



# **Final Environmental and Social Due Diligence Report**

Nagpur Betul

5 September 2019



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# Issue and Revision Record

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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) for evaluating an investment opportunity. The ESDD was commissioned for the Project highway comprising of Nagpur-Saoner-Betul, Section of NH-69 from Km 3.000 to Km 59.300 in the state of Maharashtra and Km 137.000 to Km 257.400 in the state of Madhya Pradesh (hereinafter referred to as “Project Road”). The project road is supposed to be operated on Design Build Finance Operate and Transfer (DBFOT) (Annuity) Basis. This project is operational since February 2015, after it obtained provisional Commercial Operation Date (COD).

Oriental Nagpur Betul Highway Private Limited (ONBHPL) has been awarded by NHA as the Concessionaire for the Project Highway. This project lies 74 km in Betul district and 43.8 km in Chhindwara district of Madhya Pradesh and 56.3 km in Nagpur district of Maharashtra. The total length of the project highway is 174.2 km.

## 1.2 Objectives of the study

The objectives of the assignment are to independently evaluate the project road with respect to Environmental, Social and Health and Safety status and IFC performance standards to identify compliance gaps, issues, improvement opportunities, and develop a detailed time bound mitigation/follow-up Environmental and Social 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 and applicable to the Project;
- Assessment & 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 ESIA process, including the Environmental and Social Impact Assessment (ESIA), the Environmental and Social Management Program and Monitoring 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/SPV to manage Environmental 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;
- Review of adequacy of proposed designs, measures, and budgets, and recommendations, where required, additional actions as necessary;
- Review of proposed monitoring systems and suggesting amendments as necessary;
- Based on the assessment, provide a detailed evaluation on compliance with the reference framework; and

- Develop a detailed and time bound Action Plan with follow-up and implementation plan details, parameters and outcome indicators for 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 environment, health and 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 road stretch along with all associated facilities such as toll booths, control rooms, any labour/staff accommodation, onsite maintenance units and set-ups etc.;
- Review of 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 of land acquisition process/ resettlement and rehabilitation undertaken for the project;
- Review of working conditions on site;
- Review of compliance of the project with legislative requirements including the domestic requirements and IFC standards; and
- Flagged compliance gaps with respect to IFC Performance Standards and Equator Principles and provide an independent opinion/assessment.

### 1.4 Approach and Methodology

To carry out above scope of work, Mott MacDonald has followed the following approach and methodology stated in Table 1:

**Table 1: Preliminary Screening of Assessment Criteria**

S. No.	Assessment Criteria	Requirement	Approach
1	Litigation and Arbitration	Outstanding litigation and 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)	This aspect was assessed through the discussion with project in charge at SPV, Project Director, NHAI, local community.
2	Other Risk	Stakeholder's concerns expressed in public domain, grievance mechanism, protest or civil action related to environmental impacts, RoW acquisition, labour condition, OHS and CHS	This aspect has been evaluated through discussion with the site staff of concessionaire, PD, NHAI, labours, local people and stakeholders. Review of project EIA/EMP and SIA reports. Media reports through google search. Documents relating to potential risks to environment, social available in public domain
3	Assessment Management	Status of Environmental and Social Management System (ESMS) with	This aspect was reviewed through site visit of entire corridor, review of

S. No.	Assessment Criteria	Requirement	Approach
	Environment and Social Risks and Impacts	respect to IFC Performance Standard (PS) and World Bank Group (WBG) Environmental Health and Safety (EHS) guidelines	available document including environmental management manual, Standard Operating Procedures (SOPs), as well as documents available on internet, discussion with staff of ONBHP.
4	Land and Resettlement issues	Risk related to Land and pending R&R related cases before the court and gaps with respect to IFC PS 5	Through review of land records available at site, discussion with PD, NHAI, staff of ONBHP, and local community,
5	Stakeholder/Community Engagement	Stakeholders and community engagement plan and its status of compliance with IFC PS	Through discussion with those potentially encroaching the corridor, discussion with community along the corridor, PD, 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 Grievance Redressal Mechanism (GRM), including existing complaints by staff, labours, community, road users at toll plaza and site office. Also, enquiry with local community during the site visit.
7	Health & Safety	Health and Safety Management system and status of its performance, adequacy, effectiveness, and performance	Review of site-specific Operation and Maintenance (O&M) manual prepared by Oriental Nagpur Betul Highways Private Limited (ONBHPL) and company level Environmental and Management Manual and discussion with maintenance team at ground level.
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 challans of staffs.
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 EIA/EMP reports, compliance reports submitted, review of mitigation measures implemented in the project, review of corporate policies, and review of environmental and social monitoring reports.
10	Natural Habitats	In case the project involves forest land, protected areas, coastal area or wetlands, then status of critical habitat and its compliance with IFC PS 6 needs to be reviewed.	Review of EIA report, review of forest department communications and site visit and consultation with forest department at district level and local level.
11	Indigenous peoples, tribes, and communities	In case the project involves land of Indigenous People (IP), status of compliance with IFC PS 7 needs to be reviewed.	Through review of EIA reports, available land acquisition documents, RAP, consultation with PD, NHAI, site staff, local community and secondary data of scheduled tribes.
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, site visit and consultation with local community and other stakeholders.

Source: MM Analysis

## 1.5 Category of Project

The road project can be categorised into three types as per IFC categorisation and these are explained below:

Category 1 – Operating Roads for two years or more,

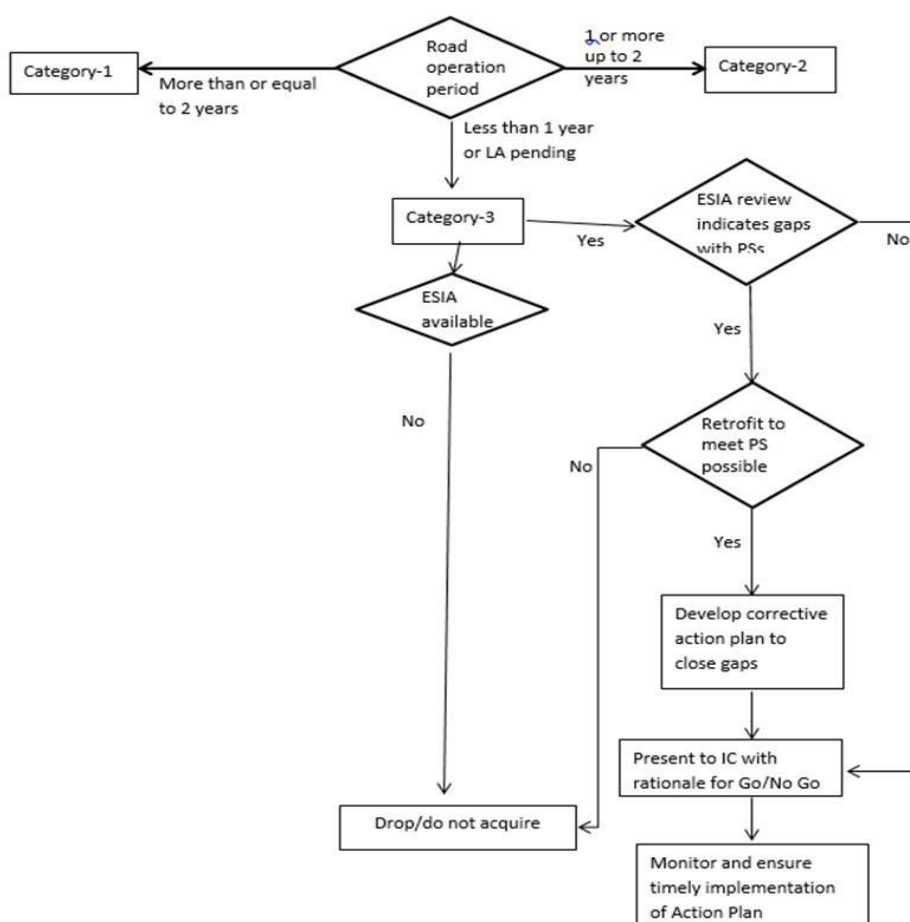
Category 2 – Operating Roads for more than one year and less than two years, and

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

### 1.5.1 Decision on Category-1 Roads:

The decision flow chart for the operational roads for Category-1 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.

**Figure 1.1: Decision Flow-chart for Category-1 Operating Roads**



Source: OSEPL

### Decision on Category-2 Roads:

The decision for Category-2 roads follows the same path as it is followed for Category-1 with following additional steps:

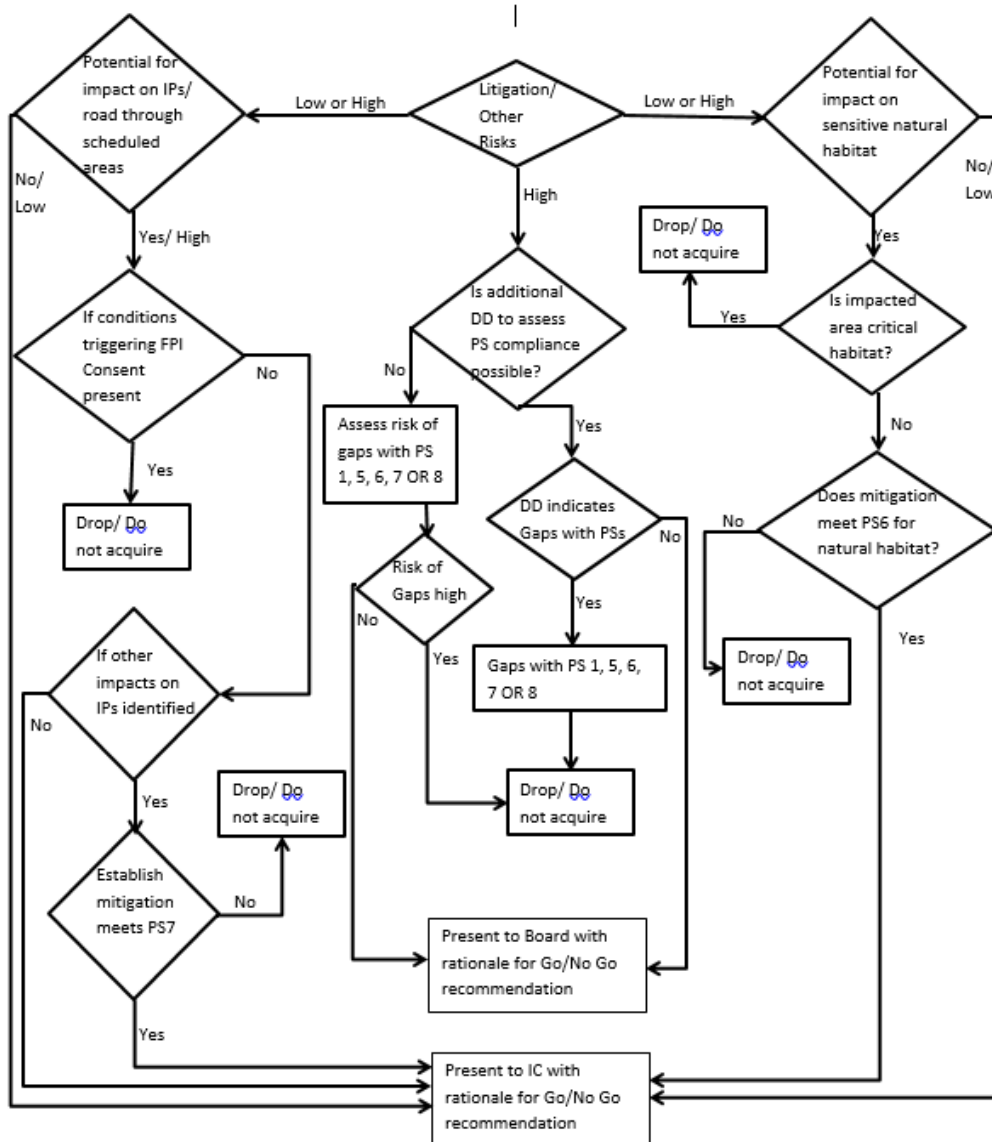
- If issues like litigation or other risks are high, the Company may like to review evidence of Informed Consultation and Participation (ICP) process to inform its decision. If significant gap with respect to IFC requirements established, then drop the asset/do not acquire.
- If issues like litigation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



Source: OSEPL

### 1.5.2 Site Assessment

As part of due diligence assignment, a site visit has been undertaken between 9 to 12 January 2018 by Consultant's environmental and social specialists to assess the current status of the project with respect to its completion, punch list items, review of land records for Right of Way (RoW), review of implementation of the policies and procedures on site, assess if any encroachment cases have been identified along the RoW, assess the status of compliance to permitted conditions along with review of supporting documents, assess the adequacy of the roles and responsibilities of the personnel handling environmental and social risks and impacts, consultations undertaken with direct and indirect stakeholders of the project, identifying gaps in compliance of regulatory requirements for labours, assess if the road asset is passing through any scheduled areas, critical natural habitat and including evaluation of the adequacy of mitigation

measures implemented for impacts from air and/or noise in accordance with the IFC Performance Standards.

### 1.5.3 Preparation of Report

Based on observations recorded during the site visit, information gathered from the meeting held during site visit and review of the documents collected, a preliminary summary report containing the principal findings have been prepared after the site visit. The report highlights no go criteria for environment and social issues that have been identified during the review. After discussion on preliminary summary of principal findings with the borrower, the draft detailed Environmental and Social Due Diligence Report was prepared and submitted. This was based on the framework provided in the Terms of Reference.

### 1.6 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 the facilities, stakeholder consultations during site visit and discussion with the site representative at the time of site assessment and information available in public domain. The specific limitations are given below.

- Litigations and arbitration are limited to project affected people arising out of land acquisition (RoW), Environmental, health and safety of workers of the project.
- The land acquisition for the project was carried out by NHAI for six lane road construction. The land acquisition process is reported to be complete; however, the detailed database was not available for MMPL review. Hence, the status of the land acquisition process is reported as per consultation with NHAI PD, summary statement provided by NHAI officials and related documents shared by ONBHPL.
- The details on the number of physically displaced people were not available for review. Limited information on physical displacement and forced eviction was obtained through consultation with NHAI, ONBHPL and limited community consultation.
- The community consultation records as part of land acquisition process was not available to MMPL for review.
- EHS training of staffs and workers were reported to be carried out; however, the records were not available for review.
- The land acquisition and compensation disbursement records were reported to be available with the Competent Authority of Land Acquisition (CALA) office. It was not specifically consolidated in a readily available format which could be used for analysis (for the project) and hence, only limited information could be obtained.
- No data of non-titleholders were available for the review.
- Rehabilitation and Resettlement Action Plan was not available for 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

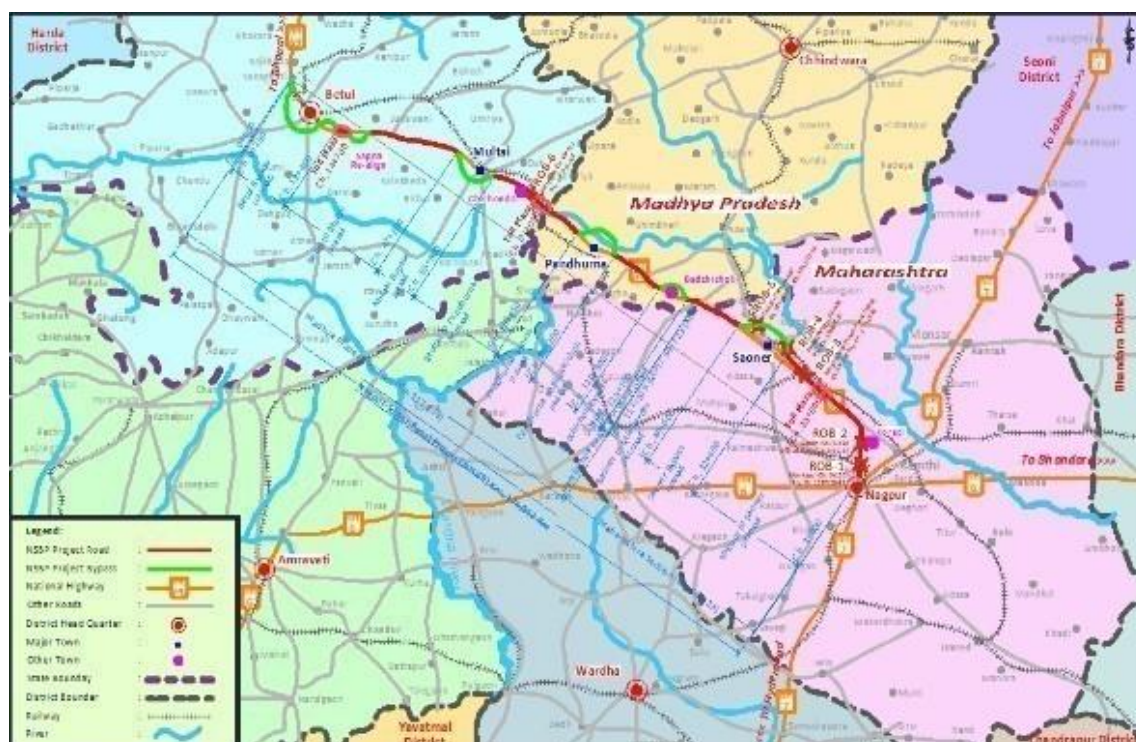
The ESDD study has been conducted for four laning of Nagpur- Saoner- Betul section of NH 69 which includes stretch of chainage km 3+000 to km 59+300 in the state of Maharashtra and chainage km 137+000 to km 257+400 in the state of Madhya Pradesh (Project Highway). The total length of the project highway is 174.2 km.

The project has been awarded to Oriental Nagpur Betul Highway Private Limited (ONBHPL) by NHAI as the Concessionaire for the Project Highway. The project highway has been constructed on Design Build Finance Operate and Transfer on Annuity (DBFOT Annuity) basis. This project lies 74 km in Betul and 43.8 km in Chhindwara district of Madhya Pradesh and 56.3 km in Nagpur District of Maharashtra.

