

MINUTES OF THE PUBLIC HEARING FOR PROPOSED PUNE RING ROAD, EASTERN ALIGNMENT (PART-2) 66.560 KILOMETER STARTS FROM SOLU VILLAGE TAL – KHED (Ch.38+340 KM) TO VARVE (KELVADE) TAL – BHOR (Ch. 104 +900 KILOMETER) DIST – PUNE, MAHARASHTRA PROPOSED BY THE MAHARASHTRA STATE ROAD DEVELOPMENT CORPORATION LIMITED (MSRDC) (GOVERNMENT OF MAHARASHTRA UNDERTAKNG, MUMBAI)

The Public Hearing for proposed Pune Ring Road, Eastern alignment (Part -2) 66.560 Kilometer starts from Solu village, Tal-Khed, (Ch.38+340 KM) to Varve (Kelvade), Tal – Bhor (Ch.104+900 kilometer) Dist-Pune, Maharashtra proposed by Project Proponent M/s Maharashtra State Road Development Corporation Limited, a Government of Maharashtra Undertaking, Mumbai was conducted on Wednesday, the 17th November, 2021 at 12.00 noon at Yashoda Garden Mangal Karyalaya, Koregaon Mul (Inamdar Vasti) , Pune Solapur High Way, Tal-Haveli, Dist-Pune.

As per the Notification dated 14-09-2006 issued by Ministry of Environment, Forest & Climate Change, Govt. of India, (MoEFCC, Gol), New Delhi and subsequent amendment on 01-12-2009, Member Secretary, Maharashtra Pollution Control Board, Mumbai has constituted Public Hearing Panel vide Board's Office Order No. E- 102 of 2021 under letter no. BO/JD (WPC)/PH/B- 211103-FTS-0110, dated 03/11/ 2021:-

- | | |
|--|-----------------|
| 1) District Magistrate-Pune
or his representative not below
the rank of an Additional District
Magistrate | Chairman |
| 2) Representative of Maharashtra
Pollution Control Board, Mumbai
- Regional Officer, MPCB, Pune | Member |
| 3) Sub Regional Officer, Pune-II
MPCB, Pune | Convener |

Shri Nitin Shinde, Sub Regional Officer, MPCB, Pune-2, Member, Convener of the Environment Public Hearing Committee gave self introduction as well as introduction of Shri. Himmat Kharade, Additional District Magistrate, Pune and Chairman of Environment Public Hearing Committee. With permission of Chairman, Environment Public Hearing Committee, Shri Nitin Shinde, Sub Regional Officer, MPCB, Pune-2, Member, Convener started public hearing

Shri. Nitin Shinde, Sub Regional Officer, MPCB, Pune-2, Member, Convener of the Environment Public Hearing Committee welcomed Shri Himmat Kharade, Additional District Magistrate, Pune and Chairman of the Environment Public Hearing Committee; Environmentalists, NGOs, Journalists and Project Officials and local people/participants who were present. Also gave introduction about Environment Public Hearing with permission of Chairman of Environment Public Hearing Committee. Further to this he appealed to participants to follow Covid-19 guidelines issued by the Government.

Convener of the Environment Public Hearing informed that as per the Environment Impact Assessment Notification of Ministry of Environment, Forest & Climate Change, Govt. of India, (i.e. MoEF & CC, GoI) dated 14th September, 2006 as amended on 1st December, 2009, it is mandatory to conduct prior public consultation to certain projects which are covered in the schedule of the said Notification. Convener Shri Nitin Shinde informed that Maharashtra Pollution Control Board was in receipt of application from Project Proponent M/s Maharashtra State Road Development Corporation Limited (MSRDC), a Government of Maharashtra Undertaking, Mumbai for conducting Environment Public Hearing for construction of proposed Pune Ring Road, Eastern alignment (Part -2) 66.560 Kilometer starts from Solu village, Tal-Khed, (Ch.38+340 KM) to Varve (Kelvade), Tal – Bhor (Ch.104+900 km) Dist-Pune, Maharashtra. The Member, Convener further informed that this proposed project falls under Category 7 f (b) of schedule of Environment Impact Assessment Notification of Ministry of Environment, Forest & Climate Change, Govt. of India, (i.e. MoEF & CC, GoI) dated 14th September, 2006, which requires to obtain prior Environmental Clearance from the Environment, Forest and Climate Change Department, Govt of India, New Delhi (MoEF & CC, GoI), for which prior environmental consultation is mandatory.

Convener informed that the aim of conducting prior public consultation is to make local people aware about the project and impacts of the project and also to know

opinion of local people about the project. Convener also informed that aim of conducting prior public consultation is to make aware the common people about Environment Management Plan of the project and consider their remarks about the same.

Project Proponent had submitted online application report to the Environment & Climate Change Department, Govt. of Maharashtra, 15th Floor, New Administration Building, Mantralay, Mumbai on 02/02/2021 for Terms of Reference (ToR) to conduct of EIA studies and Environment & Climate Change Department, Govt. of Maharashtra, Mumbai has considered the project and given online approval for TOR on 12-03-2021.

As per said Notification, 30 days' advance public notice was published by Sub Regional Office, Pune-II, MPCB Pune in the Local Newspaper in Daily Loksatta for Marathi and in National Newspaper daily Indian Express for English on 13-10-2021. The public were appealed to send their suggestions, views, doubts or objections regarding the proposed unit.

Also copy of EIA report and executive summary were made available at various notified offices of Government i.e. Ministry of Environment, Forest & Climate Change, Zonal Office, West Central Zone, New Secretariat Building, Ground Floor, East Wing, Civil Line, Nagpur-440 001; District Magistrate Office, Pune; Additional District Magistrate Office, Pune; Zilla Parishad Office, Pune; District Industries Centre Office, Pune; Tahsildar, Tahsil Office- Khed, Haveli, Purandar, Bhor, Dist - Pune;

Grampanchayat Offices –

- 1) **(Khed Taluka)** -Solu, Markal, Golegaon, Dist-Pune;
- 2) **(Haveli Taluka)** -Tulapur, Bhavadi, Lonikand, Perne, Bakori, Dongargaon, Wade Bolhai, Gavdewadi, Murkute Nagar, Bivri, Peth, Koregaon Mul, Shindawane, Valati and Tarade, Dist-Pune;
- 3) **(Purandar Taluka)** -
Sonori, Dive, Hivre, Chambali, Garade, Dist – Pune
- 4) **(Bhor Taluka)** -
Kambre Khe.Ba., Naigaon and Kelwade, Dist-Pune;

Sub Regional Office, Pune-II, MPCB, Pune; Regional Office, MPCB, Pune and at Head Office of MPCB at Mumbai, Environment & Climate Change Department, Govt. of Maharashtra, New Administrative Building, Mumbai and on the website of

MPCB. The public in general were appealed to send any suggestion or objection regarding the proposed project.

Convener informed that participants can raise their views, suggestions/objections for the proposed project in environmental angle orally as well as in writing also. Convener requested Chairman of the Public Hearing Committee to start the proceedings.

With the permission of the Chairman, Environment Consultant of project proponent started presentation about the project.

Environment Consultant informed that the Ring Road passes through four talukas namely Khed, Haveli, Purandar and Bhor. This will be a three lane road up to Solapur Road and after Solapur Road it will be 2 by 2 which is a four lane road. This will be 3 + 3 (six lanes) and 2 + 2 (four lanes) road. The speed of vehicles will be in this project is 120 kmph to 80.0 kmph. The project has 2 major bridges, 17 minor bridges, 7 tunnels, 54 different types of underpasses and overpasses. There are also three rail over bridges.

The Environmental Consultant stated that the total land acquisition area is 618.6103 hectares, agricultural land is 509.7384 hectares and forest land is 82.3908 hectares. The other area is 26.4811 hectares.

Upon completion of the presentation, Project Environment consultant urged the participants to register their environmental suggestions and objections regarding the proposed project. It is informed to them while raising suggestion, objection, first mention full name of participant and place of residence, so that it can be included in the minutes of the meeting.

FOLLOWING PARTICIPANTS HAVE TAKEN PART IN THE DISCUSSIONS AND ANSWERS GIVEN BY PROJECT CONSULTANT / PROJECT PROPONENT / ENVIRONMENT PUBLIC HEARING COMMITTEE AS UNDER :-

1) Shri Vijay Prabhakar Paigude, Vadebolhai, Tal. -Haveli, Dist. – Pune :-

Shri Vijay Paigude mentioned that we are project affected farmers. Many points were raised in the presentation, but we did not get what we expected. The information was not provided as expected. We expected the presentation to include information on where the bridge is, where the underpass is, how far and how the road passes through the village.

Chairman, Environment Public Hearing Committee said that if you want information about any particular village, it can be given.

Shri Vijay Paigude further objected that here many farmers from other villages, who will be affected due to this project are present. Hence, the information of every village should be known to everybody.

