii	<p>In all the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, concrete mixing will be stopped during the night time between 10.00 pm to 6.00 am. No noisy construction activities will be permitted around educational institutions/health centres (silence zones) up to a distance of 100 m from the sensitive receptors. All plants and equipment used in construction shall strictly conform to the CPCB/SPCB noise standards.</p>	<p>The condition is being complied. For crushing, concrete mixing etc. the necessary permission of CTE/CTO have already been obtained from Uttar Pradesh Pollution Control Board. The Board also has imposed similar conditions which are being complied with. Noise standards are being strictly enforced for all vehicles, plants, equipments, and construction machinery. High noise producing generators such as concrete mixers, generators, graders etc. are provided with noise shield. During the night time between 10.00 PM to 6 .00AM the noise generating construction work is stopped.</p>
viii	<p>Traffic Control Devices/Road Safety Devices/ Roadside Furniture including various types of cautionary, informatory, regulatory as mandatory signboards, road markers, studs, etc. shall be provided at appropriate locations all along the project stretch in accordance with the specifications laid down in Manual of Specifications and Standards for Expressways (IRC:SP:99-2013) and IRC:8, IRC:25, IRC:26, IRC:35, IRC:67, IRC:79, IRC:103 and Section 800 of MORTH Specifications.</p>	<p>The conditions will be complied in letter and spirit as per the guidelines of IRC.</p> <p>Before operation of the Expressway all these provisions as per specification and IRC guidelines/ standards for Expressways are being completed.</p> <p>During the construction phase Sand bags along with delineators, caution tapes are provided at construction site. Also, sign bord such as Work in Progress, Go Slow, Men at Work, Diversion Ahead etc. are provided. Diversion are done as per the guideline of IRC SP 55 2014 and for public safety additional safety measures have been taken at cross roads junction.</p>
ix	<p>Prepare the traffic prediction report for complete project (including all packages of this project) considering the cumulative impact of the traffic on the environment and submit to the Ministry and concerned Regional Office within 3 months.</p>	<p>The condition has been complied. The traffic prediction report has been prepared and included in the DPR and EIA/EMP report and the same has been submitted to the MoEF&CC.</p>

x	<p>All the major, minor bridges and culverts should not affect the drainage systems. Flood plains of the rivers/ drainage systems are not to be disturbed. Areas between chainage 217400 to 224700 appears to be floodplain. Details regarding the same be sought from IIT Kanpur or Varanasi. In case of floodplain, an elevated corridor should be constructed in this area.</p>	<p>There are fourteen major bridges and 06 minor bridges have been proposed on the canal/river/nalah crossing the Ganga Expressway. Regarding areas between chainage 217400 to 224700 the study has been carried out by IIT Banaras Hindu University, Varanasi. The recommendations of IIT BHU, Varanasi is being complied. Flood plains of the rivers/ drainage systems shall not be disturbed.</p>
xi	<p>Number of pillars for the over bridge proposed between chainage 66300 to 67000 over River Ganga should be kept bare minimum by increasing the length of span between pillars to maximum possible without compromising road safety and stability.</p>	<p>The condition is being followed as per the suggestion. The Technical section of the UPEIDA and the Concessionaires are taking care of the suggestion. The length of the span is 60m, which is more than the requirement of Inland Waterways Navigational span.</p>
xii	<p>Afforestation using compensatory plantation in the ratio of 1:10 shall be carried out by the state forest department. Native tree species shall be provided as per the IRC Guidelines on Landscaping and Tree Plantation (IRC:SP:21-2009). Plantation should be purely of native trees with large number (atleast 40%) of Ficus species on both sides of the alignment.</p>	<p>The condition shall be complied. The plantation on the both sides of RoW will be carried out as per the condition imposed in Forest Clearance by MoEF & CC, vide letter no.8B/UP/06/295/2021/FC/133 dated 16.06.2022.</p>
xiii	<p>Project alignment should be managed in such a way to save the Heritage/old trees supposed to be affected by the proposed alignment.</p>	<p>The condition has been complied.</p>
xiv	<p>The proponent shall obtain permission from the competent authorities for tree felling along the proposed alignment.</p>	<p>The condition has been complied. Permissions were obtained from the competent authorities of the Forest Department for trees felling along the proposed alignment.</p>
xv	<p>No Ground water shall be extracted and used. Approval/permission of concerned authority shall be obtained before drawing surface water from canal or any other sources.</p>	<p>The condition has been complied. Approval/permission of concerned authorities have been obtained for drawing surface water from canal or any other sources.</p>
xvi	<p>Rain water harvesting pit shall be at least 3 - 5 m above the highest ground water table.</p>	<p>The condition shall be complied. The report from the State Ground Water Board is being obtained and the RWHS shall be de-scoped at the places where ground water table is above 3 to 5m. The remaining RWHS shall be constructed as the construction of the Expressway progresses.</p>

