

Final Environmental and Social Due Diligence Report

Etawah Chakeri

5 September 2019

Mott MacDonald
5/6th Floor
Logix Techno Park
Tower C, Plot 5, Sector 127
Noida 201301, Uttar
Pradesh
India

T +91 (0)12 0399 2300
mottmac.com

Oriental Structural
Engineers Private Limited

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1 Introduction

1.1 Background

Mott MacDonald Private Limited (“MMPL”) was commissioned by Oriental Structural Engineers Pvt. Ltd (hereinafter referred to as “Client” or “OSEPL”) to undertake an Environmental and Social Due Diligence (ESDD) of the Project Road for evaluating an investment opportunity. The Project highway comprises of six-laning of Etawah Chakeri (Kanpur) section of National Highways (NH)-2.

Etawah Chakeri (Kanpur) Highway Private Limited (ECHPL) was incorporated as a Special Purpose Vehicle (SPV) promoted by Oriental Structure Engineers Pvt Ltd for six-laning of Etawah - Chakeri from km 323.475 to km 483.687 in the state of Uttar Pradesh (aggregate length of 160.21 km) under NHDP Phase V on Design, Build, Finance, Operate and Transfer [DBFOT] (Toll) basis.

ECHPL was awarded the project and entered into a Concession Agreement (CA) with National Highways Authority of India (hereinafter referred to as “NHAI”) on March 5, 2012.

1.2 Objectives of the study

The objective of the assignment is to independently evaluate the toll road, Etawah- Chakeri section of NH-2 with respect to Environmental, Social, Health and Safety status and performance to identify compliance gaps, issues, improvement opportunities, and develop a detailed time bound mitigation/follow-up action plan to ensure compliance to the applicable reference framework requirements. The key objectives of the assignment are:

- To categorize the project as category 1, 2 or 3 as per the screening criteria of IFC applicable to the project, to determine the screening requirements applicable to the project;
- Assessment and verification of project and its key components and aspects vis-à-vis with the requirements and guidelines of the applicable reference framework and good international industry best practices (GIIP);
- Undertake the ESDD in line with the reference framework requirements, which may, where applicable, include reviewing the adequacy of:
 - The Environmental and Social Impact Assessment (ESIA) process, including Environmental and Social Management Program (ESMP) to the extent available including Social Impact Assessment (SIA) and Resettlement Action Plan (RAP) if appropriate;
 - The Environmental and Social Management Systems of the Project/ Special Purpose Vehicle (SPV) to manage Environment and Social (E&S) risks and impacts on an ongoing basis in accordance with the provisions of the reference framework. Reviewing whether capacity and management structures are adequate and in place to manage environmental and social risks and impacts. In the event of the Project following the owner's Company/Sponsor's E&S systems, the same may be assessed;
- Reviewing the adequacy of proposed designs, measures, budget and recommending, wherever required, additional actions as necessary;
- Reviewing the proposed monitoring system and suggesting amendments as necessary;
- Based on the assessment, providing a detailed evaluation on compliance with the reference framework; and

- Developing a detailed and time bound action plan with follow-up and implementation plan details, parameters and outcome indicators to judge compliance to IFC Performance Standards and the Equator Principles requirements.

1.3 Scope of Work

The scope of work for the due diligence involves an independent verification of all environmental and social aspects of the project, within the reference framework. This includes the following:

- Review of the environment, health, safety and social management systems of the project proponent, i.e. the SPV and Operation and Maintenance (O&M) contractor along with the role and influence of regulatory authorities;
- Review of the 160.21 kms road stretches along with all associated facilities such as toll booths, control rooms, any labour/staff accommodation, onsite maintenance units and set-ups etc;
- Status of environmental clearances, no objection certificates, and applicable permits, particularly conditions that apply during the operation phase of the project;
- Consultations with the community in the immediate vicinity and adjacent to the right of way (ROW) of the road as well as any directly impacted land owners during the right of way acquisition;
- Consultations with all direct SPV and O&M employees engaged in the site offices and toll road operations along with the contracted agencies and their workers;
- Review the land acquisition process/ resettlement and rehabilitation undertaken for the project;
- Review the labour working conditions on site;
- Review the compliance of the project with legislative requirements including the domestic requirements and IFC standards; and
- Flag key compliance gaps with respect to applicable framework as indicated in Table14and provide an independent assessment on the parameters, which has been discussed in detail subsequently.

1.4 Approach and Methodology

To carry out the above scope of work, Mott MacDonald Private Limited has followed the following approach and methodology:

1.4.1 Preliminary Screening Assessment

Table1: Preliminary Screening of Assessment Criteria and Approach

S. No.	Assessment Criteria	Requirement	Approach
1	Litigation and Arbitration	Outstanding litigation or Arbitration or notice by regulatory authority related to environmental impact, land / RoW acquisition, labour working condition, Occupational, Health and Safety (OHS), and Community Health and Safety (CHS).	Assessed through discussion with project in charge and Project Director (PD), NHAI, local community, concessionaire, and available documents.
2	Other Risk	Stakeholder concerns expressed in public domain, grievance mechanism, protest or civil action related to environmental impacts, RoW acquisition, labour condition, OHS and CHS	Evaluated through discussion with site staff of concessionaire, PD of NHAI, labourers, local populace and stakeholders. Review of project EIA/EMP and SIA reports. Media Reports searched from Google and other forms Other risks of earthquake, flooding, epidemic, terrorism and vandalism

S. No.	Assessment Criteria	Requirement	Approach
			evaluated during site visit and discussion with stakeholders
3	Assessment and Management of Environment and Social Risks and Impacts	Status of Environmental and Social Management System (ESMS) with respect to IFC Performance Standard (PS) and World Bank Group (WBG) Environmental Health and Safety (EHS) guidelines	Reviewed through site visit of entire corridor, review of available documents including environmental management manual, SOPs, as well as documents available on internet, discussion with staff of ECHPL
4	Land and Resettlement issues	Risk related to Land and pending R&R related cases before court and gaps with respect to IFC PS 5	Through review of land records available at site, discussion with Project Director (PD) of NHAI, staff of ECHPL, local community
5	Stakeholder / Community Engagement	Status of stakeholder engagement plan and compliance with IFC PS	Discussion with those potentially encroaching the corridor, discussion with community along the corridor, PD of NHAI. Review of operational phase community engagement plan of concessionaire
6	Grievance Mechanism	Status of Grievance Redress System (GRS) and its adequacy and effectiveness.	Assessment of existing GRS, including existing complaints by staff, labours, community, road users at toll and site offices. Also enquired the local community during site visit
7	Health and Safety	Health and Safety Management system and status of its performance, adequacy and effectiveness	Review of site-specific O&M and company level Environmental and Management manuals prepared by ECHPL and discussion with maintenance team at ground
8	HR/Contractor Management	Status of HR / Contract Management System and its compliance with IFC PS 2	Review of existing documents, HR-SOPs, Insurance policies, Provident Fund payment challans
9	Pollution Prevention	Status of measures adopted to mitigate impacts on air / water / noise / vibration and compliance with respect to IFC PS 3 and WBG EHS guidelines	Review of Environment Impact Assessment (EIA) / Environment Management Program (EMP) reports, compliance reports submitted, review of mitigation measures implemented, review of corporate policies and review of monitoring reports
10	Natural Habitats	In case the project involves forest land, protected areas, coastal areas or wetlands, then status of critical habitat and its compliance with IFC PS 6 needs to be reviewed	Review of EIA report and communication documents of forest department and site visit and consultation with Forest Officials.
11	Indigenous peoples, tribes, and communities	In case the project involves land having Indigenous People (IP), status of compliance with IFC PS 7 needs to be reviewed	Review of EIA reports, available land acquisition documents, RAP, consultation with PD, NHAI, site staff and local community
12	Cultural Heritage	In case, cultural heritage sites are identified in the project, then status of compliance with IFC PS 8 needs to be reviewed	Through review of EIA, RAP, and site visit.

1.4.2 Decision on Category of Project

IFC categorises, road projects into the following three types:

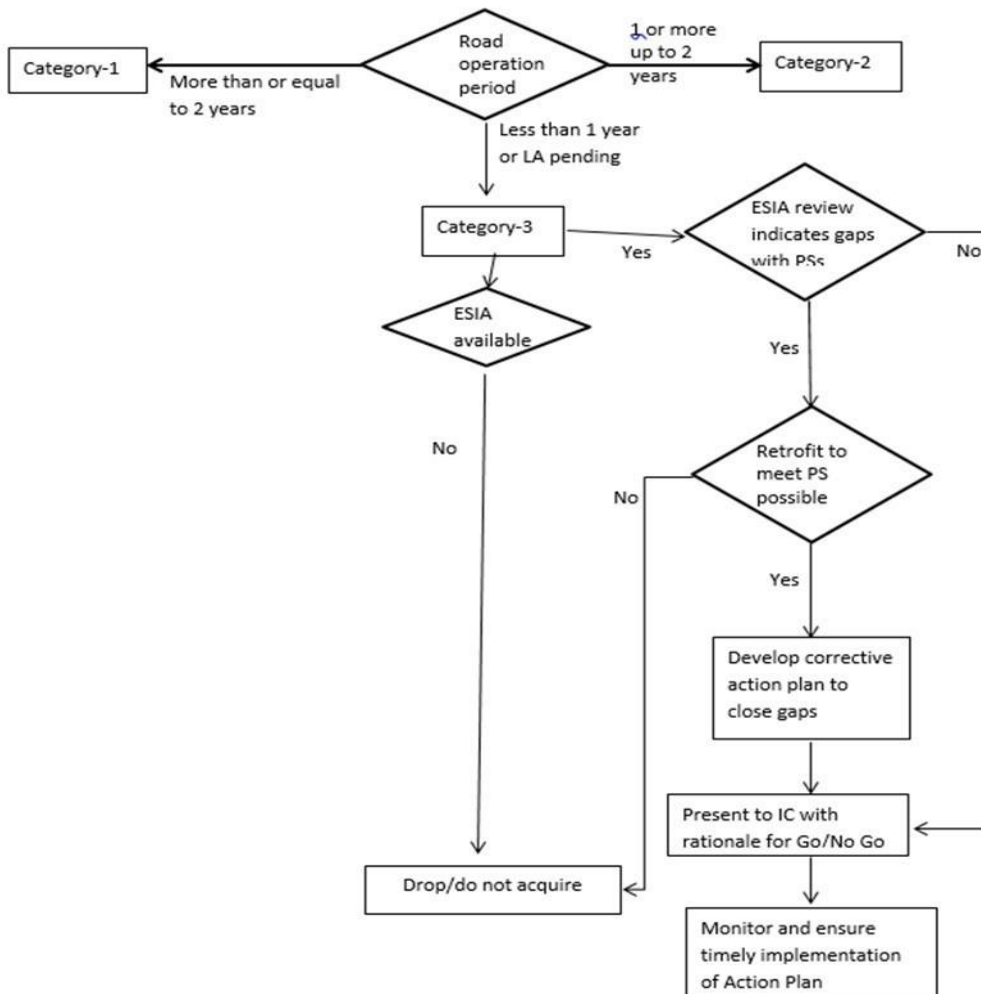
Category 1 – Operating Roads for two years or more;

Category 2 – Operating Roads for more than one year and less than two years; and

Category 3 – Operational Roads for less than one year or where there is any pending land acquisition.

The decision flow chart for the operational roads for Category-1 project roads is provided in Figure-1.1 below. The environmental and social impact assessment reports are reviewed to identify the gaps vis-à-vis IFC PS requirements, a corrective action plan (ESAP) is prepared to fulfil the gaps identified.

Figure1.1: Decision Flow-chart for Category-1 Operating Roads



Source: OSEPL

Decision on Category-2 Roads:

The decision for Category-2 roads projects follows the same path as that of Category-1 with following additional steps:

- If issues like litigation or other risks are high, the Company may like to review evidence of Informed Consultation and Participation (ICP) process to inform its decision. If significant gap with respect to IFC requirements established, then drop the asset/do not acquire.

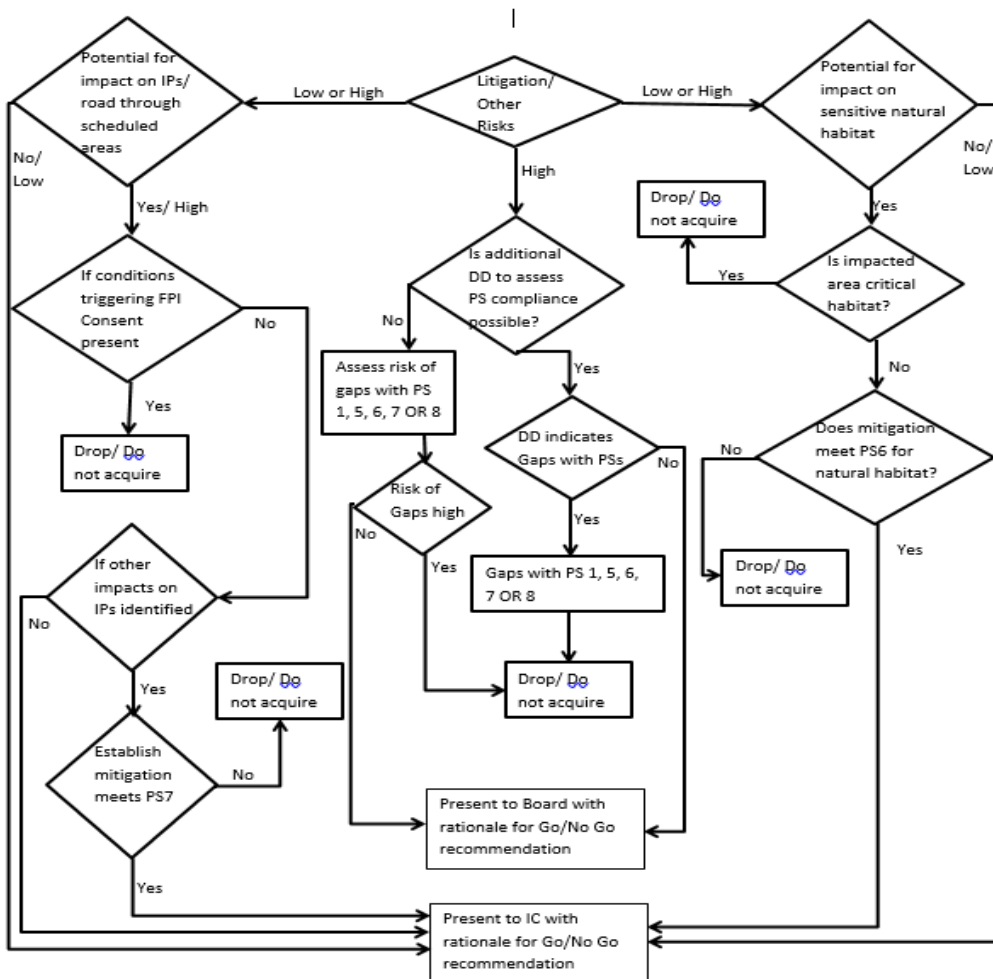
- If issues like litigation or other risks are high, the Company may like to undertake procedures akin to Broad Community Support (BCS) for the project to inform decision. If Company is unable to establish BCS, escalate to Board with rationale for go/ no go recommendation.
- Review status of implementation of the R&R Plan for all assets that have been in operation for one or more years and up to two years.
- Resettlement Completion Audit may be requested on a case by case basis.
- If other adverse impact on IPs established, Company needs to ensure that consultation meets ICP requirements.
- The Company needs to review status of implementation of all mitigation measures for Indigenous People (IPs).

Decision on Category-3 Roads:

The decision flow chart for the operational roads for Category-3 roads is provided in Figure 1.2 below. For Category-3 roads, three key criteria are screened, i.e., (i) potential for impact on IPs, (ii) litigation/other risks, and (iii) potential for impact on sensitive natural habitat. If the project road was identified to have impacted a critical habitat or conditions triggering FPIC present, then the investment is dropped.

If the project road is identified to have high litigation and other risks, then the gaps with respect to IFC PS-1, 5, 6, 7 and 8 are identified during ESDD and a suitable ESAP is prepared.

Figure 1.2: Decision Flow-chart for Category-3 Operating Roads



Source: OSEPL

1.4.3 Site Assessment

In line with the above methodology, site visits were undertaken by Mott MacDonald's environmental and social specialists from 18th to 19th January 2018, to assess:

- the status of the project with respect to completion;
- implementation of the policies and procedures on site;
- if any encroachment has been identified along the RoW;
- to identify if the road asset is passing through any scheduled areas and critical natural habitat; and
- status of compliance to conditions of licences and permits obtained for the project.

Consultations were undertaken with local community and other stakeholders of the project to identify gaps including evaluation of the adequacy of mitigation measures implemented for impacts from air and/or noise in accordance with the IFC Performance Standards. This was supplemented with the review of supporting documents to assess the adequacy of the roles and responsibilities of the personnel handling environmental and social risks and impacts in compliance with labour regulatory requirements.

1.4.4 Preparation of Report

Based on the observations made during the site visit, information gathered from the stakeholder consultations during the site visit and review of the documents provided, a preliminary summary report containing the principal findings and a red flag report has been prepared after the site visit. The report flags the environment and social issues that have been identified during the review. After discussion on the preliminary summary of the principal findings of the red flag report with the borrower, the detailed draft ESDD report (this report) based on the applicable framework provided in the Terms of Reference is prepared and submitted.

1.5 Limitations and Data Gap

The limitations of this study of environmental and social due diligence has been undertaken based on documents provided by the Oriental Structures Engineers, site visit and visual inspection of facilities, stakeholder consultations undertaken and discussion with the site representative at the time of site assessment and information available in public domain. The specific limitations are given below.

- Details on pending litigation and arbitration was not available for review. However, the PD of NHAI had confirmed during our meeting that certain cases exit.
- EIA, RAP and Traffic Accident data was not available for review; Accident records of Etawah Chakeri were not made available to MMPL for review.
- The land acquisition for the project was carried out by NHAI and the process was carried out for six laning from 2010 and continue in 2017. The process is reported to be complete however, the detailed database was not available for MMPL to review. Hence, the status of the land acquisition process is reported as per consultation with NHAI PD, summary statement provided by NHAI office and related documents shared by ECHPL from the sources available to them;
- Information on physical displacement and forced eviction is obtained from consultation with NHAI, ECHPL and limited community consultation;
- The details on the number of physically and economically displaced were not available for review with NHAI; however, the details of the determination of compensation for land and structures were available for review;
- The community consultation records during the land acquisition process was not available to MMPL for review;
- The land acquisition records and details of compensation disbursed and received by the PAPs in the CALA office was not specifically compiled for the project and hence, no information could be obtained;
- No data of non-titleholders were provided for the review.
- EHS training given to staff and workers were reported to be carried out; however, their records were not available for review;
- The annual environment monitoring is carried out by NHAI for the project road corridor. However, these reports were not available for MMPL to review;
- MMPL has provided its understanding of compliance to applicable EHS and labour laws, rules and regulation. However, the review should not be constructed as a legal review.

2 Project Description

2.1 Project Description

The Project under study (Etawah - Chakeri) is part of NH – 2. The project road starts from 323.475 Km and ends at 483.687 Km, covering a total length of 160.212 Km. The highway construction package includes design, engineering, construction, development, finance, operation, and maintenance of existing four-lane carriageway of Etawah - Chakeri from 323.475 km to 483.687 km in the state of Uttar Pradesh.

The project is owned by National Highways Authority of India (NHAI), who awarded the contract for six-laning of Etawah Chakeri section of NH-2 to Etawah Chakeri (Kanpur) Highway Private Limited (ECKHPL), as a concessionaire on DBFOT on Toll basis.

The project terrain is plain, and it passes through 103 villages of eight tehsils of four districts namely Etawah, Auraiya, Ramabai Nagar and Kanpur Nagar.

2.2 Project Spatial Setting

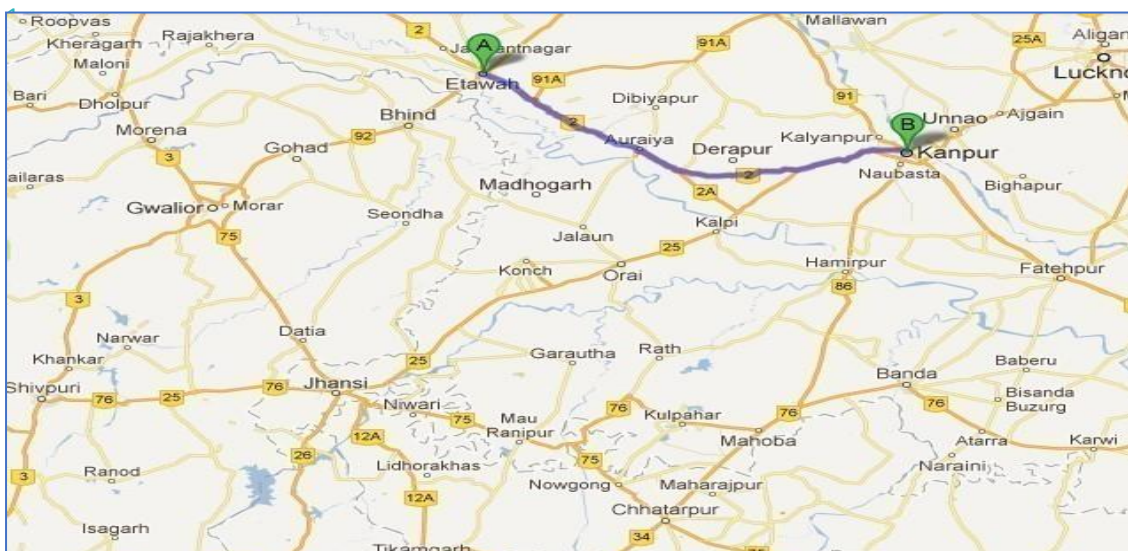
The project construction and maintenance start and end location are as indicated in table below:

Table2: Project Construction and Maintenance Start and End Location

Details	Construction
Start	323+475 km of NH-2 (End of Etawah bypass)
End	483+687 km of NH-2 (Chakeri-Kanpur)

The location map of the project highway is as presented in Figure 3 below.

Figure3:Project Highway Location Map



Source: ECHPL

The Concession Agreement (CA) for the project was signed on 5th March 2012 between NHAI and Etawah Chakeri (Kanpur) Highway Private Limited.