The Environmental Consultant began to provide information. He said that it is the first Solu village (Ch. 40-140) where there is a vehicle underpass, Here the box culvert is provided to pass the water, then the light vehicle underpass road for small vehicles are proposed. The width of the underpass provided for vehicles will be 7 meters i.e. 21 feet to 12 meters or 36 feet. But in some places, there is as much space is provided equals to four lanes. The minimum of height should be at least 3.0 meters.

The participants demanded to inform about the details of width of the Alandi-Markal road, as it is a wide road.

Project Proponent Shri. G. B. Chaure, Executive Engineer, MSRDC informed that the project starts from the village of Solu. So, if there are villagers of Solu village, they should ask about Solu village. He further informed that this is Pune Ring Road Part-2, the chain number of Pune Ring Road 38.340 starts at this place, where Alandi-Markal road gets intersected by proposed road and further turns to south direction. This place has an interchange, called a multi-level interchange.

Arrangements have been made to get on and off the Pune Ring Road. The present Alandi-Markal road will remain at the same level. Pune Ring Road will go at plus one level i.e 8-meter level. After that, a vehicular underpass with a width of 30 meters and a height of 5.5 meters has been proposed at 39.460 chain. The width of road kept 30 meters as the internal ring road of PMRDA meets here. So the span of 100 feet is kept. The internal ring road of PMRDA goes south-west and the Ring Road goes east direction. Also on existing kachha road a 7 x 4-meter underpass is proposed. The entire Ring Road passes from a height of 3.5 to 5 meters. A road of four-meter height road may pass from below so medium vehicles will be able to travel through it. Such a facility has been proposed at that place, as there is a kaccha road.

After that there is a small nalla where a box culvert of 2 x 2 m in size is proposed to cross it. The calculation is that a nalla of this size is sufficient for water catchment area of 100-200 acres. He said that in order to cross the pipelines where there are

farmers' pipelines in the entire Ring Road, we have proposed 2x2 meter box culverts at a distance of every 500 meters. However, the culverts which are close to river, distance will be kept short. Then a road descends from the Markal Phata and goes to Bhavadi, where there is a vehicular underpass. The width of the same will be 12 meter and height will be 5.5 meter and even the tallest vehicle can pass through it.

The Project Proponent informed about the project in Solu, Markal area. There is a small nallah here for which a box culvert of 3 x 3 meters will be provided. This is because here is part of the railway also and the railway has kept a 3 x 3-meter size slab culvert there. He said the calculation is that water from 100 acres of catchment area can be drained from a 2 x 2 meter size box culvert. The catchment area is definitely less here. Since this is an expressway, we need to keep a 2x2 meter size box culvert. Then next to it there is a kaccha road, there one VUP (Vehicular Under Pass) is proposed which measures 12.0 x 5.5 meters. The distance between the two VUPs (Vehicular Under Passes) is approximately 900 meter, so as local farmers not have to go/travel more than 500 meter. Where there are no roads or where there are paved roads, provision has been made for crossing the road. Where there are two roads in between distance of 100 to 200 meter, there is only one VUP (Vehicular Under Pass) proposed for both roads.

2) Shri Sunil Varpe, Grampanchayat Member, Markal and Shri Prasad Ghenan, Residence – Markal, Tal-Khed, Dist-Pune:-

Shri Varpe asked what percentage of irrigated land in Solu, Markal, Golegaon will be affected due to this project?

- The executive engineer of the Project Proponent answered that of course there is about 50-60% irrigated land in this area.

At that time the questioner objected and remarked that there is 100% irrigated agriculture area.

-The executive engineer of the Project Proponent commented that his statement could not be denied. In the entire proposed project if we consider Urse to Kelwade the western part and Urse to Kelwade the eastern part then Pavana, Mula, Mutha, and Mula-Mutha, Indrayani twice, there will be need to build big bridges at eight places.

This means you have to cross eight river basins. As this is a ring road, from wherever it is planned, the irrigated agriculture area will get affected. Therefore, there is a situation where irrigated agriculture area is more affected in one place and less in another place. We do not deny that. But Pune's Ring Road cannot be planned without this irrigated agriculture area.

Shri Sunil Varpe, Grampanchayat Member, Markal and Shri Prasad Ghenan, Residence – Markal, Tal-Khed, Dist-Pune asked that we should be informed about how much irrigated agriculture area at Solu, Markal and Golegaon villages is shown by you. They further said that as local people we strongly say that there is 100% irrigated agriculture area. We challenge you to show at least one guntha dry agriculture area. How many water sources will be affected, how many wells will be filled/affected, the details should be informed now.

-Convener, Environment Public Hearing Committee here appealed concerned persons to tell full name and name of the village.

The participants said that in the presentation, it is mentioned that there will be economic progress in the area, then how it will happen explanation shall be given. In the presentation, the benefits of urbanization/the city are mentioned, then benefits of our project victims should be also explained, do not say in terms of money. Inform us whether our sugarcane truck will go on this road? As our wells will be affected/filled by you, tell us where we would get water in the area next to the well.

The participants objected, saying that the water sources in Markal village will completely get affected. We can show it to you. Here, the participants should be informed of the government information available with you. In the same way, how much and where the dry crop land / jirayat land was shown should be explained.

Both the ring road and the railway projects are being developed side by side, a big injustice is happening to us.

Convener, Environment Public Hearing Committee here suggested to give views, opinions, suggestions or objections about issued raised in written format and also appealed to raise views, opinions, suggestions or objections in environmental angle/aspect regarding the proposed project.

At that time, **Shri Prabhakar Kamathe** objected that this is an environmental public hearing and issues are being raised as per the Environmental Impact Assessment

(EIA) report. No other issues are being raised. It is Right of the farmers and the concerned Competent - Authority should reply accordingly.

Convener, Environment Public Hearing Committee informed that all the points raised are noted here.

Shri Sunil Varpe, Grampanchayat Member, Markal and Shri Prasad Ghenan, Residence – Markal, Tal-Khed, Dist-Pune- informed that hundred times objections have been raised. We did not get answers. Project Proponent has shown 6.7% agriculture area adjacent to the Ring Road. Who has carried this survey?

Again, asked the question that who has carried the survey and shown 6.7% agriculture area adjacent to the Ring Road. They informed that they have registered five objections at District Collector Office and at Gram Panchayat Office. Project Proponent Shri G. B. Chaure, Executive Engineer, MSRDC informed that the objections have been noted and information in written will be given.

Shri Sunil Varpe, Grampanchayat Member, Markal and Shri Prasad Ghenan, Residence – Markal, Tal-Khed, Dist-Pune- objected that since 1996, our area i.e 2-3 villages is sugarcane producing belt. However, you have shown in the report that it is an dry crop land / jirayat agricultural area. On Papers, it is shown as 6.0% agriculture land, tomorrow in future you will be show it 3.0%. Why do you cover your mistakes?

Convener, Environment Public Hearing Committee here remarked that the objection raised by both the participants about irrigated and dry crop land / jirayat should be given in writing form.

Shri Sunil Varpe, Grampanchayat Member, Markal and Shri Prasad Ghenan, Residence – Markal, Tal-Khed, Dist-Pune Informed that since last four months, we are doing the same.

Convener, Environment Public Hearing Committee here remarked that this can be brought to the notice of Government that instead of Irrigated Agricultural Area, the dry crop land / jirayat Agricultural Area is shown. This public hearing is called to register your views, opinions, suggestions or objections of the.

- Convener, Environment Public Hearing Committee here again asked both the objection raisers that the objection regarding dry crop land / jirayat Agriculture

Area is shown instead of Irrigated Agriculture Area should be given in writing. Also, it is suggested that as this is environmental public hearing, your environmental suggestions, objections should be raised which will be noted here. As you objected that wells will be affected, note of the same is taken here.

At this moment, **Shri Sunil Varpe, Grampanchayat Member, Markal and Shri Prasad Ghenan, Residence – Markal, Tal-Khed, Dist-Pune** informed that our objections are pending at Sub Divisional Office, Pune.

- Convener, Environment Public Hearing Committee here again said to both the objection raisers that the pending objections can be raised here also. It will be noted and included in the minutes of the meeting which will be submitted to Government. This platform is for the environmental issues only. Here the subject of compensation for irrigated agriculture area will not be considered. But the objection of Irrigated Agriculture Area is shown as dry crop land / jirayat Agriculture Area, the large of number of wells will be affected/filled, these points will be noted and brought to the notice of the Government.

Here, **Shri Sunil Varpe, Grampanchayat Member, Markal and Shri Prasad Ghenan, Residence – Markal, Tal-Khed, Dist-Pune** informed that our villagers are of the opinion that all the departments should come together on and inform us about the entire project on a single platform. Representatives of Project Proponent have carried survey of total area, then tell us how many wells will be affected/filled, how much Irrigated Agricultural Area will be affected, how much trees will be cut/affected.

