

**MINUTES OF ENVIRONMENTAL PUBLIC HEARING OF THE PROPOSED NAGPUR - MUMBAI ACCESS CONTROLLED EXPRESSWAY PROPOSED BY M/S MAHARASHTRA STATE ROAD DEVELOPMENT CORPORATION LTD., FROM BINDEWADI VILLAGE TQ. AURANGABAD TO SURALA VILLAGE TQ. VAIJAPUR DIST: AURANGABAD OF 112 KM, PART OF PACKAGE- III.**

The Environmental Public Hearing for proposed Nagpur - Mumbai Access Controlled Expressway proposed by M/s Maharashtra State Road Development Corporation Ltd., from **Bindewadi Village, Tq. Aurangabad to Surala Village Tq. Vijapur, Dist: Aurangabad of 112 km, Part of Package-III** was conducted on 6<sup>th</sup> May, 2017 at Jagatguru Sant Tukaram Natyagruh, CIDCO, Aurangabad at 11.00 hrs.

Following were the panel members for conducting public hearing as per Maharashtra Pollution Control Board's Office Order E – 32 of 2017 under letter No.BO/JD(WPC)/PH/B-1723 dated 27/04/2017:-

1. **Shri Naval Kishor Ram**  
District Magistrate, Aurangabad  
Dist: Aurangabad  
Chairman.
2. **Dr. J.B. Sangewar**  
Regional Officer,  
MPCB, Aurangabad  
Member.
3. **Shri J.A. Kadam**  
Sub Regional Officer,  
MPCB, Aurangabad  
Convener.

**Shri Kadam**, Convener of the Public Hearing welcomed Hon'ble Chairman, Members of the public hearing panel and public participants. He briefed about the procedure of public hearing prescribed in MoEF EIA Notification dated 14<sup>th</sup> September, 2006 and amendment thereto. He further informed that the public notice of this public hearing was published on 05/04/2017 in English and Marathi Newspapers daily Times of India and Daily Lokmat respectively. 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.

He further informed that, as per said Notification, the project falls under Category '7 (f).' The aim of conducting public hearing is to make aware the local people who can participate in the hearing and to know the developmental activities and Environment Management Plan of proposed Expressway. The Expert Appraisal Committee of Ministry of

Environment and Forests, Govt. of India has granted the ToR for conducting EIA studies in its meeting held on 30.05.2016. Accordingly, MSRDC, the project proponent prepared draft EIA Report. He further stated that one written suggestion from Shri Babasaheb Avaghad Patil, Sapna Shivani Infrastructure, Aurangabad about the proposed project is received to the MPCB offices vide letter dated 12/04/2017. 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 will 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.

Then, Shri N.D. Toke, from Maharashtra State Road Development Corporation gave the presentation of the construction of proposed project and Environment Management Plan in detail. He informed that the Govt of India (GoI) has planned 10 (Ten) World Class Express Highways in order to boost the road infra-structure. 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, he 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 of 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 107 cross drainage structures VOP, VUP, LVUP, PUP at 92 locations alongwith 5 major bridges & 43 small 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 112 rain water harvesting structures for ground water recharging was also deliberated in detail. The abandoned stone quarries will 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 modeling and mitigation measures were discussed. He further stated that as per IRC 2009, SP : 21-2009, the Three Tier Plantation will be proposed on both the sides along the right of way and in such a way, @ 64800 trees will be planted on both the sides of right of way as against the tree to be cut @ 4000 Nos. 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. 24.53 Crs. is prepared exclusively for Environment Management Plan in addition to the Engineering cost to be incurred for proposed project.

During the course of presentation as well as after completion of presentation and detailed information the suggestions, comments offered by the public participants are as under :

1. **Shri H. M. Desarda**, a resident of Aurangabad mentioned that since 2-3 roads from Nagpur to Mumbai are in existence, hence the proposed Nagpur Mumbai Expressway is not required. The statistical data regarding requirement of new connectivity from Nagpur to Mumbai given by Government authority is not true and which is contradicting to the present scenario. Hence, this road is not at all required. He also mentioned that Government of Maharashtra has planned to invest Rs.46,000 Crores for construction of Nagpur Mumbai Expressway, which is total waste and also mentioned that this money can be utilised for betterment of state and other structures since he is Ex-Member of Planning Commission.
2. **Shri Shriram Baheti**, a resident of Aurangabad expressed his displeasure over the construction of Nagpur Mumbai Expressway and mentioned that the proposed alignment of the road has been changed by Govt. at various locations to safeguard the interest of political leaders and others. The change in alignment and its impact on the environment have not been stated and presented in the presentation. He also enquired about natural flow of rain water due to construction of Nagpur Mumbai Expressway. He also

expressed his displeasure over non mention of Nahar-E Ambar canal at Palshi which happens to be source of water supply in nearby areas. He reiterated that this project is not at all useful for the people of state of Maharashtra and the officials will have to run away like the proponents of Posco project, which was not allowed by the people of State of Orissa.