The detailed project description is indicated in the table below:

Table3: Brief Project Description of the Project as Built

Particulars	Details
Project Description	Design, Engineering, Construction, Development, Finance, Operation and Maintenance of six- laning the existing four- lane section from Km 323+475 to Km. 483+687 (NH 2) on DBFOT Toll basis.
Length	160.212 Km
Type of PPP	Design Built Finance Operate and Transfer (DBFOT) basis
Name of Existing Concessionaire	M/S Etawah Chakeri (Kanpur) Highway Private Limited.
Key dates	
Signing of CA	05.03.2012
Appointed Date	13.03.2013
Completion Certificate Date	30.11.2016
Construction Period	912 days
Toll Start Date	13.03.13
Concession Period	16 Years (from Appointed Date of 13.03.2013)
Concession Period End Date	28.02.2029
Project configuration and key development works	
Pavement type	Six lane paved carriageway
Width	24.5 m paved carriage way including paved shoulders
RoW	60 m
Lanes	Six lanes
Service Road	New construction – 70.963 km (LHS), 66.843 km (RHS) Widening and strengthening – 20.898 km (LHS), 21.058 km (RHS) Strengthening only – 21.521 km (LHS), 21.721 km (RHS)
Intersection / Junction	15 Nos. of at grade major junctions 122 minor junctions (LHS), 108 minor junctions (RHS)
Major bridges	<ul style="list-style-type: none"> ● Major Bridges to be repaired and rehabilitated - 3 Nos. ● New Major Bridges on main carriage ways parallel to existing – 2 Nos. ● Major Bridges on Service Road for repair and rehabilitation – 1 No.
Minor bridges	<ul style="list-style-type: none"> ● Minor Bridges on Main Carriageway Repair and Rehabilitation – 17 Nos. ● New Minor Bridges on Main Carriageway Parallel to Existing Minor Bridge – 14 Nos. ● Minor Bridges on Main Carriageway to be reconstructed – 5 Nos. ● Minor Bridges on new Location – 2 Nos. ● Minor Bridges on Service Road for Repair and Rehabilitation – 3 Nos. ● New minor Bridges on Service Roads – 2 Nos.
Culverts	279 Nos. of culverts (RCC Box-119, Slab-20 and HP Culverts-140)
Truck lay-bays	Provided
Bus bays and bus shelters	Four Bus-bays cum Bus Shelters on each side
Vehicle Under Pass (VUP)	18 Nos.
Pedestrian Under Pass (PUP) / Cattle Under Pass	27 Nos.
Foot over Bridges (FOBs)	Four Nos.
Road over bridges (ROBs)	<ul style="list-style-type: none"> ● Two Nos. of ROBs for Repair and Rehabilitation on Main Carriageway ● Two Nos. of ROBs for Repair and Rehabilitation on Service Road

2.3 Project Facilities

The project facility requirement as per the concession agreement and the status of each of these requirements are as indicated in table below:

Table 4: Project Facility Details

Facility	Status
Toll Plaza	Two Nos. of Toll Plaza at Anantram at chainage Km 353+000 and Barajore chainage Km 438+300
Truck lay byes and Rest Area	Provided
Bus bays and bus shelters	Four bus-bays cum bus shelters on each side
Pedestrian facilities	The additional pedestrian facilities in the form of guard rails, footpath, lighting etc. provided in urban areas.
Road side furniture	<ul style="list-style-type: none"> ● Traffic Signs and Pavement Markings: Traffic signs and pavement markings shall include roadside signs, overhead signs; curve mounted signs and road marking along the project highway. ● Concrete Crash Barrier, Metal beam crash barrier, Separators (MS railings) ● Traffic Safety Devices wherever required ● Boundary Stones ● Hectometer / Kilometre Stones ● Traffic Blinker Signal (L.E.D) at intersections
Landscaping and tree plantation	Landscaping of Project Highway is to be done within ROW, but not limited to median, grade separated intersections, entry and exit ramps, at grade islands of intersection locations and toll plaza area
Other facilities	<ul style="list-style-type: none"> ● Cattle crossings ● Development of site for wayside amenities ● Traffic aid posts ● Medical aid posts ● Vehicle rescue posts ● Telecom system
Change of Scope	
Construction of Minor Bridge at Ch. 452+788 in Kisan Nagar Area	
Construction of underpass at Ch. 413+525	
Relocation of PUP at Ch. 393+740 Musafir Khana	
Construction of additional PUP at Ch. 383+030 Dayalpur	

Source: ECHPL

2.4 Project Status

The Etawah Chakeri project is operational. The project received completion certificate on 30th September 2016. Independent Engineer (IE) has also informed to Authority about issuing the Completion Certificate (CC) along with the list of balance works. IE has explained in this letter that a separate "Supplementary Agreement" has to be signed with the Concessionaire to complete the balance work as notified. The main balance work is construction of service road and though completion certificate has been issued by NHAI, the balance work will be undertaken through a supplementary agreement.

2.5 Land Acquisition

The land acquisition of this project was undertaken by NHAI under the National Highways Act, 1956 and for certain sections of the project stretch (depending upon the timeline of LA) the payment of compensation was done as per the applicable provisions of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RFCTLARR). The ownership of land remains with the NHAI and the State Government. The

permission of construction of the road and its operation is given to the concessionaire on Build, Operate, Transfer (BOT) toll basis.

A total of 100.56 ha has been acquired and handed over to concessionaire as per concession agreement. Compensation amount of INR 277.26 crores was awarded by CALA for acquisition of land and structures. As reported by the client, INR 178.68 crores have been disbursed out of INR 277.26 crores. The balance disbursement is pending due to arbitration cases filed by the NHAI and PAPs. The hearing of arbitration is on-going, village wise, and decisions of the arbitration would be implemented accordingly.

As informed by the ECHPL, there is no physical resettlement of any affected families along the project corridor, except for relocation of about 126 religious' structures. The status on land acquisition is provided in table below:

Table5: Land acquisition details

Particulars	Quantity	Percentage achievement
Land Acquisition Status		
Total Land required for the Project (in Ha)	1053.15	100%
Available Land prior to construction (Ha)	409.8852.5813	90.45%
Forest Land within the available ROW requiring forest clearance (in Ha)	17.450	It is part of 952.58 Ha available land.
Land requirement apart from the already available land (in Ha)	100.5687	9.55%
Private land acquisition (Ha)	92.4496	91.93%
Government Land alienation (Ha)	8.1191	8.07%
Private Land Break-up (in Ha)		
Agricultural land	84.0097	
Barren Land	2.7189	
Commercial land	3.2771	
Residential Land	2.4439	
Land Acquisition Status (as of 16 March 2019)		
Govt Land alienated as of date (in ha)	8.1191	
Private Land acquisition as of date (in Ha)	92.4496	
Total land currently (as of March 2018) handed over to the SPV (in Ha)	100.5687	100%
Date of last 3G notification	30.11.2017	
Status of Compensation Payment		
Total Compensation award in INR Cr	277.26	
Total Compensation disbursed to affected title holder till date in INR Cr as on December 2016	178.68	64.45%
Land Acquisition under NH Act Only/ under applicable provisions of RFCTLARR 2013 act		
Number of Titleholders identified as per LA records	7461	
Number of titleholders covered under the old act	4529	
Number of titleholders covered under applicable provisions of RFCTLARR 2013 act	2932	
Total number of non-titleholders identified for the project	Not Available	

Particulars	Quantity	Percentage achievement
Information of Litigation and Arbitration cases	Number	Remarks
Total Number of Court cases	Not Available	
Resolved till date	Not Available	
Pending	Not Available	
Total No of arbitration cases	Not Available	
Resolved till date	Not Available	
Pending	Not Available	

Source: NHAI

The award was declared in four districts and the number of villages covered are given below:

Table6: Villages awarded compensation

Sl. No	District	Number of Villages awarded
1.	Auraiya	39
2.	Kanpur Nagar	6
3.	Kanpur Dehat (Ramabai Nagar)	37
4.	Etawah	21

Source: NHAI

The awarded area and amount of award has been given in Appendix D.

2.5.1 Litigation, Arbitration, and Other Risks

The pending cases related to land acquisition are being followed up by the Project Director of NHAI. The information received from the NHAI regarding the pending cases are:

- i. NHAI has approached arbitration against higher compensation determined by the competent authority
- ii. Some Project Affected Persons (PAP) have approached arbitration for compensation of enhancement due to error in measurement of land area.

Thus, the complaints made before the district magistrates are of two types - related to mutation and compensation. The district magistrate reviews the complaints on land acquisition based on The National Highways Act, 1956 and its amendments. The steps to be followed are as follows:

- After 3(A) Gazette notification and publication in newspaper, objections received within 21 days are resolved under section 3(C) public hearing. Subsequently 3(D) is published
- During the award process of 3(G) and (H), objections received from PAPs for mutation cases and compensation amount enhancement. Competent authority resolves all cases of compensation enhancement.

The district magistrate (DM) resolves the complaints within their ambit; otherwise DM transfers the case to the arbitrator appointed by the NHAI as per The National Highways Act, 1956 and amendments.

The land acquisition government staff at the site and village levels and CALA offices were consulted. The records in the CALA office was not specifically compiled for the project and hence, no information could be obtained. The village level consultation with the community confirmed the disbursement has been made to the titleholder PAPs.

The consultations were made with the local community in two villages - Madanpur and Bahera, Manager-technical of NHAI in Kanpur and responsible officers of ECHPL on sample basis.

The selection of the villages for community consultation was done during the site visit and the criteria of the selection is to obtain a representative outcome of impact of whole project. The main envisaged outcome is the impact of land acquisition, economic activities performed, agricultural practices and interventions of forest. Special focus was given to older members during the consultation to find out the historic evidences. The government forest department's staff at the site and top-level officers were also consulted to find the actual environmental scenario of biodiversity.

2.5.2 Right of Way and Encroachment

The project road and its right of way is in the possession of the concessionaire. The inspection and reporting of encroachment are part of the concession agreement. ECHPL regularly inspects the project corridor for identification of any encroachment. If any encroachment is found, it is reported to the NHAI through the monthly and quarterly reports. The NHAI informs the district administration for removal of the encroachment. The district administration removes the encroachment with the use of resources of the concessionaire. As per the monthly progress reports and observations made during the site visits in January 2018, there were no encroachments along the project corridor. Thus, the entire stretch is free from encroachments. The details of the right of way are provided in table below:

Table7: Proposed Right of Way

Chainage (Km)	Proposed right of as per Concession agreement
443.310 – 445.200	40 m to 46 m
430.800 – 432.233	55m to 68 m
458.500 – 459.500	38m to 46 m
460.473 – 483.687	60 m
Built up area	52.5 m
At all location except structures	60 m

Source: Concession agreement

2.6 Permits

It is critical that the project meets the requirements of appropriate Indian legislations by considering the obligations and guidelines of Regulatory Authorities. The project should have necessary national and local environmental clearances as well as permits and approvals for project implementation and suitable environmental management plan has been applied. The statutory clearances required as part of the proposed widening and strengthening of NH-2 section between Etawah Chakeri was assessed and status on availability of such clearances are indicated in table below:

Table8: Status of Statutory Clearance and Approvals

S. No	Description	Status
1	Environmental Clearance from Ministry of Environment Forests and Climate Change (MoEFCC)	MoEFCC has granted Environmental Clearance to this project on 30 November 2012 vide letter no. F.No. 10-99/2011-IA-III.
2	Forest Clearance from MoEFCC	Stage-I Forest Clearance has already been obtained for diversion of 17.450 ha of forest land (Etawah 2.930, Auraiya 3.320, Ramabai Nagar 7.460, Kanpur Nagar 3.740) Compensatory Afforestation is required to be taken up

S. No	Description	Status
		by the forest department over equivalent non-forest land at the cost of project authority.
3	Consent to Establish from Uttar Pradesh Pollution Control Board under Air Act and Water Act for start of construction	State Pollution Control Board for construction work of the highway under section 25 of the water (prevention and control of pollution) Act, 1974, and under section 21 of Air (Prevention and Control of Pollution) Act, 1981 These consents are taken for establishment of plant sites vide letter no 2542/E-8/18 dated 16/01/2018 under water Act 1974 and vide letter number 2543/E-8/18 date 16/01/2018 under Air Act, 1981.
4	Quarry Approval and Borrow Area Permits from Dept. of Mines and Geology, Govt. of UP	Quarry Permits/Licenses have been obtained for carrying out road metal Quarrying. And Borrow area permissions are also obtained for different locations from Dept. of Geology and Mining, UP on short term basis. This is not required at this stage of project as the work is complete.
5	Chief Controller of Explosives (CCoE) Permission for Diesel Storage	CCoE permissions for storage of Petroleum Class B (Diesel) have been obtained
6	Permission for blasting activity	Permission to carry out blasting operations in quarry used for the project section has been received from Director of Mines and Safety.
7	Chief Controller of Explosives (CCoE) Permission for use of Explosives	CCoE permissions have been obtained for possessing and use of Explosives in Mining lease site under Explosives Rules, 2008.
8	Certificate of Registration under the Building and Other Construction Workers Act, 1996	The establishment has been registered under the provisions of the Building and Other Construction Workers (Regulation of Employment and Condition of Service Act) Act, 1996 and rules made there under.
9	Permission of State Government for cutting of trees	Tree cutting permissions have already been obtained from Forest Department, Govt of UP for entire stretch of Roadside trees along the project highway falling in the section of Etawah Chakeri.
10	Labour License from Ministry of Labour and Employment, Kanpur	ECHPL has obtained the fresh labour license for employing maximum of 1500 workers per day on 22 December 2017. The license is valid till 8 November 2018.

Source: ECHPL, MM Analysis

2.7 Organisation of Concessionaire and Human Resources

The Concessionaire's methodology included in the concession agreement with the NHAI is demonstrated in the project. The President Tech. Mr A.K Bhasin heads the Operation and Maintenance (O&M) and the Toll Operations in Barajore is headed by Mr Manoj Sharma and by Mr Satyavir Singh in Anantram Toll plaza. Overall, 49 staffs for O&M and 189 staff for toll operation are on the rolls of ECHPL. Additionally, vendors are engaged for various purposes. For instance, Falcon Guards Pvt Ltd has been deployed 20 staffs at toll plaza. The detailed organogram for ECHPL toll plazas is provided below.

Figure4:Organization Chart O&M (ECHPL)

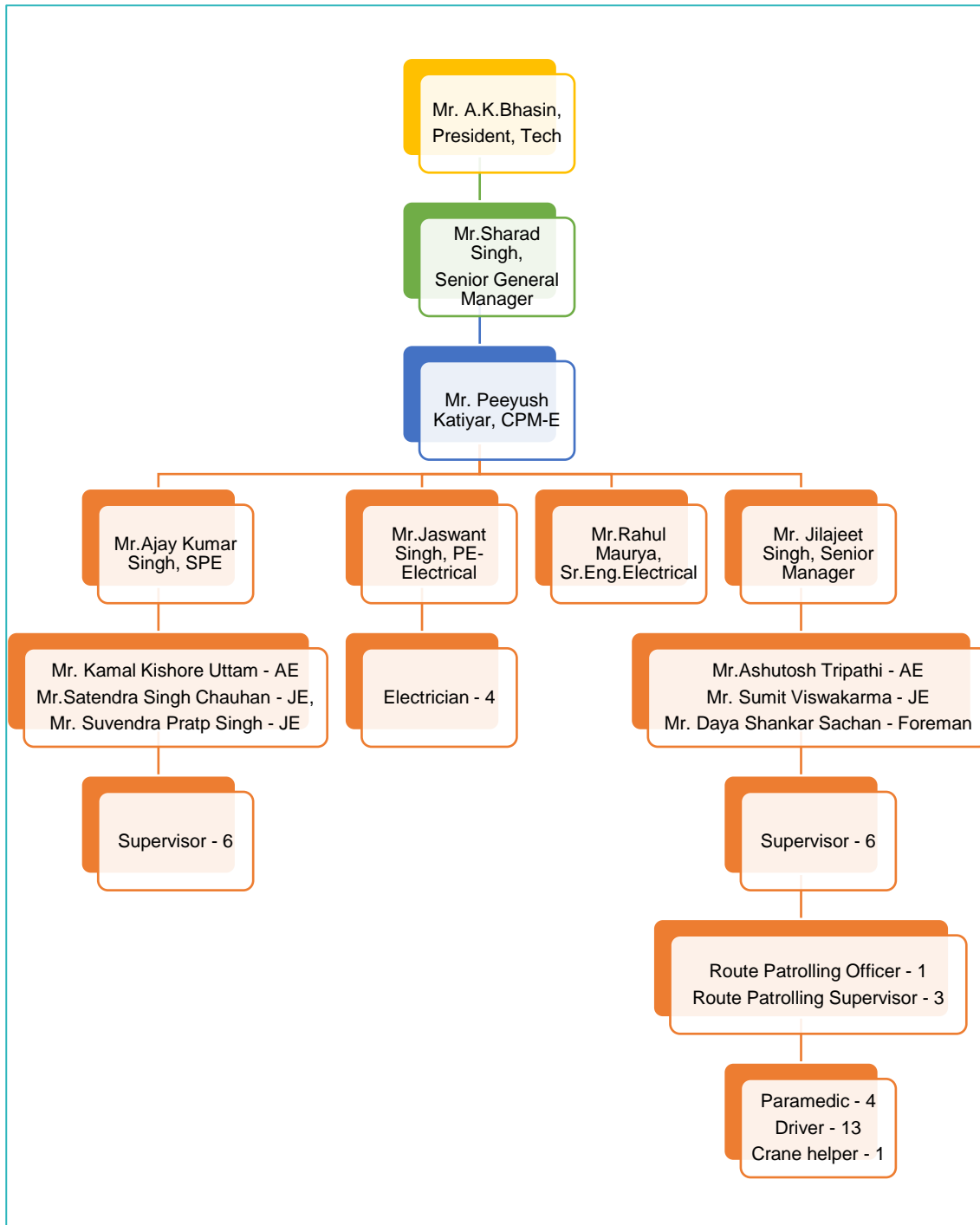
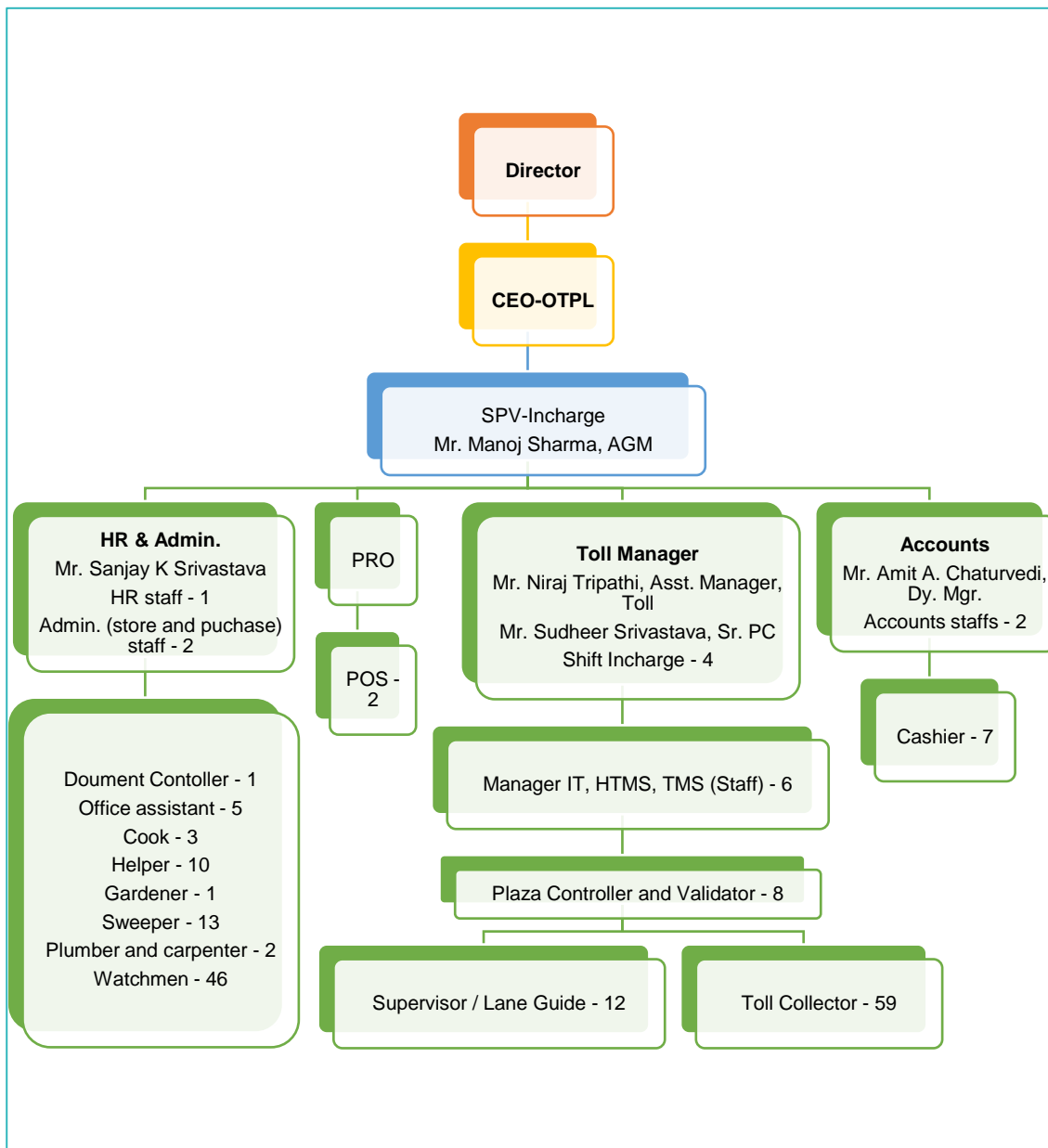


Figure5: Organization Chart – Barajore Toll Plaz



2.8 Operation and Maintenance (O&M)

The concessionaire undertook O&M as per the Schedule K of the concession agreement. The O&M is as per the design of the road and allied infrastructure. The maintenance schedule is as per the design life of the facility and regular inspection and monitoring. The objectives of the O&M are stipulated below:

1. Ensure safety of the personnel involved and or users of project facility or part thereof;
2. Maintain the project facilities from undue deterioration and wear; and
3. Permit unimpaired performance of statutory duties / functioning of any party in relation to the project.