Convener, Environment Public Hearing Committee informed both of them that the proposal and minutes of the meeting will be submitted to the Department of Environment and Climate Change, Government of Maharashtra. The decision will be taken regarding approval / consent by the concerned Authorities. This public hearing is for registering your questions, suggestions or objections only. Project Proponent Shri. G. B. Chaure, Executive Engineer, MSRDC, said that the subject of Irrigated Agricultural Area and dry crop land / jirayat Agricultural Area falls under Land Acquisition Department. The objections raised by you shall be heard by the Land Acquisition Officer under 17A. The hearing will be taken up by the Sub Divisional Officer, Khed in due course of time. Till the land survey is not

yet carried. The Land Acquisition Officer will take appropriate decision regarding Irrigated Agricultural Area and dry crop land / jirayat Agricultural Area.

Shri Rahul Dattatraya Chavan, Markal, who was present in the meeting, while objecting, said that our objections are given to Land Acquisition Officer, Sub Divisional Officer, Collector. Since the project is approved, we are requesting Authorities to give us time for hearing. Local activists are climbing on the water tank and committing suicide, self-immolation, Jalasamadhi and in such situation you say calm down, It means that will you discuss with us after our land is gone and after completion of Ring Road project? Does it mean that our kids be criminals like the Mulshi Pattern? then you are going to talk with us? He further said that Land Acquisition Officer, Talathi, Prantadhikari (SDO), District Collector will meet us at different places on different days. It will take us at least 15 days to meet one person. Whether we give our lands or you take it forcefully, You reserve them overnight, that these lands will be acquired for Ring Road and inform us that you have no claim on them. My question is whether in India there is Democracy or Mughalshahi.

He further objected that this is the platform of Maharashtra Pollution Control Board and I am questioning here that, whether this land is irrigated or dry crop land / jirayat, as per your view this is dry crop land / jirayat. Your officer / department allowed us to take borewell for water. On our 7/12, the note is taken about that there is a borewell and water is used for agricultural purpose, then how this land became dry crop land / jirayat. It should be considered as irrigated agricultural area only.

At this time, Convener of the meeting tried to give some explanation however **Shri Rahul Dattatraya Chavan, Markal** remarked that as we have heard you, now it is your turn to hear. Due to ring road t land will be divided in two halves Water will flow from my field, no trees will be allowed. Similarly, how will I lay the pipeline through half the area, how will I carry farming?

He further objected that you say that we will save all water resources. Then how much is the distance of 3.0 meters, does water quantity of one stream flows through it? As our total area is Irrigated agricultural area, which means that farmer gives water to fields after certain time. When water flows from one filed to another it

drains. So, can that water go through 3 meters? You say that you will erect tunnels for farmers at distance of 100 meters to 500 meters. But why it is needed for me to go 500 meters away from my own land.

Considering the entire Maharashtra, the Ring Road proposed by you is acceptable, you develop, there is no problem. But this ring road is just 15-20 km from Pune in the eastern part and in the western part. In our village ring road as well as railway is proposed. Moreover, PMRDA has planned D.P. Road in between and besides this, there is a service road. My 1700 feet of land does even been kept of 500 feet, ring road has been laid on both sides, railway has also been laid, also PMRDA has laid DP road in between. There is also service road. Gat No.1040 is owned by me. In presentation you are showing Ring Road and railways, but not showing PMRDA road, which should be shown.

The Convener of the Environment Public Hearing Committee expressed the views here and said that I respect the sentiments of those who have objected. However, this platform, the meeting is not about acquiring any of your land. We are taking note of that. The objections raised by you are valid, accordingly the Government of Maharashtra may direct the PMRDA or the PMRDA may consider some revised plan. He appealed to the participants to register their environmental objections regarding the proposed project.

3) Shri Prasad Ghenan, Residence-Markal, Tal-Khed, Dist-Pune:-

Shri Ghenan asked if all the areas of the ring road were surveyed during the survey, if yes, is it true that the agricultural area is 6.7% along the ring road?

The Project Promoter Executive Engineer told that the issue of land acquisition is different and there would be no discussion on it. He further replied that an objection is lodged here that no hearing had taken place, then this is to inform that no hearings had been held in Khed taluka yet. Also, he stated that in your area still no measurements been carried out, after measurements objections will also be considered. He further said that in Solu village, 245 trees will be affected, in Markal 489 trees have to be cut down and in Golegaon 345 trees have to be cut down.

At that time the question was asked how many wells will be affected. The answer given to that was as it is the matter of land acquisition.

Chairman, Environment Public Hearing Committee expressed his opinion that the number of trees can be more or less. The second issue is agriculture i.e. Irrigated Agricultural Zone and dry crop land / jirayat Agricultural Zone. Even though there is a difference on 7/12, we still have the satellite images of the past and the previous year. So, whatever the area is, it will be shown.

The participants here said that if the irrigated agricultural area had been shown more, then perhaps the government would have considered differently for this project. It is shown as dry crop land / jirayat Agricultural Zone. So, we are of the opinion that it should be shown as the irrigated agricultural area.

The Chairman of the Environment Public Hearing Committee opined that this is a matter of alignment. It has been brought to our notice how road goes. If you have any objection regarding Solu, Markal, Golegaon, it should be given in writing.

4) Shri Dinkar Dalvi, Residence – Kanjale gaon, Tal – Bhor, Dist – Pune, Affected Gut No.12696 -

Shri Dalvi asked that during the public hearing, the discussion of Solu, Markal village is going on, so people of those villages are allowed to speak. So, according to the Indian constitution public hearing means, anyone can come forward and raise environmental suggestions, objections, and if it is correct, then I should be allowed to speak further. I am a farmer from the west, not from the east, he added.

The Chairman of the Environment Public Hearing Committee are allowed him speak.

Shri Dalvi said that local people and local farmers are raising the issue and Project Proponent is answering that the matter is of land acquisition. "Socio-economic Impact" on the Environment is a separate issue. This has been studied by the concerned Environment Consultant . So It is expected to be presented here. It is necessary to take into consideration all the issues like how much Irrigated Agriculture Area, dry crop land / jirayat Agriculture Area, Water sources will be affected, how many trees will be cut down, this should be considered here. The reason why the farmers present here are talking so

passionately is because due to this project they are going to socio-economically affected. These are their feelings. While noting their suggestions or objection, about how much irrigated agricultural land get affected so it is affecting socio economically. These people i.e. local people and local farmers do not understand the framework of the Law, they do not understand the definition of Law, hence, if their views are going to be denied, then it will be injustice to them by law. Therefore, their suggestions and objections should be recorded at actual. Just now they discussed the Mulshi Pattern. Increase in crime is likely to be happen due to impact on socio-economic aspects? It should also be noted. If so much large irrigated agriculture area is compulsorily acquired by the Government and if no other option of employment is available, and other side answered that five time compensation would be paid. Details about five-times compensation not given to the farmers in any government report, but officials reply as it will be given under 19B. While answering it is stated that five time compensation give to affected farmers and farmers are able to purchase reasonable land in same area, therefore there will be no question of unemployment. So my question is whether the Government and the Environmental Experts are ready to give in writing on stamp paper that at the price given by the Government for his land (five times of market rate), a man from Solu will get land in Solu, a man from Markal will get land in Markal and a man from Golegaon will get land there. If not, take note of the environmental and economic consequences and it should be reported to the Government honestly, as this is key issue in the whole East and West side of road and the farmers hope that the government should not allow this under environmental laws.

Shri Dalvi further said that last time we held a hearing for the western side, we demanded four basic questions, but hearing process is completed on one person and period of one month is given to submit our views, say, suggestions or objections. Are you going to deny this question even this time?

Convener of the Environment Public Hearing Committee here informed that one month's period was given, it ended on 15th.

Shri Dalvi while objecting said that as we have to approach to Hon'ble National Green Tribunal, we requested to get minutes of the meeting, but it has not been provided yet.

The Chairman's representative said that the first question would be answered, but nobody should give a speech. He further informed Convener of the meeting to take note of the objection that due to compulsory acquiring of irrigated agriculture area, the unemployment will increase and local farmers will have hard days for earning their daily bread/livelihood.

Chairman, Environment Public Hearing Committee said here that there is no question of pressure. Participants can submit their suggestions or objections in either way. You can submit orally or writing. Also, all the land acquisition hearings have been held.

5) **Shri Nikhil Ramdas Chaudhary, Pethgaon Representative** – He asked whether Ring Road goes through Pethgaon?

Project Proponent Executive Engineer answered that part of Prayagdham goes. Pethgaon is not part of it.

The Participants noted that the meeting first took place at the Alankar Mangal office. At the time, Prant Officer/Sub Divisional Officer said it was wrong. Within a month, we will remove entries on your 7/12. Now three months have passed. Further they came for measurements. After measurement names not yet been removed.