3. **Shri Nanasaheb Palaskar**, a resident of nearby village Palshi, Dist: Aurangabad mentioned that the proposed alignment of Nagpur Mumbai Expressway is passing through fertile land, percolation tanks, farm houses and temporary residential arrangements made by the farmers within the area, hence the local people are going to object the proposed project. This project is not at all useful project for common people. He also insisted that if Government is interested to construct the new road, Government should think the alignment from Village Bhambarde to Village Verul, which is passing through the various hills in the adjoining area which will save the fertile land of farmers residing within that area. He enquired about the rehabilitation and resettlement plan of Government and mentioned that unless and until rehabilitation and resettlement plan is discussed, the farmers will not offer their land for the proposed road. Further, he mentioned that the Public Hearing / Meeting should be conducted at various locations. He reiterated that the investment of Rs.46,000 Crores for the proposed road is not at all required and which is waste. He expressed his displeasure and mentioned that about 32000 to 35000 trees are going to be cut within the 112 kms. of Aurangabad district. He also enquired about the plan of Government regarding the water supply to the nearby area. He also expressed his displeasure over non mention of Nahar-E Ambar canal which happens to be source of water supply in nearby areas.

4. **Shri Vijay Diwan**, a resident of Aurangabad district mentioned that as per the available details with him the proposed Expressway is passing through 30 talukas, 354 villages and 10 districts of Maharashtra, at about 20800 acres of land will be required for the proposed project which includes land for 24 new townships along the Nagpur Mumbai Expressway. The land required for construction of road is about 8520 hector and remaining of about 12300 hector will be required for the development of new towns / smart cities. Aurangabad district is drought prone area having at about 70% of fertile land through which this proposed Expressway is passing. Due to diversion of this fertile land, whether this

proposed road will offer benefits or loss to the society? He further mentioned that the sources of ground water, its quantum and flow needs to be studied in detail. Employment generation due to proposed project vis-à-vis loss of agricultural production due to diversion of land for the proposed project needs to be studied and cost benefit ratio of the proposed project is to be carried out and studied in detail. As per the presentation about 1858 hectars of land and at about 27.877 hector of forest land will be diverted in Aurangabad district. 3,00,00,000m<sup>3</sup> of filling material, 360 kld water and of about 275,00,000m<sup>3</sup> of sand is required for the proposed project. It is not clear from where this raw material will be made available by the project proponent? He mentioned that in total about 15000 trees within Aurangabad district will have to cut for the proposed Expressway. It is not estimated that how many temporary water reservoirs created in the fields by the farmers are going to be affected due to construction of this expressway. Considering all the above, he reiterated that considering the above facts and availability of existing roads why there is a necessity of 3<sup>rd</sup> road i.e. proposed Expressway. It is also mentioned that the travel time from 16 hours will reduce to 6 to 8 hours. What the benefits common people will get out of that. It is felt that this proposed road is being developed only for Chief Minister of Maharashtra. He also pointed out that there is difference in the data mentioned in Executive Summary and Power Point Presentation.

He also mentioned about the technical paper published by Mr. Stephen Foster and Mr. Yughander Mandavkar regarding the underground current flows of Aurangabad City funded by World Bank. The technical paper mentions that the northern and southern parts of Aurangabad city have barriers for flow of ground water current which means that the ground water flows from east to west in Aurangabad city and if the development of proposed road is on the eastern side of Aurangabad city, the underground water flow will get hampered, hence he strongly objects the project and request Government not to acquire the land of farmers.

5. **Shri Subhash Lomte**, resident of Aurangabad city and active member of Swaraj India, enquired that for whom the road is being constructed? He mentioned that the public hearing is mandatory to understand the feelings of common people about the project. He mentioned that earlier infrastructure like development of MIDC Chikalthana, MIDC Waluj, Five star MIDC, Shendra, Delhi Mumbai Industrial Corridor (DMIC) project are being implemented and


during the land acquisition of all the above projects certain commitments were given by the project proponents. It is the time to verify the compliances made by the project proponents during obtaining various clearances. The review regarding the same shall be taken by the District administration. He mentioned about the ground water contamination due to various MIDCs located in MIDC Chikalthana, MIDC Waluj area. He said that this Maharashtra Samruddhi corridor project is not at all required and strongly objected the project.

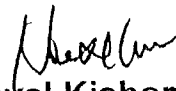
At the end **Shri H.M. Desarda** once again reiterated that "this project is not at all required, the discussions are of no use. We would like to walk out of the meeting".


Finally, **Shri Naval Kishor Ram**, Chairman of Committee and District Magistrate, Aurangabad thanked all the participants for their active participation in the public hearing. He assured that the details mentioned in the presentation by project proponent required some modifications. The suggestions/positive inputs of all the eminent speakers during the meeting will be incorporated in the Minutes of Meeting and will be communicated to MoEFCC, Govt. of India for further needful and then he concluded the Public Hearing.

During the course of Public Hearing, Samrudhi Mahamarg Virodhi Kruti Samiti, Aurangabad-Gangapur-Vaijapur and Aurangabad Samajik Manch have submitted written representation to the Panel vide letter dated 06/05/2017. One representation is also received from Ruller Environment Education & Health Awareness Society, Hyderabad vide letter dated 06/05/2017, copies of which are enclosed herewith.

The meeting ended with a vote of thanks to the **Chair**.

  
(Dr. J.B. Sangewar)  
Member.

  
(Naval Kishore Ram)  
Chairman.

  
(J.A. Kadam)  
Convener.