### 2.2 Project Spatial Setting

The spatial setting of the project with respect to its Latitude and longitude of the project corridor lies between 210 09' 14" North (Nagpur) to 210 56' 25" N (Betul) and 790 04' 52" E (Nagpur) to 770 52' 19" E (Betul) respectively. . The location map of the project highway is presented in the figure below.

**Figure 3: Project Highway Location Map**



Source: ONBHPL

The project road was two-lane prior to construction of four lane highways. The right of way prior to construction of the four-lane highway and post widening RoW at different location are given below.

**Table 2: Pre-widening and Post-widening ROW**

Section of the Project Road or chainage	Pre- widening ROW	Post widening ROW
Length of existing road to be upgraded to 4 lane km -176.757	14-50 m	45-60 m
Length and Name/ number of Bypass km- 40.6 (Total 6 nos) Betul, Multai, Teegaon, Pandhurana, Badchicholi, Saoner	NIL	60 m
Total Project Highway Length km 174.512	14-50 m	45-60 m

Source: ONBHPL

The Concession Agreement (CA) for the project was signed on 30th August 2010 between NHAI and Oriental Nagpur Betul Highway Private Limited. The scope of work for the project as defined in Schedule B “Development of the Project Highway” of the CA is as briefed below:

- Width of the paved carriage way is defined as 17.50 m wide excluding the median;
- 5 Nos of bypass namely Saoner, Badchicholi, Pandurna, Multai and Betul with cumulative length of 37.3 Km;
- Realignment in 25.79 Km stretch;
- Total length of service road proposed is 21.80 Km;
- The proposed Right of Way is defined as 45 Km at certain habitation stretches and 60 Km in the remaining stretch;
- Major intersections proposed are 44;
- Minor junctions proposed are 105;
- Grade separated intersections proposed are 6;
- Vehicle underpass proposed are 14;
- Pedestrian/Cattle underpass proposed are 18;
- Major bridges are 8 for new construction and 1 for rehabilitation/repair/ widening of existing major bridge;
- Minor bridges are 46 for new construction and 13 for rehabilitation/repair/ widening of existing minor bridge;
- Culvert reconstruction including 126, widening of 24 culverts and new construction of 119 culverts; and
- Road over bridge (ROB) proposed are 6.

Project facilities to be developed as part of the Project highway defined in Schedule C of the CA are as follows:

- Toll Plaza 3 Nos. at Km 23.000 Maharashtra, Km 210 Madhya Pradesh, Km 150 Madhya Pradesh;
- Road side furniture shall include traffic signs and pavement marking, Concrete crash barrier, metal beam crash barrier, separators, traffic safety devices, boundary stone, hectometre/kilometre stones and traffic blinker signal;
- Pedestrian facilities shall include guard rails, footpath and lighting;

- Landscaping to be done on the median, grade separated intersections, entry and exit ramps, at grade islands of intersection location and Toll Plaza area;
- Highway lighting using high mast light and solar lighting for minor junctions;
- Highway patrol, ambulance and cranes in adequate number;
- Truck Lay-bye 4 Nos; and
- Bus bays and bus Shelter 67 Nos.

Details of above proposed construction and facilities are indicated in the table below.

**Table 3: Brief Project Description**

Particulars	Details
Project Description	Four laning of Nagpur -Saoner- Betul section of NH 69 from km 3.000 to km 59.300 in Maharashtra and km 137.000 to km 257.400 in the state of Madhya Pradesh
Length	174.2 km
Type of PPP	DBFOT (Annuity)
Name of the Existing Concessionaire	M/s Oriental Nagpur Betul Highway Pvt Ltd.
Name of EPC Contractor	M/s Oriental Structural Engineers Pvt Ltd.
Key dates	
Letter of Award	21.05.2010
Signing of CA	30.08.2010
Financial Closure Date	26.02.2011
Appointed Date	20.01.2012
Provisional COD	18.02.2015
Toll Start Date	26.03.2016
EPC Signing Date	09.12.2010
Concession Period	20 years
Concession Period End Date	19.01.2032
Project configuration and key development works	
Payment type	Madhya Pradesh Section Rigid Pavement: 4 lane divided carriageway with raised median (74.079 km) Flexible pavement: 4 lane divided carriage way with raised median (43.259 km) Service road of 7 m (4.8 km) Maharashtra Section Flexible pavement: 4 lane divided carriage way with raised median (56.711 km) Service road of 7m (17.120 km)
Width	17.5 m
Intersection / Junction	44 Nos. of major intersections 105 Nos of minor intersections
Clover Leaf	4 Nos.
Grade separators	2 Nos.
Vehicle Under Pass (VUP)	11 Nos.
Pedestrian Under Pass (PUP)	21 Nos.
Bridges	Major Bridge 8 Nos. of new major bridge 1 no. major bridge rehabilitation and widening Minor Bridge 44 Nos. of new minor bridge 4 nos. of minor bridge rehabilitation 6 Nos. of minor bridge widening

Particulars	Details
	Bypass 5 Nos. (namely Saoner, Bad Chicholi, Pandurna, Multai and Betul) with a total length of 37.3 Km
ROB	6 Nos (1 no. in MP section; 5 Nos. in Maharashtra section)
Pipe Culverts (Hume Pipe Culverts)	154 Nos. (70 nos. in MP section; 84 nos. in Maharashtra section)
Box Culverts	126 Nos. (123 Nos in MP section; 3 Nos in MH section)
Truck Lay bay	5 nos. (3 nos. in MP section; 2 nos. in MH section)
Bus Bays and Bus Shelter	130 Nos. (106 nos. in MP section; 24 nos. in MH section)

Source: Concession agreement with NHAI

## 2.3 Project Facilities

The project facilities required as per the Concession agreement and the status of each of these requirements are indicated in table below.

**Table 4: Project Facility Status**

Facility	Status
Toll Plaza	3 Nos. of Toll Plaza 1 No. in MH section at ch.km 23+000 2 Nos. in MP section at ch.km 14+700 and ch.km 71.050
Rest Area	MP section at ch.km 21+800 and ch.km 76+000
Traffic Aid Post	At every toll plaza
Medical Aid Post	At every toll plaza
Vehicle Rescue Post	Available
Highway lighting	Available
Ambulances	Available
Cranes	Available

Source: Concession agreement with NHAI

## 2.4 Project Status

The work of Nagpur Saoner Betul highway of length 174.200 km with configuration of 4 laning is complete and this project has achieved provisional COD on 18<sup>th</sup> July 2015. However, the Badchicholi bypass of length 2.380 km from chainage km 110+800 to ch.km 113+350 was under construction at the time of site visit. However, as per the updated status provided, the work of Badchicholi bypass is completed and recommended for completion certificate vide NHAI letter dated 23 February 2019. The toll plaza at chainage Km 25.780 in Maharashtra section was temporary and it required additional land of 5000 square meter. The client updated that NHAI could not acquire this land, considering which it has been recommended by NHAI to competent authority of NHAI for descoping; ONBPL will complete the balance within 12 months, in case it is remobilised by NHAI.

The details of construction activities currently recommended for descoping out of the original scope are as indicated below.

**Table 5: Construction Activity Under Descoping Underway**

Type of Structure	Location	Remarks
Service Road	8+920 to 9+200IL	Negative Change of Scope for length of 280 meters
Service Road	57+800 to 58+065	Negative Change of Scope for length of 165 meters
Toll Plaza in MH section	MH section	Negative change of scope

Type of Structure	Location	Remarks
RCC drain	2+950 to 3+800	Negative change of scope for the balance net length of RCC drain.
Construction of staircase	7+485	Negative change of scope

Source: ONBHPL

The list of activities that were completed as part of Change of Scope (COS) are as indicated below.

**Table 6: Change of Scope Completed**

Change of Scope Item	Quantity in length/ number	Location / Chainage (Specify whether design chainage or existing chainage)
Bus shelter with toilet	6 Nos	Ch. 7+900, Ch. 58+280 & Ch. 46+950 in MH section
MJB on service road at koradi lack	1 no – B/S	Ch. 12+437 in MH section
Service road and RCC drain	640 Mtr	Ch. 32+190 to 32+410, Ch. 28+890 to 29+140 and Ch. 27+980 to 28+150 in MH section
PUP at Walani junction	01 No	Ch. 17+860 in MH section
Service road at Sadbhav colony	1070 Mtr	Ch. 21+150 to 22+220 RHS in MH section
Service road	2000 Mtr	Ch. 33+000 to 34+000 B/S in MH section
Flyover at Devi mandir junction	01 no	Ch. 11+285 in MH section
RUB near Mankapur ROB	01 No	Ch. 5+165 in MH section
Flyover at Saoner Bypass	01 No	Ch. 32+450 in MH section

Source: ONBHPL

## 2.5 Land Acquisition

The total land required for the project is 1135 Ha out of which 409.88 Ha was available prior to construction. Additional land was acquired to achieve 45-60 meters RoW. Details of land acquired for the project is as indicated in the table below.

**Table 7: Land Acquisition Details**

Year	Land Area (in Ha)	As a percentage of total land	Titleholders	Compensation Disbursed (INR)	As a percentage of total
			3G Summary		3H Summary
2011	471.47	65.2%	2971	428,401,634	16.7%
2012	102.90	14.2%	1118	803,838,143	31.4%
2013	131.15	18.1%	1185	551,329,992	21.6%
2014	0.00	0.0%	0	410,664,476	16.1%
2015	10.73	1.5%	255	231,075,752	9.0%
2016	7.34	1.0%	439	38,184,159	1.5%
<b>Grand Total</b>	<b>723.59</b>	<b>100.0%</b>	<b>5968</b>	<b>2,463,494,156</b>	<b>96.3%</b>

Source: NHAI and ONBHPL

The summary of land acquisition and compensation disbursement is given below. 3D notification was published from year 2011 to 2015. The village wise land acquisition has been given in Appendix-C.

**Table 8: Land Acquisition Details**

Particulars	Quantity	Percentage achievement
<b>Land Acquisition Status</b>		
Total Land required for the Project (in Ha)	1135	100%
Available Land prior to construction (ha) Note: 409.88 Ha of land was available as part of prior existing ROW. The forest land 40.67 Ha (mentioned below) is also part of 409.88 Ha which constitutes road side plantation within the ROW. This required forest clearance.	409.88	36.11%
Forest land (2.078 ha Jhupi forest and 38.592 ha protected forest clearance obtained on 17.12.2011) in ha	40.67	9.92% of available land 409.88 ha.
Pending land acquisition Note: (Construction work has been recommended for descope) in ha	NHAI was negotiating with Land owner 1.53 ha	0.13%
Land requirement apart from the already available land (in ha)	Private Land in ha 225.12	63.88%
	Government Land in ha Nil	
Total Land Acquisition in Ha as per 3(D)	723.59	
Land Acquired after January 2016	7.34 Ha	1.01% of total land acquisition (723.59 Ha)
Date of Last 3(G) Notification	29.10.2016	
Land Acquired under new RCTLA 2013 in Ha	Nil	
Total land transferred to the SPV till date in Ha till December 2016	1133.47	99.87%
No of Project Affected Title Holders	5968	
<b>Status of Compensation Payment</b>		
Total Compensation award in INR Cr	255.83	
Total Compensation disbursed to affected title holder till date in INR Cr as on December 2016	250.17	97.8%
<b>Status of Compensation Disbursement to affected title holders</b>		
No of Title holder who have received their compensation	5968	
Number of non-titleholders having received compensation	Nil PD NHAI informed there is no non-titleholder impacted in the land acquisition however no reports were shared for review.	
<b>Information of Litigation and Arbitration cases</b>	<b>Number</b>	<b>Remarks</b>
Total Number of Court cases	2	
Resolved till date	2	
Pending	0	
Total No of arbitration cases	17	

Particulars	Quantity	Percentage achievement
Resolved till date	17	
Pending	0	

Source: NHA and ONBHPL

Details of 3 D Notification and 3 G notification with details on date and the extend of area is provided in Annexure D.

Additional land of 14.7 ha was acquired for 60 meters RoW and was made available to ONBHPL by March 2017. Initially land acquisition was not done in Badchicholi for section of road from chainage km 110.800 to 113.250 covering length of 2.450 km due to public resistance. This section of land acquisition was done later; subsequently land is in possession and construction has been completed.

As per the information shared by CALA office, the details of compensation paid and pending was as indicated in table below.

**Table 9: Details of Compensation Paid and Pending**

Section	Amount Pending (INR Cr)	Remarks
MH Section	3.5	
MP Section	2.16	
Betul + Multai	1.23	Balance amount of 3H2
Pandhurna	0.93	Balance amount of 3H2
Total Amount Pending	5.66	2.2%
Total Amount Disbursed	250.17	97.8%

Source: ONBHPL

Summary of compensation award and disbursement made is given below.

**Table 10: Summary of Compensation Award and Disbursement**

Parameters	Value
Total compensation award (in Rs)	255.83
Total disbursed amount (CALA)	250.17

Source: ONBHPL

## 2.6 Summary of Resettlement Action Plan RAP

RAP for the project is prepared by DPR consultant of NHA at detailed project report preparation stage. This report was neither available at the NHA office nor with ONBHPL office. Hence it was not reviewed during the ESDD process.

## 2.7 Litigation and Other Risk

The Consultants note that there were 3 litigations and 17 arbitrations related to land acquisition and these cases have been resolved after decision of court of law and arbitrators. However, 10-15 complaints have been filed in the office of District Magistrate. These complaints are mainly related to compensation enhancement and mutation.

The District Magistrate (DM) resolves the complaints which are in the ambit of the DM. Otherwise the DM transfers the cases to arbitrator appointed by NHA as per The National Highways Act, 1956 and amendments. No litigation against concessionaire were noted during consultation with

stakeholders and as part of document review during the site visit. Consultations with the local community were held on sample basis. The selection of village was done to obtain a representative outcome of impact of project on land acquisition, indigenous people, economic, livelihood and agricultural practices.

## 2.8 Project Land-use

The Project highway falls in two states namely, Maharashtra and Madhya Pradesh. This road passes through two districts of Madhya Pradesh, namely Betul and Chhindwara and Nagpur district of Maharashtra. The entire alignment passes through a total of 65 villages in the two districts of Betul and Chhindwara in Madhya Pradesh and 29 villages in Nagpur district of Maharashtra. The complete list of villages is given in Appendix B.

Land-use pattern within 1 km on either side of the project area, is predominantly agricultural, built-up and barren land. The land-use patterns along the proposed ROW is predominantly agriculture, while barren land accounts for 12.32 %, the forest land account for 5.58%.

Existing ROW prior to widening of 2 lane highway of the project road varied from 13 m to 45 m and the ROW required for 4 lane highway varied from 45m to 60 m. Around 1135 ha of total land was required for 4 lane highway. 409.88 ha out of 1135 ha of land was available prior to widening project highway which was earlier two laned. Around 723.59 Ha of private land has been acquired for the project till the date of ESDD review and 1.53 ha of was pending for acquisition and NHAI was negotiating with land owners for direct purchase. The Project highway does not pass through any Reserved Forest / National Park / Wild life Sanctuary.

## 2.9 Permits

The status of statutory clearance and approvals for the Project are indicated in table below:

**Table 11: Status of Statutory Clearance and Approvals**

S. No	Description	Status
1	Environmental Clearance from MOEF	NHAI has received Environmental Clearance from MOEF vide letter no. F.No. 10-30/2010-IA-III dated 20th Jan 2012 for four laning of Nagpur Saoner Betul road section of NH 69 from km 3.000 to km 59.300 in the state of Maharashtra and km 137.000 to km 257.400 in the state of MP.
2	Forest Clearance	Obtained 2.078 Ha Jhudpi Forest vide letter dated 17.12.2011 38.592 Ha vide letter dated 09.01.2012
3	Consent to Establish from Maharashtra Pollution Control Board (MPCB) under Air Act and Water Act for start of construction	Obtained
4	Consent from MPCB for operating the following for project construction: Crushing plant Batching Plant Hot Mix Plant Toll Plaza D.G sets	Consent obtained for operating the following: Obtained Crusher Batching Plant Hot Mix Plant Toll Plaza Khambara Toll Plaza in district Betul, Madhya Pradesh has received NOC for operating 2 x 160 KVA D.G set Milanpur Toll Plaza in district Betul Madhya Pradesh has received NOC for operating 2 x 160 KVA D.G set.
5	Permission under Metalliferous Mines Regulation 1961	Obtained
6	Permission for blasting activity	Obtained

S. No	Description	Status
7	Permission for drawing water from State Government	Not required as water is purchased through tankers.
8	Permission for usage of Power	The Consultants have received copy of latest monthly electricity bill for Project facilities issued by Maharashtra State Electricity Distribution company Ltd. Electricity bill issued by Madhya Pradesh Vidyut Vitaran Company Ltd. for the facilities in Madhya Pradesh.
9	License under Factory Act 1948 for Hot Mix Plant, Batching Plant and Crushing plant	Obtained
10	Permission of Village Panchayat and State Government for borrow earth	Permission obtained from Madhya Pradesh State Government.
11	Permission of State Government for cutting of trees	As per the Six-monthly compliance report tree cutting permission for Amla, Multai, Betul and Pandhura Tehsil in the MP section has been obtained from the District Collector.
12	License from Petroleum and Explosive Safety Organization (PESO)	Obtained

## 2.10 Management of Environmental and Social Risk

### 2.10.1 Environmental and Social Management Plan Review

Consultant has reviewed the Environmental clearance and forest clearance and its compliance. This has been summarised in next paragraph.

### 2.10.2 Compliance with Conditions of Environmental and Forest Clearance

NHAI has been granted environmental clearance from MOEF vide letter dated 20th Jan 2013 for 4 laning of Nagpur Saoner Betul road section of NH – 69. The status of compliance of the conditions stipulated in the environmental clearance are indicated in the table below.