Convener of the Environment Public Hearing Committee said that this platform/meeting is not at all for registering objection related to land measurements.

Chairman, of the Environment Public Hearing Committee appealed all the participants to give suggestions, objections. Further he said that, first name and village should be mentioned. Also, if the Gut number is not in the alignment and has been registered by mistake, then it is suggested that the errors will be checked and removed.

6) **Shri Vijay Paigude, Wade Bolai** here remarked that if this Public Hearing is for Environment and if the Project Proponent have not surveyed how many wells will be affected, then we have to do the same. Borewells, wells, lakes, streams are a part of the environment. If we can understand through satellite that our well will be affected for the project, then why the report of the Project Proponent is not ready?

Project Promoter Executive Engineer stated that total 46 constructed wells from Solu to Kelwade are supposed to be affected in the entire project. This does not include borewells or others.

Shri Vijay Paigude, Wade Bolai informed that the figure is totally wrong as only at Wade Bolai, there are seven wells and in Gavadewadi five wells will be affected, which means in two villages only, twelve wells are affected. He requested Maharashtra Pollution Control Board that unless and until MSRDC does not give exact figure, the project should not be permitted. At this moment, Representative of the Chairman informed Convener of the meeting to take note of the same.

7) Shri Maruti Soman Shendkar, Residence – Chambali, Tal-Purandar, Dist – Pune:-

He objected that the land of all the farmers in the four talukas of Maval, Bhor, Purandar, Haveli will be affected. So why do you need a 300-feet road? In Chambali village, the measurements are under process in between Katraj to Saswad. We have received a notice for 250 feet road. In single taluka, why do you need three roads at one Gut number? That is also of 300 feet. So for this project land of the farmer is getting affected. You are the children of the farmer. We did not allow to carry measurements in the villages Chambali and Hiware where land have even not been stamped. Here all the farmers are opposing for acquisition of their land. Similarly, 200 feet road from Katraj to Jejuri is under construction. In Chambli, 15 wells will be affected and 19 bungalows will be demolished. You are the children of a farmer, you need a road of 300 feet, whereas farmer has road of 9 feet. Why you want to build three roads from the same land? We are against it and all the farmers of Chambali village are ready to commit suicide. In Chambli village, 100 farmers are affected. They do not have a single guntha of land left.

Chairman of the Environment Public Hearing Committee said that explanation will be given by MSRDC officials for keeping the width of 300 meters of road. He further directed to note the other points.

Chairman of the Environment Public Hearing Committee here informed the participants to inform the name and village name while raising suggestions or objections and informed that it is not at all necessary that the person should be of

same village. Participant from different village can also raise his views. It will be noted in the minutes of the meeting.

8)Shri Pandit Paigude, Wade Bolai asked the question that We have two railway track and a ring road. So is this a joint hearing?

Chairman, Environment Public Hearing Committee informed that this public hearing is for the proposed Pune Ring Road – East Alignment Mouje Solu to Mouje Varve (Kelwade) stage. Railways has connection with this public hearing. The Chairman, Environment Public Hearing Committee asked for an explanation as to why the road is kept of 300 meters?

Project Proponent Executive Engineer informed that Pune Ring Road will be developed to the standard of Pune Mumbai Express Way. Just as Express Way is closed access type, the ring road will of same type, with access to enter and exit at designated locations only. The quality of this expressway is the standard set by the Indian Road Congress, in which one of standard is that there should be a new road plan, i.e. existing roads not to be taken into consideration, the width of land acquisition for these roads should be at least 90 meters and at most 120 meters. The reason for this is the construction of roads will be with a view of transportation for the next 50 years.

Also at western part of Pune Ring Road, from Urse to Kelwade i.e for 68,800 km road of 110 meters is proposed, while the combined width of inner ring road and outer ring road from Urse to Solu is proposed to be 110 meters and from Solu to Kelwade 90 meters is proposed. So here we are taking the minimum width. Does not take a maximum width of 120 meters.

Here, the participant asked the question that -I am a farmer from Wade Bolhai in Haveli taluka. It has been just informed that the roads are being built with a view to the next 50 years. We are saying that if the compensation is paid considering the last three years while acquiring the land, then the price of the land should be decided considering the next 50 years and demanded compensation accordingly. He objected that MSRDC officials had given false information to the Government to take over the land. We are all prepared to die. Why are you bringing so many policemen here and putting pressure on local people? My objections should be noted.

The Chairman of the Environment Public Hearing Committee instructed to take note of this.

9)Shri Amit Gote, Gram Panchayat Member, Shirsodi, Tal-Haveli, Dist – Pune :-

Shri Gote asked MPCB that they have sent a letter to Gram Panchayat, Shirsodi on 12-10-2021 regarding public hearing and from this area Gawdewadi, Murkutenagar and Shirsodi are included in my constituency. He requested to look at some of the points in executive summary given along with letter to these three villages.

Questioner mentioned that ,In the point 1.3, given the project description, in which at **point no.5**, the names of the villages of Haveli Taluka are given. In which from village Tulapur, Bhavadi, and thru shiv of Golga and Bhavdi village the river goes, from where the 45-meter wide PMRDA road goes. If the Project Management plans the road considering future transportation need of 50 years, then at Tulapur, there is Samadhi sthal of Dharmaveer Sambhaji Maharaj, if anybody wants to come from Solu and Urse, whether he shall come to Tulapur via Lonikand.

He further objected that if the river gets flooded and if there is an emergency situation, hence it will be need of the time to provide interchange there, because we are connecting two talukas. There are chances of 100% dispute about area jurisdiction of SDO/Prant , If crime happens on the highway. He said that on the Pune-Mumbai highway, at Shedung exist point is given, why this option is not considered here also?

Point No.13 – Proposed interchange is shown. Second interchange is shown at State High Way 27 – at Lonikand. NH-9 ,in between gap of these two NH Kalas-Lohgaon, NH-68 going to Rahu,If the people of Daund taluka want to go to Urse,Chakan MIDC, then whether they shall come to Lonikalbhor area or in Lonikand area? Why state highway connectivity is not considered? As shown in the Presentation, the existing roads will be closed. Earlier, the truck terminal was shown on the state highway. Now why there no interchange is proposed?

He further said that point 24 - Embankment - he objected that now there is no embankment on any ring road.

Point no.25 -

The slip road is proposed instead of service road to divert local traffic. This road will be kept on the account of PRW and the width of carriage way will be 7.0 m. After this 27 Kha number is placed. Way- side facility is provided at Soratapwadi. The village of Soratapwadi is famous for nurseries. There is Bakori village, where you have planned a food park. Why it is not proposed in government land, temple land, Cow grazing place/barren land. Hence, you will have pay four times for the land acquisition. So because of this whether there will no loss of government?

He objected to the **1.4- site connectivity** and asked whether the connectivity is for proper access to the people to highways and other places or not.

1.5 -Site Setting- Mula Mutha river is mentioned in the site setting point. The Mula Mutha river connects Bhiware and Naigaon areas. He further said to show Ch No. 44 + 343 k.m on google earth w.r.t Mula-Mutha river. There is a village called Bivari which connects the two parts in that area whether there is frequent demand for bridge. Instead of proposing three roads in this 2.0 km radius, he suggested that side connectivity should be provided for Bivari village from this bridge. As chainage not shown, he objected that it was wrong or environmental consultant had submitted erroneous report.

At this point, the Convener of the Environment Public Hearing Committee told that the points raised by Shri Gote are valid and If it is submitted writing, it will also be recorded.

At this point, Shri Gote said that all the issues are related to the environment. He said that as he is Representative of people, some issues need to be clarified.

He objected that the Environmental Impact Assessment Report, Executive Summary and CD made available to various Gram Panchayat offices, however the CD was not of eastern alignment and it was of western alignment. the Convener of the Environment Public Hearing Committee verify that the C.D. was of eastern alignment. Shri Gote objected that Environmental Consultant could not deliver presentation properly, which means there are irregularities. Though it is mandatory to show Google KML file to everyone, it is not shown. Though, even if the project promoter is a Government Undertaking Company-Corporation, they should provide all the files during the presentation, then only the procedure of public hearing should be continued, this is a request.

Shri Gote demanded that the minutes of the meeting should be made available as per the discussions by word to word.

Chairman of the Environment Public Hearing Committee informed all that the minutes of meeting will be made available as per the recording. He further informed that the MSRDC officials and Environment Consultant will clarify all the points as raised by Shri Gote.

The Executive Engineer of MSRDC clarified that Shri Gote had raised the issue that there was an interchange at Markal and at this place the people would have to move from Lonikanda to Markal. The interchange is at Solu village at Ch. no. 38.340. Then

there is the interchange at Lonikand, where the Pune-Nagar road crosses. Later on Pune Solapur Road at Soratapwadi, where we are sitting today there is an interchange.