xvii	<p>Proponent shall keep the finish road level sufficiently elevated from ground level with provision of railing on both sides to restrict animal crossing in order to avoid the possibility of wildlife injury/death. Appropriate nos of animal safe passages as per the guideline framed by the Wildlife Institute of India and in consultation with Chief Wildlife Warden shall be provided.</p>	<p>The condition is being complied accordingly. The proposed Ganga Expressway is an access controlled Expressway. The road is mostly 3to 3.5m high elevated from the ground level with provision of railings on both sides. A 1.5m wall on the RoW extremes would also restrict unwarranted entry to the Expressway.</p> <p>Sufficient member of culverts/underpasses have been proposed to be erected on the whole stretch of Ganga Expressway. Provisions for safe passages of animals have been made as per the guidelines framed by the Wildlife Institute of India. In addition extra box culverts and underpasses are also being constructed as per the requirement forseen by the UPEIDA.</p>
xviii	<p>As per the Ministry's Office Memorandum F. No. 22-65/2017-IA.III dated 30th September, 2020, the project proponent shall abide by all the commitments made by them to address the concerns raised during the Public Hearing. The project proponent shall initiate the activities proposed by them, based on the commitment made in the Public Hearing, and incorporate in the Environmental Management Plan and submit to the Ministry. All other activities including pollution control, environmental protection and conservation, R&R, wildlife and forest conservation/protection measures including the NPV, Compensatory afforestation etc., either proposed by the project proponent based on the social impact assessment and R&R action plan carried out during the preparation of EIA report or prescribed by EAC, shall also become part of EMP and shall be implemented.</p>	<p>During public hearing concerns were raised regarding air & noise pollution generated during construction as well as operation phase. All precautions are being taken during construction phase so as to minimize Air & Noise pollution. For example, the high noise producing equipment's have been provided with noise shield, silencers and mufflers to keep constructions noise level to the minimum. The noise generating activities are stopped from 10 PM to 6 AM.</p> <p>During operation uninterrupted movement of heavy and light vehicles shall be ensured to control noise pollution. A thick green belt/avenue plantation and median plantation as well as 3m. elevated Expressway and 1.5m high wall on both sides of the Expressway shall control air and noise pollutions. Further these arrangements shall also restrict entry of wild animals avoiding their kills.</p> <p>After public consultation the Final EIA/EMP report was prepared accordingly and submitted to the MoEF&CC. The commitments and recommendations in the EIA/EMP report are being complied.</p>
Sl.	<p>General Conditions as are mentioned in the Grant of Environmental Clearance (EC) along with IRC Guidelines</p>	<p>Status of Compliance</p>
i	<p>Cut and fill works shall be carried out strictly in accordance with the design drawings proposed at the time of appraisal of the project.</p>	<p>The condition is being complied</p>
ii	<p>Sidewalk shall be provided along the bridges</p>	<p>The Green Field Expressway is an access controlled highway where pedestrian movement is restricted. Therefore, side bridges is not required.</p>

iii	<p>The drain shall be at least 1m away from the toe of the embankment of the road adopting IRC guidelines. Longitudinal drains shall be provided all along the project road to ensure proper drainage of the area. In addition, adequate number of under passes and culverts to act as cross drainage structures shall also be provided.</p>	<p>The condition is being complied. IRC guidelines have been adopted.</p>
iv	<p>Blasting shall be carried out during fixed hours (preferably during mid-day) or as permitted by the concerned authority. The timing shall be made known to all the people within 1000m (200m for pre-splitting) from the blasting site in all directions.</p>	<p>No blasting activity is being carried out for the construction of the Expressway.</p>
v	<p>Rain water harvesting including oil and grease trap shall be provided as prescribed by CGWB guidelines. Water harvesting structures shall be located at every 500m along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.</p>	<p>The condition is being complied. Rain water harvesting including oil and grease trap shall be provided as prescribed by CGWB guidelines at every 500m along both sides of the Ganga Expressway. Approximately 2380 rain water harvesting structures are proposed. Construction of RWHS shall start very soon along with construction of the expressway.</p>
vi	<p>The embankments/slopes and the slopes left after cutting shall be provided with vegetative growth to avoid soil erosion.</p>	<p>The condition is being complied. Development of vegetation is under process. The guidelines have been given in the DPR/EIA/EMP in this regard, and the contractors are following the same. Provision has been made in the Concession agreement.</p>
vii	<p>Construction spoils including bituminous material and other hazardous materials must not be allowed to contaminate water courses and the dump sites for such materials must be secured so that they shall not leach into the ground water. The non-usable bitumen spoils shall be disposed of in a deep trench providing clay lining at the bottom and filled with soil at the top (for at least 0.5m).</p>	<p>The condition is being complied. Special attention is being taken in this regard.</p>

viii	Construction camps shall be proposed 500 m away from the nearest settlements to avoid conflicts and stress over the infrastructure facilities with the local community. Location for stockyards for construction materials shall be identified at least 1000m from water sources. Garbage tanks and sanitation facilities will be provided at camps	The condition has been complied in letter and spirit. The constructions camps have been set up as per the condition of the EC.
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(Dr. Mohd Sikandar)
Sr. Manager (Environment)



(Srihari Pratap Shahi)
I.A.S.
Addl. Chief Executive Officer