**Table 12: Compliance with Environmental Clearance Conditions**

S. No.	EC Conditions	Compliance Status
1	Rain water harvesting including oil and grease trap shall be provided. Water harvesting structures shall be located at every 500 m along the road. Vertical drain type rainwater harvesting structures shall be set up to minimize surface runoff losses of rainwater.	Rainwater harvesting structures at 500 m along the road along with oil and grease traps at all equipment yards and storage area is provided in the urban section of the project.
2	Side walk shall be provided along the bridges	Complied as the sidewalk has been provided in the habitation area and on the bridges.
3	The drain shall be at least 1 m away from the toe of the embankment for the road adopting IRC guidelines.	Such provisions with respect to location of drain has been made in the design as per IRC guidelines.
4	Longitudinal drains shall be provided all along the project road to ensure proper drainage of the area. In addition, adequate number of under passes and culverts to act as cross drainage structures shall also be provided.	Provision for longitudinal drains have been made all along the project road. Adequate no of underpass and culverts have been provided.
5	The solid waste generated shall be used for rehabilitation of the borrow areas.	Complied
6	For providing safety to the crossing animals and avoid road accidents speed breakers / rumbled strip shall be constructed at the identified locations of animal movement. Enough hoardings and signages shall also be put up for public and vehicle conveyance.	Rumbled strips, hoarding and signages is provided for identified location
7	Minimum of three times the number of trees to be cut shall be planted. It shall be ensured that the trees planted as part of afforestation are looked after by	Tree plantation along the available ROW of the road is being carried out on regular basis. As per the latest information received from ONBHPL,

S. No.	EC Conditions	Compliance Status
	NHAI. Tree plantation shall be of the same species/ Local species and survival shall be monitored. Transplantation of trees shall be carried out wherever possible. Tree plantation shall be carried out at the extreme end of the road.	155011 trees are planted. Survival rate is around 80%. Planted species include Seesam, Gulmohar, Cesia Saima and Peepal trees.
8	Necessary permission for tree felling from the concerned department shall be obtained before commencement of the project work.	Complied
9	Proper signage shall be installed at appropriate location for the convenience of the traffic movement	Complied as per the O&M manual
10	The embankment / slopes and the slopes left after cutting shall be provided with vegetative turning to avoid soil erosion.	Complied
11	Noise barriers shall be provided at appropriate location particularly in areas where the alignment passes through inhabited areas to ensure that noise levels do not exceed the prescribed standards.	Noise barriers in the form of vegetative and structural barriers are provided at 9 locations identified near schools and hospitals as per the requirement of the owners.
12	Adequate provision for infrastructure facilities including water supply, fuel and sanitation must be ensured for construction workers during construction phase of the project to avoid any damage to the environment.	Labour camps are provided with first aid facilities, borewells for water supply, drinking water tanks, security, and sanitation arrangements with adequate no. of WCs.
13	Borrow pits and other scars created during the road construction shall be properly levelled and treated.	Borrow pits rehabilitation plan is included in the Environment Management Manual

## 2.11 Right of Way and Encroachment

The project road and its right of way is in possession of concessionaire. Entire stretch is free from encroachments. Concessionaire monitors the RoW (Right of Way) regularly and any encroachment is found it is reported to NHAI in their monthly and quarterly reports. Subsequently NHAI informs the District Administration for removal of encroachment. The District Administration acts for removal of encroachment after giving notices of removal of encroachment.

A report of encroachment of August 2017 was reviewed by the Consultant and no large, medium and small encroachment was found. The right of way is in possession of the concessionaire. It was observed during the site visit that avenue plantation was done up to the boundary of RoW.

## 2.12 Maintenance

The maintenance activity is undertaken by the concessionaire as per the Schedule K of the concession agreement. The concessionaire shall repair, rectify any defect or deficiency within the time limit set forth in the schedule K of Concession agreement.

Oriental Nagpur Betul Highway Private Limited has developed an operation and maintenance (O&M) manual and O&M Plan to fulfil the objectives and requirements of the concession agreement. For environmental, health and safety compliance, the concessionaire has developed Environmental Management Manual. The Consultants have reviewed the Environmental Management Manual. Consultant has identified gaps as per IFC performance standard. These gaps are mainly related to environmental health and safety risk assessment, analysis, and communication etc. The ESAP provided in the report identifies the corrective action required to be undertaken to close the identified gaps to meet IFC PS requirements and IFC ESHS guidelines.

## 2.13 Compliance with World Bank EHS Guideline for Toll Roads

As per the concession agreement the project is on build operate and transfer on toll basis, so the toll price is collected by the concessionaire, ONBCPL. These toll collectors are on the rolls of

ONBHPL. The duty of the toll collectors is assigned by the toll manager. The operation of toll gates is automatic, and opens once the toll price determined by NHAI is paid by the vehicle driver at the toll booth. The amount collected at the toll booth, is transferred to the locker through underground tunnel and subsequently transferred to a bank.

The status of compliance with World Bank EHS guidelines for Toll roads are as indicated in the table below.

**Table 13: Compliance with World Bank EHS guidelines for Toll Roads**

**Requirement of World Bank EHS guidelines for Toll Roads**  
**Project Observation**

Environment	Construction Operation & Maintenance	Monitoring and Reporting
Habitat alteration and fragmentation	<p>Project involves diversion of 40.67 Ha of forest land for which the project has received final forest clearance. There is no threatened or endangered species as per IUCN Red list found in the project influence area. The impacts due to project is insignificant and loss of 4761 trees and green cover have been compensated by planting compensatory plantation and avenue plantation.</p> <p>In view of the above the project does not involve significant irreversible impacts on the habitat such as fragmentation of forest habitat or loss of nesting sites or disruption of water course or creation of barrier to wildlife movement.</p> <p>The project has considered mitigation measures by providing 18 nos. of cattle underpass, 59 minor bridges and culverts.</p> <p>Plantation activities are planned considering the native plant species.</p> <p>Road side plantation and median plantation has been adopted but attracts scope for improvement in terms of maintenance.</p> <p>Chemical fertilizers are avoided, and compost manures are used to maintain landscape in the Project area.</p>	<p>Regular monitoring of avenue plantation in terms of survival rate of trees are conducted and the reports are submitted on monthly basis to NHAI</p> <p>The reporting of plantation is done in the monthly progress report.</p>
Storm water	<p>The project has provided considerable efforts for storm water management by providing 9 number major bridges, 59 number of minor bridges and 269 number of culverts.</p> <p>However, maintenance of storm water drains along the road side requires improvement since clogging of drains were noticed in certain areas.</p>	<p>No monitoring is done however any water logging is removed after receiving complaints from community or if water logging is found during regular inspection by the SPV.</p>
Waste	<p>Waste generation in terms of rock and soil was not applicable for the project since the filling requirements were more and additional soil from borrow earth were used for filling.</p> <p>Other construction and operation waste including road litter collected from the right of way are not being managed.</p> <p>The plastic waste is disposed off through pre-identified vendors.</p>	<p>Records of plastic waste handed over to vendors are maintained. But no monitoring and reporting of other construction and operation waste including road litter has been observed.</p>
Noise	<p>The impacts of noise and vibration has been avoided by limiting the project construction duration to day time only. the road operation impact of noise will be lesser than the pre-project scenario. The recipient of noise is sufficiently away from the carriage way of the road, so the impact is negligible.</p>	<p>Noise levels are monitored at frequent intervals to keep a check on compliance with local noise regulations. However, the locations of noise level testing should include the sensitive locations and habitations.</p>

## Requirement of World Bank EHS guidelines for Toll Roads

### Project Observation

Air Emissions	<p>8 major intersections, 59 minor junctions, 6 grade separator, 14 VUPs have been provided in the project. These structures will avoid any traffic congestion and result lesser air emission by traffic in the project.</p> <p>Other measures to avoid traffic congestions such as automated toll charging system, separate high occupancy vehicle lane, measures to minimize grade changes and sharp curves have been considered in the project to minimize emission from traffic.</p>	Ambient air quality monitoring is being conducted on regular basis to Keep a check on air quality. However, the sampling location should include sensitive locations.
Wastewater	Wastewater generated from toll plaza are treated using septic tank followed by soak pits.	Ground water quality monitoring is conducted on a regular basis to keep a check on compliance with water quality standards.
Occupational Health and Safety		
Physical Hazard	The Project has developed EHS manual which includes measures to ensure work zone safety for construction workers and the travelling public. Trainings are conducted on regular basis for elevated and overhead work, fall protection for workers exposed to such working conditions. Use of Personnel Protection Equipment at the operational section of the project area was observed to be adequate whereas use of PPE at construction site attracts scope for improvement	No monitoring and reporting have been observed to be on site.
Chemical Hazard	Chemical hazards at project site is mitigated by preventing any leakages by maintaining construction machineries, reducing engine idling time, toll booths are fitted with air conditioners. The paints used for road painting are thermoplastic paints. the yellow paints which contains lead are minimum in use while black and white are mostly used.	No monitoring and reporting have been observed.
Noise	The project does not involve any high noise activity however the monitoring of work site noise has not been conducted. Workers exposed to high noise generating equipment during construction work are provided with PPE as hearing aid and work rotation programme is adopted to reduce cumulative exposure.	Noise levels are monitored at frequent intervals to keep a check on compliance with local noise regulations. However, the noise monitoring at habitation and sensitive locations are not being conducted.
Community Health and Safety		
Pedestrian Safety	18 number of pedestrian / cattle underpasses have been provided. Pedestrian safety is ensured in the project by providing provision for safe corridors along the road alignment and safe crossing for pedestrians. Barriers are installed to prevent pedestrian access to roadway except designated crossing points. All sign boards, marking and other traffic regulating devices were observed to be well maintained.	Accident registers are maintained to keep a record of accidents and the reports are submitted to NHAI for review.
Traffic Safety	<p>To comply with traffic safety requirement the project has installed adequate signs, signals, marking and other devices to control speed limits. Design has been made considering anticipated traffic volume. Road side rest areas has been provided to minimize driver fatigue.</p> <p>Animal crossing structures and fencing has been provided to avoid accidents between vehicle and animals.</p>	Accident registers are maintained to keep a record of accidents and the reports are submitted to NHAI for review.
Emergency preparedness	Emergency Preparedness and response plan has been prepared. It lacks the handling of	

## Requirement of World Bank EHS guidelines for Toll Roads

### Project Observation

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emergency situations of accident of vehicles carrying hazardous material and its response plan.

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Source: Mott MacDonald Analysis

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## 2.14 Environmental Management System

ONBHPL has prepared Environmental Management Manual, Human Resource Management Manual and the same was available at the Project site office. These manuals were observed to be in line with the requirements of applicable regulation and legislations of Government of India and Government of Maharashtra.

NHAI has conducted Environmental Impact Assessment (EIA) study as per the requirements of prevailing EIA notification 2006 and has obtained Environmental Clearance for the project.

Environmental Health and Safety measures identified in the EIA, Environmental Management Manual have been implemented by providing mitigation measures following policy of avoidance, minimisation, mitigation, and compensation of 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 ONBHPL monitors the project in the format required by NHAI and it is submitted to NHAI on monthly basis. The monitoring report includes the environmental, health and safety indicators of tree plantation and its survival, accident reporting, compliances with regulatory requirements etc.

During the site visit, the Consultant also conducted meeting with ONBHPL project site office staff to discuss on the management system adopted for environmental and social impact management and policy guidelines adopted. Some documents were also reviewed during the site visit.

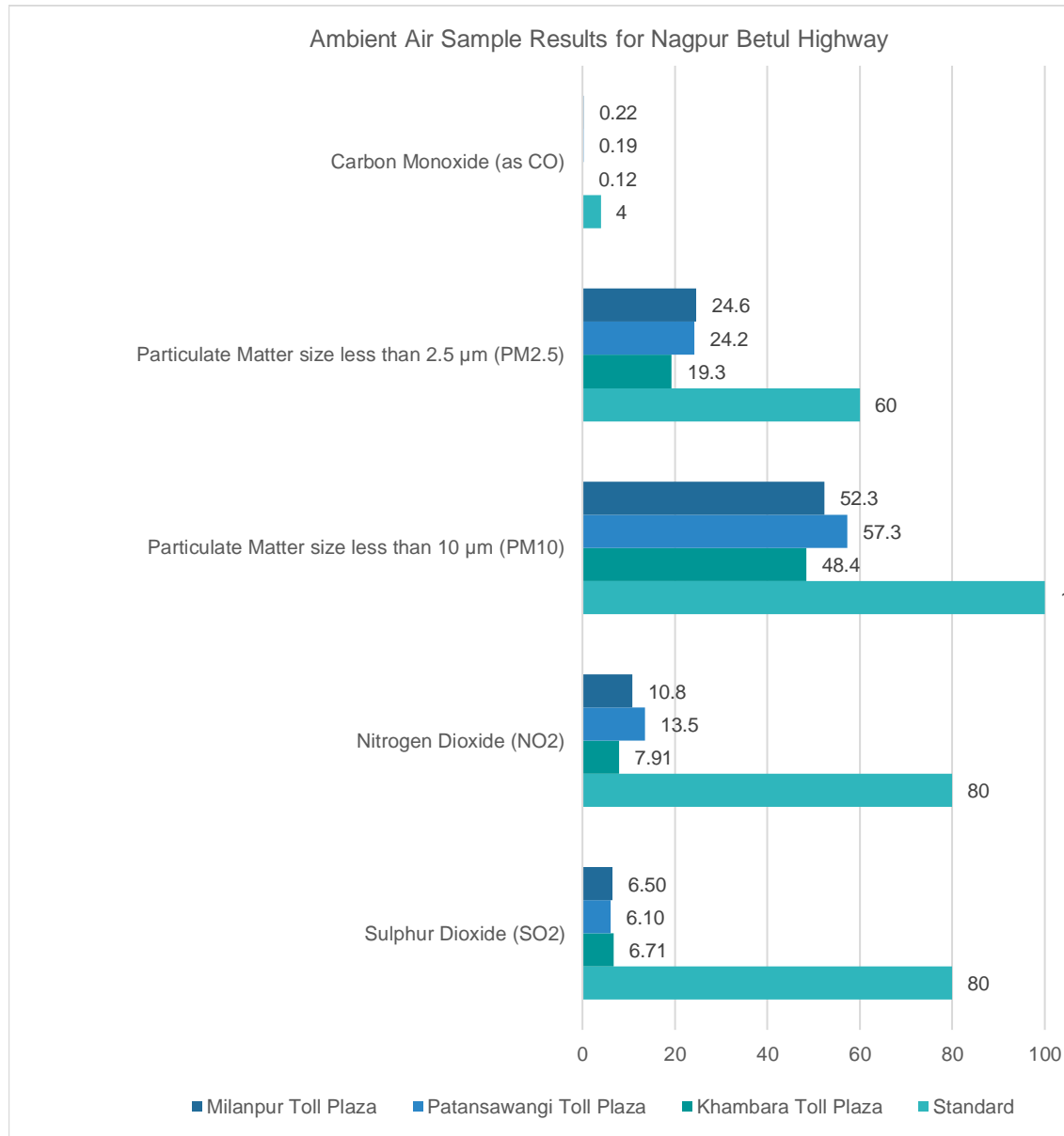
ONBHPL has developed Environmental Management Manual which includes environment management and monitoring plan. The manual also provides checklist of Environment, Health, and Safety compliance. However, the Consultants note that there is no dedicated Environmental officer at site to handle technicalities in environmental management.

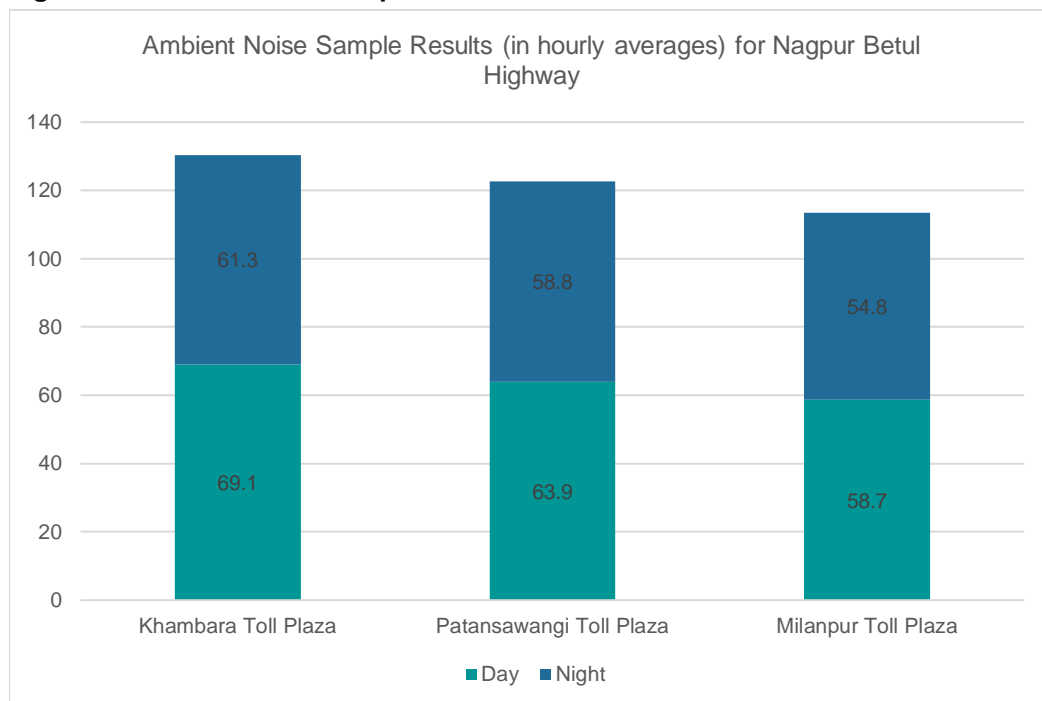
Gap has been identified in grievance redressal mechanism of affected communities under PS-1. These gaps are related to the procedure of lodging of complaints by the community. Since, the complaint register is placed at toll plaza, therefore it is not convenient for community to register complaint at the toll plaza. The other gaps are whistle blower policy, non-attribution policy and confidentiality of complaints policy.

### 2.14.1 Environmental Monitoring

The air quality, noise level and water quality monitoring are also being conducted by ONBHPCL. The last environmental monitoring was conducted in first week of October 2017. Ambient air quality testing, Noise level testing and Water Quality testing were conducted at three toll plaza locations namely, Khambara, Patansawangi and Milanpur. The results of all three locations have been compared with the relevant standards prescribed and it is found to be within the limits of the standards prescribed. The results should also be compared with baseline scenario.

The results of monitoring being conducted by ONBHPL are within the permissible limit and are presented below.