ECHPL has developed an O&M Plan to fulfil the objectives and requirement of the concession agreement. The responsibility of O&M staff is as follows:

Plaza Head EHS

Directly responsible for the health and safety arrangements on all areas of business under their control, and this includes:

- Implementation of company's Environmental policy;
- Ensure that any work carried out under their control is implemented in accordance with all contract and regulatory requirements;
- Seek the advice of the Director, when in doubt, on matters relating to Environmental matters
- Liaise with the Director at the planning stage of contracts;
- Plan and maintain an orderly site;
- Supervise arrangements with subcontractors and possible other contractors on site to avoid confusion over areas of responsibility;
- Constantly look out for hazards from equipment and materials;
- Ensure checks on Plant and machinery, either hired or owned by the company and used within contracts, are carried out to ensure that they are safe, in good working order and maintained accordingly;
- Investigate Environmental issues and immediately report it to Director as appropriate;
- Ensure that Sub-contractor information is passed on to the Executive Director for approval of the Approved Contractor List;
- Ensure all site personnel are fully competent and trained in the tasks to be undertaken;
- Ensure that the Environmental plan, policy, and procedures are implemented; and
- Ensure that the human and physical resources are in place for those who will be carrying out the works.

Maintenance Head EHS responsibilities

Directly responsible for Environmental arrangements under his/her control

- Be conversant with the requirements of the Site Environmental Management Plan;
- Carry out regular inspections of plant, equipment, tools, and PPE as appropriate;
- Bring to the attention of all operatives, any information or new legislation which requires to be effectively implemented;
- Ensure that all personnel are trained in the relevant emergency procedures;
- Ensure that wherever an activity is deemed hazardous, and therefore subject to permit-to – work, that all appropriate records are held, and staff receive suitable instructions; and
- Discuss any training needs identified with the Plaza Head.

Site HR Head EHS responsibilities

- Ensure that all the consents, permissions, licences etc. are in place and its renewal within timelines;
- Ensure that all the employees are very aware of the environmental policy; and
- Ensure resolving of all local environmental issues under the guidance of Plaza Head.

Employees EHS responsibilities

- Read and understand the Company Environmental Policy and comply with its requirements, arrangements, and safety rules;

- Carry out the work in accordance with all relevant risk assessments;
- Comply with all written or verbal instructions given;
- Not take unnecessary risks, which could cause Environmental harm;
- Observe all laid down safe systems of work; permit to work; and other safety procedures concerning work activities, plant, materials, and substances;
- Dress suitably and safely for the specific work environment or occupation; and
- Report any environmental hazard within the work area or defect in any office equipment, machinery, plant to all the concerned.

2.9 Community Health and Safety including Traffic Safety and Accidents

The community associated to project highway includes community living near the highway, road users and interested people of the project. The Community health and safety is ensured by adopting the following measures:

- Safe access to the highways;
- Service road in the habitation and commercial areas;
- Fencing with railing on main carriageway in the high activity area;
- Safety and security of the road users have been demonstrated by adopting the following measures:
 - Provision for road infrastructure like service road, pedestrian, and vehicular underpasses etc;
 - Accident records are maintained with root cause analysis and monthly monitoring report submitted to NHAI.
 - Security at toll plaza is important for cash handling - a tunnel has been constructed to transport the cash from toll booth to cash locker;
 - Security Guards have been provided at Toll Plaza and facilities; and
 - CCTV cameras are also installed at the Toll Plaza.

The record of accident includes date, time, location and nature of the accidents, classification and causes of the accidents, road features and conditions, intersection type and control, weather condition, and vehicle responsible. It also includes the type of assistance provided by the ambulance. The consultants could not carry out the accident analysis, as the data was not made available.

The response time in the case of an accident is 10-20 minutes and the nearest ambulance is mobilised to the accident site. In case, the Ambulance of the concessionaire is not available, the nearest hospital's ambulance is mobilised. However, the accident data was not made available for the review and analysis.

2.10 Environmental Management System

The Consultants noted that ECHPL has an Environmental Management Manual, Human Resource Management Manual at the Project site office and these manuals were observed to be partly in line with the requirements of IFC Performance Standards. To summarize, the gaps are mainly in terms of identification of project specific risk and impacts and including performance review through management program, stakeholder engagement plan, grievance redressal mechanism and reporting for affected communities. Corrective action plans for the gaps have been provided in the report.

NHAI has conducted an Environmental Impact Assessment (EIA) study as per the requirements of EIA notification, 2006 and has obtained an Environmental Clearance for the project. As the project is in operational phase, it has minimal environment and social impacts and risk. It is noted that, during the construction phase, ECHPL Project highway also had valid Consents from the Uttar Pradesh Pollution Control Board for operating project facilities such as DG sets and Toll Plaza.

The air quality, noise level and water quality monitoring are also being conducted. The gaps identified are in the perspective of the impact on community and sensitive locations monitoring. The sampling location should include representing sensitive locations, community habitations and the impact of air and water quality and noise level should be compared with baseline scenario.

The consultant has identified gaps in grievance redressal mechanism of affected communities under PS-1. The gaps are related to the convenience of lodging the complaints by the community and its communication to concerned authorities. The other gap is communication of resolved complaints by disclosure or through confidential communication to the affected community.

Environmental Health and Safety measures identified in the Environmental Management Manual is demonstrated by providing mitigation measures to avoid, minimise, mitigate, and compensate impacts. The key mitigation measures identified are avenue and median plantation, avoidance of diversion of any natural streams by providing culverts at suitable locations, rehabilitation of borrow area etc. The concessionaire manual includes the preconstruction, construction and operation stage activities.

The ECHPL monitors and reports the status of the project in the format required by the NHAI and submitted to NHAI on monthly basis. The monitoring reports include the environmental, health and safety indicators, number of tree plantation and its survival, accident reporting, compliances with regulatory requirements etc. The environmental monitoring has not been conducted during the O&M phase and hence data available for the construction phase was reviewed. The last monitoring conducted was in December 2015. This is not adequate for IFC performance standard. Hence the monitoring plan should be formulated and conducted as per the requirement.

A meeting was conducted during the site visit, with ECHPL project site office staff to review the management system adopted for environmental and social impact management and policy guidelines adopted.

ECHPL has developed Environmental Management Manual which includes environment management and monitoring plan. The manual also provides checklist of Environment, Health, and Safety measures. The manual provides guidance for maintaining records of permits, and visitors.

2.10.1 Environmental Monitoring

Ambient air quality monitoring (AAQM) and Noise level monitoring were conducted - AAQM was carried out at two Hot Mix Plant locations, one near eastern side and another near western side. Noise monitoring were conducted near the DG Set, Hot mix Plant, fabrication yard and batching plant. The results of all the locations have been compared with the relevant standards. The AAQM results were within the prescribed standards, while the noise level at fabrication yard were found to be slightly on the higher side compared with the noise level prescribed for commercial area. As these monitoring results were from construction phase, it is recommended that regular monitoring must be carried out during the O&M, to comply with the IFC PS1, monitoring and review and environmental monitoring as per the EHS guidelines for toll roads. The results of Ambient air quality monitoring and Noise level monitoring is as shown in Chart1 and Chart2.

Chart1: Ambient Air Sample Results for Etawah Chakeri Highway

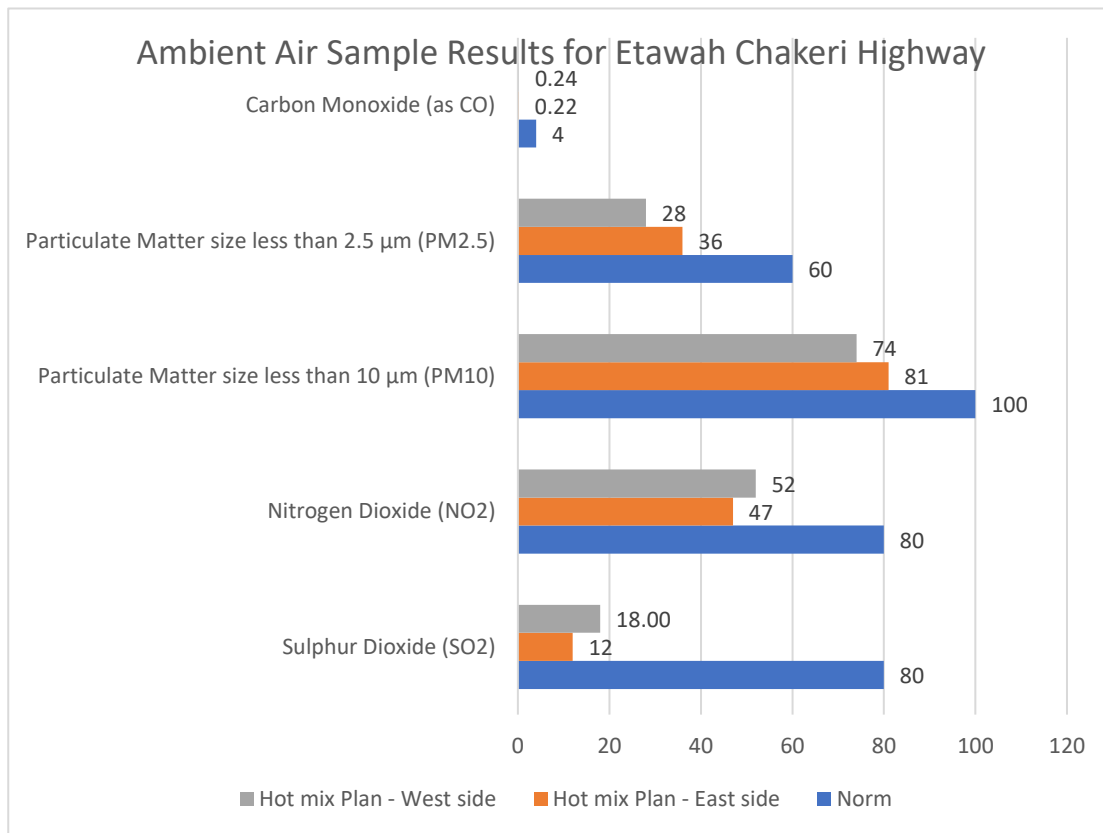
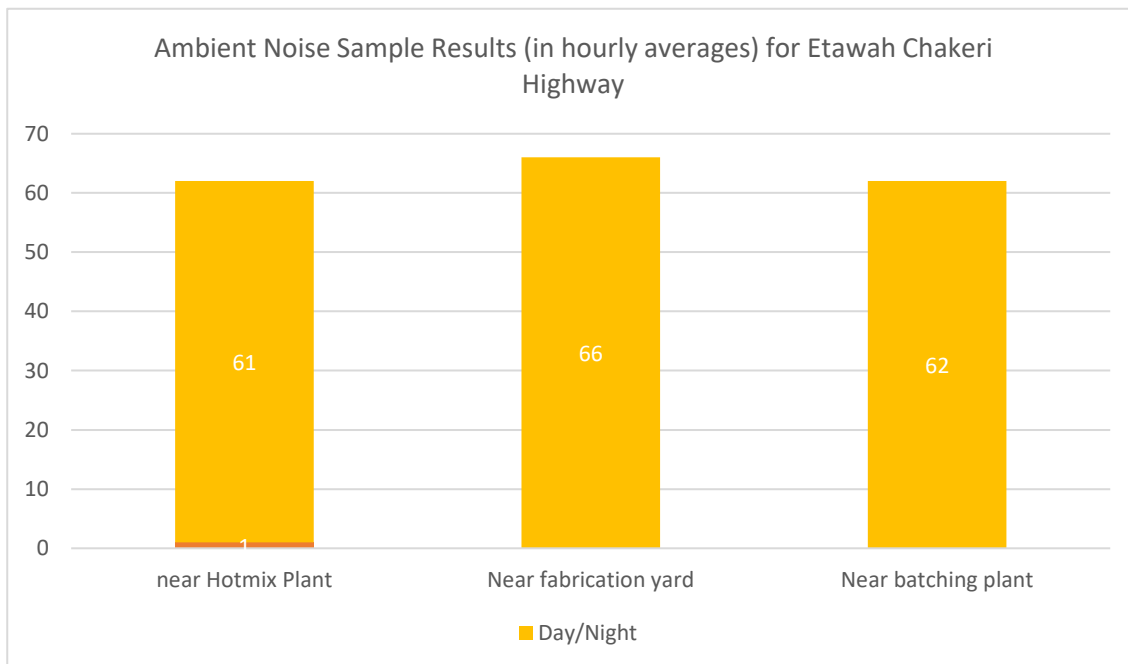


Chart2: Ambient Noise Sample Results (in hourly averages) for Etawah Chakeri Highway



2.11 Labour Working Condition

ECHPL Human Resource (HR) policy promotes fair treatment, non-discrimination, and equal opportunity of its workers. This is demonstrated through the process of recruitment, employee promotion and compensation. The manual also keeps parity with gender equality with separate grievance mechanism for women on sexual harassment at work.

- A total of 150 O&M workers sourced locally are employed to undertake work related to operation and maintenance of road such as civil engineer, site supervisor, operators, drivers, patrolling supervisor, electricians, helpers, etc.
- Company has obtained a renewed Contract Labour License, dated 22 December 2017 under Contract Labour (Regulation and Abolition) Act, 1970 and Central Rules, 1971 for 1500 workers. The License was valid up to 18 November 2018 and the site management was aware of the requirement for license updating, as required.
- It was noted that the timing for the permanent and contract employees are from 8:30 am to 5:30 pm. No overtime work has been observed to be carried out by the employees. The security guards have been sourced from third party. The overtime of the security is handled by the third party.
- The attendance registers of the employees were found to be regularly maintained;
- Muster rolls register with details on age and gender of all employees and list of holidays are maintained at the on-site office
- At the site office of M/S Etawah Chakeri (Kanpur) Highway Private Limited, it was observed that a notice board detailing the minimum wages rule, working hours, date of payment, minimum rate of wages, name and address of license authority has been provided
- A Group Insurance Policy has been for the employees. under Workmen's Compensation Act, 1923 and Fatal Accidents Act, 1855
- Provides filtered drinking water to all employees through a RO plant (of capacity 40 l/hr) installed at both Toll Plaza site office
- Records of the grievance were reviewed. These grievances are related to the road users only. No community grievance has been recorded. However, the ESDD team could not find the grievance mechanism to capture the social and land related grievance in place i.e. procedure for grievance redressal and monitoring, procedure detailing the how grievance can be recorded
- Trainings to employees on the purpose and implementation of the HR Policies and Procedures as part of their induction and refresher trainings on at least an annual basis has not been undertaken
- During the engagement process it is essential to submit their identity proof and address proof for record purposes for verifying the date of birth by appointment committee
- No cases of bonded, forced or child labour were observed or reported.
- Health check-up every year were carried out for employees and records were maintained at the site office which was available for review.
- Records for the number of PPEs that are used during road maintenance work and number of PPEs available was available for review during the site assessment;
- OHS incidents are captured in registers however the same was not shared for detailed data analysis

2.12 The Grievance Redressal Mechanism of Concessionaire

Grievances received by the company are analysed periodically at a senior level to identify grievance prone areas to adopt systemic changes to eliminate the causes of grievances.

All project sites exhibit the names and designations of the committee members of Public Grievance Handling on notice board. Periodic meetings are held at the project sites by the Public Grievance Handling committee for resolution of the complaints received. In these meetings, the committees review the status of pending grievance cases. The grievances are discussed and resolved in the committee meetings with participation of the general public for resolving complaints. If necessary, the files relating to pending grievances are called for and the cases are settled in the meeting itself.

Plaza Head and Public Grievance Handling committee try to resolve the public issues formally and informally to ensure smooth toll functioning. For written complaints, a formal grievance handling procedure is being framed for resolving complaints from the general public. A grievance is acknowledged immediately and at the most within three days of its receipt. The steps involved are as follows:

First Level Grievance Handling-Public Grievance Handling committee reviews and initiate steps for resolution of the received complaints from the public. A grievance is addressed within a maximum period of one month of its receipt. If finalization of a decision on a particular grievance is anticipated to take longer than one month, an interim reply is sent.

Second Level Grievance Handling -CEO reviews the status of pending grievances and provide a decision for resolution of the grievance, if not redressed within a period of one month by the Public Grievance Handling committee. He/she decides the matter within a period of 15 days and inform Public Grievance Handling committee for implementation.

Third Level Grievance Handling –In case the grievances remains unresolved in stage two proceedings, the CEO will discuss with the Promoter Team about the grievances for a final decision within a period of one week.

Legal Cases -In case, the complaint remains unresolved and is filed with the government department or court, the same will be dealt by the management as per the policy guidelines issued to deal with the legal cases.

The project sites maintain the registers and documents and update it with action taken measures regularly. An internal complaint committee has been formed vide internal note on work committee dated 01.04.2016. This has five members as listed below:

Table9: Internal complain committee details

S. No	Name of Officer	Designation	Role in the committee
1.	Manoj Sharma	AGM Toll	Presiding Officer
2.	Mr Sanjay Srivastav	JT AGM HR & Admin.	Member Secretary
3.	Mr Amit Anand Chaturvedi	Manager Account	Member
4.	Nandan Kunal	Manager IT	Member
5.	Manoj Bajpai	Account Officer	member

Source: ECHPL, MM Analysis

The Environmental Health and Safety Manual provides guidance note for first aid, medicine stocks, fire extinguishers, emergency records and follow up actions and list of roads signages. The manual also lists training requirements such as on EHS, fire safety, PPE, first aid etc.

During the site visit, the Consultants noted that the accident records are maintained at the site and toll plaza records. It was observed that the accident records are analysed by the independent consultant of NHAI and corrective and preventive measures taken. The manual also specifies risk assessment and disaster management procedures, emergency preparedness and emergency response.

First aid system was maintained at toll plaza and ambulance and highway patrolling system also available as per the requirements of Concession Agreement.

The statutory labour requirement like labour licenses, remuneration payment and facilities provided have been reviewed and it is in line with the requirements.

2.13 Resource Efficiency and Pollution Prevention

The Environmental Management Manual covers waste management procedures. The policy of waste materials and its management is based on principle of environmental mitigation hierarchy of reduction, reuse, recovery and disposal. The policy is compliant to local/ national and state regulations. Some of the measures adopted by ECHPL for resource efficiency and pollution prevention are as follows:

- All vehicles, particularly maintenance vehicles are tested for emission standards and Pollution under Control (PUC) certificates are in place for these vehicles and in compliance with prevailing standards.
- Efficient management of power utilisation also observed with use of power efficient LED illumination
- Further, during interviews with ECHPL staff it was noted that organic manure only is being used for plantation and maintenance.

Some key observations are:

- For power backup both the Toll Plaza Anantram & Barajore, six (06) diesel generators (D.G.) sets of capacity 100 kVA and 40 kVA were installed. It was observed that D.G set at Toll plaza was enclosed in an acoustic enclosure and is being used at the time of power cut only, as a source of power back up.
- It was reported that 36000 litter/day water is currently being used for sprinkling of median and avenue plantation for the entire road stretch. This water is sourced and supplied by tankers through a local vendor.
- It was observed that five (05) borewells have been installed along the road stretch; is being used for water abstraction for toilet facilities. The license for abstraction of ground water is required and it has been included in the action plan.
- During the site assessment, it was observed that dedicated trash bins (one for wet waste and other for dry waste) has been kept at site office & waste collected through dust bins are disposed in an open pit.
- It was also observed that hazardous waste authorization for the generation of used oil/ waste oil from D.G set maintenance has been obtained.
- It was also observed that hazardous waste such as electrical wires, used brush of road sweeper machines, empty oil containers, oil barrels were placed together in a covered shed at both site offices. Waste and Hazardous Waste Management Plan is required to be prepared as suggested in ESAP.
- No chemical pesticides are used for the plantation along the road stretch. Organic manure is being used for plantation and their maintenance.

- For the staff of both Toll Plaza, adequate residential facilities of transit camp with kitchen garden, mess, playground, greenery & plantation, toilet with septic tank etc provided by the M/s Etawah Chakeri (Kanpur) Highway Private Ltd.

The World Bank general EHS for toll roads have been reviewed in terms of habitat alteration, storm water, waste, noise, air emission and wastewater. The resource efficiency and pollution prevention are in line with the guidelines.

2.14 Community Health Safety and Security

The community in the project highway includes community living near the highway, road users and interested people of the project. The Community health and safety is ensured by adopting the following measures:

- Safe access road to the highways
- Service road in the habitation and commercial area
- Road Safety awareness programs scheduled annually in the month of January. Accident records of Etawah Chakeri were not provided for review, hence we cannot conclude regarding the effectiveness and outreach of the awareness programs. These road safety awareness programs are organised based on the instructions of NHAI
- Safety of the road users have been demonstrated by adopting the following measures:
 - Provision for road infrastructure like service road, pedestrian underpass, vehicular underpass etc.
 - Accident records are maintained with root cause analysis and a monthly monitoring report is submitted to NHAI
 - Security at toll plaza is important for cash handling. A tunnel has been constructed to transport the cash from toll booth to cash locker
 - Security guards have been provided at Toll Plaza
 - CCTV camera are also provided at the Toll Plaza

2.15 Biodiversity Conservation and Sustainable Management of Living Resources

The general topography of the area is plain and mainly cultivable and irrigated agricultural land, rural habitation, and forest land. The project area does not pass through any critical habitat or sensitive ecosystem or hotspots. The impacts of modification in habitat is insignificant and it has been mitigated by compensating the loss of 10,799 trees in stretch of 160 Km. The required permission and clearance from the Forest department has been obtained.

2.16 Indigenous People

The Indigenous people in India are Scheduled Tribes defined in the Constitution of India and they are notified scheduled tribes. The entire project area falls under the districts of Etawah, Auraiya, Ramabai Nagar and Kanpur Nagar of Uttar Pradesh and none of the districts are notified tribal districts. However, the census data shows that Ramabai Nagar has a tribal population of 801. Etawah has a tribal population of 169 and Kanpur Nagar has 3,753.