The Executive Engineer of MSRDC further said that Shri Gote had objected that the State Highway goes to Wadebolhai, why there was no interchange. He replied that there are total 14 numbers of interchanges in Pune Ring Road. There are some criteria / policies regarding provision of interchanges to the ring road. If there is a civilian part, there must be a minimum distance of five k.m. and If it is a rural area then distance of 15-20 k.m., is must. After Lonikand's Interchange, there is interchange at Soratapwadi, the distance between them is 17.5 k.m. Wadebolhai does not fit for this criteria, so the interchange is not given to Wadebolhai.

The Executive Engineer of MSRDC further informed Shri Gote expressed his opinion that there is difference in channel. There is no difference. The roads that cross here are recorded. Koregaon - Bivari Road, while the name of the Koregaon is mis-spelled by the surveyor. Vehicle Under Passes (VUP) are provided where roads currently exists.

Shri Gote further asked that there Urban Area is mentioned. There is State High Way from where at distance of 800-900 meters Bakori village is there. The PMRDA has declared R Zone for total Bakori village boundary. He further informed that Lohegaon to Rahu is the state highway number 68, Wadebolhai deity is the shrine of millions of people. The area is urbanized now. It is 10 km from the Municipal Corporation area. The adjacent village Kesanand is also urbanized.

Shri Gote while objecting again said that in Marathi Executive Summary at page no.19, point no.1.9 i.e the expected impact and mitigation measures out of it the in land acquisition issues the measures about the land and property destruction, he read out. So far, you have stated that land acquisition is not a subject of this meeting. However, according to this report, there is a matter of land acquisition and in which in mitigation measures it is mention about issue of-involuntary displacement, expected impact, destruction of land and property, also read out the mitigation measures given by MSRDC. Compensation is being paid in accordance with the provisions of the L.R. 2013 Act, the actual compensation being paid more than current market price which will enable the affected person to purchase land in the same area and maintain a source of livelihood. He further objected that it was the responsibility of the Executive

Engineer of the Project Proponent to provide information about land acquisition. They did not follow it

Shri Gote further objected that a land measurement was proposed at Gawdewadi under police protection. Today, land transfer has also been banned in Gawdewadi. The former Prant Officer/Sub Divisional Officer had said that there was no ban on land transfer in Gawdewadi. Watni Patra (Partition) is not banned either. But Shri Pandit Gawde who was present here said that the family is losing five acres of land. He is a citizen voter and he has signed the Watni Patra (Partition) letter a month ago, the change note of which has not yet been approved by the Mandal/Circle Officers. There is no transaction in it. We request Hon'ble Collector to clarify the same.

10) Shri Vijay Paigude, Wade Bolhai:-

While explaining about urban settlements and interchange, he said that if you say that there is no urban settlement in Wadebolhai, then why did the Government make a road of 24 meters and 45 meters there?

At this point, the Project Proponent said that it is not an "urban settlements," it should be called as "urban area".

Shri Paigude here objected that If interchange not being provided for 45 meters ring road, then what is the use of ring road? If an interchange is set up here, it will help in the development half of the villages upto Lonikand area i.e half Bakori and Urlikanchan to Biwari.

Pune-Rahu Road and Wagholi-Rahu Road are 45 meters width today, which was earlier 24 meters. It is in between Nagar Road and Solapur Road. Interchange is necessary for the development of villages in between.

11) Shri Prabhakar Kamathe, Bivarigaon, Tal – Haveli, Dist – Pune -

I am an affected farmer. This ring road was planned for the eastern part in 2016. A notification was issued on 30-11-2016 by the Public Works Department. Prior to that, on 14-06-2016 also, notifications was issued as per MRTP Act, these two notifications were issued. We villagers of Bakori, Wadebolhai, Gawdewadi, Biwari, Prayagdham and villages upto Wadki which were in previous alignment had filed a Petition in the High Court in 2017 against these two Notifications. There were many technical points in the Petition. Hon'ble High Court after considering the technical issues has granted Conditional Stay. Afterwards, Project Proponent-MSRDC made new announcement

and issued re-Notification. But the Hon'ble Curt after considering villages from first notification, and after cross checking the technical points had granted stay. Therefore, the villages from that notification i.e Bakori, Wadebolhai, Gawdewadi, Bivari, Prayagdharm are still not been omitted.

Shri Kamathe asked the Environment Public Hearing Committee to have a look on the Point No. 1.7 of the EIA report. He read the comment from report that 'No Litigation Pending' and pointed out that the project promoter MSRDC has given assurance that no court proceedings are pending regarding this project / land. Giving false affidavits is also a crime by Law. Therefore, environmental consent should be cancelled and MPCB should not grant "Consent to Establish" and "Consent to Operate" to the said project.

Convener, Environment Public Hearing Committee informed that MPCB and this Environment Public Hearing Committee does not grant permission to any project. This public hearing is called to know the views, opinions, suggestions or objections of the local people and Project Affected Persons (PAPs). The suggestions, objections raised during the meeting will be submitted in the form of minutes of the meeting to Environment & Climate Change Department, Govt. of Maharashtra, Mumbai. An Expert Committee will be take further decision accordingly. After issuance of Environmental Clearance by the Environment & Climate Change Department, Govt. of Maharashtra Mumbai then M.P.C.B. grants Consent.

Shri Kamathe further objected that Central Government has granted TOR to this project, it means principally gave approval.

Convener, Environmental Public Hearing Committee said that ToR means that these are suggestions about what should be incorporated while preparing an Environmental Impact Assessment (EIA) report and this is not a permission at all. Convener further informed that MPCB has not granted the 'Consent to Establish' and 'Consent to Operate to the concerned project. He again explained the procedure of Environmental Clearance (EC) and afterwards also explained procedure of granting the consent from M.P.C.B.

At this time, Mr. Kamathe and Mr. Pandit Paygude objected that if consent is not obtained, the report is not approved, then what is the need for the Government to spend public money to carry out measurements of land under the police protection? They requested that the point should be noted and taken into the minutes of the meeting.

The Convener of the Environment Public Hearing Committee said that carrying survey, land acquisition and granting environmental clearance are separate issues/processes. He further explained the process of obtaining Environmental Clearance (EC).

Shri Prabhakar Kamathe while raising objection informed next point 2.4 Need of Project – In this point, the necessity of the project is given. All this text is false and framed. Because PMRDA's ring road has been sanctioned right next to Pune city limits and four km away from this Ring Road the eastern sides Their route State High No.116 was approved in 2002. East side of this, at 4.5 Km from Koregaon Mul the alignment changed and shifted it about 5.5 Km distance towards east and proposed this third road by MSRDC. Basically my point is that those working / existing ring roads are not maintained properly from time to time. The government alone is responsible for the exodus of farmers here. Here at 500 meters distance State Highway 117 is there. Public Works Department (PWD) has given very good road network to Pune City. State Highway no. 55 departs Wadgaon Maval and Talegaon Dabhade, from old Pune-Mumbai Highway to Chakan, Shikrapur, Ashtapur and it comes to Koregaon Mul. From where the proposed road is at only 1000 meters distance near the meeting's place. This road continues further to Shindwane Ghat to Waghapur and in Purandar taluka. If you look at the structure of this road, this road network is at distance of 6 k.m. from another State Highway. Waghapur to Saswad, Saswad to Kapurhol State Highway No. 119 all these state roads are 45 meters wide and service road of 7.5 meters, these 60 meters wide roads are not being developed and lands of farmers are being acquired illegally in the name of new greenfield project, so we are against it. Further he said, It is stated in the Need of Project that the traffic in Pune city i.e is leading from Mumbai to Bangalore is there, traffic entering in the city is there (towards centrifugal). There are three national highways, 2-3 state highways are also there, though the project promoters report says the need will not be met, unless this road is prepared. But I would like to say that this is the traffic leading from Mumbai to Ahmednagar and Solapur. Govt. of India have approved National Highway i.e Wadgaon Maval, Chakan, Shikrapur, Navhra, Chaula twice, also funds have been sanctioned, but not even an inch of work has been done. Many people pass through the city because this road is in bad condition. Government and the PWD (Public Works Department) is responsible for this. If these roads were well maintained, the traffic would not have come to Pune city.

Next Point – Need of Project :- It is mentioned in the report that this Ring Road will be beneficial to the vehicles going to Ahmednagar, Solapur, Beguluru. But they also can go from Shirur, Shikrapur, Navra, Pargaon, Yavat, Wagahpur, as well as from Purandar Airport, it is also a State Route. So, why these State Routes are not developed and maintained properly?. Today that route is not even 7-8 meters wide. Therefore, the point “need of the project” by promoters is not factual and it is framed. So the proposed environmental clearance should be revoked. Also MPCB should not issue Consent to Establish and Consent to Operate to this project.