**Figure 4: Ambient Air Sample Results for Nagpur Betul Highway**

**Figure 5: Ambient Noise Sample Results**

The identified gaps in monitoring system are the selection of monitoring locations to get the representative samples and its frequency of sampling. The monitoring process does not cover the impact on community and sensitive locations.

### 2.15 Labour and Working Condition

ONBHPL Human Resource (HR) policy and manual is observed to be in line with the requirements of National Labour Laws. ONBHPL promotes fair treatment, non-discrimination, and equal opportunity to its workers. This is demonstrated through the process of recruitment, employee promotion and compensation through their Non-Discrimination Policy.

The human resource manual covers only employees while the conditions of contract agreement covers the contract employees. As per the manual, the responsibility of implementation of OSEPL policy in the contract employees lies with the supervising staffs of ONBHPL.

Environmental management 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 like EHS training, fire safety training, PPE training, first aid training etc.

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

However, the Consultants note that the use of Personnel Protection Equipment (PPE) at the Construction site indicates scope for improvement.

## 2.16 Road Accident and Work Environment Accident

The record of accident includes date of accident, time, location, nature of accident, classification of accident, causes of accident, road feature, road condition, intersection type and control, weather condition, and vehicle responsible. It also includes the type of help provided by the ambulance. The accident analysis of previous December month of last 3 years, from 2015 to 2017 are presented below.

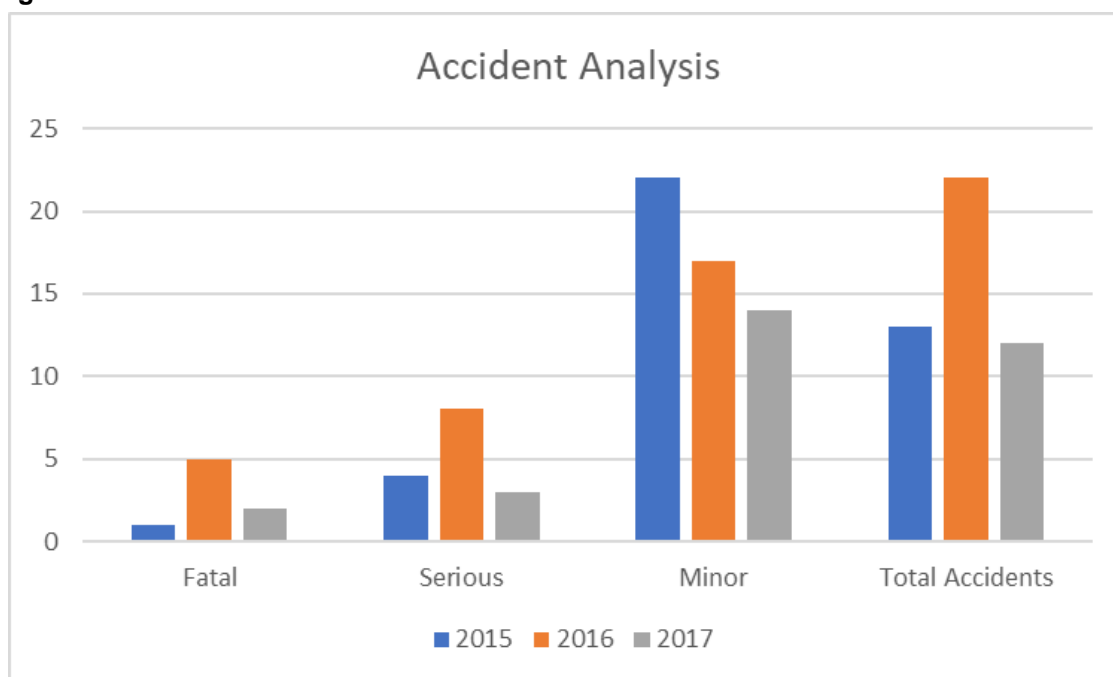
**Table 14: Type of Accidents**

Year	Fatal	Serious	Minor	Total Accidents
2015	1	4	22	13
2016	5	8	17	22
2017	2	3	14	12

Source: ONBHPL

The analysis of accident is not being carried out by the SPV. This data is analysed at NHAI level and corrective action required for the project are communicated to concessionaire. There have been no work-related accidents of staff in last 3 years.

**Figure 6: Accident Data**



## 3 Reference Framework Finding and Compliance

### 3.1 Introduction

The reference frameworks considered for this project are given below.

- Revised IFC Performance Standards 2012;
- 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;
- 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 8 PSs 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

### 3.3 Category of Project

IFC decision tree categorises road projects into the following three types:

Category 1 – Operating Roads for 2 years or more,

Category 2 – Operating Roads for more than 1 year and less than 2 years, and

Category 3 – Operational for less than 1 year or where there is any pending land acquisition

The road construction was completed, and COD was achieved in July 2015. The total private land acquired for the project was 723.59 Ha and the total land available with NHAI was 409.88 Ha. The total no of titleholders were 5,968 Nos. The total compensation award was INR 255.83 Cr out of which the total disbursed amount is INR 250.17 Cr. The status of compensation

disbursement is observed to be 97.8%. Based on these facts, the project is categorised as Category 1

Preliminary screening on applicability of each of these PS for the Project under study are as indicated in table below:

**Table 15: Preliminary Screening on Applicability of IFC PS**

<b>S. No.</b>	<b>Performance Standard</b>	<b>Applicability to the Project</b>
1	Assessment and Management of Environmental and Social Risks and Impacts	<p>Applicable</p> <p>This PS aims to assesses the existing social and environmental management systems of ONBHPL and to identify the gaps with respect to their functioning, existence 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 like stakeholder engagement and grievance management.</p> <p>As part of the ESDD, ONBHPL's Environmental Management Manual was reviewed which included (but not limited to) the following:</p> <ul style="list-style-type: none"> <li>• Environmental Health and Safety (EHS) Policy,</li> <li>• Organization structure for EHS compliance indicating roles and responsibilities</li> <li>• Environmental Management System indicating measures to minimise environmental impacts</li> <li>• Risk Assessment and Disaster Management Procedures</li> <li>• Emergency Response Plan</li> </ul>
2	Labour and Working Conditions	<p>Applicable</p> <p>As on the date of site visit, SPV had 120 staff for construction and operation of the project road. About 10-12 staff for plantation as part of O&amp;M and about 50 labours for construction of Badchicholi bypass were working as part of sub-contracting agency.</p> <p>This PS is guided by several international conventions and instruments on labour and workers' rights. It recognises that the pursuit of economic growth through employment creation and income generation should be accompanied by protection of fundamental rights of workers. The PS covers following themes: human resource policy and management, workers' organization, non-discrimination and equal opportunity, retrenchment, protecting the workforce and occupational health and safety. This PS helps to assess the status of the employees and workers in ONBHPL as well as any contractors.</p>
3	Resource Efficiency and Pollution Prevention	<p>Applicable</p> <p>PS-3 covers the 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; 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 ONBHPL intends to minimize pollution related impacts, what management plans and systems are in place, and what measures it plans to take to conserve and use resources more efficiently.</p>

			ONBHPL has adopted Environmental Management System to facilitate continual environmental performance improvements. The EMS was reviewed for PS 3 provisions.
4	Community Health, Safety, and Security	Applicable	<p>The PS-4 requires due diligence to anticipate and avoid adverse impacts on the health and safety of the affected community during the project life from both routine and non-routine circumstances. It also requires ensuring that the 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 the affected Communities. Key areas of compliance screened under PS-4 includes: infrastructure/equipment safety, hazardous material safety, natural resource issues, exposure to disease, emergency preparedness and response, and security personnel requirements.</p> <p>The project would affect the health and safety of the communities adjacent to it during both the construction and operations phases. In addition, the safety of the road uses would also be a concern which needs to be considered. ONBHPL has developed Risk Assessment and Disaster Management Procedure and was reviewed as part of ESDD.</p>
5	Land Acquisition and Involuntary resettlement	Applicable	<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 the requirements of PS-5.</p> <p>The government led land acquisition process was reviewed as part of the ESDD. However, the Resettlement Action Plan (RAP) was not made available for review.</p> <p>Total private land acquired for the project is 723.59 Ha and the total compensation awarded was 255.88 Cr and the disbursement amount is 250.17 Cr. The details are provided in Section 2.5</p>
6	Biodiversity Conservation and Sustainable management of Living Natural Resources	Not Applicable	<p>The requirements of this Performance Standard 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, overexploitation, hydrological changes, nutrient loading, and pollution. The key themes covered under PS-6 are: natural habitat, critical habitat, 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	Applicable	<p>These roads pass through Schedule V areas (the Fifth Schedule of the Constitution of India deals with administration and control of scheduled areas and scheduled tribes (ST) in these areas). The acquisition of land and construction activities were completed between 2006- 2017. However, there are no significant impacts on IPs linked to the construction of the project. Hence, FPIC is not triggered for the project.</p>

		Although Betul and Chhindwara districts are tribal districts but land of tribal community was not acquired. The summary of RAP identifies following villages having scheduled tribe populations- Jaripataka, Manakapur, Zingabai, Nara, Bhokara, Panjara, Koradi, Mahadula, Nanda, Dahegaon, Pipla, Kawadas, Patansavangi, Talaki, Manegaon, Malegaon, Borujwara, Gujarkhedi, Ajani, Pardi, Hetisurla, Bhagi Mahiri, Khapa, Umari, Borgaon Jangli, Chharpur, Jaitpur, and Khursapar. However, NHAI informed during consultation that the land acquisition did not involve land of tribal household or tribal community resources property.
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>No Archaeological site has been identified within the Project Highway. However, 9 nos. of temples were identified to be partially or slightly affected, out of which one is in MP and 8 in Maharashtra. All these temples were relocated / enhanced after a regular community participation</p>

### 3.4 Screening of No-Go Criteria: Critical Habitat

The no go criteria of IFC is based on the criteria defined in the IFC performance standards. The interventions in the habitat has significant impact and it affects the endangered species of local and international importance. The critical habitat as categorised in the IUCN are Category Ia and Ib and in certain conditions in Category II and others. In Indian context, the government ratifies these criteria through the environmental and social legislations. Such locations are called core zones, hot spots, reserved forest, and protected forest in buffer zone etc.

The general topography of the project area is plain and mainly cultivable land, waste land, non-irrigated agricultural land, rural habitation, and forest land. 40.6 ha of forest land has been diverted for construction, strengthening and widening of existing 2 lane to 4 lane dual carriage ways.

There are no threatened species as per IUCN Red list found in the project influence area. The impacts due to project is insignificant and loss of 4,761 trees and green cover have been compensated by planting compensatory plantation and avenue plantation.

### 3.5 Screening of No-Go Criteria: Free Prior and Informed Consent

As 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.

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

The Indigenous people are Scheduled Tribes defined in the Constitution of India and they are notified scheduled tribes. The entire project area falls in the district of Nagpur in Maharashtra and Betul and Chhindwara district of Madhya Pradesh. Village wise scheduled tribe population has been analysed and given in Appendix B wherein population varies from 0 to 60% with average of 11%. However, PD NHA has confirmed that the land acquisition does not involve tribal land. The forest land diverted for this project are the road site forest land only, which does not have any dependence of indigenous people. Hence FPIC does not trigger.

The project road passes through three districts - Betul and Chhindwara in Madhya Pradesh and Nagpur in Maharashtra. 7 blocks out of a total of 9 blocks are notified tribal area in Betul district and 4 blocks out of 11 blocks of Chhindwara district are notified tribal area. The land acquisition in this project has been done only in three blocks - Betul and Multai in Betul district and Pandhurna block of Chhindwara district. Of these only one block, Betul, is scheduled area. The details have been summarized below.

**Table 16: District and Block wise LA Details**

Districts	Blocks	Tribal Blocks Notified	Block in Land Acquisition	Total land acquired (Ha)	Percentage of total land acquired (%)
Betul	Athner	Athner	Betul	170	32.33%
	Betul	Betul	Mulatai	242.9	46.20%
	Bhainsdehi	Bhainsdehi			
	Bhimpur	Bhimpur			
	Chicholi	Chicholi			
	Ghodangri	Ghodangri			
	Shahpur	Bhimpur			
	Mulatai				
	Amla				
Chhindwara	Bichhua	Bichhua	Pandhurna	112.3	21.36%
	Junnardeo	Junnardeo			
	Harrai	Harrai			
	Tamia	Tamia			
	Amarwara				
	Chhindwara				
	Chourai				
	Jamai				
	Mohkhed				
	Pandhurna				
	Parasia				
	Sausar				

### 3.5.1 The Tribes

Betul and Chhindwara have the following tribes

**Table 17: District wise Tribe Details**

Districts	Tribe	Sub-tribe
Betul	Korku	Movasiruma, Nahala, Vavari, Bodoya

Districts	Tribe	Sub-tribe
Chhindwara	Korku	Movasiruma, Nahala, Vavari, Bodoya
	Bharia	Bhumiya, Bhuihar, Pando
	Mariya	Abujh Mariya, Dandami Mariya, Metakoitur

The tribes mentioned above are primarily dependent on agriculture and cultivation. Livestock is the secondary source of livelihood. The characteristics of these tribes are given below:

### Korku

The Korku tribe lives in small groups of huts made of grass and wood. Predominantly, a rural-based community with 97% living in rural areas, Korkus are primarily cultivators. Every household has elevated stage like structure in the front side of the house. This elevated stage is used as a storage space of farm produce such as cattle feed. They socially consume liquor made from the flowers of the Mahua tree which is prepared in almost all the houses.

### Bharia

Bharia is one of Dravidian-speaking tribes of Madhya Pradesh in India. The Bharias live in Patakot, which is completely isolated valley some 400 metres below Tamia in Chhindwara district of Madhya Pradesh. This valley is the source of Dudhi River. Patakot is totally inaccessible by road and one enters along a foot-path only. But recently The Madhya Pradesh government established good road inside the Patakot valley.

There are hundreds of medicinal plant species in the Patakot valley, and the Bharias have a deep knowledge of the herbs and medicinal plants growing within their valley.

### Mariya

Not much information is available about Mariya.

### 3.5.2 Presence of ST Population and Land Acquisition Impact on Collectively Used Pasture Land

Nagpur Betul Highway passes through three districts - Nagpur in Maharashtra and Betul and Chhindwara in Madhya Pradesh. 74 km of stretch falls in Betul district, 43.8 km in Chhindwara district and 56.3 km in Nagpur district. Nagpur is not notified scheduled tribe district while, Betul and Chhindwara are tribal district. Within Betul and Chhindwara, the project road passes through three blocks Betul, Multai and Pandhurna blocks. Among these blocks only Betul block is notified tribal block. For this analysis, all the three blocks have been analysed. Demographics of the blocks analysed are given below:

**Table 18: Demographics of Blocks Analysed**

Block	Population	ST Population	% ST Population of Total	Total Area (Ha)	Total Forest Area	Total Pasture Land
Betul	192,686	16,333	8%	9093	762	572
Multai	68,487	17,083	25%	22,566	2234	679
Pandhurna	92,788	5,377	6%	4,334	378.6	101.7

There are 65 villages according to 3D notification where land has been notified under 3D. This constitutes 545.015 Ha land in Betul and Chhindwara district.

**Table 19: Block Wise Forest Land**

Block	Forest Land Acquired	Pasture Land Acquired	% of Pasture Land Acquired
Betul	7.97	4.97	0.87%
Multai	19.54	5.06	0.75%
Pandhurna	4.88	4.97	1.10%

Village wise details are as indicated in table below.