The Operating Road Asset does not pass through any scheduled tribe area as observed during the site visit and consultations undertaken with site representatives. It was noted that the communities residing near the operating road asset live about 200-500 metres away from the road stretch and no tribal population resides within the vicinity of the road asset.

As per consultation with the NHAI officer, no tribal land was acquired nor was any loss of access to land or resources on which the tribal population are dependent. Therefore, PS 7 on Indigenous Peoples is not triggered in this case.

2.17 Cultural Heritage

No archaeological site (notified under the Ancient Monuments and Archaeological Sites and Remains Act 1958 of India) was identified in the Project highway.

As per the discussion with PD of NHAI and Staff of ECHPL, no structures of archaeological, paleontological, historical, cultural, and artistic significance were adjacent to the road asset.

Around 126 religious structures have been relocated along the project corridor, with 43 structures located in Etawah, 31 structures located in Auraiya 31 structures located in Madanpur and 21 structures located in Raipur. The relocation has been done in consultation with the community and the work of relocation is complete as confirmed by PD NHAI.

3 Reference Framework Findings and Compliance

3.1 Introduction

This chapter presents description of the regulatory framework for evaluating the Etawah - Chakeri section on NH-2 with respect to Environmental, Social and Health and Safety status and performance. The reference frameworks considered for preparing the report includes the following:

- Revised IFC Performance Standards 2012;
- IFC decision tree for roads as interpreted and applied through screening criteria as follows
 - Category 1: Operational Roads (two or more years);
 - Category 2: Operational Roads (one or more years but less than two years); and
 - Category 3: Just Operational (Less than one year) or where there is any pending Land Acquisition
- Applicable World Bank Group/IFC EHS Guidelines, specifically, the following World Bank Group EHS Guidelines, published on April 30, 2007:
 - IFC EHS General Guidelines
 - IFC EHS Guideline for Toll Roads;
- Equator Principles, June 2013;
- Applicable Local, National, and International Environmental and Social Legislation

3.2 IFC Performance Standard

IFC's Sustainability framework is committed to sustainable development and comprises of policies and Performance Standards which provides ways to identify potential impacts and affected stakeholders and lays down process to mitigate adverse impacts.

The eight PS established under the IFC's sustainability framework are as follows:

- Performance Standard 1: Assessment and Management of Environmental and Social Risks and Impacts
- Performance Standard 2: Labour and Working Conditions
- Performance Standard 3: Resource Efficiency and Pollution Prevention
- Performance Standard 4: Community Health, Safety, and Security
- Performance Standard 5: Land Acquisition and Involuntary Resettlement
- Performance Standard 6: Biodiversity Conservation and Sustainable Management of Living Natural Resources
- Performance Standard 7: Indigenous Peoples
- Performance Standard 8: Cultural Heritage

Preliminary screening on applicability of each of these PS for the Project under study is as indicated in Table10:

Table10: Preliminary Screening on Applicability of IFC PS

S. No.	Performance Standard	Applicability to the Project
1	Assessment and Management of Environmental and Social Risks and Impacts	<p>Applicable</p> <p>This PS aims to assess existing social and environmental management systems of ECHPL and to identify gaps with respect to their existence and functioning, and implementation of an environmental and social management plan (ESMP), a defined EHS Policy, organization chart with defined roles and responsibilities, risk identification and management procedures as well as processes of stakeholder engagement and grievance management.</p> <p>Environment & Social Management System (ESMS) has been developed. The same was reviewed as part of ESDD.</p>
2	Labour and Working Conditions	<p>Applicable</p> <p>This PS is guided by international conventions and instruments on labour and workers' rights. It recognises that pursuit of economic growth through employment creation and income generation should be accompanied by protection of fundamental rights of workers. The PS covers the following themes - human resource policy and management, workers' organization, non-discrimination and equal opportunity, retrenchment, protecting the work-force and occupational health and safety. This PS helps assess status of employees and workers in ECHPL and its contractors,</p> <p>A total of 150 O&M workers sourced locally are employed to undertake work related to operation and maintenance of road such as civil engineer, site supervisor, operators, drivers, patrolling supervisor, electricians, helpers, etc.</p>
3	Resource Efficiency and Pollution Prevention	<p>Applicable</p> <p>PS-3 covers use of resources and materials as inputs and wastes that could affect human health. The objective of PS-3 are to avoid or minimize adverse impacts on human health and the environment by avoiding or minimizing pollution from project activities; it aims to promote more sustainable use of resources, including energy and water, and to reduce project related GHG emissions. Key themes covered under PS-3 are: pollution prevention, resource conservation and energy efficiency, wastes, hazardous materials, emergency preparedness and response, greenhouse emissions, pesticide use and management. This PS will assess how ECHPL intends to minimize pollution related impacts, management plans and systems in place, and planned measures to conserve and use resources more efficiently.</p>
4	Community Health, Safety, and Security	<p>Applicable</p> <p>The PS-4 requires due diligence to anticipate and avoid adverse impacts on health and safety of affected communities during the project life from both routine and non-routine circumstances. It also ensures that safeguarding of personnel and property is carried out in accordance with relevant human rights principles and in a manner that avoids or minimizes risks to affected communities. Key areas of compliance screened under PS-4 include infrastructure/equipment safety, hazardous material safety, natural resource issues, exposure to disease, emergency preparedness and response, and security personnel requirements. The project would affect health and safety of the adjacent communities during both construction and operations phases. In addition, safety of road users would also be a concern which needs to be considered.</p>
5	Land Acquisition and Involuntary resettlement	<p>Applicable</p> <p>PS-5 requires project proponents to anticipate and avoid, or where avoidance is not possible, minimize adverse social and economic impacts from land acquisition or restrictions on land use. The key themes covered under this are: compensation and benefits for displaced persons, consultation and grievance mechanism, resettlement planning and implementation, physical displacement, economic displacement. The PS-5 also prescribes private sector responsibility to supplement government actions and bridge the gap between governments assigned entitlements and procedures and requirements of PS-5.</p>

S. No.	Performance Standard	Applicability to the Project
6	Biodiversity Conservation and Sustainable management of Living Natural Resources	<p>Not Applicable</p> <p>The requirements of this PS are applied to projects (i) located in modified, natural, and critical habitats; (ii) that potentially impact on or are dependent on ecosystem services over which the client has direct management control or significant influence; or (iii) that include the production of living natural resources (e.g., agriculture, animal husbandry, fisheries, forestry). PS-6 screens relevant threats to biodiversity and ecosystem services, especially focusing on habitat loss, degradation and fragmentation, invasive alien species, over-exploitation, hydrological changes, nutrient loading, and pollution. The key themes covered under PS-6 are natural and critical habitats, legally protected areas, international introduction of alien species, and living natural resources (natural and plantation forest, aquatic resources etc.) are sustainably managed.</p> <p>The Project highway does not pass through ecologically sensitive area or critical habitat; hence PS 6 is not triggered.</p>
7	Indigenous People	<p>Not Applicable</p> <p>This PS applies to communities or groups of Indigenous Peoples who maintain a collective attachment, i.e., whose identity as a group or community is linked, to distinct habitats or ancestral territories and the natural resources therein. PS-7 endeavour to ensure that the development process fosters full respect for the human rights, dignity, aspirations, culture, and natural resource-based livelihoods of Indigenous Peoples. Key themes covered under PS-7 are: avoidance of adverse impacts, consultation and informed participation, impacts on traditional or customary lands under use, relocation of IPs from traditional or customary lands, and cultural resources.</p> <p>The operating Road asset does not pass through any scheduled area as observed during the site visit.</p> <p>No tribal land was acquired nor was any loss of access to land or resources of which tribal population are dependent was noted. Therefore, PS 7 on Indigenous People is not triggered.</p>
8	Cultural Heritage	<p>Not Applicable</p> <p>For the purposes of PS-8, cultural heritage refers to (i) tangible forms of cultural heritage; (ii) unique natural features or tangible objects that embody cultural values; and (iii) certain instances of intangible forms of culture that are proposed to be used for commercial purposes. The requirements of PS-8 apply to cultural heritage regardless of whether it has been legally protected or previously disturbed.</p> <p>As per the discussion with PD, NHAI and staff of ECHPL and local community members, no structures of archaeological, paleontological, historical, cultural and artistic significance were present adjacent to the road asset. The impacted cultural properties have been shifted in consultation with community and there are no pending issues as on date.</p>

Source: MM Analysis

3.3 Screening of Red Flag Criteria

3.3.1 Impact on Critical Habitat

The no go criteria of IFC is based on the performance standards. The project does not have interventions in the natural habitat or government notified ecological area. There is no intervention in critical habitat as categorised in the IUCN are Category Ia and Ib and in certain conditions in Category II and others.

In the Indian context, the government ratifies these criteria through the environmental and social legislations. Such locations are core zones, hot spots, reserved forest, and protected forest in buffer zone of wildlife sanctuaries.

The general topography of the project area is plain and mainly cultivable fertile land, non-irrigated agricultural land, and rural habitation. Land has been acquired for construction, strengthening and widening of existing four-lane to six-lane dual carriage ways from km 323.475 to Km 483.687 section of NH-2. Forest land of area 17.450 ha has been diverted for construction of six-lane highway. This performance standard 6 does not trigger for the project road, as it does not impact the ecological habitat.

3.3.2 PS -7 applicability & Free Prior and Informed Consent

Social groups with identities that are distinct from mainstream groups in national societies, are often among the most marginalized and vulnerable segments of the population. In many cases, their economic, social, and legal status limits their capacity to defend their rights to, and interests in, lands and natural and cultural resources, and may restrict their ability to participate in and benefit from development. Therefore, a Free and Prior Informed Consent is required in following circumstances.

- Impacts on Lands and Natural Resources subject to Traditional Ownership or Under Customary Use
- Relocation of Indigenous Peoples from Lands and Natural Resources subject to Traditional Ownership or Under Customary Use
- Where a project may significantly impact critical cultural heritage of IPs
- Tribes are Indigenous population and notified scheduled tribes by the state government.

As per the secondary data search, the project road does not pass through any Indigenous Peoples/ tribal scheduled area (Areas under Schedule-V of Indian Constitution in Indian context). The census data shows that Ramabai Nagar has a tribal population of 801 and Etawah has a tribal population of 169 and Kanpur Nagar has 3,753. However, as informed during consultation with the NHA and ECHPL, no land from any Scheduled Tribe household was acquired for the project. Hence, PS-7 is not applicable to the project.

3.4 Applicable legal Requirement

The list of applicable environmental, health, safety, and social regulation applicable for a road project in India are as indicated in Table11.

Table11: List of Applicable Regulations

S. No.	Legal Requirements	Compliance
Environmental Regulations		
1	The Environment (Protection) Act, 1986 (amended in 1991)	Complied. ECHPL has obtained Environmental clearance for the project highway
2	The Environment (Protection) Rules, 1986	as per the requirements EIA notification 2006 under the Environmental Protection Act and is also found to be in compliance with other provisions the Act such as Abatement of Emission / Discharge of Pollutants, waste management, etc.
3	The Air (Prevention and Control of Pollution) Act,1981	Complied. ECHPL has valid consent from UPPCB for operating the project facilities which is mandatory as per Air Act, Water Act and Noise Rules
4	The Water (Prevention and Control of Pollution) Act, 1974	
5	The Noise Pollution (Regulation and Control) Rules, 2000	
7	The Pesticides Management Act, 2008	Complied. Avenue and median plantation of the project highway is maintained using natural compost manure and use of pesticides are restricted.

S. No.	Legal Requirements	Compliance
8	The Forest (Conservation) Act, 1980 (amended in 1988)	ECHPL has obtained stage -1 clearance for the diversion of 17.450 hectares of forest land. Final clearance from the MoEFCC Forest Conservation Division under section 2 of the Forest Conservation Act 1980 is yet to be obtained.
9	Hazardous and Other Waste (Management and Transboundary Movement) Rules, 2016	Complied NOC has been obtained from Uttar Pradesh Pollution Control Board.
10	Solid Waste Management Rules, 2015	Complied. The Project highway falls under the Gram Panchayat jurisdiction and is observed to be in compliance with the panchayat regulation for management of solid waste.
11	The Motors Vehicles Act, 1988	Complied
12	The Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996	Complied. ECHPL has been registered under the provisions of the Building and Other Construction Workers (Regulation of Employment and Condition of Service Act) Act, 1996 and rules made there under.
Social Aspect		
1	The National Highways Act, 1956	Complied
2	The National Highways Rules, 1957	Land Acquisition is being done as per NH Act 1956. About 43-59% of disbursement has been achieved.
3	The Bonded Labour System (Abolition) Act, 1976	Complied No bounded labour is allowed as per ECHPL HR Policy
4	The Child Labour (Prohibition and Regulation) Act, 1986	Complied Child Labour is prohibited as per ECHPL HR Policy
5	The Minimum Wages Act, 1948 and rules made there under	Complied
6	The Contract Labour (Regulation and Abolition) Act, 1970	ECHPL has obtained a Contract Labour License, dated 2nd December 2017 under Contract Labour (Regulation and Abolition) Act, 1970 and Central Rules, 1971 for 1500 workers. The license is valid up to 18 November 2018.
8	The Workmen's Compensation Act, 1923	Complied SOP of ECHPL covers the Workmen's Compensation Act, 1923. Group personal accident policy has been taken. The SOP covers the compensation, hospitalisation and transportation of the affected person and their survivors. All employees of S & W grades shall be covered under the Workmen Compensation Act, 1923.
9	The Equal Remuneration Rules, 1976	Complied SOP of ECHPL covers the Equal Remuneration Rule, 1976.
10	The Maternity Benefits Act, 1961	Complied SOP of ECHPL covers the Maternity Benefits Act, 1961.
11	The Trade Union Act, 1926	Complied SOP of ECHPL covers the Trade Union Act, 1926. However, no trade union formed within the organisation.
12	The Employees Provident Funds and Miscellaneous Provisions Act, 1952	Complied SOP of ECHPL follows the Employees Provident Funds and Miscellaneous Act, 1952.
13	The Sexual Harassment of Women at Workplace (Prevention, Prohibition, and Redressal) Act, 2013	Complied The SOP defines the unwelcome acts or behaviour with respect to sexual harassment. And lays out procedure for complaints and redressal mechanism. The complaint register for sexual harassment is available at the toll plaza. No sexual incidence has been reported in 2017.

Source: MM Analysis

3.5 Stakeholders Analysis and Community Consultation

The list of stakeholders is provided below; however, is not limited to the list provided. The role and responsibility have been analysed. The reference legislation has also been given in the list. A stakeholder engagement plan is required to be prepared as recommended in ESAP.

Table12: List of Stakeholder

Stakeholder	Reference	Role and Responsibility
Community including PAPs and community living near the project highways/ Road Users	Environment Protection Act, 1986	<ul style="list-style-type: none"> User of facility Impacted by the Project
National Highways Authority of India	<ul style="list-style-type: none"> National Highways Authority India (NHA) under National Highways Authority of India Act, 1988 National Highway (Amendment) Act, 2017(DE notification of land declared for acquisition) The Control of National Highways (Land and Traffic) Act, 2002 	<ul style="list-style-type: none"> To develop, maintain and manage National Highways vested by Central Government. To regulate and control plying of vehicles on National Highways for proper management. To develop and provide consultancy and construction services in India and abroad, and carry out research activities in relation to development, maintenance and management of highways or any other facilities thereof. To advise Central Government on matters relating to highways. To assist on such terms and conditions as may be mutually agreed upon, any State Government in the formulation and implementation of schemes for highway development
Competent Authority for Land Acquisition (CALA)	NH Act, 1956 (48 of 1956) 3(a)	"Competent authority" means any person or authority authorized by the Central Government, by notification in the Official Gazette, to perform the functions of the competent authority for such area as may be specified in the notification;
State Public Works Department	Valuation of compensation for affected structures	For Proper Rehabilitation and Resettlement of Project Affected Persons (PAPs)
State Forest Department	Forest Conservation Act, 1980	Diversion of forest land for road construction and operation purpose
State Horticulture Department	Valuation of compensation for affected Fruit Bearing trees	For Proper Rehabilitation and Resettlement of Project Affected Persons (PAPs)
<ul style="list-style-type: none"> State Electricity Board, Municipal Corporation and Development Authorities State Water Board Telecom Department/ Industries Irrigation Department Property of Govt of India and State Govt. departments 		Utility Shifting
Archaeological Dept. GOI, Indian Heritage Society and Indian National Trust for Art and Culture Heritage (INTACH)	Ancient Monuments and Archaeological Sites and Remains Act 1958	Conservation of cultural and historical remains found in India
Revenue Department of State Govt.	Right to fair compensation and transparency in land acquisition, rehabilitation, and Resettlement Act 2013	Fair compensation for acquisition of immovable assets; Resettlement of displaced population due to LA and economic rehabilitation of all those who are affected due to land acquisition
Department of Rural Development / Panchayati Raj, State Government	Seventy Third Constitution Amendment Act, 1992	<ul style="list-style-type: none"> The Act enables participation of Panchayat level institutions in decision-making by broadening the village level functions, supporting implementation of development schemes.

Stakeholder	Reference	Role and Responsibility
The constitution of a Central Information Commission and State Information Commissions and for matters connected therewith or incidental thereto	The Right to Information Act, 2005	<ul style="list-style-type: none"> The Act provides for involvement of the PRIs especially, the Gram Sabha/ Panchayat during project preparation and implementation. The Panchayats at the village level will be involved for preparation and implementation of the project. <p>The Act provides for setting out the practical regime of right to information for citizens to secure access to information under the control of public authorities, to promote transparency and accountability in the working of every public authority</p>
Ministry of Environment, Forests, and Climate Change	Environmental protection Act, 1986 and subsequent amendments, 1986	<ul style="list-style-type: none"> The Act provides for mandatory public consultation for all listed projects and activities requiring prior Environmental Clearance (EC) and includes road and highways requiring further land acquisition. The Public Consultation shall ordinarily have two components comprising of: - (a) a public hearing at the site or in its close proximity- district wise, to be carried out in the manner prescribed, for ascertaining concerns of local affected persons; (b) obtain responses in writing from other concerned persons having a plausible stake in the environmental aspects of the project or activity
<ul style="list-style-type: none"> Dept. of Mines and Geology, Govt. of Uttar Pradesh Uttar Pradesh State Pollution Control Board Petroleum and Explosives Safety Organisation, Ministry of Commerce and Industry, Govt. of India State Irrigation Department State Pollution Control Board State Pollution Control Board State Pollution Control Board Dept. of Mines and Geology, Govt. of Uttar Pradesh Forest Department, Govt. of Uttar Pradesh Ministry of Environment and Forests, New Delhi Ministry of Environment and Forests, New Delhi Uttar Pradesh State Pollution Control Board Petroleum and Explosives Safety Organisation, Ministry of Commerce and Industry, Govt. of India Petroleum and Explosives Safety Organisation, Ministry of Commerce and Industry, Govt. of India Labour and Employment Ministry, Directorate of Mine Safety Office of Assistant Labour Commissioner (Central), Ministry of Labour and Employment 	Applicable permits and No objection certificates	<ul style="list-style-type: none"> Permission of the State Government for extraction of boulders from quarry Permission of Village Panchayat and Pollution Control Board for installation of crushers License for use of explosives Permission of State Government for drawing water from river/reservoir License from Inspector of factories or other competent authority for setting up Batching Plant Clearance of Pollution Control Board for setting up Batching Plant Clearance of Village Panchayats and Pollution Control Board for Asphalt Plant Permission of Village Panchayat and State Government for borrow earth Permission of State Government for cutting of trees Forest Clearance Environmental Clearance Consent for Establishment Permission for Diesel Storage Permission for use of Explosives Blasting Permission Certificate of Registration under the Building and Other Construction Workers Act, 1996

Source: MM Analysis

3.6 Community Consultation and External Factors

3.6.1 Community Consultation

Two consultations with the local community near NH-2 section were held on 19th January 2018. The local community are farmers involved in agriculture and agri-business.

The consultations have been conducted at two villages Madanpur and Bahera.

Consultation with local community in Madanpur village of Etawah Chakeri held on 19th January 2018. Local community informed receiving compensation in 2011-12. The benefits of the project as informed are:

- Travel time has reduced benefitting business
- Access to healthcare facility of Kanpur City
- Ambulance facility provided by ECHPL Toll Plaza
- Reduced accidents
- Facility of crane, recovery vans to any breakdown of local vehicles.

3.6.2 Stakeholder Consultation

As part of stakeholder consultation, the NHA and local community was contacted during the site visit. Consultation with Project Director, Project Implementation Unit, NHA Kanpur was conducted on 19th January 2018. The key information obtained is given below.

<p>A consultation made with staffs of ECHPL and Anantram Toll Plaza on 19th January 2018</p> <ul style="list-style-type: none"> - Adequate water supply for drinking, cooking and maintenance - Provision of Toilets - Drinking water treatment facility available - Bed and cots maintained by ECHPL - Regular cleaning and collection of solid waste - Power supply and illumination is sufficient - Fencing provided around quarters - Security guards available - Fire extinguishers provided with training at regular interval. 	
<p>Consultation with local community in Madanpur village of Etawah Chakeri held on 19th January 2018. Local community informed receiving compensation in 2011-12. The benefits of the project as informed are:</p> <ul style="list-style-type: none"> - Travel time has reduced benefitting business - Access to healthcare facility of Kanpur City - Ambulance facility provided by ECHPL Toll Plaza - Reduced accidents - Facility of crane, recovery vans to any breakdown of local vehicles. 	

A consultation made with staffs of ECHPL and Anantram Toll Plaza on 19th January 2018

- Adequate water supply for drinking, cooking and maintenance
- Provision of Toilets
- Drinking water treatment facility available
- Bed and cots maintained by ECHPL
- Regular cleaning and collection of solid waste
- Power supply and illumination is sufficient
- Fencing provided around quarters
- Security guards available
- Fire extinguishers provided with training at regular interval.