Shri Dalvi after taking permission for two minutes talk said that, The project promoters in “need a project” point states that, this project is required to reduce the traffic and pollution of the city of Pune. If so, and as stated in the meeting, if the project planned for next 50 years, then in the first phase there alignments will be developed and later two alignments. Also one alignment will be increased after 20 years. If there is such a plan for 20 year, then it appears that the original road is of only 16 meters width. If 16 meters of width can handle traffic for the next 20 years, pollution will be under control, then why are you acquiring lands now for the next 30/50 years?

The alternative route suggested by Mr. Prabhakar Kamathe is there, PMRDA's ring road and other roads of PMRDA are there, so at what extent traffic is likely to increase in next 50-100 years for which PMRDA's 45, 90 meters road, this 110 mtrs wide road and PWD roads are required. Closed access type road required to reduce traffic and pollution, and here they mentioned that road will be developed as per the criteria laid down by the Road Development Congress. The notion that expressways are needed to reduce pollution and traffic is completely false. According to the information we have obtained, if the vehicle is traveling in economic mode (i.e. 60-80 km/hr) then it emits less pollution. If you drive more than 80 kilometers/hr speed, it causes pollution. On the proposed ring road vehicles will run at 120 km/hr speed and hence it will cause pollution. Therefore, closed access roads are required to reduce traffic and pollution in Pune. It should be noted that this ring road does not meet the traffic and pollution reduction criteria.

Shri Kamathe stated that considering all the above factors, this project should not get environmental clearance.

Next Point nos. 2.6. 4 – As per these points, - The Forest Department has not yet issued no-objection certificate for the project. Similarly, taking the ring road through the forest area will harm the birds and insects in the forest area. Similarly, after the

construction of the ring road and the commissioning of the ring road, snakes, scorpions, foxes, wolves and taras will come to the surrounding residential areas. Therefore, the lives of the citizens are likely to be in great danger.

Similarly, there is a High Flood Zone next to Mula-Mutha. If you look at the PMRD maps here, as per the new DP in most of area green belt reservation has been kept. This is because when the flood comes, the water level is at 700-800 meters distance from the river. You are going to develop the ring road at 5 meters elevation and the bridges you are going to build, so the village of Bivari will be completely submerged in water. The agricultural area in 1.0 km length near bridge is going to be completely destroyed. Therefore, the Environment Clearance should not be sanctioned and should not allow this project in any way.

Next Point 2.8.12 - Service /Slip Road:-

In your report and the presentation made it clearly mentioned that this ring road does not have service roads. Here slip roads of 7.0 meter width are shown. There will be sleep roads inside the compound walls as shown on the map. So what is the use of that sleep road for the neighboring farmers? However, project promoters say service road will be there. It is given in written in Purandar that service road proposed. Your EIA report says there are no service roads. From this it seems that this project is meant to be imposed on the people here. Hence this project should not be given environmental clearance. We say the road should not be of closed access type. The Constitution of India states that the regional balance should not be disturbed while carrying out developments anywhere.

Point No.2.9 - (Access Control) –

The road is being developed as closed access type by saying that it is Greenfield Alignment. It should not be developed, as it will disturb the regional balance. Hence the environment clearance should not be granted to this project.

Point No.2.10 - (Traffic Analysis & Forecast)-Mr. Kamathe objected here that the traffic analysis and estimates made in it are completely false. We will give the reason in court. He said that if we assume this traffic analysis and predictions are true, even then a six-lane road is enough and it can be developed in 30 meters width and developing 90 meters wide road is a deliberate wastage of public money. Hence this project should not be given environmental clearance. No consent letter should be issued by the Maharashtra Pollution Control Board.

Rain Water Harvesting -

As per EIA report, 133 Rain Water Harvesting and Artificial Recharge Pits will be made. He suggested that in 66 k.m. of the area, 133 pits are proposed. Now-a-days, in each building, rain water harvesting is mandatory. 3 pits are not enough for 30 guntas and here 133 pits are proposed for 66 k.m. These figures are totally false. Hence, this project should not be granted EC and MPCB should not grant the consent.

Point No.3.8.4 – AIR QUALITY -

Shri Kamathe noted that all the figures are incorrect and old numbers are given. It is important to carry out survey when actual traffic will start after completion of the project. Further it is mentioned by him that for minimizing the pollution of Pune, this project is being imposed on our rural masses. Shri Kamathe said that this ring road will hugely affect the surrounding agriculture activities. Due to various pollutants in the air PM 2.5, PM 10, oxides of nitrogen, sulfur dioxide, carbon monoxide, ozone at least agricultural activity in 1.0 k.m. will be affected completely. In rainy season, the vehicles will run at the speed of 120.0 k.m. per hour. If the vehicle is driven at speed more than 75.0 k.m/hr then fine is collected. Then, why the road of 120.0 k.m. per hour speed is required? This project is for the capitalists only. The Urban Development Department had held hearings on 14-06-2016, at afterward it was concluded that this road is not feasible, as per the previous notification 30-11-2016. This road should be proposed at the distance of 20-25 km from PMRDA's ring road. Even though, they did not move the road alignment and moved only half of the ring road, so as it can be put before Hon'ble court. This means that this ring road is being built only for big capitalists. Due to this project, the agriculture activities will be ruined in the area. We object for this. Hence, this project should not be granted Environmental Clearance and MPCB should not grant the permissions.

Point No. 3.9 – Ambient Noise Environment –

Because of this ring road huge noise of vehicles will be there and it is going to have a huge impact on their quality of life. Hence, this project should not be granted Environmental Clearance and MPCB should not grant NOC.

Point No. 3.10 – -Water Quality – oil will spill on the road due to vehicles. After the rains, the oil of the vehicle will mix with the surface water and groundwater. Also oil mixed water will mix in the surrounding fields and wells due to which there will be increase in pollution. Agricultural activities on both sides of the road will be destroyed.

The project should not be granted environmental clearance, no Pollution Control Board certificate should be issued.

Point no. 4.3 -Involuntary Displacement -The text is false and inaccurate. It states that the as per LAR 2013 Act provisions payment as per market rates can be made. Today they do not pay at market price, they tell people 4-5 times will be given, whenever they will get money at that time, it is not possible for them to get land in surrounding area in the same price. This report contains false information. Nobody will get the land of the same quality in neighboring village also. Many farmers will become landless, their livelihoods will come to an end. The country's huge agricultural income will be lost due to the loss of perennial, heavily cultivated agricultural land. So to some extent, there will be food shortages, because the goods from here go to the market of Pune. With the demise of this perennial farming, the income of the farmers and the agricultural laborers in the surrounding villages will come to an end, their livelihood will be affected. This is the Government's policy of forcing farmers and agricultural laborers to beg. The project should not be granted environmental clearance, no Pollution Control Board certificate should be issued.

Point No.5.2 – Project V/s No Project Scenario - Shri Kamathe discussed all these issues. He said that these villages are within the boundaries of PMRDA. A co-efficient of 1.5 is applicable within the limits of PMRDA, however, no such clear government order (GR) is available anywhere. Everyone is confused about this. According to the EIA report, businesses can be set up in the same area is mentioned. But this road is going to be closed access type, so it is not possible, there will be no interchange. There is a residential area completely. This report is misleading. He said that in the report it is mentioned that small villages will be connected due to this Ring Road however this claim is completely false. Shri Kamathe said that existing roads should be developed so that all villages will get connected. Businesses will be developed in the surrounding villages. This will lead to sustainable development. Hence, considering all the issues, the Ring Road in the eastern part should not be allowed and should not given environmental clearance. The M.P.C. Board should not approve any consent. The Petition of this Ring Road Shetkari Dilasa Sanstha from Bakori, Wadebolhai, Gawdewadi, Biwari, Prayagdham has been filed in 2017. Further villages Koregaon Mul, Shindwane, Valati have filed petition on 26th October, 2021 before Hon'ble High Court. Until further Judgement in this matter come, Government

money should not be wasted, and the project should not be given Environmental Clearance (EC).

Chairman, Environment Public Hearing Committee said here that the issues raised have been recorded and if Shri Kamthe has written points, they should be submitted. Shri Kamathe requested to give 15 days' period to the local people to submit their written suggestions, objections regarding the project.

Chairman, Environment Public Hearing Committee here remarked that though there is no provision to grant time period, however the deadline for submission of written suggestions/objections is being extended by 15 days, as information is to be obtained from various Gram Panchayats. No further extension will be granted.

12) Shri Dinkar Dalvi, Residence – Kanjale village, Tal-Bhor, Dist – Pune – Affected Gut No.12696 -

Shri Dalvi raised the issue that a Bio-diversity Committee has been set up in every village. However, has the approval of each village biodiversity committee been taken while preparing this environmental impact assessment report?

Environment Consultant of project proponent did not answer to this.