Table 20: Village Wise ST Population and Forest area Details

Sr. No	Name of Village	Tahsil	Total Population	Schedule d tribe Population	% of ST Population	3 (D) Notification Area (in Ha)	Total area of village	Total Forest Area in Village	Total Pasture Area in Village	Area of Pasture* (ha) Acquired	% of Pasture Area Acquired	Forest Area Acquired (ha)	% of Forest Area Acquired
1	Milanpur	Betul	725	41	6%	6.013	118	-	3	0.07	2.54%	-	0.00%
2	Bothiya	Betul	2,102	273	13%	0.73	1,300	151	118	0.65	0.55%	0.87	0.58%
3	Hiwrasenadwar	Betul	1,937	148	8%	17.572	742	2	25	0.02	0.07%	0.01	0.45%
4	Bamhani	Betul	603	91	15%	1.059	362	39	15	0.13	0.88%	0.22	0.56%
5	Chichkheda	Betul	257	158	61%	14.463	331	-	-	-	0.00%	-	0.00%
6	Seoni	Betul	881	33	4%	28.511	565	-	45	0.42	0.93%	-	0.00%
7	Sonaghathi	Betul	1,293	243	19%	13.138	965	345	196	2.18	1.11%	5.46	1.58%
8	Kosmi	Betul	1,399	123	9%	1.312	424	-	11	0.11	1.03%	-	0.00%
9	Khakrajamthi	Betul	267	46	17%	2.577	130	-	2	0	0.22%	-	0.00%
10	Hanothya	Betul	307	-	0%	10.505	267	-	1	0	0.40%	-	0.00%
11	Partapur	Betul	219	32	15%	7.835	307	2	26	0.38	1.46%	0.01	0.32%
12	Batama	Betul	283	-	0%	2.687	196	-	1	0	0.20%	-	0.00%
13	Milanpur	Betul	725	41	6%		118	-	3	0.01	0.50%	-	0.00%
14	Ankawadi	Betul	1,423	64	4%	11.716	449	-	41	0.58	1.40%	-	0.00%
15	Sohagpur	Betul	2,472	248	10%	6.487	1,094	88	53	0.28	0.52%	0.37	0.42%
16	Saikhandara	Betul	1,418	27	2%	15.393	790	131	7	0.06	0.82%	1.01	0.77%
17	Saikhandara	Betul	1,418	27	2%								
18	BetulBazar	Betul	166,219	13,583	8%	12.247	NA	NA	NA	NA	NA	NA	NA
19	Baroda	Betul	6,186	908	15%	0.73	NA	NA	NA	NA	NA	NA	NA
20	Danora	Betul	2,552	244	10%	17.029	935	4	25	0.08	0.31%	0.02	0.45%
Total Betul			192,686	16,330	8%	170.004	9093	762	572	4.97	0.87%	7.97	1.05%
21	Hathanapur	Multai	1,235	158	13%	3.87	394	-	3	0.04	1.24%	-	0.00%
22	Kolhya	Multai	1,760	120	7%	7.24	1,092	428	240	2.74	1.14%	4.87	1.14%
23	Ubhariya	Multai	477	118	25%	4.59	315	15	-	-	0.00%	0.03	0.23%
24	Belmandai	Multai	615	45	7%	2.649	335	9	9	0.1	1.13%	0.01	0.14%
25	Malhara	Multai	684	201	29%	11.239	1,054	-	99	0.93	0.95%	-	0.00%
26	Malegaon	Multai	4,137	568	14%	4.753	2,231	393	21	0.03	0.16%	3.32	0.84%
27	Chainpur	Multai	139	6	4%	4.348	407	-	7	0.07	0.99%	-	0.00%

Sr. No	Name of Village	Tahsil	Total Population	Scheduled tribe Population	% of ST Population	3 (D) Notification Area (in Ha)	Total area of village	Total Forest Area in Village	Total Pasture Area in Village	Area of Pasture* (ha) Acquired	% of Pasture Area Acquired	Forest Area Acquired (ha)	% of Forest Area Acquired
28	Somlapur	Multai	337	-	0%	5.234	471	21	12	0.1	0.85%	0.05	0.23%
29	Raiseda	Multai	289	58	20%	7.007	503	40	4	0.01	0.23%	0.15	0.37%
30	Khambara	Multai	1,025	191	19%	14.324	995	222	1	0.01	0.75%	2.77	1.25%
31	Valni	Multai	615	45	7%	1.714	NA	NA	NA	NA	NA	NA	NA
32	Ambada	Multai	2,728	377	14%	7.811	1,724	97	66	0.4	0.61%	0.27	0.28%
33	Chainpur	Multai	139	6	4%	4.348	407	-	7	0.05	0.72%	-	0.00%
34	Thawariya	Multai	36	-	0%	6.826	424	-	-	-	0.00%	-	0.00%
35	Somlapur	Multai	337	-	0%	5.234	471	21	12	0.06	0.53%	0.22	1.09%
36	Bhilai	Multai	969	24	2%	5.795	379	-	5	0.03	0.49%	-	0.00%
37	Mohi	Multai	1,079	34	3%	7.971	536	-	3	0.02	0.77%	-	0.00%
38	Nagarkot	Multai	452	73	16%	8.926	655	-	6	0.05	0.84%	-	0.00%
39	Parmandal	Multai	2,159	99	5%	11.336	898	-	7	0.03	0.49%	-	0.00%
40	Kundai	Multai	1,288	122	9%	3.525	1,751	145	61	0.07	0.11%	0.61	0.42%
41	Pathakheda	Multai	4,363	111	3%	1.97	2,599	433	28	0.17	0.61%	4.29	0.99%
42	Multai	Multai	27,222	13,313	49%	55.393							
43	Zhitapatai	Multai	2,169	99	5%	1.11							
44	Nayegaon	Multai	1,904	181	10%	6.006	1,303	91	16	0.02	0.10%	0.31	0.34%
45	Ambada	Multai	2,728	377	14%	7.811	1,724	97	66	0.07	0.10%	0.3	0.31%
46	Khambara	Multai	1,025	191	19%	14.324	995	222	1	0.01	1.08%	2.34	1.06%
47	Pathakheda	Multai	5,136	161	3%								
48	Kamath	Multai	2,899	276	10%	21.562	321	-	-	-	0.00%	-	0.00%
49	Khedibujurg					9.067							
50	Chichnanda					10.668							
51	Kharsali	Multai	541	129	24%	5.986	582	-	5	0.05	1.02%	-	0.00%
Total Multai			68,487	17,083	25%	262.637	22566	2234	679	5.06	0.75%	19.54	0.87%
51	Temni	Pandhurna	2,067	21	1%	1.388	1,129	338	20	0.18	0.86%	4.79	1.42%
52	Mordongari	Pandhurna	850	31	4%	17.556	1,053	10	55	0.94	1.71%	0.07	0.72%
53	Nandapur	Pandhurna	1,879	400	21%	11.705	373	-	15	NA	NA	NA	NA
54	Nandapur	Pandhurna	1,879	400	21%		373	-	-	-	0.00%	-	0.00%

Sr. No	Name of Village	Tahsil	Total Population	Schedule d tribe Population	% of ST Population	3 (D) Notification Area (in Ha)	Total area of village	Total Forest Area in Village	Total Pasture Area in Village	Area of Pasture* (ha) Acquired	% of Pasture Area Acquired	Forest Area Acquired (ha)	% of Forest Area Acquired
55	Pandhurna	Pandhurna	926	100	11%	2.946	618	4		-	0.00%	0.02	0.36%
56	Rajna	Pandhurna	560	-	0%	18.871	NA	NA	NA	NA	NA	NA	NA
57	Borgaon	Pandhurna	5,896	583	10%	2.6	NA	NA	NA	NA	NA	NA	NA
58	Gadkhapa	Pandhurna				12.647							
59	Devkhapa	Pandhurna				14.335							
60	Badjali	Pandhurna				8.394							
61	Varjali	Pandhurna				0.578							
62	Khedikala	Pandhurna				4.915							
63	Bamhani	Pandhurna	412			1.095	244	26.6	6.8				
64	Ajangaon	Pandhurna	804			15.344	489.5	0	4.9				
65	Badchicholi	Pandhurna	77,515	3,842	5%		54.194						
Total Pandhurna			92,788	5,377	6%	112.374	4,334	378.6	101.7	1.12	1.10%	4.88	1.29%
Grand Total			353,961	38,790	11%	545.015	35,993	3,375	1,353	11.15	0.82%	32.39	0.96%
Forest land acquisition in villages with >25% tribal population								15				0.03	0.20%
Pasture land acquisition in villages with >25% tribal population									99	0.93			0.01%

Source: Various - Land acquisition data, site visit and ONBHPL

### 3.5.3 Land Acquisition in ST villages

The land acquisition in the impacted villages of notified scheduled tribe districts is 545.015 ha; however, consultation with PD NHA suggested that the land acquisition did not involve scheduled tribe land.

### 3.5.4 Livelihood Dependence on Forest Land Diversion

Maharashtra forest department had accorded forest clearance of 2.078 ha of forest land vide letter number 6-MHB-141/2011-BHO/426 dated 21 February 2014 from Government of India. The Madhya Pradesh section having forest area of 38.592 ha of protected forest vide letter number 6-MPC 079/2011-BHO/50 dated 09 January 2012. The diverted forest land is mainly road side protected forest.

Total forest land diversion in this project is 40.66 ha out of which 38.079 ha of forest land diversion was undertaken in Betul and Chhindwara districts. The analysis shows that 11.082 ha of forest land (2.92% of total forest land in the district) was diverted in Chhindwara and 27.51 ha (0.92% of total forest land) in Betul district. The details are given below:

**Table 21: District Wise Forest Land Details**

District Name	Total Forest Land (in Ha)	Forest Land Acquired (in Ha)	% of total Forest Land in the District
Nagpur	Not a tribal district	2.078	
Chhindwara	378.6	11.082	2.92%
Betul	2996	27.51	0.92%
Total	3375	38.5	1.14%
Villages with Significant (>25%) ST Population	15	0.03	0.23%

The total forestland diverted for the project constitutes 1.14% of the total available forestland in these districts. In case of villages with significant ST population, the total forestland acquired for the project is 0.03 ha which constitutes 0.23% of the total forestland available in these villages. The forestland acquired at village level varies the range between 0 to 2%. The maximum percentage of forestland is diverted from Sonarghati and Temni village in Betul and Pandhurna block. However, the maximum forestland diverted is 4.87 ha from Kolhya village (7% ST population) in Multai block of Betul district. Thus, the extent of the loss of forestland is low for most of the affected villages.

**Table 22: Forest Area Details**

Items	Area
Total Forest Land diverted in the impacted villages of ST Population	32.39 Ha
Forest land in village with significant population (>25%)	15 Ha
Forest land acquisition in villages with significant ST population	0.03 Ha

Source: Forest clearance Records and ONBHP and MM assessment

### 3.5.5 Information from Consultation

Consultation with project director of NHA informed that the forest clearance has been obtained for MP and Maharashtra section. The forest land involved in the project does not have community dependence on the forest land diverted for the project and no forest rights have been claimed.

A consultation in Badchicholi was conducted during the site visit. Other villages of ST population are significantly far (more than 4-5 Km) from the alignment. It was informed that there is no forest dependent population and scheduled tribe population habitations were significantly away (about 5-6 km) from the project road.

### 3.5.6 Forest Land Diversion

The forest land diverted for the project did not involve any intervention of community rights on forest land, rights to collect, use of minor forest produces which has been traditionally collected within or outside boundary of the village, right of cultivation in forest land or grazing land.

### 3.5.7 Screening of FPIC trigger

The findings of screening of FPIC trigger based on the documents search and consultation have been summarised below.

**Table 23: FPIC Trigger Evaluation**

FPIC Trigger as per PS-7	Mott MacDonald's evaluation
Impacts on land and natural resources subject to traditional ownership or under customary use	<p>Land Acquisition under NH Act 1957 comprised a total of 727.12 Ha. 545.015 Ha out of 727.12 Ha was done in Madhya Pradesh section which comprised 98% of private land and only 2.7% of the land acquired is reported as grazing land.</p> <ul style="list-style-type: none"> <li>Only 38.708 Ha of forestland in MP section has been diverted for the project road. The consultation with local community in Badchicholi in MP section and Saoner in Maharashtra section confirmed that the community is not dependent directly or indirectly on the forest land diverted for road purpose.</li> <li>The forest clearance letter and environmental clearance documents also do not mention the Forest Rights.</li> <li>However, the project acquired 11.15 Ha of pasture land. Out of 65 villages, 51 villages have ST population. Out of these 51 villages, 48 villages have less than 25% scheduled tribe population. Two villages have more than 49% ST population. 0.93 ha of pasture land has been acquired from the villages with more than 25% ST population out of the total pasture land of 99 Ha.</li> <li>The villages having 61% and 49% population do not have pasture land.</li> </ul>
Relocation of Indigenous Peoples from Lands and Natural Resources subject to traditional ownership or under customary use.	<ul style="list-style-type: none"> <li>The consultation with project director of NHA confirmed that there is no relocation of scheduled tribe due to the project.</li> <li>It was also confirmed by the project director that the scheduled tribes are living away from the alignment so there is no impact on natural resources subject to traditional ownership or under customary use of Scheduled Tribe families.</li> </ul>
Impact on critical cultural heritage that is essential to the identity and/or cultural, ceremonial, or spiritual aspects of Indigenous Peoples lives.	<ul style="list-style-type: none"> <li>Neither such impact was mentioned in the documents with ONBHPL, nor did the community members interviewed in Badchicholi and Saoner informed about existence of such critical cultural heritage site or structure.</li> </ul>
Use of cultural heritage including knowledge, innovations, or practices of Indigenous Peoples for commercial purposes	<ul style="list-style-type: none"> <li>Not relevant for a Toll Road Project.</li> </ul>

The concerned project of widening of existing road required lateral expansion of the existing RoW, the loss of grazing land was small in quantity and the net loss of total pastureland available in the village was a small percentage only. Therefore, the impact on the pastureland is assessed to be insignificant.

### 3.6 Applicable legal Requirement

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

**Table 24: List of Applicable Regulations**

S. No.	Legal Requirements	Compliance
Environmental Regulations		
1	The Environment (Protection) Act, 1986 (amended in 1991)	NHAI has obtained Environmental clearance for the Project highway as per the requirements EIA notification 2006.
2	The Environment (Protection) Rules, 1986	
3	The Air (Prevention &Control of Pollution) Act,1981	Consent under Air Act, 1981 has been received for operating D.G set for Toll Plaza and operating mines.
4	The Water (Prevention & Control of Pollution) Act, 1974	
5	The Noise Pollution (Regulation & Control) Rules, 2000	
7	The Pesticides Management Act, 2008	Avenue and median plantation of the Project highway is maintained using natural compost manure and use of pesticides are restricted.
8	The Forest (Conservation) Act, 1980 (amended in 1988)	Forest Clearance was obtained
9	Hazardous and Other Waste (Management and Transboundary Movement) Rules, 2016	Complied Authorisation has been obtained from MPCB
12	Solid Waste Management Rules, 2015	Complied The Project highway falls under the Gram Panchayat jurisdiction and is observed to be following the panchayat regulation for management of solid waste.
13	Forest Rights Act, 2006	This is not applicable as there is no intervention in forest dependence of community in this project. There is no claim of forest right on the diverted forest land of 40.66 ha.
Health and Safety Aspect		
1	The Motors Vehicles Act, 1988	Complied Pollution under control certificates have been maintained for vehicles
2	The Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996	ONBHPL has Certificate of Registration under The Building and Other Construction Workers Act 1996.
3	Fatal Accidents Act, 1855	ONBHPL has Employees Compensation Policy.
4	Factory Act 1948	ONBHPL has valid License under Factory Act 1948
5	Petroleum Act 1934	OSEPL has license from PESO for storage of Petroleum Class B at Nagpur bypass highway.
6	Metalliferous Mines Regulation 1961	Complied.
7	Mines Act 1952	
Social Aspect		
1	The National Highways Act, 1956	Complied Land Acquisition has been completed has per NH Act 1956.
2	The National Highways Rules, 1957	
3	The Bonded Labour System (Abolition) Act, 1976	Complied No bounded labour is allowed as per OSEPL HR Policy
4	The Child Labour (Prohibition and Regulation) Act, 1986	Complied Child Labour is prohibited as per OSEPL HR Policy

S. No.	Legal Requirements	Compliance
5	The Minimum Wages Act, 1948 and rules made thereunder	Complied
6	The Contract Labour (Regulation and Abolition) Act, 1970	ONBHPL has license under The Contract Labour (Regulation and Abolition) Act 1979 valid till 25.12.2018 and 4.01.2019 for MP and Maharashtra section respectively.
8	The Workmen's Compensation Act, 1923	Complied SOP of OPNPL 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 OPNPL covers the Equal Remuneration Rule, 1976
10	The Maternity Benefits Act, 1961	Complied SOP of OPNPL covers the Maternity Benefits Act, 1961
11	The Trade Union Act, 1926	Complied SOP of OPNPL covers the Trade Union Act, 1926. However, no trade union is formed within the organisation.
12	The Employees Provident Funds and Miscellaneous Provisions Act, 1952	Complied SoP of ONBHPL covers the Employees provident fund and miscellaneous Act 1952
13	The Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013	Complied SOP of OPNPL covers the Workmen's Compensation Act, 1923. The SOP defines the unwelcome acts or behaviour with respect to sexual harassment. And lays out procedure for complaints and redressal mechanism.
14	Scheduled Caste and Scheduled Tribe (Prevention of Atrocities) Act, 1989	Complied "to prevent the commission of offences of atrocities against the members of Scheduled Castes and Tribes, to provide for Special Courts for the trial of such offences and for the relief and rehabilitation of the victims of such offences and for matters connected therewith or incidental thereto."
15	Panchayats (Extension to Scheduled Areas) Act 1996	Complied (a) a habitation or a group of habitations or a hamlet or a group of hamlets comprising a community and managing its affairs in accordance with traditions and customs, and which is declared as a village in the prescribed manner shall be the village for the purposes of this Act; "(b) every village, so declared under clause (a), shall have a 'Gram Sabha' consisting of persons whose names are included in the electoral rolls for the Panchayat at the Village level and a Panchayat may

Source: MM Analysis

## 3.7 Community Consultation and External Factors

### 3.7.1 Community Consultation

Consultation with local Community Nagpur Betul section was held on 10 January 2018. The local people are farmers and involved in agribusiness. The participants of consultation informed that they started receiving their compensation mainly from 2011-12 onwards and most of the compensation was disbursed in 2014-15.

The local community perceives benefits of the project and these are given below.

- Travel time has reduced benefitting the business
- Access to health facility of Nagpur City, Ambulance facility provided by the OPNPL Toll Plaza


- Reduced accidents
- Facility of crane, recovery vans to any breakdown of local vehicles.
- The local community living adjacent to the road are mainly agriculture dependent. The forest land diverted for the road construction is not having any dependence in terms of minor forest produces.
- Most of the compensation disbursement was made in 2014-15 and most the disbursement was achieved during this period. The pending disbursement are either due to family disputes or PAPs have migrated to another place.

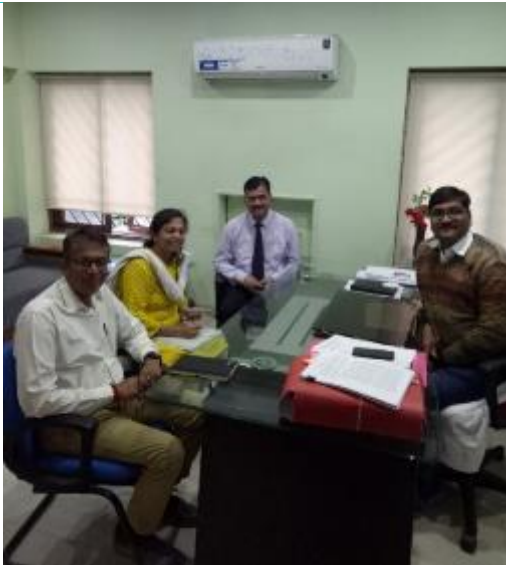
### 3.7.2 Consultation with NHAI

Consultation with Project Director, Project Implementation Unit, NHAI Nagpur was conducted on 11 January 2018. The key information obtained are given below.

- Project is operational since 2015,
- All the Cases related to land acquisition has been resolved and there is no pending case. The documents related to past litigation and arbitration was not available to MMPL for review.
- Accident records are submitted by the SPV and it is analysed by NHAI. In case action is required to be taken by the concessionaire, requisite information is given to the SPV,
- The grievance redressal mechanism is obtaining any complaint either through toll plaza, Toll free number of NHAI or direct representation of grievance to PD.