Consultation with Manager Technical, Project Implementation Unit, NHAI Kanpur conducted on 19th January 2018:

- Project obtained Commercial Operational Date from 30 November 2016
- Environmental Clearance obtained and complied with
- Accident records submitted by ECHPL and analysed by NHAI. In case of action required by concessionaire, requisite information given to ECHPL
- The grievance redressal mechanism obtaining complaints either through ECHPL toll plaza or Toll free number of NHAI or direct representation of grievance to PD.
- Arbitration related to land acquisition exist and these are related to either higher compensation determined by competent authority and challenged by NHAI or higher compensation required by the PAPs and measurement of plots



The project and its area of influence are summarized in Table 13 below:

Table 13: Project and its area of influence

Item	Description
Project Proponent	Etawah Chakeri (Kanpur) Highway Private Limited (ECHPL).
Project Summary	<ul style="list-style-type: none"> • The Project under study (Etawah - Chakeri) is part of National Highway NH – 2 and it starts from km 323.475 near Etawah and ends at km 483.687 near Chakeri, covering a total length of 160.212 km. The road falls in Four districts namely Etawah, Auraiya, Kanpur Nagar and Ramabai Nagar (Kanpur Dehat) in the state of Uttar Pradesh, India. • The carriageway from km 323.475 to km 483.687 is widened from four lane to six lane. The new four lane carriageway is mostly alongside the old carriageway separated by a 4.5m wide median. There is an extra provision of service roads 7.0m wide in village/town portion. • M/s Etawah Chakeri Highways Private Limited (ECHPL) is the concessionaire of the project of NHAI • The concession agreement for the project road was signed on 5 March 2012 with a concession period of 16 years under the Build, Operate and Transfer (BOT) model on toll basis. The completion of the project was given 30 November 2016. • The project has only two Toll Plazas at Barajore and Anantram. The main project office is located at Toll plaza. As per the Organization structure shared during the site visit, it is understood that the project has engaged 198 on-roll staff. • As the road is currently in operational stage, it has limited adverse environment and social impacts as adequate measures were taken during the project design such as provisions for vehicular carriage way, service roads in the urban stretches, and speed signboards along the project corridor, though MMPL has observed that these measures need to be strengthened.

Item	Description
Area of Influence (PS-1:8)	The Project includes four laning of NH-2 from Etawah to Chakeri in four district Etawah, Auraiya, Kanpur Nagar and Ramabai Nagar. The right of way varies from 40 meters to 80 meters except few locations where Right of way is 32 meters.
Major Sub-contractors (PS-1: 9)	ECHPL employs a sub-contractor for security guards (Falcon Guards Private Limited) while other activities are performed by in house staffs.
Supply Chain (PS-1: 10)	As project obtained the COD in November 2016, the supply chain of the project is limited. Water supply demand is met through purchasing of water from private supplies. The source of water is well and borewells.

3.7 Key Finding and Recommendations

The key findings and recommendation of the study are presented in the table below:

Table 14: Key Findings and Recommendations

Reference to PS	Subject	Observations	Key Gaps	Recommendation
PS-1	Assessment and Management of Environmental and Social Risks and Impacts	<ul style="list-style-type: none"> ECHPL has developed an Environmental Management Manual that defines the following: <ul style="list-style-type: none"> Environmental Health and Safety (EHS) Policy Organization structure of SPV for EHS compliance indicating roles and responsibilities. Environmental management Plan is part of the manual. The manual identifies and indicates measures to minimise environmental impacts. Emergency Response Plan covers emergencies identified in the SOP. These are fire, flood, strikes, power cuts, IT and TMS related, telecom failure, earthquake, terrorism, public disorder and accidents and injuries. Procedures available for Public Grievance Handling Stakeholder engagement made through conducting awareness programmes on road safety, HIV/AIDS awareness, for road users and local community In terms of environmental and social management system to be employed, an organisational chart has been provided in the policy. The chart details roles and responsibilities and has clear lines of authority. The legal case register with provisions for details of petitioner's name, nature of cases etc. is available with SPV. Operation and Maintenance (O&M) manual has been developed for the operational road asset. 	<ul style="list-style-type: none"> EHS Management system - ECHPL has not developed Environmental and Social Management System (ESMS) at the corporate level. Formal stakeholder engagement plan including information disclosure, dissemination, and feedback is not available The legal register of latest environmental law, notifications and orders is not maintained. Environment Management Manual, observed to be very generic including procedures largely for construction phase only, without much emphasis on operation and maintenance phase. OSEPL has also developed a Standard operating procedure, which largely covers all its human resource policy including health and safety at work but lacks Environmental and Social Risk assessment. The concessionaire has also developed an operation and maintenance manual as per CA, the gaps identified in this manual are <ul style="list-style-type: none"> Carriageway waste management plan Borrow area management plan Oil/ chemical spill contingency plan Storm water management Plan ROW maintenance Plan Avenue and Median Plantation and management plan The project does not have dedicated and qualified EHS personnel for overall management and supervision of EHS aspects associated with project operations. ECHPL/OSEPL has not established monitoring and review procedures as part of its Environmental Management Manual or Standard Operating Procedure. Monitoring of environmental parameters is being done at toll plaza and not near the locations with sensitive receptors and major habitations Attendance register and documentation records of drills undertaken are not maintained on site; an 	<ul style="list-style-type: none"> ECHPL should improve the SOP to cover environmental and social aspects in compliance to IFC standards. Formal stakeholder engagement plan must be incorporated and carried out systematically The EHS organisation structure requires improvement. The consultant recommends inclusion of dedicated and specialist EHS staff ECHPL and OSEPL shall train its staffs for managing EHS issues including corporate staffs. The competency of personnel engaged for monitoring and review and for implementation shall, to the extent possible, meet the following minimum qualification: <ul style="list-style-type: none"> Corporate level - EHS Manager Project level - Supervisor with working experience in road and infrastructure projects. The incumbent shall be well versed with good H&S industrial practices and all applicable Environmental related laws. OSEPL shall establish a "Traffic Incident Management Plan for Hazardous Materials Spills". This plan shall meet the following minimum requirements: <ul style="list-style-type: none"> Training for identification of hazardous materials for first responders Emergency contact for government authorities responsible for Response management and clean-up OSEPL to consider displaying emergency contact details at more locations, especially near accident-prone areas. Monitoring of environmental parameters should be carried out at locations with sensitive receptors and major habitations.

Reference to PS	Subject	Observations	Key Gaps	Recommendation
PS-2	Labour and Working Conditions	<ul style="list-style-type: none"> • A total of 150 O&M workers sourced locally employed such as civil engineers, site supervisors, operators, drivers, patrolling supervisors, electricians, helpers, etc. • Company has Contract Labour License, dated 22nd December 2017 under Contract Labour (Regulation and Abolition) Act, 1970 and Central Rules, 1971 for 1500 workers, which is valid up to 18th November 2018 • Timing for permanent and contract employees are from 8:30 am to 5:30 pm. No overtime work has been observed to be carried out by the employees. The working hours of security personnel is eight hours on rotation basis • Attendance registers of employees are regularly maintained • Muster rolls register with details on age and gender of all employees and list of holidays maintained at on-site office • Notice board detailing the minimum wages rule, working hours, date of payment, minimum rate of wages, name and address of license authority has been provided at site office of ECHPL • A Group Insurance Policy availed for the employees. under the Workmen's Compensation Act, 1923 and Fatal Accidents Act, 1855 • Filtered drinking water provided to all employees through a RO plant (of capacity 40 l/hr) installed at both Toll Plazas and site offices • No cases of bonded, forced or child labour observed or reported. 	<p>informal compliant register on site of both Toll Plaza is being maintained</p> <ul style="list-style-type: none"> • The ECHPL's grievance redressal mechanism lacks policy on non-attribution or confidentiality • Risk identification is being carried for the projects. The identified risks are fire, flood, strikes, power cuts, IT & TMS related, telecom, earthquake, terrorism, public disorder, and Injury. However, the gap is identified in mitigation measures as the manual does not provide mitigation measures for the identified risks • Formal Hazard Identification and Risk Analysis (HIRA) not carried out and not included in the SOP • Fire extinguishers observed at multiple locations at toll and site offices. Fire hydrant system is also installed at toll and offices but, there is no dedicated water storage tank for the fire hydrant system. Reportedly, UST for the water used for domestic purpose will be used in case of any fire emergency. • ECHPL does not have retrenchment policy. • Upon review of records of grievances, there is no provision to capture social and land related grievances • No trainings to employees on purpose and implementation of HR Policies and Procedures as part of their induction and refresher trainings at least on an annual basis. 	<ul style="list-style-type: none"> • HR policy must be extended to include non-attribution or confidentiality policy • ECHPL to develop mitigation measures for risks identified and risk assessment should include risk rating and consequences of risks • ECHPL should plan and construct a dedicated water storage tank of adequate capacity for the fire hydrant system. • The ECHPL should develop HIRA and carry out regular assessment throughout the project life cycle. • The ECHPL should develop retrenchment policy. Which should determine the compensation and other entitlements in case of retrenchment. • Procedure for grievance redressal and monitoring, procedure detailing the how grievance can be recorded to be developed

Reference to PS	Subject	Observations	Key Gaps	Recommendation
PS-3:	Resource efficiency and Pollution Prevention	<ul style="list-style-type: none"> Records on number of PPEs used during road maintenance by the labourers was available for review For power backup at both the Toll Plaza (Anantram and Barajore), six diesel generators (DG) sets of capacity 100 kVA and 40 kVA installed: <ul style="list-style-type: none"> DG set at Toll plaza placed in an acoustic enclosure and being used at the time of power cut only, as a back up Hazardous waste authorization for generation of used oil/ waste oil from DG set maintenance has been obtained. It was reported that 36,000 litre/day water is currently being used for sprinkling of median and avenue plantation for the entire road stretch. This water is sourced and supplied by tankers through a local vendor It was observed that five borewells have been installed along the road stretch and used for water abstraction for toilet facilities During site assessment, it was observed that dedicated trash bins (one for wet waste and other for dry waste) has been kept at site office and waste collected through dust bins are disposed in an open pit. It was also observed that hazardous waste such as electrical wires, used brushes of road sweeper machines, empty oil containers and barrels were placed together in a covered shed at both site offices and it creates safety hazards Organic manure used for plantation along the road stretch instead of chemical pesticides 	<ul style="list-style-type: none"> Environmental Management Manual developed by OSEPL, has clauses on air quality monitoring, oil spillage, waste management. However, it does not cover issues such as noise and hazardous waste. Hazardous material spills - ECHPL and OSEPL has not identified environmental risks arising from vehicular fluid spills, spills of lubricants and fuel and hazardous materials cargo spills and established appropriate environmental emergency response measures. The recycling and reuse practice of waste management has not been observed. As reported during site visit, the water requirement for maintenance of the road is met by the daily supply of water tankers received from local vendors. The water consumption record however was not available for review. The sampling location should also be selected based on the EIA done for the project. Road side drains in habitation area are lined drains while in open and rural area it is unlined. The drains are poorly maintained. Cross drainage structures are available at various intervals; these structures include culverts and drains. PUC certificates: OSE utilizes vehicles for patrolling, ambulance, crane facilities, and office commute. During the assessment, Pollution Under Control (PUC) Certificates for some of its vehicles such as crane and ambulance was not available for review. Hazardous material used for maintenance of road includes paints and thinners for painting of kerb, dividers, and signage etc. While discussing with the site representative, it was understood that painting works are sub-contracted to local contractors. Paints and thinner is being supplied by ECHPL. ECHPL does not have any procedure/SOP for storage and handling of hazardous material. ECHPL and its subcontractors do not maintain an inventory of hazardous materials. 	<ul style="list-style-type: none"> ECHPL should extend the SOP to include hazardous waste management, clearly indicating procedures for transporting, handling storing, and disposing As mentioned above, in PS1, OSEPL shall establish a "Traffic Incident Management Plan for Hazardous Materials Spills" and meet minimum requirements mentioned there under ECHPL should develop Water Conservation Plan which should identify water demand, capacity and sustainability of water sources, conservation measures etc. Storm water drains at roadside wherever applicable to be adequately maintained to avoid water clogging Solid waste management: ECHPL is required to ensure that degradable waste generated at site is disposed in an environment friendly manner. Periodic maintenance of carriageway for appropriate solid waste removal and drain management should be carried out. As it was reported that quantities of non-biodegradable waste generated at plaza are limited, such waste must be collected, stored, and disposed at designated sites allotted by the municipality. Additionally, ECHPL should, if the need arises, extend this responsibility to a third-party vendor for safe disposal Representative sampling of sensitive areas like schools and hospitals, habitations must be selected and results should be compared with parameters of baseline scenario. OSEPL should arrange to provide stack to the DG sets as per the CPCB guidelines, along with a platform and porthole for stack monitoring.

Reference to PS	Subject	Observations	Key Gaps	Recommendation
		<ul style="list-style-type: none"> For staffs of both Toll Plazas, adequate residential facilities of transit camp with kitchen garden, mess, playground, greenery and plantation, toilet with septic tank etc. provided 		<ul style="list-style-type: none"> OSEPL to keep track that all vehicles used are checked for pollution emission and maintain PUC ECHPL can develop an inventory and strategy for reduction of GHG emissions during fuel utilisation in DG set, vehicles, energy consumption, water utilisation, cement, steel, and bitumen utilisation. The indirect emission of GHG and savings from operation of the four-lane highway can be documented and presented as value addition All hazardous waste generated on-site shall be provided with secondary containment and safety measures, which include means of containment and system integrity and separation from ignition sources ECHPL should maintain Inventories of hazardous materials used during maintenance and operation of the project. Sub-contracted workers involved in painting activities to be trained on use of hazardous material. Adequate PPEs such as dusk mask, reflecting jacket, eye-glasses, and safety shoes to be provided to the workers. All activities involving use of hazardous chemicals to be supervised by ECHPL. Adequate labels, secondary containment, and spill response kit should be provided wherever the hazardous material (HAZMAT) is used and workers should be trained to respond to accidental spills and emergencies
PS-4:	Community Health, safety, and security	<ul style="list-style-type: none"> During site assessment, it was observed that communities reside about 200 m - 500 m from the operational road asset. The guidelines and standards set down by Indian Road Congress (IRC) and Ministry of Road Transport and Highways (MoRT&H) are used for maintenance and operation of the road asset. During site assessment, it was observed that warning signs, mandatory signs, information signs, 	<ul style="list-style-type: none"> Physical barricading along the roadside and divider was observed to be missing at many locations where settlements are adjacent to the road. At some of the locations, divider was observed to be broken and pedestrians and vehicles were crossing the road, increasing the risk of accident. Traffic Safety audit was conducted by consultant employed by NHAI during construction phase. Operation phase traffic audit was not done. Multi-axle vehicles ply on this road and were sighted during the site visit. These may include heavy vehicles carrying dangerous/hazardous goods. 	<ul style="list-style-type: none"> ECHPL should assess structures that have been damaged and in consultation with IE should repair damaged divider to ensure compliance with requirements of the concession agreement and install barricade to minimize its adverse impacts on the community. ECHPL to create more awareness on safe driving and increase patrolling particularly where settlements are adjacent to the road and identify black spots and measures to include road and traffic safety

Reference to PS	Subject	Observations	Key Gaps	Recommendation
		<p>direction signs and hazard markers were displayed to serve all road users and communities residing adjacent to the road asset.</p> <ul style="list-style-type: none"> • During site assessment it was noted that high mast light was installed at major junctions, service roads and at toll plaza location of the project road to avoid accidents • Two ambulance services equipped with stretcher, first aid medicines, mobile communication and medical attendant have been deployed and observed to be stationed at Toll Plaza site office to attend to any emergencies arising out of road accidents • Round the clock highway patrolling is being done by two patrolling vehicles for security and safety of the project and to prevent encroachment/obstruction in the entire stretch of the road. • A formal Grievance Register has been maintained at site office for grievances emerging from the community. The grievances received are mainly on exemption of toll. • Trainings for Security guards have been provided for fire-fighting and first aid. However, training on aspects such as dealing with communities has not been initiated on site. 	<p>ECHPL has not identified associated risks and established a management plan in this regard.</p> <ul style="list-style-type: none"> • Security management has been done by M/s Imagine Security Services Pvt Ltd hired by ECHPL. Gunman has been deployed at the toll plaza. ECHPL confirmed that they check the licence and its validity. It was understood that basic training on fire and emergency situations are given to the security guards however, the security personnel are not provided with training on behavioural guidelines for personnel handling. 	<ul style="list-style-type: none"> • Provide adequate number of designated pedestrian crossings as per the concession agreement at strategic locations to ensure effective segregation of pedestrians and vehicular traffic. Provide advance warnings and traffic control signs in the approach zone. Signage to meet requirements of concession agreement. • Traffic Incident management plan for hazardous material spills: As mentioned above, in PS1, ECHPL shall establish a "Traffic Incident Management Plan for Hazardous Materials Spills" and meet minimum requirements mentioned there under. • ECHPL management to develop some mechanism to ensure that the agency providing security services at the toll verifies the past record of the security personnel before deputing at site • Training on behavioural guidelines to be provided to security personnel. Site management should record and investigate security incidents to identify any necessary corrective or preventive actions for continuing security operations. • To promote accountability, ECHPL (or other appropriate party such as the security contractor) should take corrective and/or disciplinary action to prevent or avoid a repetition, if the incident was not handled according to instructions.
PS-5	Land acquisition and Involuntary resettlement	<p>The land acquisition is being done as per the National Highways Act 1956 and compensation paid by NHAI as per applicable entitlements up to 31.12.2014; after 01.12.2015 determination of compensation rate declared by CALA based on Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation, and Resettlement Act, 2013, GOI (RFCTLARR Act,2013).</p>		<ul style="list-style-type: none"> • Review of Resettlement Action Plan, • Review of Land Acquisition Plan, • Review of local land acquisition legislation • Preparation of social impact assessment report for compliance of IFC performance standard 5

Reference to PS	Subject	Observations	Key Gaps	Recommendation
		<p>As informed by the Concessionaire, the payment against structures is evaluated as per the circular/guideline of state PWD, Govt. of UP; the revenue authority maintains list of all such structure owners who are required to be compensated. Further, acceptance from individual owner is obtained on the specified format while releasing their compensation.</p> <p>A total of 100 hectares land has been acquired for the project and handed over for the project as mentioned in the Concession Agreement. The entire compensation has not yet been disbursed due to arbitration cases filed by NHAI and PAPs and on-going hearing of arbitration cases.</p>		

Source: MM Analysis

[Click here to enter text.](#)

4 Environmental and Social Action Plan

This chapter describes the gap assessment of the project road against the IFC Performance Standards and IFC EHS guidelines.

4.1 Category of Project

IFC categorises, road projects into the following three types:

Category 1 – Operating Roads for two years or more,

Category 2 – Operating Roads for more than one year and less than two years, and

Category 3 – Operational for less than one year or where there is any pending land acquisition

4.1.1 Rationale of categorisation

The project had about 1053.15 Ha of 90.45% land available prior to construction of the project. 100.56 Ha of land was acquired and handed over for the project.

The last 3(G) notifications were done on 30.11.2017 for few remaining plots. The disbursement of compensation for land acquisition is 64.45%. Rest of the disbursement is under arbitration because NHA did not accept the higher rates of compensation being worked out by CALA and filed arbitration. Most of it pertains to the compensation calculation as per the applicable provisions of the LARR Act. As informed by PD NHA, the arbitration process is almost complete. The disbursement of balance amount is being paid village wise as per the decision of arbitrations. As per PD NHA, the beneficiaries will be satisfied to receive the compensation amount due to attractive rates of compensation.

The Completion Certificate of the project was obtained in November 2016 and it is operational for less than two years and more than one year. The disbursement status of land acquisition is 64.45%. Considering the above, the project is categorized as category 3.

The projects are screened using 12 key environment and social criteria, which covers IFC PS-1 to 8 (see table below).

SI. No	E&S Criteria	Relevant IFC PS
1	Litigation	PS-1
2	Protests	
3	Assessment and Management of Environment and Social Risks and Impacts	
4	Stakeholder/Community Engagement	
5	Grievance Mechanism	
6	HR/ Contractor Management	PS-2
7	Health and Safety	PS-2 and PS-4
8	Pollution Prevention	PS-3
9	Resettlement Action Plan (RAP)	PS-5
10	Natural Habitat	PS-6
11	Indigenous Peoples	PS-7

SI. No	E&S Criteria	Relevant IFC PS
12	Cultural Heritage	PS-8

The overall risk or compliance ratings for these key screening criteria were assigned using the definitions below.

Significant Gap	Material issue with potential severe consequences and limited opportunities of correcting, leading to operations shut down or triggering of IFI's accountability mechanism (e.g. CAO/Ombudsman, CEIU, Inspection Panel, etc.).
H	Material regulatory and/or policy non-compliances that may:
	<i>induce temporary business interruption, and/or</i>
	<i>induce a material cost, and/or</i>
	<i>significantly affect sensitive (IP, vulnerable, protected area, C/N habitat, water source, etc.)receptors,</i>
	<i>induce community opposition that may damage Owner's reputation.</i>
	<i>Contradict the intent of the applicable standards (e.g. compensation at replacement value, non-titled land users, no-net loss/net gain of biodiversity, broad community support, etc.)</i>
	<i>Have residual impact not acceptable as per applicable standards and with a low likelihood to remediate</i>
	Severe cases may affect business continuity and/or trigger Lender's compliance mechanism
M	Regulatory permitting non-compliance, which may result in non-material rectification cost or fine and is unlikely to result in the short term in business discontinuity in current regulatory enforcement context.
	Residual impact not in line with applicable standards and likelihood to remediate high
L	Legal non-compliance, which may result in minor cost or only requires management time to address the issue. Or opportunity for improvement.
	Residual impact could be considered acceptable as per applicable standards and necessity to remediate low
A	Acceptable performance and compliance to IFC PS Requirements

The current overall risk ratings for each of the screening criteria as well as risk ratings expected after implementation of ESAP is provided below.

IFC PS	Screening Criteria	Current Risk Rating	Risk Rating After ESAP Implementation
PS-1	1. Litigation	Moderate	Low
	2. Other risks- Protests	Acceptable	Acceptable
	3. Assessment and Management of Environment and Social Risks and Impacts	Moderate	Acceptable
	4. Stakeholder/Community Engagement	Moderate	Acceptable
	5. Grievance Mechanism	Low	Acceptable
PS-2	6. HR/ Contractor Management	Moderate	Acceptable
PS-2 & 4	7. Health & Safety	Low	Acceptable
PS-3	8. Pollution Prevention	Moderate	Acceptable

PS-5	9. Resettlement Action Plan (RAP)	Moderate	Low
PS-6	10. Natural Habitats	Low	Acceptable
PS-7	11. Indigenous peoples, tribes and communities	Acceptable	Acceptable
PS-8	12. Cultural Heritage	Acceptable	Acceptable
Overall Site Ranking		Moderate	Acceptable

Thus, the overall current risk rating of the road is “Moderate” which would be reduced to “Acceptable” level after implementation of ESAP recommended.