Here, Shri Dalvi remarked that while preparing Environmental Impact Assessment Report (EIA) if the approval of Village Biodiversity Committee is not taken, then the report is illegal. This should be recorded in the minutes of meeting. Shri Dalvi objected that once the Environmental Consultant came to Chambali, Gharada, Koregaon Mul and the other villages mentioned by Shri Kamthe with correction. While preparing the report, the survey was carried, water, air samples collected from the one village and same data was applied for another village also. After carrying the survey, the additional villages which have been included, Environment Consultant has not carried the survey in the these new added villages and names of these villages were added in old villages report. There are many such issues in this report. Therefore, the sample survey has been done in a quantitative manner, not in a qualitative manner, means the survey is not carried by visiting every village, hence, the specific details of respective village are not in the report. Environmental Consultants did not actually counted the trees. Therefore, the number of trees have been mentioned very less, is low, the number of trees which will be affected is estimated figure. It is not mentioned about how many culverts were given for animals to move from one side to the other. There is a difference in the geographical situation. The water flows towards slope. Similarly, the report does not provide any explanation regarding the gutters/drainage

adjacent to the road. This will be RCC construction, water will flow from the gutter and will come out from the box culvert, before that water will flow 500 meters, due to which the land will be affected. Considering all these factors, the project should not get Environmental Clearance (EC).

13) Shri Amit Gote, Gram Panchayat Member, Shirsodi, Tal – Haveli, Dist – Pune

:-Shri Gote objected that as per the Government Rules, the Environment Impact Assessment (EIA) report sent to all the Gram Panchayats, is mandatory to be submitted in Marathi as per the policy of the State Government. However, it is given in English. Hence Shri Gote requested to direct Environment Consultant to submit the total copy of EIA report in Marathi. It is mandatory to submit the EIA report in Marathi only. Shri Gote further warned that if the copy of Marathi EIA report (transcribed from English EIA report) is not submitted to Gram Panchayat Office-Shirsodi within 15 days, I, on behalf of Shirsodi Gram Panchayat will file petition in Mumbai High Court against the Convener of the Environment Public Hearing Committee and will request the Hon'ble Court to take action against Convener of the meeting for violating the rule. Shri Gote further informed that Hon'ble Supreme Court of India has given Judgement in various cases that Court's Orders should be made available in each language.

Shri Gote asked the next question to the Project Proponent - MSRDC that you have planned the road considering future vehicular movements and need of future 50 years. You have shown four interchanges. If a person has to be rushed to the hospital due to some unavoidable reasons, then the hospital is 30 km away on both sides. Mistake of Keeping hospital at 30 k.m. away was also made on Pune Mumbai Express Way. Afterwards, Emergency Arrangements/Hospital Arrangements were made. Here also, if you arrange toilets, meals, restrooms, why don't you plan to get immediate medical help in case of an accident / emergency? Which law has prevented you from doing so? Explanation about this should be given. Shri Gote further raised the question that if the tunnels would be provided in the proposed project, then if in case of landslide what mitigation measures will be taken, complete information about this should be given.

The Convener, Environment Public Hearing Committee informed that as per the EIA Notification of the Ministry of Environment, Forests and Climate Change, Government of India, New Delhi, it has been directed to make available the Executive Summary

Report to the public in English and local languages (here Marathi). There are no instructions to make available the EIA report in vernacular language.

Shri Gote while expressing displeasure over non-availability of EIA report in Marathi remarked that according to Government rules, EIA report should be available in Marathi to local people for the study. He suggested to take guidance of the Government in this regard

The Project Proponent MSRDC Executive Engineer said that a facility called "Intelligence Transport System" is proposed on the Ring Road for further medical treatment in case of an accident. Here at every 20 k.m. distance, there will be a Trauma Center. In addition, Flying Ambulance is a new concept in which helicopter can be changed in to ambulance. Everything comes under this Intelligence Transport System. Provisions have been made after due consideration.

Shri Amit Gote, Gram Panchayat Member, Shirsodi, Tal – Haveli, Dist – Pune :-

Shri Gote further asked that land acquisition officers are present here. He requested that while some families have made partition deed/watni patra, the Mandal Officers are not giving sanctions to that document. Though the transfer ban has not been announced by the Collector yet. Therefore, it is time to issue the registered documents immediately. The officials reply us that they have not been directed by the higher authorities. Hence, the Orders may be given to Mandal/Circle officers, Wagholi, Urlikanchan.

Shri Gote read the Point no.1.12 of Executive Summary - Benefits of the project:

While reading the entire Mayana / paragraph, he said that the proposed ring road would provide quick access to the eastern part of the Pune division through several towns / villages **-On this issue, he expressed his opinion** that if there is no connectivity to the road, how employment opportunities will be created? He further remarked that whether we should give our land for the development of the people of Nashik, Surat, Aurangabad? If the land is given for the dam, the PAPs (Project Affected People) are given alternate land in the benefitted Area/Irrigated Area of the dam/project. What other benefits will be given to Project Affected People in addition to compensation? If the Ring Road is going to be closed access type, how will the growth of business here? From this, we have to say here that the Project Promoter-MSRDC is misleading the District Administration.

Shri Vijay Prabhakar Paigude, Residence – Wadebolhai, Tal – Haveli, Dist – Pune
asked the question – Asked for clarification as , whether the Project Proponent would

provide ambulance or whether will take the help of PAPs (Project Affected Persons), or will use ambulance as per BOT.

Project Proponent MSRDC, Executive Engineer informed the benefits of Ring Road as -

- a) Ring Road regulates traffic in the respective city;
- b) The inter-state transport (through and fro) e.g. from Solapur to Mumbai, from Kolhapur to Mumbai unnecessarily comes in Pune. Due to Ring Road, inter state traffic and traffic of other state can be diverted.
- c) Due to Ring Road, New Urban Growth Centers will be developed;
- d) Due to these nodes / interchanges locals will get direct connectivity, you have travel 2-3 hours thru the city and then reach the expressway for transport of agricultural goods to Mumbai. Instead of this, you can go there by traveling 68 km and there will no toll gate. From Interchange can be reached directly to express way and further toll of the expressway will be there. These 14 no of interchanges will be Urban Growth Centers.
- e) Locals around Ring Road will get business opportunities, agriculture growth centers have huge scope. Because not only Mumbai but market of Kolhapur, Nagar, Solapur will become available.
- f) The issue of existing roads was raised in the meeting. These roads are also necessary, because the rate of urbanization here is 50%. It will go up to 60% in next 10 years, as per the statistics. So the Ring Road is the need of the time;
- g) The Hyderabad Model will be commissioned here for tolls. Hence when a person enters and exits the ring road, it will be noted, and accordingly will be charged for actual usage.
- h) This will be Toll Road, and not a Free Way;

Shri Pralhad Walmik Warghade asked here –the administrative question, that many times, people purchase the plots in plotting area. actually, as per Government directives it is not correct. But after few days, the issue gets resolved. There will be more than 10,000 guntas of land in the belt of East Ring Road Haveli area., which was purchased by poor people by doing household jobs, such as utensil washing etc. and houses were built after submitting the official stamp duty of the Government. The official entries of it, may or may have not been taken by Talathi or Circle, at the administrative level, reason of tukdebandi act they must be mentioning. About 2,000

families in Ring Road area, where the poorest of the poor saved money and built houses, however without intimating/discussion about compensation with them, the government officials related with ring road force them for measurements. This is harmful for democracy, because we on behalf of the Action/Kruti Committee say that they should not be classified as wild animals, but consider as animals, their family, residence and livelihood will be affected by this project. How this project will give justice to them, it should be discussed. Why there is opposition in the Eastern Haveli, because he falls in animals category, his residence/house hold is affected. There are many women sitting here. They have come here by compromising/loosing their daily wages. They will only get compensation of one guntha only, but they will not get paid for the facilities they have purchased. Therefore, as the trees likely being affected by the project are counted, count of number of such affected people should be taken. At Prant/SDO level, collector office level as well as to competent officer, we have suggested options. We also have good options available. However, special time should be given for these issues. In our Eastern Haveli Taluka, two tower lines (Lonikanda to Sonori) have been installed and has a space of 500 feet in between. There is no agricultural activity in between, no development, no compensation given to the farmers by the government. At this location, we have few optional concepts about road. We want development, know our feelings, our cooperation will always remain. Make greenery under the tower line and make road in between. We will suggest optional place for road in East Haveli. Why oppose is there in East Haveli, as there are three projects together (PMRDA's Crash end Railway, Pune Nashik Railway, Ring Road). In our small Bakori village the railway, PMRDA - laid 24 meters roads, now ring road will be there. You think about it with kindness. The Land Acquisition Act states that only one project should be set up in a village. Though the overhead lines laid there, also left a space of 500 feet in between. We are the small plot ownership holders. The Right of Life is given by the Constitution. Those people have bought houses by paying stamp duty. The Sub-Registrar has taken our stamp duty. If this road is developed, there will be pollution. Our Bakori, Lonikand villages with large population, comes in municipal corporations boundary. There are options of road no 116, 117 are available. This ring road is planned to help the capitalists. Hence, the need for this ring road should be re-evaluated, the road should be developed from a other place. This is our demand from the Eastern Side area. He alleged that the

administration had disposed off cases about illegal excavation worth of crores with no charges.