**Table 25: Stakeholder Consultation**

S No	Location	Outcome of Consultation	Photographs
1	Consultation near Savner Chainage Km. 32.200 Date 10.01.2018	<p>Consultation with local Community Burujwara in Savner in Nagpur -Betul section was held on 10th January 2018. The local people are farmers involved in agriculture and related activities.</p> <p>This consultation was mainly with women and the findings are listed below.</p> <ul style="list-style-type: none"> <li>• Road is now safer for pedestrian mainly women.</li> <li>• Access to school and colleges have become easier.</li> <li>• Travel time has reduced benefitting the business</li> <li>• Access to health facility of Nagpur City, Ambulance facility provided by the Toll Plaza</li> <li>• Reduced accidents</li> <li>• Facility of crane, recovery vans for any breakdown of local vehicles.</li> </ul>	

S No	Location	Outcome of Consultation	Photographs
2	Badchicholi Bypass Date 10.01.2018	<p>Consultation with local community in Badchicholi was conducted on 10 January 2018. The participants were also PAPs of land acquisition.</p> <p>The participants are</p> <ul style="list-style-type: none"> <li>• Vilas Mahajan</li> <li>• Vinayak Ghaghre</li> <li>• Tulsiram Ghenkar</li> </ul> <p>The key outcomes of the consultation are given below.</p> <p>The alignment of existing road in Bad Chicholi was not safe and the PAPs were also not agreed to give land for widening of road, so bypass alignment was opted.</p> <p>PAPs have given possession all acquired land to NHAI for construction of road.</p> <p>Most of the PAPs have received their compensation prior to 2014. Those not happy with the compensation had file complaint to District collector and subsequently received their compensation decision of the authority.</p>	
3	PIU Nagpur	<p>Consultation with Project Director, Project Implementation Unit, NHAI Nagpur was conducted on 11 January 2018. The key information obtained are given below.</p> <p>Project is operational since 2015, All the Cases related to land acquisition has been resolved and there is no pending litigation in the project assets being maintained by the ONBHPL,</p> <p>Accident records are submitted by the ONBHPL and it is analysed by NHAI. In case action is required to be taken by the concessionaire, requisite information is given to the ONBHPL.</p> <p>Land acquisition does not include tribal land in Chhindwara and Betul Districts.</p> <p>The grievance redressal mechanism is obtaining any complaint either through ONBHPL, toll plaza, Toll free number of NHAI or direct representation of grievance to PD.</p>	

**Table 26: Summary of Observations of Assessment**

Ref to PS	Subject	Observations	Key Gaps	Recommendation
PS-1	Assessment and Management of Environmental and Social Risks and Impacts	<p>ONBHPL has developed and Environmental Management Manual that defines the following:</p> <ul style="list-style-type: none"> <li>• Environmental Health and Safety (EHS) Policy,</li> <li>• Organization structure of SPV for EHS compliance indicating roles and responsibilities is available. The EHS organisation structure requires improvement. The consultant recommends inclusion of dedicated and specialist EHS staff.</li> <li>• The legal case registers with provisions for details of petitioner's name, nature of cases etc is available with SPV.</li> <li>• The legal register of latest environmental law, notifications and orders is not maintained.</li> <li>• Environmental management system indicating measures to minimise environmental impacts.</li> <li>• Risk assessment and Disaster management procedures and identified hazards are available but Hazard identification risk assessment procedure is not available.</li> <li>• Emergency Response Plan covers the emergencies identified in the SOP. These are fire, flood, Strikes, power cuts, IT and TMS related, Telecom failure, Earth quake, terrorism, public disorder and Accidents and injuries.</li> <li>• Procedure for Public Grievance Handling and has Public Grievance</li> <li>• Stakeholder engagement is being done by ONBCPL through conducting awareness programmes for road safety, HIV/ AIDS awareness, for road users and local community. However, the SoP does not cover the stakeholders' engagement plan for information disclosure, dissemination and feedback.</li> </ul> <p>In terms of the 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.</p>	<ul style="list-style-type: none"> <li>• EHS Management system: ONBHPL has not developed Environmental and Social Management System (ESMS) at the corporate level.</li> <li>• Formal stakeholder engagement plan is not available</li> <li>• After reviewing the Environment Management Manual, it was observed to be very generic and include procedures largely for the construction phase only without much emphasis on operation and maintenance phase.</li> <li>• OSEPL has also developed a Standard operating procedure, which largely covers all its human resource policy including health &amp; safety at work but lacks Environmental and Social Risk assessment.</li> <li>• 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"> <li>◦ Carriageway waste management plan;</li> <li>◦ Borrow area management plan</li> <li>◦ Oil/ chemical spill contingency plan;</li> <li>◦ Storm water management Plan;</li> <li>◦ ROW maintenance Plan;</li> <li>◦ Avenue and Median Plantation and management plan.</li> </ul> </li> <li>• The project does not have dedicated EHS personnel for overall management and supervision of EHS aspects associated with project operations</li> <li>• ONBHPL/OSEPL has not established monitoring and review procedures as part of its Environmental Management Manual or Standard Operating Procedure. The consultant identified gap in the monitoring of environmental parameters of sensitive receptors of the corridor and habitations.</li> <li>• Monitoring of environmental parameters is being done at toll plaza and not near the locations with sensitive receptors and major habitations.</li> </ul>	<ul style="list-style-type: none"> <li>• ONBHL should improve the SOP to cover environmental and social aspects in compliance to IFC standards.</li> <li>• Formal stakeholder engagement plan must be incorporated and carryout systematically.</li> <li>• ONBCPL and OSEPL shall train its people for managing EHS issues with the corporate people. The competency of personnel engaged for monitoring and review and for implementation shall, to the extent possible, meet the following minimum qualification: Corporate level, EHS Manager. Project level, Supervisor with working experience in road and infrastructure projects. The incumbent shall be well versed with good H&amp;S industrial practices and all applicable Environmental related laws.</li> <li>• 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"> <li>◦ Training for identification of hazardous materials for first responders; and</li> <li>◦ Emergency contact for government authorities responsible for Response management and clean-up</li> </ul> </li> </ul> <p>OSEPL to consider displaying emergency contact details at more locations, especially near accident-prone areas.</p>

Ref to PS	Subject	Observations	Key Gaps	Recommendation
PS-2	Labour and Working Conditions	<ul style="list-style-type: none"> <li>• SPV have 120 staffs for construction and operation of the project road.</li> <li>• About 10-12 staffs for plantation as part of O&amp;M and about 50 labours for construction of Badchicholi bypass were working as part of sub-contracting agency.</li> <li>• ONBHPL has Certificate of Registration from Government of India, Ministry of Labour and Employment and License under Contract Labour Act and Employees Compensation Policies.</li> <li>• ONBHPL has HR policy that prohibits Child/forced labour. They also have Professional Standard and Business Conduct Procedures which includes guidelines for ethical conduct, fair dealing, sexual harassment etc.</li> <li>• ONBHPL has maintained record of safety work permit, first aid register, medicine stock register, PPE register and list of trainings conducted and schedules for mock drills for emergency incidence</li> <li>• ONBHPL also conducts Health check-up camps for employees and contract labours.</li> </ul> <p>However, the policy is silent on implementation of above procedures in case of employers in the supply chain.</p> <p>Wage register is maintained by ONBHPL and sample wage registers for some contractors were reviewed by Consultant. It included basic wages, PF amount and was duly signed by its workers. The wages for daily wage workers were observed to as per the Minimum Wage requirements as laid down by Maharashtra Government and Government of India.</p> <p>The notice boards across all the facilities highlight key rules, rights of workers; labour licenses and registration, abstract of Minimum Wages, 1948 and Contract Labour Act 1970</p>	<ul style="list-style-type: none"> <li>• The ONBCPL's grievance redressal mechanism lacks the non-attribution policy or confidentiality policy of the grievances. This requires improvement of grievance redressal mechanism of SPV.</li> <li>• Risk identification is also being carried for the projects. The identified risks are Fire, Flood, Strikes, Power Cuts, IT &amp; TMS related, Telecom, Revenue, Earthquake, Terrorism, Public Disorder and Injury. The consultant identifies gap in mitigation measures. The manual does not provide the mitigation measures of the identified risks</li> <li>• Formal Hazard Identification and Risk Analysis (HIRA) is not being carried out and has not been included in the SOP</li> <li>• Fire extinguishers were observed at multiple locations at the toll and site office. Fire hydrant system is also installed at the toll and office. However, 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.</li> <li>• ONBCPL does not have retrenchment policy.</li> </ul>	<ul style="list-style-type: none"> <li>• Monitoring of environmental parameters should be carried out at locations with sensitive receptors and major habitations.</li> <li>• HR policy must be extended to include non-attribution policy or confidentiality policy</li> <li>• ONBPCL to develop mitigation measures for the risk identified and risk assessment should include the risk rating and consequences of risks</li> <li>• ONBCP to establish HIRA and carryout regularly assessment as the project develops.</li> <li>• ONBCPL should plan and construct a dedicated water storage tank of adequate capacity for the fire hydrant system.</li> <li>• The ONBCPL should develop retrenchment policy. Which should determine the compensation and other entitlements in case of retrenchment.</li> </ul>

Ref to PS	Subject	Observations	Key Gaps	Recommendation
		<p>It was reported by the site representative, that adequate PPEs are being provided to the workers engaged in Construction and O&amp;M activities. Record for the issuance of PPEs is being maintained at site office. Also, on the day of site visit, workers engaged at construction of Bad Chicholi Bypass were observed with adequate PPEs such as reflecting jacket and dust mask</p> <p>The general working shift is from 08:30 hrs to 18:00 hrs. The toll plaza operations are run in three shifts:</p> <ul style="list-style-type: none"> <li>○ Shift A- 08:00 hrs to 16:00 hrs</li> <li>○ Shift B- 16:00 hrs to 00:00 hrs</li> <li>○ Shift C- 00:00 hrs to 08:00 hrs</li> </ul> <ul style="list-style-type: none"> <li>• The security workers have 8 hours shift on rotation basis.</li> <li>• The overtime compliance is done as per the SOP. The compensatory off is also given.</li> <li>• ONBHPL has a system of relievers and hence, instances of overtime payments do not occur regularly. However, if any worker working overtime (more than 9 hours a day) is paid the due overtime payment of double of the hourly rate calculated at gross levels.</li> <li>• An attendance register for employees and muster roll for contract workers is maintained at toll offices for tracking attendance and in-time and out-time of employees.</li> <li>• Drinking Water is provided through local mineral water vendors at each of the toll booths.</li> <li>• A formal Grievance Redressal Mechanism for employees and contract workers as per the SOP. It is in three stages. <ul style="list-style-type: none"> <li>- Stage 1 – Immediate superior level</li> <li>- Stage 2 – Department head</li> <li>- Stage 3 – Grievance committee constituted by multi-functional employees</li> </ul> </li> </ul>		

Ref to PS	Subject	Observations	Key Gaps	Recommendation
PS-3:	Resource efficiency and Pollution Prevention	<ul style="list-style-type: none"> <li>• ONBHPL has adopted Environmental Management System to facilitate continual environmental performance improvements.</li> <li>• Waste Management Procedure is defined in the Environment Management Manual. The procedure includes guidelines for waste reduction, reuse, recovery, disposal and corrective plan.</li> <li>• Mitigation measures are defined for identified impacts in Environmental Management Manual</li> <li>• It was observed that D.G set at Toll plaza was silent DG Set and is being used at the time of power cut only, as a source of power back up.</li> <li>• During the site assessment, it was observed that trash bin has been kept near each truck lay by locations. Waste collected through dust bins are disposed off through panchayat collection system. 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.</li> <li>• As reported by ONBHPL staff, no chemical pesticides are used for the plantation along the road stretch. Organic manure is being used for maintaining plants.</li> <li>• Water for the domestic use at the Toll Plaza and office area is also supplied in tankers and stored in storage tank.</li> <li>• Rain water harvesting through ground water recharge has been provided in Urban stretch of Nagpur.</li> <li>• Diesel generator at the toll was provided with stacks. In addition, ladder, platform, and porthole for stack monitoring was not provided.</li> <li>• ONBHPL conducts environmental monitoring through Enviro Analyst &amp; Engineers Pvt Ltd. was made available for review. The tests include Water Quality Sampling, Ambient Air Quality, Noise Level, Stack Emission, and Water Portability test were conducted. The sampling location selected are Project site, Crushers, DG Set, Batching Plant, Equipment Yard, Ready Mix Plant and Hot mix plant.</li> </ul>	<ul style="list-style-type: none"> <li>• Environmental Management Manual developed by OSEPL, has clause on the air quality monitoring, oil spillage, waste management. However, it does not cover issues such as noise and hazardous waste.</li> <li>• Hazardous material spills: ONBCPL 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.</li> <li>• The site management has not obtained hazardous waste authorization for waste / spent oil (from onsite DG units) and empty containers generated onsite.</li> <li>• The recycling and reuse practice of waste management has not been observed.</li> <li>• 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.</li> <li>• 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. Poor maintenance of the carriageway with respect to solid domestic waste, debris and litter that was observed to be scattered on the ROW edge as well as the median in some chainages. Poor maintenance of the carriageway for solid waste, resulting into the clogging of the ROW drains.</li> <li>• It is observed that the results of Ambient Air, Noise, Ground Water and River water are compared with standards while it is not compared with the baseline scenario.</li> <li>• The sampling location should also be selected based on the EIA done for the project.</li> <li>• Hazardous material spills: 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.</li> <li>• PUC certificates: OSE utilizes vehicles, which includes patrolling vehicles, ambulance, crane, and office commute vehicles. During the assessment, Pollution</li> </ul>	<ul style="list-style-type: none"> <li>• ONBCPL should extend the SOP to include hazardous waste management, clearly indicating procedures for – transporting, handling storing, and disposing.</li> <li>• Traffic Incident management plan for hazardous material spills: As mentioned above, in PS1, OSEPL shall establish a "Traffic Incident Management Plan for Hazardous Materials Spills" and meet minimum requirements mentioned thereunder</li> <li>• ONBHPL is required to obtain the Consent to Operate from Madhya Pradesh Pollution Control Board and Maharashtra Pollution Control Board. Fitness certificate for DG sets.</li> <li>• ONBHPL should develop Water Conservation Plan. This plan should identify the water demand, capacity and sustainability of the water sources, water conservation measures etc.</li> <li>• Storm water drains at the roadside wherever applicable to be maintained in adequate way to avoid water clogging; and OSE should keep records of water consumption</li> <li>• Solid waste management: ONBHPL is required to ensure that only degradable waste generated at site is disposed in an environmentally sound 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 on a need basis at designated sites utilized by the municipality. Additionally, ONBHPL should, if the need arises,</li> </ul>

Ref to PS	Subject	Observations	Key Gaps	Recommendation
		<ul style="list-style-type: none"> <li>• The Results of PM10, PM2.5, SO2NOX, CO are within permissible limit at Waki camp site, Back bone Camp, KTIPL Camp, Near Government School,</li> <li>• Noise Level at Waki Camp, Back Bone Camp, KTIPL Camp are found to be within permissible limit</li> <li>• Waste generated in O&amp;M stage include road litter, illegal dumped waste, municipal solid waste from the toll plaza, animal carcasses, vegetation waste from ROW, maintenance, and sediment and sludge from storm water drainage system maintenance</li> </ul>	<p>Under Control (PUC) Certificates for some of its vehicles such as crane and ambulance was not available for review.</p> <ul style="list-style-type: none"> <li>• Hazardous material used for maintenance of road include Paint &amp; Thinner for painting of kerb, dividers, and signage etc. In discussion with the site representative, it was understood that painting works are sub-contracted to the local contractors. Paints and thinner is being supplied by ONBHPL. ONBHPL does not have any procedure/SOP for storage and handling of hazardous material. ONBHPL and its subcontractors do not maintain an inventory of hazardous materials.</li> <li>• Additionally, Diesel is used to operate two (2) DG sets of capacity 160 KVA at each Toll plaza. On the day of the site visit, diesel was observed to be stored in day tanks connected to DG set. Also, 50 litres diesel was stored in the drum of capacity 200 litres at the DG area without secondary containment, open to sky.</li> </ul>	<p>extend this responsibility to a third-party vendor for safe disposal.</p> <ul style="list-style-type: none"> <li>• The sampling location should be selected for representative sampling of sensitive area like schools and hospitals, habitation area and the sampling locations selected in the baseline scenario. The results should be compared with of baseline scenario.</li> <li>• OSEPL should arrange to provide stack to the DG sets as per the CPCB guidelines, along with the platform and porthole for stack monitoring.</li> <li>• OSEPL to keep track for all the vehicles used are checked for the pollution emission and maintained PUC.</li> <li>• ONBHPL can develop a GHG inventory and strategy for reduction of GHG during fuel utilisation in DG set, vehicles, energy consumption, water utilisation, cement, steel, bitumen utilisation. The indirect emission of GHG savings from operation of 4 lane highway can be documented and presented as value addition</li> <li>• Hazardous waste management: All hazardous waste generated onsite shall be provided with secondary containment and safety measures, which include means of containment &amp; system integrity and separation from ignition sources.</li> <li>• ONBHPL should maintain Inventories of hazardous materials to be used during maintenance and operation of the project. Subcontracted workers involved in the painting activities to be trained on the use of hazardous material. Adequate PPEs such as dusk mask, reflecting jacket, eyeglasses, and safety shoes to be</li> </ul>