Table 15: Environmental and Social Corrective Action Plan

S. No.	Recommendation Action / Corrective Measure against the ESDD Screening Criteria	Reference	Responsibility and Resources	Measurable Outcome / Documentation	Target Timelines for Completion after closing	Cost Estimates
1	<p>Legal and Regulatory</p> <ul style="list-style-type: none"> Develop an applicable Environmental and Social Legal Register Develop a system for updating of the register and its tracking Include confidentiality in Grievance Redressal Mechanism of HR manual Include whistle-blower Policy in HR manual Develop retrenchment policy 	Legal and Regulatory Compliance	ECHPL	<ul style="list-style-type: none"> Legal Register manual HR manual update 	3 Months	Minor cost and management time
2	<p>Land Acquisition</p>	<p>Social Impact Assessment</p> <ul style="list-style-type: none"> Review of RAP, Land Acquisition Plan, local land acquisition legislation Preparation of social impact assessment report for compliance of PS 5 	ECHPL	Impact on livelihood and its management plan	6 months	Cost of preparation of SIA, Stakeholder engagement plan and Livelihood support plan
3	<p>Water Conservation Plan</p> <ul style="list-style-type: none"> Permission/ permit license for abstraction of ground water/ surface water Estimation of Water Demand Plan to maintain water register for consumption and supply Listing of sources of water and availability of water at that location Quality testing of Water Identification of point for recycling and reuse of water Rainwater Harvesting Storm water management 	PS 3	ECHPL	Project Specific Documented Plan	6 Months	Minor cost and management time

S. No.	Recommendation Action / Corrective Measure against the ESDD Screening Criteria	Reference	Responsibility and Resources	Measurable Outcome / Documentation	Target Timelines for Completion after closing	Cost Estimates
4	Waste and Hazardous Waste Management Plan <ul style="list-style-type: none"> • Carriageway solid waste management plan including construction waste • Oil/ chemical spill contingency plan • Hazardous waste spillage management plan • Plan for Accidental spillage on road • Qualitative and Quantitative Characterization of Waste and its utilization Plan • Management of Hazardous Waste at both the sites as per norms • Form 3 – record of hazardous waste to be maintained • Form 4 – annual return to be submitted to the Pollution Control Board • Hazardous waste not be stored for more than 90 days and to be disposed as per norms with authorized vendor 	PS 3	ECHPL	Project Specific Documented Plan	3 months	Minor cost and management time
5	GHG Emission Reduction Plan <ul style="list-style-type: none"> • Inventory of GHG • Annual Monitoring • Prepare plan for • Carriageway waste management plan; • Borrow area management plan • Oil/ chemical spill contingency plan; • Storm water management Plan; • ROW maintenance Plan; • Avenue and Median Plantation and management plan 	PS 3	ECHPL	Project Specific Documented Plan	6 Months	Minor cost and management time
6	Stakeholder Engagement Plan <ul style="list-style-type: none"> • Information disclosure Plan • Formulate Stakeholder Engagement Plan and carry out stakeholder engagement systematically • Feedback/ Suggestion • Disclosing action taken report in the form of monthly and quarterly report to community 	PS 1 and PS 5	ECHPL	Project Specific Documented Plan	3 Months	Minor cost and management time
7	Emergency Response Plan <ul style="list-style-type: none"> • Onsite emergency preparedness and response plan (covering road stretch, Toll Plazas and other associated facilities) to be prepared, maintained at site, 	PS 1	ECHPL	Project Specific Documented Plan	3 Months	Minor cost and management time

S. No.	Recommendation Action / Corrective Measure against the ESDD Screening Criteria	Reference	Responsibility and Resources	Measurable Outcome / Documentation	Target Timelines for Completion after closing	Cost Estimates
	<p>communicated to the staff; staff to be trained on handling and responding to various kind of emergencies identified in the plan.</p> <ul style="list-style-type: none"> • Emergency assembly area to be identified and to be displayed. • Emergency Exit, Emergency Contact Numbers to be displayed at conspicuous locations. • Log book being maintained at ambulances to response time also • Predefined mitigation plan of identified risk 					
8	Environmental Monitoring Plan	PS 1	ECHPL	Project Specific Documented Plan	3 Months	Minor cost and management time
	<ul style="list-style-type: none"> • Air Quality, Noise level and water quality testing and identification of locations to get the representative sample of the environmental baseline criteria • ROW maintenance Plan covering maintenance of road furniture, preventing unauthorised entry to and exit and encroachment on the ROW and project site • Avenue and Median Plantation and management plan 					
9	EHS Plan	PS 1 PS 2	ECHPL	Project Specific Documented Plan	3 Months	Minor cost and management time
	<ul style="list-style-type: none"> • Adequate number of HSE trainings to be conducted (both labour and staff) and records to be maintained. • Accident/ incident register to be maintained at both the Toll Plazas. • Hazard Identification and risk analysis to include • Risk Identification, Risk analysis, risk management and risk communication 					
10	Grievance Redressal Mechanism	PS 5 PS 6	ECHPL	Project Specific Documented Plan	3 Months	Minor cost and management time
	<ul style="list-style-type: none"> • Grievance Redressal Mechanism for Community • Contracted and Sub contract labour 					
11	Community Health and Safety Plan	PS 4	ECHPL	Project Specific Documented Plan	3 Months	Minor cost and management time
	<ul style="list-style-type: none"> – Undertake awareness program for community and to ensure vehicles not parked within the corridor or in ROW and people should not cross in opposite direction. – Median plantation needs to be strengthened. – Hazard material management and safety plan specific to spillage of hazardous material on road. – Awareness programs on HIV and AIDS among truck drivers 					

Source: MM Analysis

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A. Existing Right of Way

S.No	Chainage(in km)		Total ROW (m)
	From	To	
1	323.475	325.475	41
2	325.475	328.475	42
3	328.475	329.475	49
4	329.475	330.475	46
5	330.475	333.475	41
6	333.475	334.475	48
7	334.475	335.475	42
8	335.475	336.475	41
9	336.475	337.475	45
10	337.475	338.475	42
11	338.475	339.475	51
12	339.475	340.475	53
13	340.475	341.475	61
14	341.475	342.475	57
15	342.475	343.475	58
16	343.475	344.475	47
17	344.475	345.475	48
18	345.475	346.475	44
19	346.475	347.475	45
20	347.475	348.475	44
21	348.475	349.475	41
22	349.475	350.475	48
23	350.475	351.475	47
24	351.475	352.475	44
25	352.475	353.475	39
26	353.475	355.475	42
27	355.475	356.475	50
28	356.475	358.475	44
29	358.475	359.475	45
30	359.475	361.475	44
31	361.475	362.475	45
32	362.475	363.475	54
33	363.475	364.475	44
34	364.475	365.475	43
35	365.475	367.475	44
36	367.475	369.475	45

K.No	Chainage(in km)		Total ROW (m)
	From	To	
37	369.475	370.475	44
38	370.475	371.475	35
39	371.475	374.475	41
40	374.475	376.475	42
41	376.475	377.475	38
42	377.475	378.475	42
43	378.475	379.475	43
44	379.475	380.475	38
45	380.475	383.475	60
46	383.475	384.475	37
47	384.475	385.475	44
48	385.475	386.475	42
49	386.475	387.475	49
50	387.475	388.475	50
51	388.475	390.475	42
52	390.475	391.475	41
53	391.475	392.475	42
54	392.475	393.475	44
55	393.475	396.674	42
56	396.674	397.773	80
57	397.773	398.735	68
58	398.735	399.693	74
59	399.693	400.651	62
60	400.651	401.989	68
61	401.989	403.526	64
62	403.526	405.642	61
63	405.642	406.622	62
64	406.622	407.613	39
65	407.613	408.614	63
66	408.614	411.802	61
67	411.802	412.405	60
68	412.405	413.405	62
69	413.405	414.404	54
70	414.404	415.403	62
71	415.403	416.602	60
72	416.602	417.802	61
73	417.802	418.999	39
74	418.999	419.903	60
75	419.903	420.802	39
76	420.802	421.604	62
77	421.604	422.408	80
78	422.408	423.412	66
79	423.412	424.612	65
80	424.612	425.412	61
81	425.412	426.414	51
82	426.414	427.617	36
83	427.617	428.419	60
84	428.419	429.422	63
85	429.422	431.436	61
86	431.436	432.561	36

S.No	Chainage(in km)		Total ROW (m)
	From	To	
87	432.561	433.204	46
88	433.204	433.499	58
89	433.499	433.695	59
90	433.695	433.990	56
91	433.990	434.291	55
92	434.291	434.592	56
93	434.592	434.893	54
94	434.893	435.449	50
95	435.449	435.791	74
96	435.791	436.019	71
97	436.019	436.329	60
98	436.329	436.623	54
99	436.623	436.917	55
100	436.917	437.512	49
101	437.512	437.811	58
102	437.811	438.110	55
103	438.110	438.408	51
104	438.408	438.904	60
105	438.904	439.307	70
106	439.307	439.715	64
107	439.715	440.124	63
108	440.124	440.507	52
109	440.507	440.890	58
110	440.890	441.493	60
112	441.493	441.700	55
113	441.700	441.904	51
114	441.904	442.310	41
115	442.310	442.610	45
116	442.610	442.910	46
117	442.910	443.208	41
118	443.208	443.503	45
119	443.503	443.798	43
120	443.798	444.093	40
121	444.093	444.393	42
122	444.393	444.694	45
123	444.694	444.994	46
124	444.994	445.397	43
125	445.397	446.706	46
126	446.706	448.813	43
127	448.813	449.247	47
128	449.247	449.514	45
129	449.514	449.913	45
130	449.913	450.447	61
131	450.447	450.648	68
132	450.648	451.050	67
133	451.050	451.453	63
134	451.453	451.853	54
135	451.853	452.148	59
136	452.148	452.446	54
137	452.446	452.750	59

S.No	Chainage(in km)		Total ROW (m)
	From	To	
138	452.750	452.953	55
139	452.953	453.453	43
140	453.453	453.753	42
141	453.753	453.953	50
142	453.953	454.148	57
143	454.148	454.733	58
144	454.733	455.038	48
145	455.038	455.438	49
146	455.438	455.847	47
147	455.847	456.256	56
148	456.256	456.658	52
149	456.658	456.956	56
150	456.956	457.155	50
151	457.155	457.857	47
152	457.857	459.857	43
153	459.857	460.857	46
154	460.857	479.857	60
155	479.857	480.857	51
156	480.857	481.857	45
157	481.857	482.857	54
158	482.857	483.357	48
159	483.357	483.687	56

B. Proposed Right of Way

Table16: Proposed Right of Way

Chainage (Km)	Proposed right of as per Concession agreement
443.310 – 445.200	40 m to 46 m
430.800 – 432.233	55m to 68 m
458.500 – 459.500	38m to 46 m
460.473 – 483.687	60 m
Built up area	52.5 m
At all location except structures	60 m

Source: Concession agreement





Table 17: List of built up area





Built up area	Chainage (Km)
Etawah	323.475 – 325.375
Sarai Jalal	333.475 – 334.025
Sarai Mithe	338.225 – 338.623
Auraiya	379.400 – 385.200
Bhawpur	386.800 – 387.600
Mahtauli	389.575 – 390.275
Rania Industrial Area	442.100 – 443.210
Raipur	445.200 – 448.800
Bhaunthi	456.275 – 458.500
Kanpur Town/ Bypass	460.473 – 483.687

Source: Concession Agreement

C. Site Visit Photographs

Sl. No.	Location	Description	Photographs
1	Toll Plaza Administrative Building	Consultation and discussion with ECHPL Site Office Staff dated 18.01.2018	
2.	Etawah Chakeri Highway	Project Road – NH-2 Etawah to Chakeri	
3.	Etawah Chakeri Highway	Toll Plaza at Chainage Km 353 on Etawah Chakeri section of NH-2.	
4	Etawah Chakeri Highway	Toll Plaza at Barajore	

Sl. No.	Location	Description	Photographs
5	Etawah Chakeri Highway	Organisation Chart display at Toll Plaza on Etawah Chakeri Section of NH-2	
6	Etawah Chakeri Highway	Information of emergency exit in tunnel of toll plaza	
7	Etawah Chakeri Highway	Tunnel Exhaust at Toll Plaza	
8	Etawah Chakeri Highway	Discussion with responsible officers of toll plaza.	

Sl. No.	Location	Description	Photographs
9	Etawah Chakeri Highway	Area after rehabilitation of Hot mix and ready-mix plant	
10	Etawah Chakeri Highway	Environmental Health and safety Policy Disclosure	
11	Etawah Chakeri Highway	Highway Patrolling team	
12	Etawah Chakeri Highway	Paramedical staff available at Toll Plaza to attend injured	
















Sl. No.	Location	Description	Photographs
13	Etawah Chakeri Highway	Facility for emergency at toll plaza	
14	Etawah Chakeri Highway	Awareness about prohibition of Child labour	
15	Etawah Chakeri Highway	In addition to CCTV Camera, drone is in action monitor the Toll Plaza.	

Photo -1 Hot Mix Plant area rehabilitated	Photo – Ready Mix plant area Rehabilitated
	
Photo 3 – Solid waste collection bin in Anantram Toll Plaza Camp office	Photo 4 Fire Extinguisher at Anantram Toll Plaza
	
Photo 5 – Volley Ball and Yoga area	Photo 6 – Mess at Anantram Toll Plaza
	

<p>Photo 7 - Environment Health and Safety Policy Disclosure</p>	<p>Photo 8 – Information disclosure abolishing Child Labour</p>
	
<p>Photo 9 – Complaint Book availability information</p>	<p>Photo 10 – Toilet Facility at Toll Plaza</p>
	
<p>Photo 11 – Consultation with local community</p>	<p>Photo 12 – Fire Extinguisher at Barajore Toll Plaza</p>
	

<p>Photo 13 – Highway Patrolling at Barajore Toll Plaza</p>	<p>Photo 14 – Security Monitoring through Drones</p>
	
<p>Photo – 15 Ambulance Service with driver and Paramedical staff</p>	<p>Photo 16 Paramedical staff for First Aid at Toll Plaza</p>
	
<p>Photo – 17 – Oxygen Cylinder at Toll Plaza</p>	<p>Photo – 18 – Toll Plaza at Barajore</p>
	

D. Village wise Summary of Land Acquisition

Table 18: Village wise 3G details

Sr. NO.	3G date	Village	Land Area (in Ha)	As a percentage of total land	Affected titleholders
1	11.09.2013/21.03.2014	Mohanpur Manik	0.1800	0.179	28
2	11.09.2013/30.09.2015	Manikpur Vishu	1.2090	1.202	80
3	14.11.2014	Pilkhar	3.1480	3.130	174
4	08.05.2014	Kalyanpur	1.1671	1.161	46
5	25.01.2014	Phuphai	0.7280	0.724	49
6	09.05.2014	Maharajpur	1.3950	1.387	81
7	03.09.2013/21.03.2014	Sarai Ekdil	0.9360	0.931	68
8		Kushgawah Badshahpur		0.000	0
9	10.12.2014/30.09.2015	Birari	3.3380	3.319	212
10	18.09.2014	Maniyamau	1.2700	1.263	116
11	07.10.2013/21.03.2014	Sarai Jalal	0.9560	0.951	53
12	18.11.2014/03.09.2016	Karwa Bujurg	1.8970	1.886	102
13	18.09.2014/03.03.2015/27.03.2015	Bijauli	2.0230	2.012	148
14	18.11.2014	Sarai Mitthe	1.2310	1.224	150
15	18.11.2014	Sherpur Rasulpur	0.7360	0.732	115
16	09.05.2014	Shunwarsa Bhatpura	1.0810	1.075	130
17	07.02.2014/22.03.2014	Ujhyani	1.7960	1.786	129
18	09.05.2014	Sarai Niruttam	0.6860	0.682	50
19	07.02.2014/18.09.2014	Baheda	2.1180	2.106	97
20	15.01.2014/21.03.2014	Mahewa	0.9420	0.937	67
21	15.01.2014/25.03.2014	Bamhaura Himayupur	2.2100	2.198	110
22	18.02.2014	Mahmoodpur Paigoopur	1.4510	1.443	100
23	18.02.2014/24.09.2014	Salempur Rajkuwar	1.3970	1.389	72
24	20.12.2013	Sonasi	0.0960	0.095	8
25	20.12.2013/24.09.2014	Mohari	1.5750	1.566	174
26	24.03.2014/24.09.2014	Rasoolpur Sujansingh	0.6370	0.633	48
27	06.09.2014	Kasba Babarpur	0.8790	0.874	39
28	11.04.2014	Amavata	0.1170	0.116	11
29	18.02.2014	Murdana	1.6640	1.655	101
30	15.02.2015	Sarai Babarpur	2.7030	2.688	140
31	03.08.2013	Sarai Amaliya	1.6430	1.634	53
32	16.08.2014	Shahpur	0.8510	0.846	78
33	20.03.2014	Bilawa	0.6530	0.649	43
34	20.12.2013	Jagdishpur	1.1090	1.103	65
35	20.12.2013/19.02.2014	Pootha	1.8920	1.881	81
36	20.12.2013	Abdullapur	0.2510	0.250	15
37	20.03.2014	Jalupur	0.6870	0.683	30
38	20.03.2014	Dalel Nagar	0.8550	0.850	41

Sr. NO.	3G date	Village	Land Area (in Ha)	As a percentage of total land	Affected titleholders
39	24.03.2014/16.08.2014	Jagatpur	2.2340	2.221	148
40	20.03.2014	Chandapur Dayal Singh	0.4070	0.405	26
41	20.03.2014/16.08.2014	Hansuliya	0.9670	0.962	57
42	20.03.2014/16.08.2014	Antaul	0.2870	0.285	26
43	20.03.2014/16.08.2014	Bakarpur	0.4030	0.401	54
44	20.03.2014	Shekhupur Karam	0.2840	0.282	6
45	11.04.2014/16.08.2014	Fatehpur Karam	1.2240	1.217	73
46	11.04.2014/16.08.2014	Vikrampur	0.5200	0.517	47
47	11.04.2014	Karampur	0.1700	0.169	21
48	18.02.2014	Mihauli	1.6610	1.652	117
49	11.04.2014	Tikauli	0.7130	0.709	45
50	30.05.2014/16.08.2014	Chirhuli	2.2130	2.200	151
51	30.05.2014	Rautiyapur	0.6310	0.627	31
52	30.05.2014	Madhupur	0.9840	0.978	80
53	30.05.2014	Samarathpur	0.7420	0.738	45
54	31.12.2014	Bhikhampur	0.7830	0.779	94
55	22.01.2015	Dhaurera	1.9930	1.982	155
56	16.08.2014	Bhairavpur	0.8640	0.859	96
57	31.12.2014	Bhavpur Auraiya	0.3910	0.389	54
58	31.12.2014	Bhagautipur	0.5816	0.578	160
59	30.05.2014	Chak Kuber	0.2580	0.257	18
60	31.12.2014	Purwarahat	0.6350	0.631	35
61	05.02.2014/20.10.2014	Mahtauli	1.0640	1.058	123
62	25.07.2014/18.10.2014	Khojaphool	0.5464	0.543	71
63	26.07.2014/26.05.2015	Pitampur Derapur	0.4056	0.403	40
64	06.12.2014/30.05.2015	Alampur	0.8836	0.879	55
65	20.05.2015/30.05.2015	Mahamoodpur Bujurg	0.8116	0.807	103
66	24.06.2014/30.05.2015	Sakhin Bujurg	0.1328	0.132	20
67	26.07.2014/30.05.2015	Manpur	0.5075	0.505	40
68	07.07.2014/30.05.2015	Mudhadev	0.4204	0.418	51
69	20.06.2014/30.05.2015	Rasdhan	1.2773	1.270	68
70	21.12.2013/30.05.2015	Madanpur	0.8273	0.823	76
71	10.12.2014/30.05.2015	Kandhi	2.4362	2.422	201
72	26.12.2013/30.05.2015	Dubaki Hasanpur	0.9985	0.993	81
73	07.10.2014	Bhadpura	0.0622	0.062	18
74	24.07.2014	Mungisapur	0.1796	0.179	65
75	25.07.2014/30.05.2015	Laduwapur	0.1872	0.186	77
76	24.07.2014/26.05.2015	Kairamau	0.1032	0.103	20
77	22.03.2014/14.05.2015	Mawai Mukta	0.0604	0.060	30
78	25.07.2014/14.05.2015	Bilharamau	0.6069	0.603	43
79	08.01.2014/14.05.2015	Thanawapur	0.5227	0.520	70
80	09.01.2014/14.05.2015	Bihar	0.4498	0.447	45
81	27.01.2014/14.05.2015	Bihari Tappabatan	0.6082	0.605	159
82	11.05.2015	Kumbhi	1.3960	1.388	27
83	21.10.2013/11.05.2015	Gauriyapur	0.7210	0.717	49

Sr. NO.	3G date	Village	Land Area (in Ha)	As a percentage of total land	Affected titleholders
84	31.10.2013/11.05.2015	Mohammadpur Majara	0.3472	0.345	45
85	18.10.2014/30.05.2015	Badhapur	1.5704	1.562	198
86	23.02.2015/30.06.2015	Kripalpur	0.3468	0.345	70
87	20.06.2014/08.05.2015	Akbarpur	0.2094	0.208	29
88	12.12.2014	Adhu kamalpur	0.1092	0.109	6
89	24.05.2014/08.05.2015	Banar Alipur	0.9306	0.925	68
90	26.07.2014/30.05.2015	Bara	0.8645	0.860	74
91	04.04.2015/30.05.2015	Khanchandpur	0.7147	0.711	44
92	15.05.2015	Rania	1.9983	1.987	145
93	11.04.2014/20.05.2015	Bisayakpur	1.8258	1.815	79
94	16.11.2013/18.05.2015	Mubarakpur Lata	0.4028	0.401	22
95	31.03.2014/18.05.2015	Fatehpur Roshanai	1.7676	1.758	82
96	07.10.2013/22.11.2013	Chiraura	0.1888	0.188	10
97	27.11.2013/18.05.2015	Raipur	0.5582	0.555	46
98	17.08.2013/16.11.2013	Gadankheda	0.5756	0.572	45
99	17.08.2013/21.08.2014	Pakri	0.6466	0.643	53
100	04.03.2014/26.03.2014	Sachendi	5.5684	5.537	205
101	17.08.2013/15.06.2014	Bhaunti Pratappur	0.2444	0.243	35
102	30.08.2014	Naubasta	0.0222	0.022	18
103	30.08.2014	Juhi Kalan	0.0161	0.016	12
Grand Total			100.5687	100.00	7461.00