He requested the District Administration to give us time, we are ready to provide alternative route, so agriculture will survive, farmers will survive and so will our road be developed. There will be development too.

Shri Prabhakar Kamathe, Bivarigaon, Tal – Haveli, Dist – Pune:-

Shri Prabhakar Kamathe informed that through the sources of MLA Shri Ashok Bapu Pawar, when we had a meeting at MSRDC around in January-February, they agreed on all the options, but said that our project is far moved forward. They are wasting the nation's money. To squander the country's wealth and money is treason. Additional issues are also coming up in this public hearing, this is our concern. The project promoter MSRDC was given six proposals, which were scrutinized superficially and stated that the proposal has been already moved forward. We say that the country's money is being wasted, so environmental permits should be denied.

Mr. Kamthe further said that Malhargad is on Sonori fort. From there the road may lead to Lonikand, which can will save 800-900 crores. From Sonori Fort this road can be connected to PMRDA's Road or Public Works Department Road (No. 116 – leading to Theur), if 10-12 km chainage are connected, then it will save length of 45 km. The government's Rs 4,500/- crore will be saved. They are not serious about it, they are working under pressure of some one. The Urban Development Department is an honest department. The notification issued on 14-06-2016 has clearly stated that the plan of the ring road is erroneous. Again it is being imposed forcefully. In addition to this the revenue department brings about 60 policemen for measurements.

At this point, the Convener said that note of these points have been taken.

The Convener, Environment Public Hearing Committee informed in the meeting that the Chairman had given 15 days additional time to submit written suggestions, objections and comments. Hence, they can submit written suggestions, objections, comments.

Shri Maruti Sitaram Chaudhary, Residence – Shindawane & Valati Gaon, Tal – Haveli, Dist – Pune – 16 acre affected person -

"In fact, we are not against the ring road," he said. You need to win farmers trust. India is primarily an agricultural country. Irrigated agriculture area should be saved for this.

The project promoters here say that even if we try to save irrigated agriculture area, it is not possible to do so. So how did you plan the ring road, here you have affected my, my family's sixteen-acre land. The road alignment has been changed by doing financial compromises. I have a video recording of that. I have seven thousand trees in the whole area here, how many? he asked this question again and answered himself as seven thousand. Whether, it is east alignment or west, is ring road proposed through any other individual farmers seven thousand trees?

Mr. Maruti Chaudhary alleged that they propose the ring road in 30-30 acres of irrigated agriculture area. Here are farmers, who owns 50 acres of irrigated agricultural land and also have received the Indira Gandhi Award, through such land you have proposed the road. The district administration has listened to me. In this whole ring road show someone who has seven thousand trees. Why do you do such a great injustice to a single farmer? This is curse of farmer's, notice this. How the farmers maintained the land, how they harvested it, what you ate in the lockdown, I have recorded everything, tell me any one belongs seven thousand trees?. At that time, the audience instructed Mr. Maruti Chaudhary to submit his written objection to the public hearing committee. He presented it.

The Convener, Environment Public Hearing Committee said in the meeting that these issues will be recorded in the minutes.

Shri Chaudhary said that, when all of you will come to Shindwane at that time please take this issue seriously, thank you.

The farmers present from Wadebolhai objected that my trees were not counted. But they also my tree count will be same. If I would know, I would have taken the photos. How your officers did the measurements, why the photos were not taken
Convener of the meeting suggested that the note of the objection is already taken. He also said that additional 15 days have been given for submission of written suggestions, objections and comments. Hence, those who are willing to submit written suggestions, objections, comments can submit it.

Shri Amit Gote, Grampanchayat Member, Shirsodi, Tal – Haveli, Dist – Pune –

The last question is that these KML files, of presentation, should be given to us in that format now. Similarly, no official has made arrangements to enter our attendance (Rojnama) of this public hearing here. You have to admit that the Pollution Control Board has made mistake here. Similarly, a copy of the video shot should be given to

us within three days as per the rules. Because we are filmed, it is our human right, nothing is secret here. He requested Maharashtra Pollution Control Board to guarantee that the recording will be submitted to the Land Acquisition Officer's office within three days. We also need this, as an evidence to express our cases. Similarly, the presentations shown in the meeting should be sent immediately on the number of locals, who have submitted their mail IDs. Mr. Gote requested the Chairman, Environment Public Hearing Committee to issue an order in this regard.

Shri Rushiraj Prakash Sawant -

Mr. Sawant mentioned that today we may have seen many nurseries while coming from Pune, there will be at least 400-500 nurseries. This is Horticulture Hub. But what you are saying today, there is environmentally friendly situation, water supply is there, This is Taluka from eastern part, what you have stated about pollution impact, there is no need to tell you separately about how many ways pollution causes impact. Because some people consider horticulture as co-business/side business along with agricultural activity. If you take our land, there will be no agricultural activity as well as you can't do business. Such a situation will be for everyone. Hence, we request you not to allow this ring road.

The Chairman, Public Hearing Committee on Environment said that the presentation will be given in the mail as discussed in the meeting. He also said that If participants have a new pendrive, it can be given in pen drive also. After completion of minute preparation work by Maharashtra Pollution Control Board, the video shoot will be made available. Anyone who wants to give a written suggestions/objection, rojnama is of the suggestion/objection raised here I available and same will be corroborated by the video shooting.

Shri Vijay Prabhakar Paigude, Residence – Wade Bolhai - -He requested that two projects proposed in one Gut Number. I mean there is a railway project, there is also a ring road project. So only one project in such Gut Number should be approved. Requested not to approve two projects if proposed.

Convener of the meeting said in the meeting that the attendees did not sign the attendance. So everyone is requested to sign.

Shri Kunal Jagtap, Residence – Markal, Tal – Khed, Dist-Pune

There are two projects in the alignment of 40.500. There's a bottleneck here. Your environmental report is not aligned with the railways. Hence, you should align the environmental studies and see it collectively so that issues should not be there.

Second Point – The hazard analysis has been done, whether it is a letter of guarantee/assurance, given in the form of this, who will be in control of its implementation, who should be the governing body.

The Convener, Environment Public Hearing Committee, said that the environmental assessment has been done by an external agency appointed by MSRDC. He informed that at the time of railways report preparation, this report will be considered. The measures are suggested by MSRDC and will be implemented by MSRDC. Each department has different responsibilities.

Shri Kunal Jagtap further said that MPCB officials should be available to us for the discussions. At this moment, Convener of the Environment Public Hearing Committee informed that MSRDC is Implementing Agency which works under control of Govt. of Maharashtra. The environmental issues falls under purview of Maharashtra Pollution Control Board.

Shri Rahul Chavan, Village – Markal, Tal – Khed, Dist – Pune:-

I am farmer. Three projects are proposed through my agriculture field (Gut no.1040). Whether you will sanction one project or three projects? i.e One Ring road, second railway and third PMRDA Road is proposed.

Convener, Environment Public Hearing Committee here informed that this public hearing is for the proposed Ring Road. If the proposal of railway route receives, separate environmental public hearing will be conducted.

Shri Rahul Chavan - He demanded that two project in one gut should not be sanctioned. Three projects go through one gut no.1040 i.e PMRDA road, Ring Road and Railway and my agriculture field will be divided in two parts (Eastern side and western side).

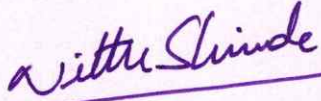
Convener, Environment Public Hearing Committee remarked here that issue raised by you is factual, this issue has been discussed earlier in this meeting. This has been noted and the government will definitely take appropriate decision in this regard.

The Member, Convener, Environment Public Hearing Committee said that the questions of the participants seems over now, he with the permission of the Hon'ble Chairman, declared that the public hearing is concluded.

The meeting ended extending thanks to the Chairman.

Accordingly, the notified government offices were informed about, the suggestions, comments and objections received by them shall be brought to the notice of

Maharashtra Pollution Control Board. Total of 60 suggestions, comments, objections are received by this office are enclosed, i.e during the public hearing and directly to this office-59 Nos and one received by email.



(Nitin Shinde)


Member, Convener,

Environment Public Hearing Committee

And

Sub Regional Officer, Pune-2,

MPCB, Pune



(Himmat Kharade)

Chairman,

Environment Public Hearing Committee

And

Additional District Magistrate

, Pune,

Dist.-Pune