Ref to PS	Subject	Observations	Key Gaps	Recommendation
PS-4:	Community Health, safety and security	<ul style="list-style-type: none"> <li>• ONBHPL has developed Risk Assessment and Disaster Management Procedure.</li> <li>• Emergency Response Plan has been developed and Emergency Response Cell has been constituted under the chairmanship of District Collector.</li> <li>• ONBHPL is also conducting HIV awareness campaign</li> <li>• Schedule L of the Concessionaries agreement includes requirements for safety of the road users and workers during the construction and normal operation &amp; maintenance of the highway. As per Schedule L, in case of emergencies the Concessionaire shall act(s) for the safety of the road users and the workers as required by the site conditions immediately without waiting for consultation with the Independent Consultant and/or NHAI.</li> <li>• On the day of the site visit, patrolling vehicles operated by ONBHPL was observed to be actively patrolling the road stretch.</li> <li>• As reported, all emergencies are directed to the control room; call recipient at the control room forwards and dispatches appropriate department depending on the emergency. All emergencies are recorded and registered along with corrective actions and resolutions.</li> </ul>	<ul style="list-style-type: none"> <li>• Physical barricading along the roadside and divider was observed to be missing at many locations where settlements are adjacent to the road.</li> <li>• At some of the locations, divider was observed to be broken and pedestrians and vehicles were crossing the road, increasing the risk of accident.</li> <li>• Traffic Safety audit was conducted by consultant employed by NHAI M/S Lions Consultants during construction phase. Operation phase traffic audit was not done. The reports of safety consultant were not avoidable at site for review. However, it was informed by ONBHPL that the compliance to the observations of safety consultant has been done.</li> <li>• Multi-axle vehicles ply on this road and were cited during the site visit. These may include heavy vehicles carrying dangerous/hazardous goods. ONBHPL has not identified associated risks and established a management plan in this regard.</li> <li>• Security management has been done by the sub-contractor M/s Tripathi Enterprises employed by the ONBHPL. Gunmen at Toll plaza is not allowed by the Maharashtra Government, so No Gunmen deployed at site. In discussion with the security personal, it was understood that basic training on fire and emergency is given to the security guards however, the security personnel are not provided with training on behavioural guidelines for personnel handling</li> </ul>	<p>provided to the workers. All the activities involving use of hazardous chemicals to be supervised by ONBHPL.</p> <ul style="list-style-type: none"> <li>• 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 due to hazardous material.</li> <li>• ONBHPL should assess structures that have been damaged. Based on the assessment, ONBHPL 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.</li> <li>• ONBHPL to create more awareness on safe driving and increase patrolling particularly where settlements are adjacent to the road and black spot and measures to include road safety and traffic safety.</li> <li>• 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.</li> <li>• Traffic Incident management plan for hazardous material spills: As mentioned above, in PS1, ONBHPL shall establish a "Traffic Incident Management Plan for Hazardous</li> </ul>

Ref to PS	Subject	Observations	Key Gaps	Recommendation
PS-5	Land acquisition and Involuntary resettlement	<p>Land Acquisition under NH Act 1957 comprised a total of 723.59 Ha out of which 545.015 Ha was done in Madhya Pradesh section which comprises of 98% private land and 2.7% of grazing land. Only 38.708 Ha of forestland in MP section has been diverted for the project road. The consultation with local community in Badchicholi in MP section and Saoner in Maharashtra section confirmed that the community is not dependent directly or indirectly on the forest land diverted for road purpose. The forest clearance letter and environmental clearance documents also do not mention the Forest Rights.</p> <p>However, the project acquired 11.15 Ha of pasture land. Out of 65 villages, 51 villages have ST population. Out of these 51 villages, 48 villages have less than 25% scheduled tribe population. Two villages have more than 49% ST population.</p> <p>0.93 ha of pasture land has been acquired from the villages with more than 25% ST population out of the total pasture land of 99 Ha.</p>	<p>All compensation has been awarded. However, the disbursement of about 5 Cr is pending from the Revenue department.</p>	<p>Materials Spills" and meet minimum requirements mentioned thereunder.</p> <ul style="list-style-type: none"> <li>• OSEPL management to develop some mechanism to ensure that the agency providing security services at the toll verifies the past record of the security personal before deputing them at the site.</li> <li>• Training on behavioural guidelines to be provided to the security personal. Site management should record and investigate security incidents to identify any necessary corrective or preventive actions for continuing security operations.</li> <li>• To promote accountability, ONBHPL (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.</li> </ul> <p>• The pending amount is being disbursed by the revenue department.</p>

Ref to PS	Subject	Observations	Key Gaps	Recommendation
		<p>The villages having 61% and 49% population do not have pasture land.</p> <p>The total compensation award is INR 255.83 Cr and the total compensation disbursed is INR 250.17 Cr.</p>		

## 4 Environmental and Social Action Plan

### 4.1 Category of Project

IFC categorises road projects into the following three types:

Category 1 – Operating Roads for 2 years or more,

Category 2 – Operating Roads for more than 1 year and less than 2 years, and

Category 3 – Operational for less than 1 year or where there is any pending land acquisition

#### 4.1.1 Rationale to Categorisation

The road construction was completed, and COD was given in July 2015. The total private land acquired for the project is 725.12 Ha and the total land available with NHAI is 409.88 Ha. The total no of title holders are 5,968 Nos. The total compensation award was INR 255.83 Cr out of which the total disbursed amount is INR 250.17 Cr. The status of compensation disbursement is observed to be 97.8%. Based on these facts, the project is categorised as Category 1

### 4.2 Environmental and Social Action Plan

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

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

Sl. 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
12	Cultural Heritage	PS-8

### 4.3 Risk Assessment

The overall risk or compliance ratings for these key screening criteria was 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
<b>Overall Site Ranking</b>		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.

The detailed analysis of project road against IFC PS with observation, gaps identified, and action plan is discussed below.

### 4.3.1 Environmental and Social Correction Plan

The Environmental and social action plan has been formulated considering this action plan will be for correction and added to the current procedure and practice of OSEPL.

**Table 27: Environmental and Social Corrective Action Plan**

SN.	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	Legal and Regulatory	Legal Regulatory Compliance	and ONBHPL	Legal Register	3 Months	Minor cost and management time
	Develop an applicable Environmental and Social Legal Register Develop a system for updating of the register and its tracking Obtain NoC from Madhya Pradesh Pollution Control Board					
2	Water Conservation Plan	PS 3	ONBHPL	Project Specific Documented Plan	6 Months	Minor cost and management time
	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					
3	Waste and Hazardous Waste Management Plan	PS 3	ONBHPL	Project Specific Documented Plan	3 Months	Minor cost and management time
	Carriageway solid waste management plan including construction waste; Oil/ chemical spill contingency 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,					


SN.	Recommendation Action/Corrective Measure against the ESDD Screening Criteria	Reference	Responsibility and Resources	Measurable Outcome/ Documentation	Target Timelines for Completion after closing	Cost Estimates
	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 the norms with the authorized vendor					
4	GHG Emission Reduction Plan	PS 3	ONBHPL	Project Specific Documented Plan	3 Months	Minor cost and management time
	Inventory of GHG Annual Monitoring Prepare plan for <ul style="list-style-type: none"> <li>• Carriageway waste management plan;</li> <li>• Borrow area management plan</li> <li>• Oil/ chemical spill contingency plan;</li> <li>• Storm water management Plan;</li> <li>• ROW maintenance Plan;</li> <li>• Avenue and Median Plantation and management plan.</li> </ul>					
5	Stakeholder Engagement Plan	PS 1 and PS 5	ONBHPL	Project Specific Documented Plan	3 Months	Minor cost and management time
	Information disclosure Plan and communication of grievances Formulate a Stakeholder Engagement Plan and carry out stakeholder engagement systematically Feedback/ Suggestion Disclosing the action taken report in the form of monthly and quarterly report should be disclosed to community.					
6	Emergency Response Plan	PS 1	ONBHPL	Project Specific Documented Plan	3 Months	Minor cost and management time
	Onsite emergency preparedness and response plan (covering road stretch, Toll Plazas, and other associated facilities) to be prepared, maintained at site, communicated to the staff and staff to be trained on handling and responding to various kind of emergencies identified in the plan. Emergency assembly area to be identified and to be displayed. Emergency Exit, Emergency Contact Numbers to be displayed at conspicuous locations.					



SN.	Recommendation Action/Corrective Measure against the ESDD Screening Criteria	Reference	Responsibility and Resources	Measurable Outcome/ Documentation	Target Timelines for Completion after closing	Cost Estimates
	Log book being maintained at ambulances to response time also Predefined mitigation plan of identified risk					
7	Environmental Monitoring Plan	PS 1	ONBHPL	Project Specific Documented Plan	3 Months	Minor cost and management time
	Air Quality, Noise level and water quality testing and identification of locations to get the representative sample of the environmental baseline criteria. Comparison of Environmental Monitoring Data with baseline scenario. 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;					
8	EHS Plan	PS 1 PS 2	ONBHPL	Project Specific Documented Plan	3 Months	Minor cost and management time
	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 Behavioural training of security guards					
9	Grievance Redressal Mechanism	PS 5 PS 6	ONBHPL	Project Specific Documented Plan	3 Months	Minor cost and management time
	Grievance Redressal Mechanism for Community Contracted and Sub contract labour Include non-attribution policy and confidentiality policy in SOP Include whistle blower policy					
10	Community Health and Safety Plan	PS 4	ONBHPL	Project Specific Documented Plan	3 Months	Minor cost and management time
	1. Undertake awareness program for community and to ensure vehicles are not parked within the corridor or in ROW and people should not cross in opposite direction. 2. Median plantation needs to be strengthened.					

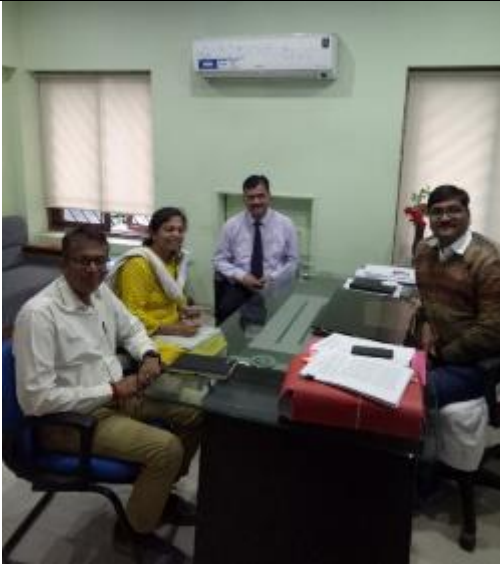
SN.	Recommendation Action/Corrective Measure against the ESDD Screening Criteria	Reference	Responsibility and Resources	Measurable Outcome/ Documentation	Target Timelines for Completion after closing	Cost Estimates
	<ul style="list-style-type: none"> <li>• Hazard material management and safety plan specific to spillage of hazardous material on road</li> <li>• Awareness programs on HIV and AIDS among truck drivers.</li> </ul>					

## 4.4 Photographs of the project

**Table 28: Photographs with description**

S No.	Location	Description	Photographs
1	Toll Plaza administrative Building	Consultation and discussion with ONBCPL Site Office Staff dated 12.01.2018	
2.	Nagpur Betul Highway	Project Road of Nagpur Betul	
3.	Nagpur Betul Highway	Project Road at Maharashtra – Madhya Pradesh Border	

S No.	Location	Description	Photographs
4	Nagpur Betul Road	Slope Protection measure as wire net protection provided in the project	
5	Consultation near Savner	<p>Consultation with local Community Burujwara in Savner in Nagpur -Kondhali-Talegaon section was held on 10<sup>th</sup> January 2018. The local people are farmers involved in agriculture and related activities.</p> <p>This consultation was mainly with women and the findings are listed below.</p> <ul style="list-style-type: none"> <li>• Road is now safer for pedestrian mainly women.</li> <li>• Access to school and colleges have become easier.</li> <li>• Travel time has reduced benefitting the business</li> <li>• Access to health facility of Nagpur City, Ambulance facility provided by the Toll Plaza</li> <li>• Reduced accidents</li> <li>• Facility of crane, recovery vans for any breakdown of local vehicles.</li> </ul>	

S No.	Location	Description	Photographs
6	PIU Nagpur	<p>Consultation with Project Director, Project Implementation Unit, NHAI Nagpur was conducted on 11 January 2018. The key information obtained are given below.</p> <ul style="list-style-type: none"> <li>• Project is operational since 2015,</li> <li>• All the Cases related to land acquisition has been resolved and there is no pending litigation in the project assets being maintained by the ONBHPL,</li> <li>• Accident records are submitted by the ONBHPL and it is analysed by NHAI. In case action is required to be taken by the concessionaire, requisite information is given to the ONBHPL,</li> <li>• The grievance redressal mechanism is obtaining any complaint either through ONBHPL toll plaza, Toll free number of NHAI or direct representation of grievance to PD.</li> </ul>	

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## A. Details of Right of Way

**Table 29: Existing Right of Way (Prior to Construction) (Km wise RoW)**

Chainage (Km)	ROW (meter)	Chainage (Km)	ROW (meter)	Chainage (Km)	ROW (meter)
3.000	38	26.000	40	46.000	30
12	38	27.000	38	47.000	36
13	0	28.000	40	48.000	32
14.2	35	29.000	30	49.000	34
14.750	40	30.000	40	50.000	30
15.150	35	31.000	36	51.000	48
16.000	42	32.000	36	52.000	30
17.000	40	32.700	Bypass	53.000	36
18.000	34	40.000	Bypass	54.000	32
19.000	44	40.000	29	55.000	30
20.000	45	41.000	32	56.000	22
21.000	35	42.000	38	57.000	28
22.000	38	43.000	36	58.000	32
24.000	40	44.000	38	59.000	34
25.000	50	45.000	30	60.000	
137-144	24-26	144-145	14-16	145-158	21.30
158-171	23-26	173-190	20-26	190-192	18-20
192-198	24-28	198-199	24-25	206-210	23-24
210-212	27-28	212-216	24-26	216-223	23-25
223-248	22-25	248-254	25-35	254-256	21-24
256-257	28-30				

## B. Details of Proposed ROW

**Table 30: Proposed and Actual ROW**

DETAILS OF PROPOSED ROW (Maharashtra)							
As per CA				As per actual land acquired by NHAI			
S.No.	Design Ch. (km)		Length (km)	Proposed ROW (m)	Design Ch. (km)		Available ROW (m)
	From	To			From	To	
1	3.0	13.3	10.3	45.0	3.0	13.3	45.0
2	13.3	14.3	1.0	60.0	13.3	14.3	60.0
3	14.3	19.0	4.7	45.0	14.3	19.0	45.0
4	19.0	32.6	13.6	60.0	19.0	32.6	60.0
5	32.6	40.6	8.0	60.0	32.6	40.5	60.0
6	40.6	47.0	6.4	60.0	40.5	47.0	45-60
19	47.0	59.7	12.7	60.0	47.0	59.7	60.0

DETAILS OF PROPOSED ROW (Madhya Pradesh)							
As per CA				As per actual land acquired by NHAI			
S.No.	Design Ch. (km)		Length (km)	Proposed ROW (m)	Design Ch. (km)		Available ROW (m)
	From	To			From	To	
1	0.0	1.4	1.4	60.0	0.0	1.4	45.0
2	1.4	1.9	0.6	60.0	1.4	1.9	60.0
3	1.9	2.5	0.6	60.0	1.9	2.5	45.0
4	2.5	4.9	2.4	60.0	2.5	4.9	60.0
5	4.9	5.9	1.0	60.0	4.9	5.9	56.0
6	5.9	27.0	21.1	60.0	5.9	27.0	60.0
7	27.0	27.6	0.6	45.0	27.0	27.6	60.0
8	27.6	43.2	15.6	60.0	27.6	43.2	60.0
9	43.2	44.1	0.9	60.0	43.2	44.1	45.0
10	44.1	45.1	1.0	60.0	44.1	45.1	60.0
11	45.1	45.9	0.8	45.0	45.1	45.9	60.0
12	45.9	71.7	25.8	60.0	45.9	71.7	60.0
13	71.7	73.0	1.3	60.0	71.7	73.0	80.0
14	73.0	76.4	3.4	60.0	73.0	76.4	60.0
15	76.4	76.9	0.5	60.0	76.4	76.9	54-60
16	76.9	80.2	3.3	60.0	76.9	80.2	60.0
19	80.2	81.6	1.4	45.0	80.2	81.6	55.7
20	81.6	99.1	17.6	60.0	81.6	99.1	55-60
29	99.1	100.1	1.0	45.0	99.1	100.1	45.0
31	100.1	115.7	15.7	60.0	100.1	115.7	55-60
41	115.7	116.8	1.1	45.0	115.7	116.8	45.0
42	116.8	117.3	0.5	60.0	116.8	117.3	60.0

## C. List of Villages and Land Use

**Table 31: List of Villages**

Sr. No	Name of Village	Tahsil
District Betul		
1	Milanpur	Betul
2	Bothiya	Betul
3	Hiwrasenadwar	Betul
4	Bamhani	Betul
5	Chichkheda	Betul
6	Seoni	Betul
7	Sonaghati	Betul
8	Kosmi	Betul
9	Khakrajamthi	Betul
10	Hanothya	Betul
11	Partapur	Betul
12	Batama	Betul
13	Milanpur	Betul
14	Ankawadi	Betul
15	Sohagpur	Betul
16	Saikhandara	Betul
17	Saikhandara	Betul
18	BetulBazar	Betul
19	Baroda	Betul
20	Danora	Betul
21	Hathanapur	Multai
22	Kolhya	Multai
23	Ubhariya	Multai
24	Belmandai	Multai
25	Malhara	Multai
26	Malegaon	Multai
27	Chainpur	Multai
28	Somlapur	Multai
29	Raiseda	Multai
30	Khambara	Multai
31	Valni	Multai
32	Ambada	Multai
33	Chainpur	Multai
34	Thawariya	Multai
35	Somlapur	Multai
36	Bhilai	Multai
37	Mohi	Multai
38	Nagarkot	Multai
39	Parmandal	Multai
40	Kundai	Multai

Sr. No	Name of Village	Tahsil
41	Pathakheda	Multai
42	Multai	Multai
43	Zhitapatai	Multai
44	Nayegaon	Multai
45	Ambada	Multai
46	Khambara	Multai
47	Pathakheda	Multai
48	Kamath	Multai
49	Khedibujurg	
50	Chichnanda	
51	Kharsali	Multai
51	Temni	Pandhurna
52	Mordongari	Pandhurna
53	Nandapur	Pandhurna
54	Nandapur	Pandhurna
55	Pandhurna	Pandhurna
56	Rajna	Pandhurna
57	Borgaon	Pandhurna
58	Gadkhapa	Pandhurna
59	Devkhapa	Pandhurna
60	Badjali	Pandhurna
61	Varjali	Pandhurna
62	Khedikala	Pandhurna
63	Bamhani	Pandhurna
64	Ajangaon	Pandhurna
65	Badchicholi	Pandhurna