Table 19: Village wise additional 3G details

Sr. NO.	3G date	Village	Land Area (in Ha)	As a percentage of total land	Affected titleholders
1	04.01.2017	Mohanpur Manik	0.0730	0.196	13
2	04.01.2017	Manikpur Vishu	0.2230	0.597	35
3	04.01.2017	Pilkhar	0.3409	0.913	51
4	04.01.2017	Kalyanpur	0.0830	0.222	11
5	31.05.2017	Keshopur	0.2145	0.575	16
6	20.01.2016	Phuphai	0.8932	2.393	43
7	20.02.2016	Maharajpur	0.7359	1.971	76
8	04.01.2017	Sarai Ekdil	0.4180	1.120	51
9	04.01.2017	Birari	1.0619	2.845	63
10	21.12.2016	Maniyamau	0.9797	2.625	81
11	31.05.2017	Sarai Jalal	0.5335	1.429	51
12	04.01.2017	Karwa Bujurg	0.4720	1.264	31
13	04.01.2017	Bijauli	0.5932	1.589	74
14	04.01.2017	Sarai Mitthe	0.8515	2.281	75
15	04.01.2017	Bakewar	1.6025	4.293	61
16	04.01.2017	Sherpur Rasulpur	0.2725	0.730	46
17	31.05.2017	Shunwarsa Bhatpura	0.3070	0.822	68
18	23.12.2016	Ujhanyi	1.0420	2.791	88
19	25.07.2016	Anepur	0.0100	0.027	6

Sr. NO.	3G date	Village	Land Area (in Ha)	As a percentage of total land	Affected titleholders
20	31.05.2017	Sarai Niruttam	0.0450	0.121	4
21	20.01.2016	Baheda	0.5760	1.543	77
22	31.05.2017	Mahewa	0.0610	0.163	9
23	25.07.2016	Bamhaura Himayupur	0.1530	0.410	18
24	23.09.2017	Mahmoodpur Paigoopur	0.8190	2.194	70
	10.08.2016	Mahmoodpur Paigoopur (Toll)	2.0360	5.454	25
25		Salempur Rajkuwar	0.0000	0.000	
	05.07.2017	Salempur Rajkuwar(Toll)	2.6970	7.225	27
26	20.12.2013	Sonasi	0.0000	0.000	
	05.12.2015/09.06.2017	Sonasi(Toll)	0.4320	1.157	22
27		Mohari	0.0000	0.000	
28		Rasoolpur Sujansingh	0.0000	0.000	
29	10.10.2017	Shahwajpur	0.2940	0.788	15
30		Kasba Babarpur	0.0000	0.000	
31		Murdana	0.0000	0.000	
32	05.07.2017	Sarai Babarpur	0.1480	0.396	19
33		Sarai Amaliya	0.000	0.000	
34		Shahpur	0.000	0.000	
35		Bilawa	0.0000	0.000	
36		Jagdishpur	0.0000	0.000	
37		Pootha	0.0000	0.000	
38	07.12.2017	Jalupur	0.0600	0.161	3
39	30.12.2017	Dalel Nagar	0.2120	0.568	21
40		Jagatpur	0.0000	0.000	
41	05.07.2017	Chandapur Dayal Singh	0.1682	0.451	29
42		Hansuliya	0.0000	0.000	
43		Antaul	0.0000	0.000	
44		Bakarpur	0.0000	0.000	
45	05.07.2017	Shekhupur Karam	0.0900	0.241	5
46		Fatehpur Karam	0.0000	0.000	
47		Vikrampur	0.0000	0.000	
48		Mihauli	0.0000	0.000	
49	07.12.2017	Anjanpur	0.0400	0.107	5
50		Chirhuli	0.0000	0.000	
51		Rautiyapur	0.0000	0.000	
52		Madhupur	0.0000	0.000	
53		Samarathpur	0.0000	0.000	
54		Bhikhampur	0.0000	0.000	
55		Dhaurera	0.0000	0.000	
56		Nandanpur	0.0000	0.000	
57		Bhairavpur	0.0000	0.000	
58		Bhavpur Auraiya	0.0000	0.000	
59		Bhagautipur	0.0000	0.000	
60		Chak Kuber	0.0000	0.000	
61		Purwarahat	0.0000	0.000	

Sr. NO.	3G date	Village	Land Area (in Ha)	As a percentage of total land	Affected titleholders
62	05.11.2016	Mahtauli	0.2450	0.656	26
63	17.10.2016	Khojaphool	2.3664	6.339	264
64	05.09.2016	Pitampur Derapur	0.5324	1.426	44
65	05.11.2016	Alampur	0.2250	0.603	23
66	17.11.2016	Mahamoodpur Bujurg	0.5960	1.597	136
67	05.11.2016	Sakhin Bujurg	0.4000	1.072	99
68	27.10.2016	Sikandara Dehat	0.0200	0.054	6
69	16.11.2016	Sikandara Nagar	1.0780	2.888	160
70	27.10.2016	Mudhadev	0.1300	0.348	7
71	17.11.2016	Rasdhan	0.2570	0.688	29
72	27.10.2016	Kandhi	0.2390	0.640	28
73	27.10.2016	Pawnai	0.2120	0.568	9
74	07.10.2016	Mawai Mukta	0.2110	0.565	16
75	07.10.2016	Bilharamau	0.1290	0.346	6
76	07.10.2016	Thanawapur	0.0650	0.174	32
77	07.10.2016	Bihari Tappabatan	0.2180	0.584	127
78		Kumbhi	0.0000	0.000	
79	17.11.2016	Kueit Mandir	0.5320	1.425	81
80	17.10.2016	Gauriyapur	0.1380	0.370	9
81	17.10.2016	Mohmmadpur Majara	0.0890	0.238	17
82	05.11.2016	Badhapur	0.0400	0.107	16
83	05.11.2016	Kripalpur	0.1910	0.512	30
84	17.10.2016	Akbarpur	0.6120	1.639	129
85	05.11.2016	Adhu kamalpur	0.1180	0.316	13
86	03.11.2016	Bara	0.2074	0.556	16
	23.01.2015	Bara (Toll)	5.4754	14.668	116
87	29.08.2016	Khanchandpur	0.1720	0.461	1
88	17.10.2016	Rania	0.1440	0.386	6
89	03.11.2016	Bisayakpur	0.3360	0.900	14
90	05.09.2016	Fatehpur Roshanai	0.1780	0.477	9
91	17.10.2016	Raipur	0.2970	0.796	16
92	10.11.2017	Gadankheda	0.4300	1.152	33
93	13.11.2017	Pakri	0.0900	0.241	43
94	31.10.2017	Sachendi	1.0000	2.679	65
95	15.11.2017	Bhaunti Pratappur	1.5884	4.255	95
96	16.11.2015	Panki Bhausingh	0.2280	0.611	10
Grand Total			37.3285	100.00	3020

L.A. STATUS OF ETAWAH TO CHAKERI SECTION ON NH-2 [AS ON 16.03.2018]

(18)
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VILLAGE WISE DETAILS OF DISTRICT- AURAIYA

Sl. No.	Village	Awarded Area	Award Date	Total Award Amount	Approved Amount	Amount Transfer to CALA, A/c.	Transfer Date	Difference between Total Award - Transfer Amt.	Disbursement	Remark
1	Mahmoodpur Pulgoopur	1.4518	18.02.2014	7535010	7535095.50	7535095.50	13.04.2014	0.00	825897.00	
	Structure			483850	483858.43	483858.43	01.01.2016	0.00		
	Total			8018860	8018953	8018953				
2	Salampur Rajaswar	1.9970	18.02.2014	16806209	16806209.00	16806209.00	18.04.2014	0.00	3147029.00	
	Structure		24.09.2014	4796678	4796677.98	4796678.00	01.01.2016	-0.02		
	Total			21596887	21596887	21596887				
3	Sarad	0.0960	20.12.2013	133950	133950.00	133950.00	22.02.2014	0.00	60200.00	
	Structure		06.06.2015	7502	0.00	0.00		7502.00		Under Process (Pending from PUI, Kanpur)
	Total			141452	133950	133950				
4	Mohari	1.5750	26.12.2013	22456300	22456299.75	22456299.03	14.02.2014	0.75	3469278.00	
	Structure		24.09.2014	8303153	8303153.10	8303153.10	01.01.2016	0.00		
	Total			30759453	30759453	30759452				
5	Rasoolpur Sujan Singh	0.6370	24.03.2014	12569314	12569314.00	12569314.00	07.05.2014	0.00	3702595.00	
	Structure		24.09.2014	149722	149721.77	149721.77	01.01.2016	0.00		
	Total			12719036	12719036	12719036				
6	Kasba Babarpur	0.8790	06.09.2014	62112139	62112139.01	62112139.00	30.10.2014	0.00	1591914.00	
	Structure		06.06.2015	1741196			Pending	1741196		Under Process (Pending from PUI, Kanpur)
	Total			63853335	62112139	62112139				
7	Amavata	0.1170	11.04.2014	3161873	3161873.00	3161873.00	17.03.2014	0.00	259160.00	
	Structure		06.06.2015	43971				43971.40		Under Process (Pending from PUI, Kanpur)
	Total			3205844	3161873	3161873		43971.40		
8	Mardana	1.6640	10.02.2014	97263959	97263958.50	97263959.00	28.02.2014	-0.50	4603572.00	
	Structure		06.06.2015	1082974				1082974.20		Under Process (Pending from PUI, Kanpur)
	Total			98346933	97263959	97263959				
9	Saral Babarpur	2.7030	15.02.2015	215378533	215378533.00	215378533.00	01.01.2016	0.00	3667405.00	
	Structure (as per New Rate)		10.03.2014	8766673	8766674.00	8766674.00	08.12.2016	-1.00		
	Total			224145206	224145207	224145207				
10	Saral Arniya	1.6430	03.08.2013	29187624	29187623.07	29187623.87	02.01.2015	0.00	1384466.00	
	Total			29187624	29187624	29187624				
11	Shalapur	0.0510	16.08.2014	5463859	5463859.00	5463859.00	21.10.14	0.00	191226.00	
	Total			5463859	5463859	5463859				
12	Bilawa	0.6530	20.03.2015	2723391	2723390.50	2723390.50	13.04.2014	0.00	108855.00	
	Structure			75878	75878.00	75878.00	08.12.2016	0.00		
	Total			2801269	2801269	2801269				
13	Lagdi Chupar	1.1090	20.12.2013	12421203	12421203.00	12421203.00	17.02.2014	-0.04	169706.00	
	Total			12421203	12421203	12421203				
14	Paetha	1.7930	20.12.2013	9702750	9702750.00	9702750.00	12.02.2014	-0.69	732893.00	
	Suppl. Award (Balance Area)		19.02.2014	136506	136506.00	136506.00	28.04.2014	0.15		
	Total			9839256	9839256	9839256				
15	Ahadiapur	0.2510	20.12.2013	1082162	1082162.00	1082162.00	14.02.2014	-0.68	96325.00	
	Total			1082162	1082162	1082162				
16	Islapur	0.6870	20.03.2014	7069767	7069766.50	7069766.50	11.04.2014	0.00	3494277.00	
	Structure			2457233	2457233	2457232.00	30.03.2016	0.00		
	Total			10326999	10326999	10326999				
17	Dafel Nagar	0.8150	20.03.2014	12116804	12116804.00	12116804.00	11.04.2014	0.00	997127.00	
	Structure			690959	690959.00	690959.00	08.12.2016	0.00		
	Total			12815763	12815763	12815763				
18	Jagtapur	2.2340	24.01.2014	37648974	37648974.00	37648974.00	08.05.2014	-0.50	464260.00	
	Structure		16.08.2014	581121	581121.00	581121.00	21.10.2014	-0.22		
	Total			38232094	38232095	38232095				
19	Chandapur Dayal Singh	0.4070	20.03.2014	468786	468785.50	468785.50	10.04.2014	0.00	19855.00	
	Total			468786	468786	468786				
20	Hansafwa	0.9670	20.03.2014	1578533	1578533.00	1578533.00	30.04.2014	0.00	810570.00	
	Structure		16.08.2014	207790	207790.48	207790.48	21.10.2014	0.00		
	Total			1966323	1966323	1966323				
21	Antal	0.2070	20.03.2014	1087525	1087525.00	1087525.00	10.04.2014	0.00	4620.00	
	Structure		16.08.2014	261965	261965.00	261965.00	21.10.2014	0.00		
	Total			1349490	1349490	1349490				
22	Bakarpur	0.4030	20.03.2014	662470	662470.00	662470.00	10.04.2014	0.00	246303.00	
	Structure		16.08.2014	206860	206860.00	206860.00	21.10.2014	0.39		
	Total			869330	869330	869330				
23	Shekhpur Karam	0.3840	20.03.2014	378441	378441.00	378441.00	18.04.2014	0.00	14528.00	
	Total			378441	378441	378441				
24	Fatekpur Karam	1.3240	11.04.2014	766257	766257.00	766257.00	08.05.2014	0.50	75867.00	

Village	Awarded Area	Award Date	Total Award Amount	Approved Amount	Amount Transfer in CALA, A/c.	Transfer Date	Difference between Total Award - Transfer Amt.	Disbursement	Remark
Structure		16.08.2014	1951366	1951366.00	1951366.00	21.10.2014	-0.21		
Total			9617623	9617623	9617623				
25 Vihampur	0.5200	11.04.2014	2221335	2221335.00	2221335.00	08.03.2014	0.00	1599059.00	
Structure		16.08.2014	1868104	1868104.00	1868104.00	21.10.2014	0.48		
Total			4089439	4089439	4089439				
26 Karampur	0.1700	11.04.2014	236859	236859.00	236859.00	09.05.2014	0.00	20252.00	
Total			236859	236859	236859				
27 Minaitil	1.6610	10.02.2014	14545838	14545838.00	14545838.00	10.04.2014	0.00	5691449.00	
Structure		09.06.2017	5031525			Appra. Pending	5031525.00		Sent to RO vide letter No. 37939 dt. 07.09.2017
Total			19577363	14545838	14545838				
28 Tikauli	0.7130	11.04.2014	2371809	2371809.00	2371809.00	09.05.2014	0.50	482922.00	
Structure			442497	442497.00	442497.00	08.12.2016	0.00		
Total			2814306	2814306	2814306				
29 Chikhal	2.2130	30.05.2014	88281512	88281511.50	88281511.50	20.09.2014	0.00	4876712.00	
Structure		16.08.2014	3570855	3570854.00	3570854.00	21.10.2014	0.51		
Total			91860366	91860366	91860366				
30 Rautiyapur	0.6310	30.05.2014	15162099	15162099.00	15162099.00	04.08.2014	0.00	3859900.00	
Total			15162099	15162099	15162099				
31 Medhatpur	0.9840	30.03.2014	5647692	5647692.00	5647692.00	20.08.2014	0.00	2937243.00	
Structure			11363229	11363229.00	11363229.00	08.12.2016	0.00		
Total			6784021	6784021	6784021				
32 Samanathpur	0.7420	30.05.2014	62848158	62848158.00	62848158.00	20.08.2014	0.00	2222350.00	
Total			62848158	62848158	62848158				
33 Bhikhatpur	0.7830	31.12.2014	120535118	0.00	0.00		120535118.00	28080931.00	Under Process (Pending from P.U. Khatpur)
Total			120535118	0	0	Nil	120535118.00		
34 Bhawreca	1.9330	22.01.2015	89029671	89029670.00	89029670.00	01.01.2016	0.50	14309214.00	
Total			89029671	89029670	89029670				
35 Bhatnagar	0.8640	16.08.2014	4157950	4157950.00	4157950.00	21.10.2014	0.00	1151161.00	
Structure			717351	717351.00	717351.00	08.12.2016	0.00		
Total			4875301	4875301	4875301				
36 Bhatpur Amsiya	0.3910	31.12.2014	4042610	4042610.00	4042610.00	01.01.2016	0.00	1227298.00	
Total			4042610	4042610	4042610				
37 Bhatnagar	0.5016	31.12.2014	2109433	2109433.00	2109433.00	01.01.2016	0.00	636751.00	
Total			2109433	2109433	2109433				
38 Chak Kuber	0.2580	30.05.2014	1695598	1695598.00	1695598.00	07.08.2014	0.50	0.00	
Total			1695598	1695598	1695598				
39 Purnwarhat	0.6350	31.12.2014	4006065	4006065.00	4006065.00	01.01.2016	0.00	3589738.00	
Structure		09.06.2017	3118335	3118335.00		Pending from Rs	3118335.00		Award Sent to RO vide letter No. 37931 dt. 07.09.2017
Total			7124400	7124400	4006065				
Total	37.4056	0.00	1093448339.92	965066253.18	961887917.95			101306419.00	

L.A. STATUS OF ETAWAH TO CHAKERI SECTION ON NH-2 [AS ON 20.02.2018]

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VILLAGE WISE DETAILS OF DISTRICT- KANPUR NAGAR

Sl. No.	Village	3D Notification Land (in Hn)	Awarded Area	Award Date	Total Award Amount	Approved Amount	Amount Transfer to CALA, A/c.	Transfer Date	Difference between Total Award - Transfer Amt.	Remark
1	Godan Kheda	0.8342	0.5756	17.08.2013	5978193.67	5978193.67	5978193.67	03.09.2013	0	
	Structure/ trees			10.11.2013	884331.38				884331	Pending From RC
2	Pakeri	0.7020	0.6466	17.08.2013	7862242.70	7862242.70	7862242.70	03.09.2013	0.00	
	Structure/ trees	0.0000	0.0000	21.08.2014	5327383.16	5327383.16	5327383.16	19.10.2014	0.00	
3	Sachendi	7.0243	5.5684	04.03.2014	281665216.40	281665216.40	281665216.40	01.08.2014	0.00	
	Structure/ trees	0.0000	0.0000	16.06.2014	63618896.00	63618896.00	63618896.00	25.08.2014	0.00	
4	Bhaunti Pratappur	1.1000	0.2444	17.08.2013	3548713.92	3548713.00	3548713.00	03.09.2013	0.92	
	Structure/ trees			15.06.2014	3536078.51	3536078.51	3536078.51	08.08.2014	0	
5	Naubasta with Structure	0.8454	0.0222	30.08.2014	10306266.00		10306266.00		0	
6	Jahd kala	0.3090	0.0161	30.08.2014	6117958.00	6117958.00	6117958.00		0	
	Total	10.8957	7.0733		388845279.74	377654681.44	387960947.44			

L.A. STATUS OF ETAWAH TO CHAKERI SECTION ON NH-2 [AS ON 20.02.2018]

VILLAGE WISE DETAILS OF DISTRICT- KANPUR DEHAT

Sl. No.	Village	Awarded Area	Award Date	Letter Date of CALA to PIU	Total Award Amount	Approved Amount	Amount Transfer to CALA, A/c.	Transfer Date	Difference between Total Award - Transfer Amt.	Remark
1	Mahtauli	1.0640	05.02.2014	05.02.2014	8024676.53	8024676.53	8024676.53	10.02.2014	0	
	Structure		20.10.2014	30.10.2014	5397922.53	5397922.53	5397922.53	19.09.2014	0	
	Total				13422599.06	13422599.06	13422599.06			
2	Khojapahool	0.5464	25.07.2014	13.08.2014	7080508.03	7080508.03	7080508.03	12.09.2014	0	
	Structure		18.10.2014	30.10.2014	1877383.97	1877383.97	1877383.97	12.09.2014	0	
	Total				8957892.00	8957892.03	8957892.03			
3	Pitampur Dersapur	0.4056	26.07.2014	20.08.2014	5005835.49	5005835.49	5005835.49	12.09.2014	0	
	Structure		26.05.2015	27.05.2015	658824.43	658824.43	658824.43	10.09.2015	0	
	Total				5664659.92	5664659.92	5664659.92			
4	Alampur	0.8836	06.12.2014	12.12.2014	3381949.03	3381949.03	3381949.03	27.01.2015	0	
	Structure		30.05.2015	11.06.2015	773848.24	773848.00	773848.00	10.09.2015	0	
	Total				4155797.27	4155797.03	4155797.03			
5	Mahamoodpur Bujurg	0.8116	20.05.2015	28.05.2015	20945288.26	20945288.26	20945288.26	22.01.2016	0	
	Structure		30.05.2015	11.06.2015	16313005.15			7	16313005	Under Process (Pending from PIU, Kanpur)
	Total				39258293.41	20945288.26	20945288.26			
6	Sakhin Bujurg	0.1328	24.06.2014	02.07.2014	3245939.57	3245939.57	3245939.57	18.08.2014	0	
	Structure		30.05.2015	06.06.2015	448672.04	448673.00	448673.00	10.09.2015	0	
	Total				3694612.41	3694613.00	3694613.00			
7	Mangar	0.5075	26.07.2014	20.08.2015	3684820.00	3684820.00	3684820.00	12.09.2014	0	
	Structure		30.05.2015	06.06.2015	477480.52	477481.00	477481.00	10.09.2015	0	
	Total				4162300.52	4162301.00	4162301.00			
8	Mudhadev	0.4204	07.07.2014	15.07.2014	3089725.71	3089725.00	3089725.00	14.08.2014	0	
	Structure		30.05.2015	06.06.2015	877917.92	877918.00	877918.00	10.09.2015	0	
	Total				3967643.63	3967644.00	3967644.00			
9	Raslihan	1.2773	20.06.2014	24.06.2014	19110991.12	19110991.00	19110991.00	14.08.2014	0	
	Structure		30.05.2015	06.06.2015	2271782.26	2271782.00	2271782.00	10.09.2015	0	
	Total				21382773.38	21382773.00	21382773.00			
10	Madampur	0.8273	21.12.2013	24.12.2013	6515044.18	6515044.00	6515044.00	15.02.2014	0	
	Structure		30.05.2015	06.06.2015	1032425.24	1032425.00	1032425.00		0	
	Total				7547469.42	7547469.00	7547469.00			
11	Kandhi	2.4362	10.12.2014	12.12.2014	9836413.07	9836413.00	9836413.00	27.01.2015	0	
	Structure		30.05.2015	06.06.2015	676422.67	676423.00	676423.00	10.09.2015	0	
	Total				10512835.74	10512836.00	10512836.00			
12	Dubaki	0.9985	26.12.2013	26.12.2013	5143021.21	5143021.00	5143021.00	13.02.2014	0	
	Structure		30.05.2015	06.06.2015	381620.69			7	381621	Under Process (Pending from PIU, Kanpur)
	Total				5524641.90	5143021.00	5143021.00			
13	Bhadpura	0.0522	07.10.2014	9.10.2014	2257860.00	2257860.00	2257860.00	19.09.2014	0	
	Structure				4346320.00	4346320.00	4346320.00	14.08.2014	0	
	Total				2257860.00	2257860.00	2257860.00			
14	Mangalpur	0.1796	24.07.2014	30.07.2014	4346320.00	4346320.00	4346320.00	14.08.2014	0	
	Structure				4530240.00	4530240.00	4530240.00	14.08.2014	0	
	Total				771756.15	771756.00	771756.00			
15	Laduwapur	0.1872	25.07.2014	01.08.2014	5301996.15	5301996.00	5301996.00	15.09.2015	0	
	Structure		30.05.2015	06.06.2015	2497440.00	2497440.00	2497440.00	19.09.2014	0	
	Total				133585.21	133585.21	133585.00			
16	Kairamau	0.1032	24.07.2014	30.07.2014	2631025.21	2631025.21	2631025.00	10.09.2015	0	
	Structure		26.05.2015	27.05.2015	1668698.04	1668698.04	1668698.04	07.04.2014	0	
	Total				33837.65	33838.00	33838.00			
17	Mawal Mukta	0.6064	22.03.2014	25.03.2014	1702536.99	1702536.04	1702536.04	12.09.2014	0	
	Structure		14.05.2015	15.05.2015	2049669.95	2049670.00	2049670.00	19.06.2015	0	
	Total				1058197.03	1058197.00	1058197.00			
18	Biharamau	0.6069	25.07.2014	11.08.2014	3907866.98	3907867.00	3907867.00	15.02.2014	0	
	Structure		14.05.2015	15.05.2015	2503349.24	2503349.24	2503349.24	19.06.2015	0	
	Total				725578.92	725579.00	725579.00			
19	Thanaupur	0.5227	08.01.2014	08.01.2014	3220928.16	3220928.24	3220928.24	02.02.2014	0	
	Structure		14.05.2015	15.05.2015	1524304.80	1524304.80	1524304.80	19.06.2015	-1	
	Total				868356.50	868357.00	868357.00			
20	Bihar	0.4490	09.01.2014	09.01.2014	2392661.30	2392661.80	2392661.80	15.02.2014	0	
	Structure		14.05.2015	15.5.2015	2146798.53	2146798.53	2146798.53	19.06.2015	0	
	Total				802426.02	802426.00	802426.00			
21	Bihari Tappabatan	0.6082	27.01.2014	27.01.2014	2949224.55	2949224.53	2949224.53	10.07.2015	0	
	Structure		14.05.2015	15.05.2015	9179479.10	9179479.00	9179479.00			
	Total				9179479.10	9179479.00	9179479.00			
22	Kumbhi With Structure	1.3960	11.05.2015	14.05.2015						
	Structure									
	Total				9179479.10	9179479.00	9179479.00			

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	Village	Awarded Area	Award Date	Letter Date of CALA to PIU	Total Award Amount	Approved Amount	Amount Transfer to CALA, A/c.	Transfer Date	Difference between Total Award - Transfer Amt.	Remark
23	Gauriyapur	0.7210	23.10.2013	22.10.2013	3664017.00	3664017.00	3664017.00	25.10.2013	0	
	Structure		11.05.2015	11.05.2015	30250.00	30250.00	30250.00	19.06.2015	0	
	Total				3694267.00	3694267.00	3694267.00			
24	Mohammadpur Majara	0.3472	31.10.2013	31.10.2013	1764465.09	1764465.09	1764465.09	20.11.2013	0	
	Structure		11.05.2015	11.05.2015	30250.00	30250.00	30250.00	19.06.2015	0	
	Total				1794715.09	1794715.09	1794715.09			
25	Badhapur	1.5704	19.10.2014	12.12.2014	11903349.48	11903349.48	11903349.48	27.01.2015	0	
	Structure		30.05.2015	06.06.2015	395359.03	395359.03	395359.03	10.09.2015	0	
	Total				12298708.51	12298708.48	12298708.48			
26	Kripalpur	0.3468	23.02.2015	24.02.2015	5942790.53		0.00		5942791	Pending from DO
	Under New RPCL/AMR			29.12.2016	17133329.00					Under Process (Pending from PIU, kripur)
	Structure		30.06.2015	06.06.2015	1267009.15	1267009.00	1267009.00	31.03.2016	0	
	Total				24243128.68	1267009.00	1267009.00			
27	Akharapur	0.2094	20.06.2014	27.06.2014	2044642.27	2044642.27	2044642.27	14.00.2014	0	
	Structure		08.05.2015	11.05.2015	3788964.75	3788964.00	3788964.00	12.06.2015	0	
	Total				5833606.02	5833606.27	5833606.27			
28	Adhu kmalpur	0.1092	12.12.2014	15.12.2014	750789.09	750789.00	750789.00	27.01.2015	0	
	Total				750789.09	750789.00	750789.00			
29	Bacar Allipur	0.9306	24.05.2014	10.05.2014	18795390.90	18795391.00	18795391.00	01.08.2014	0	
	Structure		08.05.2015	11.05.2015	365802.36	365802.00	365802.00	19.06.2015	0	
	Total				19161193.26	19161193.00	19161193.00			
30	Bara	0.8645	26.07.2014	21.08.2014	13118385.93	13118385.93	13118385.93	12.09.2014	0	
	Structure		30.05.2015	11.06.2015	10712390.15	10712390.15	10712390.15	27.02.2016	0	
	Total				23830776.08	23830776.08	23830776.08			
31	Khanchandpur	0.7147	04.04.2015	06.04.2015	9835505.70	9835505.70	9835505.70	20.06.2015	0	
	Structure		30.05.2015	11.06.2015	19855419.99	19855420.00	19855420.00	02.09.2015	0	
	Total				29690925.68	29690925.70	29690925.70			
32	Rania	1.9983	15.05.2015	16.05.2015	29254986.25	29254986.25	29254986.25	01.10.2015	0	
	Structure		15.05.2015	16.05.2015	143267449.71	107452658.50	107452658.50	01.10.2015	35514192.21	Withheld for
	Corrected Structure New Award		30.03.2017		23811033.00	23811033.00	23811033.00	18.09.2017	0	
	Total				196333468.96	160518677.75	160518677.75			
33	Bisayakpur	1.8258	11.04.2014	14.04.2014	25717591.38	25717591.38	25717591.38	03.04.2014	0	
	Structure		20.05.2015	23.05.2015	142653807.18	66215721.00	66215721.00		76438146.18	Withheld for Revaluation
	Corrected Structure New Award		30.03.2017		100455120.00	100455120.00	100455120.00	25.07.2017	0	
	Supplymentary Structure New Award		08.06.2017		5472852.00	5472852.00	5472852.00	05.09.2017	0	
	Total				274299430.56	197061284.38	197061284.38			
34	Mubarakpur Lata	0.4028	16.11.2013	16.11.2013	3588997.60	3588998.00	3588998.00	25.01.2014	0	
	Structure		18.05.2015	19.05.2015	26762892.53	26762893.00	26762893.00	10.07.2015	0	
	Total				30351890.13	30351891.00	30351891.00			
35	Fatehpur Roshanal	1.7676	31.03.2014	03.04.2014	15070351.70	15070351.70	15070351.70	03.04.2014	0	
	Structure		18.05.2015	19.05.2015	63566489.69	63566489.69	63566489.69	23.07.2015	0	
	Total				78636841.39	78636841.39	78636841.39			
36	Chiraura	0.1888	07.10.2013	08.10.2013	2620497.60	2620498.00	2620498.00	10.08.2014	0	
	Structure		22.11.2013	23.11.2013	158035.68	158036.00	158036.00	14.08.2014	0	
	Total				2778533.28	2778534.00	2778534.00			
37	Raipur	0.5582	27.11.2013	28.11.2013	5572679.60	5572679.60	5572679.60	15.02.2014	0	
	Structure		18.05.2015	19.05.2015	7646649.45	7646649.45	7646649.45	19.06.2015	0	
	Total				13219329.05	13219329.05	13219329.05			
	Total=	27.0427			883067018.58	729143338.30	729143338.09			
	Rania				35814791.21					35814791.21 Withheld for Revaluation
	Bisayakpur				76438146.18					76438146.18 Withheld for Revaluation
	Amount After deduction Rania & Bisayakpur withheld for Revaluation				77081408.19	729143338.30	729143338.09			

L.A. STATUS OF ETAWAH TO CHAKERI SECTION ON NH-2 [AS ON 20.02.2018]
VILLAGE WISE DETAILS OF DISTRICT- ETAWAH

Sl. No.	Village	3D Notificati on Land (in Ha)	Awarded Area	Award Date	Total Award Amount	Approved Amount	Amount Transfer to CALA, A/c.	Transfer Date	between Total Award - Transfer Amt.	Remakr
1	Mohanpur Manik	0.3650	0.1800	11.09.2013	10890000.00	3993000.00	3993000.00	07.12.2013	6897000.00	
	Structure			21.03.2014	3417263.85			Pending from RO		Awarded Amt. Rs. 3417263.85 out of Rs. 2220031.61 is approved by PUI, Kanpur and remaining Rs. 1196380 Withheld
2	Manikpur Vishu	1.3180	1.2090	11.09.2013	67614800.00	67614800.00	67614800.00	09.02.2015	0	
	Structure (as per New Rate)			30.09.2015	17896791.02	17896791.00	17896791.00	06.01.2016	0	
3	Pilkhar	3.1530	3.1480	14.11.2014	138832980.00	138832980.00	138832980.00	09.02.2015	0	
	Pilkhar (Structure)			15.11.2017	109982316.00	0.00	0.00			
4	Kahranpur (With Str.)	1.5860	1.1671	08.05.2014	15508486.53	15508487.00	15508487.00	25.07.2014	0	
5	Fluphal	0.9740	0.7280	25.01.2014	9223894.00	9223897.00	9223897.00	15.02.2014	0	
6	Maharajpur	1.6470	1.3950	09.05.2014	57599162.01	57599162.00	57599162.00	14.03.2014	0	
7	Sarai Ekdi	0.9730	0.9360	03.09.2013	43965350.00	31599150.00	31599150.00	07.12.2013	12366200.00	
	Balance Awarded Amount				5759600.00	5759600.00	5759600.00	06.06.2014	0	
	Structure			21.03.2014	4667910.17	4667910.17	4667910.17	06.06.2014	0	
8	Kushgawah Badahapur	0.0800			0.00	0.00			0	
9	Birari	3.6040	3.3380	10.12.2014	44535260.00	44535260.00	44535260.00		0.00	
	Structure (as per New Rate)			30.09.2015	17384220.89	17384221.00	17384221.00		0	
10	Maniyama (with Str.)	1.6750	1.2700	18.09.2014	23417062.47	23417063.00	23417063.00	01.12.2014	-1	
11	Sarai Jalal	0.9620	0.9560	07.10.2013	13666497.00	11657897.00	11657897.00		2008600.00	Awarded Amt. 11657897 out of 13666497 is Approved by RO and Remining Amount Rs. 2008600 withheld
	Structure			21.03.2014	2032646.33			Pending	2032646.33	Pending from RO
12	Karwa Bajurg	1.9390	1.8970	18.11.2014	25149225.00	25149225.00	25149225.00	09.02.2015	0	
	Structure			03.09.2016	19785601.00	19785601.00	19785601.00	28.04.2017	0	
13	Bijauli (enclues str.)	2.1030	2.0230	18.09.2014	35450374.50	35450375.00	35450375.00	14.10.2014	0	
	Additional Str.			03.03.2015	1212227.61	1212228.00	1212228.00	24.04.2015	0	
	Difference Str. Award			27.03.2015	363606.21	363606.00	363606.00	24.04.2015	0	
14	Sarai Mithe (With Str.)	1.5430	1.2310	18.11.2014	23809058.66	23809059.00	23809059.00	09.02.2015	0	
15	Sherpur Rasulpur (With Str.)	0.7360	0.7360	18.11.2014	6778643.22	6778643.00	6778643.00	09.02.2015	0	
16	Shunwasa Bhatpura (with Str.)	1.0810	1.0810	09.05.2014	9747940.29	9747940.29	9747940.29	01.03.2014	0	
17	Ujhyani	1.9520	1.7960	07.02.2014	14426156.00	14426156.00	14426156.00	11.04.2014	0	
	Structure			22.03.2014	1731520.89	1731520.89	1731520.89	14.08.2014	0	

	Village	3D Notificati on Land (In Ha)	Awarded Area	Award Date	Total Award Amount	Approved Amount	Amount Transfer to CALA, A/c.	Transfer Date	between Total Award - Transfer Amt.	Remarks
18	Saran Niruttam (Str.)	0.8900	0.6860	09.05.2014	10303699.78	10303700.00	10303700.00	25.07.2014	0	
19	Baheda	2.1180	2.1180	07.02.2014	42951184.00	42951184.00	42951184.00	09.04.2014	0	
	Structure			18.09.2014	24643797.75	24643798.00	24643798.00	30.10.2014	0	
20	Mahewa	0.9550	0.9420	15.01.2014	5627600.00	5627600.00	5627600.00	15.02.2014	0	
	Structure			21.03.2014	120710.81	120710.81	120710.81	14.08.2014	0	
21	Bamhaura Himayapur	2.2320	2.2100	15.01.2014	21291822.00	21291822.00	21291822.00	15.02.2014	0	
	Structure			25.03.2014	527419.64	527419.64	527419.64	14.08.2014	0	
	Total=	31.0060	29.0471		830314830.53	693610806.80	693610806.80			

E. Risk Assessment and Disaster Management Procedure

E.1 Overview

Risk assessment forms an integral part of any plan of expansion of the road. Risk analysis consists of two parts viz. Risk identification and risk assessment. Risk identification can be as simple as asking “what if” questions at design review stage itself. Other method in use is preparing a checklist of the normal hazards associated with a particular situation or a piece of equipment. Risk assessment techniques are:

- Hazard and Operability Study (HZOP)
- Fault Tree Analysis (FTA)
- Safety Studies
- Safety Indices

Risk is associated with disaster and a disaster is the product of a hazard such as earthquake, flood or windstorm, coinciding with a vulnerable situation. There are four basic types of hazardous events, which put societies at risk:

- Those based in nature:
 - Earthquakes, droughts, floods, avalanches etc.
- Those based in violence
 - War, armed conflict, physical assault etc.
- Those based in deterioration
 - Declining health, education and other social services, environmental degradation etc.
- Those based in the failings of industrialized society.
 - Technical failures, effluent (chemical) discharge, factory explosions, fires, gas leakages, transport collisions.

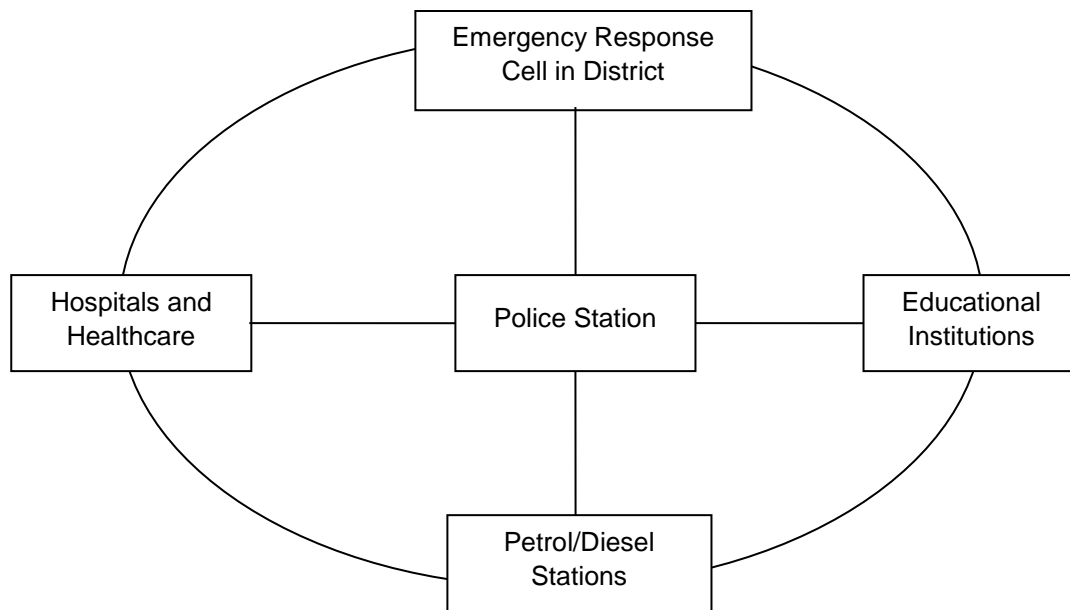
Based on the field studies and analysis, the risk, which is important for project road is effluent discharge from the industries within ROW (chemicals). As there are no industries exist along the road, these risks are not there.

As the road is having congested areas and heavy traffic, chances of occurring an accident is more, which has been eliminated by improving geometrics of road and ensuring safety procedures at the time of construction and operation.

The service roads, points and crossings should be kept clear to have a free exit from and access to the National Highway and never be blocked except for maintenance purpose. A very efficient communication system, with control room every 20 kms, should be maintained. Every control room should be equipped with an adequate First Aid System, including one or two stretches. However, an Emergency Response Plan/ Cell (ERP) under the chairmanship of Dist. Collector should be constituted for handling these risks, the structure of which could be as given in the next page.

E.2 Emergency Response Plan (ERP)

In ERP, the most important step is the formation / constitution of an Emergency Response Cell under District Collector's chairmanship. After this, district collector shall notify various institutions in setting up the Emergency Response Council (ERC). The notified institutions shall include all the educational institutions, Petrol stations, police stations and hospitals. Selected representative from these organizations will constitute the council. This council will issue guidelines for the Emergency Response Plan (ERP) for the district.



Most of the time accident message flow will be both ways. This is indicated in the above figure.

Flow Chart for Emergency Response Cell and Message Flow

Sequence of an Accident after an Accident.

- Occurrence of an accident at any place on the highway.
- Accident victims are taken to any of the notified places like petrol or diesel station, police station, schools, any educational institution or local NHA office for first aid.
- Message reaches to petrol or diesel station or police station or schools or any educational institutions or local NHA office.
- Message is sent to District Collector from any or all the above places.
- District collector received a detailed report of the event with in not more than 6 hours by the fastest available communication by fax, phone, telegram or e-mail etc. from the nearest police station.
- District Collector's office will evaluate the seriousness of the problem based on the report available. If details are not clear, further clarification will be sought from various notified places.
- Then messages will be forwarded from the District Collector's office to all concerned if urgent necessary action is further required.
- From the District Collector's office again, the messages are sent to police station and NHA office to make sure that all relief operations are working smoothly and will be co -ordinate from District Collector's office. NHA office will in turn redirect the message to the local NHA office.
- Depending upon the situation, serious cases will be referred to the hospitals.

E.3 Role of Doctors in ERP

It is the duty of doctors to provide medical treatment to road accident victims instantaneously and thereafter to leave resolution of other crisis needs to the law enforcement agencies. There is no legal impediment to doctors in attending such cases immediately. Always remember that every second is precious after an accident has occurred for saving the victim. Large number of lives in accidents can be saved only if medical aid is provided immediately. This is also the ethics of medical profession asks for.

As per section 134 of the Motor Vehicles Act, it is the duty of every registered medical practitioner or the doctor on duty in the hospital to immediately attend to the injured person and render medical aid or treatment without waiting for any procedural formalities.

E.4 Role of Public in ERP

Highway users should always give passage of way to the vehicles on emergency duties, such as ambulances, fire brigade or police. They have the first right of passage. The public at large is expected to help in this regard and the policeman on duty should also ensure their immediate passage. As explained earlier also the public response to an emergency is the most important aspect of the Emergency Response Plan. The successful resolution of any emergency largely depends on how fast the public react to a given emergency.

E.5 Emergency Preparedness Procedure

E.5.1 Purpose

The objective of the policy is to ensure that the business can continue to operate its most essential services and activities and to return to normal operation in the event of a disaster or incident such as a flood, fire or major information system failure.

E.5.2 Scope

It is applicable to all project sites.

Policy Specification

Aspects	Provisions	Recovery Team
Fire	All provisions and action plan are being mentioned in respective department's SOP	The recovery team is headed by Plaza Head and consisting of key people at respective Toll plazas
Flood		
Records		
Strikes		
Power Cuts		
IT & TMS		
Telecom		
Revenue		
Earthquake		
Terrorism		
Public Disorder		
Injury		

General Guidelines

- Toll plaza head must review emergency preparedness and response procedures for each potential emergency assessed to be significant and initiate corrective actions.
- Toll plaza head must provide a draft version of new or altered Emergency Management Plans to Executive Director – HR for formal review.
- Toll plaza head shall take into account feedback provided by staff.

- Staff shall familiarise themselves with Emergency Evacuation Plans, including allocated emergency response personnel in each building that they occupy.
- Staff shall receive training in building emergency response through local workplace induction and Evacuation Exercise Drills.
- Managers and supervisors shall ensure that contact details of local emergency response personnel are displayed in the building, such that they are visible to all occupants.
- The site shall maintain documentation on emergency response and preparedness, and emergency incidents for at least one year.
- Toll plaza head shall ensure mock drills for fire and other safety related issues.