### C.1 List of villages of Nagpur district in Maharashtra

Sr. No	Name of Village
1	Jaripatka
2	Mankapur
3	Zingabai Takil
4	Nara
5	Bhokara
6	Mahadula
7	Koradi
8	Panjara
9	Nanda
10	Dahegao (Rangari)
11	Malegaon (Town)
12	Heti Surla
13	Bhagi Mahari
14	Piplabhadi
15	Khapa (Narsala)
16	Khursapar
17	Saoner
18	Patansawangi

19	Pipla (DakBangala)
20	Kawdas
21	Patansawangi
22	Takli (Bhansali)
23	Manegaon
24	Borujwada
25	Pardi (Rithi)
26	Umri (Bh.)
27	Borgaon (Jangli)
28	Chhatrapur
29	Jaitpur

## C.2 Village Wise Population of Scheduled Tribes

**Table 32: Village wise population of Scheduled Tribe in Madhya Pradesh**

Sr. No	Name of Village	Tahsil	Total Population	Scheduled tribe Population	% of ST Population
1	Milanpur	Betul	725	41	6%
2	Bothiya	Betul	2,102	273	13%
3	Hiwrasenadwar	Betul	1,937	148	8%
4	Bamhani	Betul	603	91	15%
5	Chichkheda	Betul	257	158	61%
6	Seoni	Betul	881	33	4%
7	Sonaghati	Betul	1,293	243	19%
8	Kosmi	Betul	1,399	123	9%
9	Khakrajamthi	Betul	267	46	17%
10	Hanothya	Betul	307	-	0%
11	Partapur	Betul	219	32	15%
12	Batama	Betul	283	-	0%
13	Milanpur	Betul	725	41	6%
14	Ankawadi	Betul	1,423	64	4%
15	Sohagpur	Betul	2,472	248	10%
16	Saikhandara	Betul	1,418	27	2%
17	Saikhandara	Betul	1,418	27	2%
18	BetulBazar	Betul	166,219	13,583	8%
19	Baroda	Betul	6,186	908	15%
20	Danora	Betul	2,552	244	10%
Total Betul			192,686	16,330	8%
21	Hathanapur	Multai	1,235	158	13%
22	Kolhya	Multai	1,760	120	7%
23	Ubhariya	Multai	477	118	25%
24	Belmandai	Multai	615	45	7%
25	Malhara	Multai	684	201	29%
26	Malegaon	Multai	4,137	568	14%
27	Chainpur	Multai	139	6	4%
28	Somlapur	Multai	337	-	0%
29	Raiseda	Multai	289	58	20%

Sr. No	Name of Village	Tahsil	Total Population	Scheduled tribe Population	% of ST Population
30	Khambara	Multai	1,025	191	19%
31	Valni	Multai	615	45	7%
32	Ambada	Multai	2,728	377	14%
33	Chainpur	Multai	139	6	4%
34	Thawariya	Multai	36	-	0%
35	Somlapur	Multai	337	-	0%
36	Bhilai	Multai	969	24	2%
37	Mohi	Multai	1,079	34	3%
38	Nagarkot	Multai	452	73	16%
39	Parmandal	Multai	2,159	99	5%
40	Kundai	Multai	1,288	122	9%
41	Pathakheda	Multai	4,363	111	3%
42	Multai	Multai	27,222	13,313	49%
43	Zhitapatai	Multai	2,169	99	5%
44	Nayegaon	Multai	1,904	181	10%
45	Ambada	Multai	2,728	377	14%
46	Khambara	Multai	1,025	191	19%
47	Pathakheda	Multai	5,136	161	3%
48	Kamath	Multai	2,899	276	10%
49	Khedibujurg				
50	Chichnanda				
51	Kharsali	Multai	541	129	24%
Total Multai			68,487	17,083	25%
51	Temni	Pandhurna	2,067	21	1%
52	Mordongari	Pandhurna	850	31	4%
53	Nandapur	Pandhurna	1,879	400	21%
54	Nandapur	Pandhurna	1,879	400	21%
55	Pandhurna	Pandhurna	926	100	11%
56	Rajna	Pandhurna	560	-	0%
57	Borgaon	Pandhurna	5,896	583	10%
58	Gadkhapa	Pandhurna			
59	Devkhapa	Pandhurna			
60	Badjali	Pandhurna			
61	Varjali	Pandhurna			
62	Khedikala	Pandhurna			
63	Bamhani	Pandhurna	412		
64	Ajangaon	Pandhurna	804		
65	Badchicholi	Pandhurna	77,515	3,842	5%

Source: <Insert Notes or Source>

### C.3 Village wise Land Acquisition Betul and Chindwara District

**Table 33: Village Wise Land Acquisition**

Sr. No	Name of Village	Tahsil	Area (in Hect.) Award passed by CALA	Total Sanctioned Amount to be deposited (Rs)	Amount to be deposited with CALA Date	Disbursement made on Date
1	Temni	Pandhurna	1.388	3058557	14.09.2011	17.10.2011
2	Bothiya	Pandhurna	8.240	4558512		05.11.2011
3	Ajangaon	Pandhurna	15.200	27015397	01.10.2011	24.10.2011
4	Bamhani	Pandhurna	1.030	1627192		17.10.2011
5	Gadkhapa	Pandhurna	11.334	18336002		22.11.2011
6	Hiwrasenadwar	Pandhurna	17.306	22698503		14.11.2011
7	Nandapur	Pandhurna	10.357	9090307		25.11.2011
8	Khedikala	Pandhurna	4.915	4189216	10.10.2011	18.10.2011
9	Chichkheda	Pandhurna	3.315	1916014		
10	Badjali	Pandhurna	8.394	5880784		21.11.2011
11	Rajna	Pandhurna	17.865	32933544	14.10.2011	09.12.2011
12	Pandhurna	Pandhurna	2.664	5270088		14.11.2011
13	Devkhapa	Pandhurna	12.995	23194356	13.12.2011	12.01.2012
14	Borgaon	Pandhurna	2.522	2430644		12.01.2012.
15	Sawargaon	Pandhurna	10.666	17790730		20.01.2012
16	Mordongari	Pandhurna	14.886	50016099	31.01.2012	02.02.2012
17	Seoni	Pandhurna	27.881	52188234		08.02.2012
18	Mohi	Pandhurna	12.070	11989123	29.02.2012	19.03.2012
19	Hathanapur	Multai	3.866	1427413	22.11.2011	08.12.2011
20	Thawariya	Multai	6.438	5093448		29.11.2011
21	Chainpur	Multai	2.701	1541959		30.11.2011
22	Kolhya	Multai	7.244	2067938		05.12.2011
23	Ubhariya	Multai	4.592	2537337		17.12.2011
24	Kundai	Multai	2.549	1054988		17.12.2011
25	Somlapur	Multai	4.564	1719849		19.12.2011
26	Patakhera	Multai	8.016	4658151		20.12.2011
27	Khedibujurg	Multai	8.735	8054985		22.12.2011
28	Mohi	Multai	6.759	18330813		21.12.2011
29	Malegaon	Multai	4.498	2779086		07.12.2011
30	Khambara	Multai	12.53	4890797		15.12.2011
31	Malhara	Multai	10.415	6609052		14.12.2011
32	Chichanda	Multai	10.524	8369477		13.12.2011
33	Bothiya	Multai	15.869	33246454	02.02.2012	17.01.2012
34	Ambada	Multai	7.545	17676089		16.01.2012
35	Zhitapati	Multai	1.110	195162		17.01.2012
36	Belmandai	Multai	2.198	7176544		17.01.2012
37	Nayegaon	Multai	4.868	7979664		12.01.2012
38	Raiseda	Multai	6.521	2603542	06.01.2012	04.01.2012
39	Bhilai	Multai	5.392	20516822		07.01.2012

Sr. No	Name of Village	Tahsil	Area (in Hect.) Award passed by CALA	Total Sanctioned Amount to be deposited (Rs)	Amount to be deposited with CALA Date	Disbursement made on Date
40	Nagarkot	Multai	7.810	8465592		07.01.2012
41	Kosami	Betul	9.297	33304360	1.03.2012	27.02.2012
42	Sonaghati	Betul	13.138	24908302		28.02.2012
43	Khakrajamthi	Betul	2.336	6149272		21.02.2012
44	Danora	Betul	1.508	3460645	10.02.2012	13.02.2012
45	Batama	Betul	2.55	6209141		13.02.2012
46	Badora	Betul	14.5	56676509		13.02.2012
47	Milanpur	Betul	1.641	7240345	27.02.2012	17.02.2012
48	Ankawadi	Betul	6.238	6219963		17.02.2012
49	Partapur	Betul	4.901	8056937		23.02.2012
50	Saikhandara	Betul	3.171	5236386		23.02.2012
51	Betul Bazar	Betul	8.402	13242809		21.02.2012
52	Hanothya	Betul	9.835	23012139	01.03.2012	22.02.2012
53	Sohagpur	Betul	4.452	8133378	27.02.2012	24.02.2012
54	Badchicholi	Pandhurna	4.031	7138220	14.04.2013	
55	Milanpur	Betul	2.340	8394211	18.04.2012	19.04.2012
56	Multai	Multai	15.079	28539277	04.06.2012	18.04.2012
57	Valni	Multai	1.532	952293		19.04.2012
58	Parmandal	Multai	7.553	6137087		17.04.2012
59	Kharsali	Multai	2.585	1688584		19.04.2012
60	Kamath	Multai	6.476	22024677	29.06.12	20.04.2012
61	Malhara	Multai	0.817	379353	25.07.2012	24.07.2012
62	Kundai	Multai	0.86	350292		31.07.2012
63	Malegaon	Multai	0.255	224120		24.07.2012
64	Khedibujurg	Multai	0.332	1052069		31.07.2012
65	Nagarkot	Multai	0.571	258628		24.07.2012
66	Kharsali	Multai	2.847	2324439		24.07.2012
67	Chichanda	Multai	0.144	20511		31.07.2012
68	Chainpur	Multai	1.125	388642		24.07.2012
69	Somlapur	Multai	0.47	227407		24.07.2012
70	Mohi	Multai	0.612	1351040		24.07.2012
71	Raiseda	Multai	0.486	344579		24.07.2012
72	Patakheda	Multai	1.033	373134		24.07.2012
73	Thawriya	Multai	0.486	483229		24.07.2012
74	Parmandal	Multai	3.359	2666338		24.07.2012
75	Multai	Multai	11.287	38167477	31.10.12	23.10.2012
76	Bhilai	Multai	0.251	1873246		23.10.2012
77	Khambara	Multai	0.528	144074		23.10.2012
78	Valni	Multai	0.182	212601		23.10.2012
79	Belmandai	Multai	0.451	1982434		30.10.2012
80	Nayegaon	Multai	0.745	2217995		23.10.2012
81	Bothiya	Multai	0.22	148705		30.10.2012

Sr. No	Name of Village	Tahsil	Area (in Hect.) Award passed by CALA	Total Sanctioned Amount to be deposited (Rs)	Amount to be deposited with CALA Date	Disbursement made on Date
82	Patakheda	Multai	Property	533861	19.11.12	20.11.12
83	Kamath	Multai	Property	211178		20.11.12
84	Mohi	Multai	Property	1314581		20.11.12
85	Ajangaon	Pandhurna	Property	391556	16.08.12	28.08.12
86	Bothiya	Pandhurna	Property	103455		
87	Hiwrasenad.	Pandhurna	Property	761383		
88	Rajna	Pandhurna	Property	812429		
89	Seoni	Pandhurna	Property	123505		
90	Nandapur	Pandhurna	Property	221747		
91	Varjali	Pandhurna	Property	24442		
92	Devkhapa	Pandhurna	Property	523703		
93	Bamhani	Pandhurna	Property	77452		
94	Mordongri	Pandhurna	Property	384659		
95	Sawargaon	Pandhurna	Property	114127		
96	Khedikala	Pandhurna	Property	230505		
97	Chichkheda	Pandhurna	Property	92565		
98	Mohi	Pandhurna	Property	279159		
99	Gadkhapa	Pandhurna	Property	55296		
100	Ajangaon	Pandhurna	0.100	1517675	30.08.12	10.09.12
101	Varjali	Pandhurna	0.578	634621		10.09.12
102	Devkhapa	Pandhurna	1.34	4460769		11.09.12
103	Bothiya	Pandhurna	0.51	835681		14.09.12
104	Hiwrasenadwar	Pandhurna	0.266	1176947		14.09.12
105	Rajna	Pandhurna	0.835	2279242		11.09.12
106	Seoni	Pandhurna	0.46	951830		11.09.12
107	Nandapur	Pandhurna	1.348	1481655		14.09.12
108	Bamhani	Pandhurna	0.065	171487		10.09.12
109	Pandhurna	Pandhurna	0.282	725626		10.09.12
110	Chichkheda	Pandhurna	0.48	709104		10.09.12
111	Mohi	Pandhurna	0.596	530263		10.09.12
112	Gadkhapa	Pandhurna	1.313	9665229		14.09.12
113	Sawargaon	Pandhurna	2.032	3913951		14.09.12
114	Mordongri	Pandhurna	2.624	15152557		14.09.12
115	Ajangaon	Pandhurna	0.044	852131	20.01.2013	27.01.2013
116	Rajna	Pandhurna	0.171	346936		27.01.2013
117	Seoni	Pandhurna	0.17	4943535		27.01.2013
118	Mordongari	Pandhurna	0.046	187607		27.01.2013
119	Borgaon	Pandhurna	0.078	116440		27.01.2013
120	Sonaghathi	Betul	1.104	2012921	16.08.12	28.08.2012
121	Kosmi	Betul	1.312	4457464		
122	Khakrajamthi	Betul	0.241	1337424		
123	Danora	Betul	1.04	66370		

Sr. No	Name of Village	Tahsil	Area (in Hect.) Award passed by CALA	Total Sanctioned Amount to be deposited (Rs)	Amount to be deposited with CALA Date	Disbursement made on Date
124	Badora	Betul	1.429	7031743		
125	Batama	Betul	0.1	817683		
126	Hanothya	Betul	0.67	2484574		
127	Betul Bazar	Betul	1.605	9352525		
128	Milanpur	Betul	1.81	6793456		
129	Ankawadi	Betul	1.484	4802965		
130	Sohagpur	Betul	0.762	1921505		
131	Partapur	Betul	2.934	4782425		
132	Saikhandara	Betul	8.13	9603118		
133	Betul Bazar (Purak)	Betul	2.24	8537544		
134	Sohagpur	Betul	1.110	218455299		
135	Badchicholi	Pandhurna	15.883	6655744	25.06.2013	
136	Danora	Betul	14.449	101746720		
137	Badora	Betul	9.957	127103334		
138	Batama	Betul	0.032	246888		
139	Milanpur	Betul	0.222	3453385		
140	Ankawadi	Betul	3.994	12519824		
141	Sohagpur	Betul	0.157	516289		
142	Saikhandara	Betul	3.906	2425544		
143	Ambada	Multai	0.223	777033	01.07.2013	30.11.2013
144	Pathakheda	Multai	1.468	1633815		
145	Multai	Multai	26.259	172555966		
146	Kharsali	Multai	0.160	732149		
147	Kamath	Multai	13.171	31490566		
148	Chainpur	Multai	0.522	629402		
149	Thawariya	Multai	0.388	855206		
150	Nayegaon	Multai	0.218	231154		
151	Parmandal	Multai	0.309	312804		
152	Somlapur	Multai	0.200	286563		
153	Bhilai	Multai	0.152	240768		
154	Nagarkot	Multai	0.050	62898		
155	Mohi	Multai	0.004	116314		
156	Badchicholi (Bypass)	Pandhurna	Property	899599		
157	Ajargon	Pandhurna	Property	291852	265320.00	1/2/2016
158	Mohi	Multai	0.330	545118	12/30/2015	
159	Nagarkot	Multai	0.495	708334		
160	Parmandal	Multai	0.105	280331		
161	Multai	Multai	Property	220587		
162	Saikhandara	Betul	0.187	85305		
163	BetulBazar	Betul	0.300	1815000		
164	Baroda	Betul	0.726	7799660		
165	Danora	Betul	0.032	61178		

Sr. No	Name of Village	Tahsil	Area (in Hect.) Award passed by CALA	Total Sanctioned Amount to be deposited (Rs)	Amount to be deposited with CALA Date	Disbursement made on Date
166	Kundai	Multai	0.116	122564	6/10/2016	
167	Pathakheda	Multai	0.02	277200		
168	Multai	Multai	1.104	92400		
169	Parmandal	Multai	0.01	113358		
170	Nayegaon	Multai	0.175	1257585		
171	ambada	Multai	0.043	717150		
172	Khambara	Multai	1.266	2515036		
173	Pathakheda	Multai	0.419	228620		
174	Multai	Multai	1.667	57572050	10/27/2016	
175	kamath	Multai	1.915	19539765		
176	Kharsali	Multai	0.394	12535169		
177	Badchicholi	Pandhurna	31.05.2011	35032	385348	

Source: &lt;Insert Notes or Source&gt;

## C.4 Nagpur District

**Table 34: Village Wise Land Acquisition**

Sr. No.	Name of Village	Area Sq. mt as per 3(D) Notification	3 (D)
			Published in Gazette
1	3	5	7
1	Jaripatka	58.30	S.O.NO. 2436 (E) Dtd. 25/10/2011
2	Mankapur	3694.16	
3	Zingabai Takil	9449.17	
4	Nara	2061.5	
5	Bhokara	4795	
6	Mahadula	3215	
7	Koradi	3900	S.O.NO.2175 (E) Dtd. 21/09/2011
8	Panjara	5178	
9	Nanda	260	
10	Dahegao (Rangari)	12730	
11	Malegaon (Town)	34930	
12	Heti Surla	19100	
13	Bhagi Mahari	8480	
14	Piplabhadi	17500	
15	Khapa (Narsala)	8780	
16	Khursapar	75490	
17	Saoner	55889	
18	Patansawangi	10985	
19	Pipla (DakBangala)	9345	S. O. No., 1010 (E) Dtd. 09/05/2011
20	Kawdas	45320	
21	Patansawangi	54250	
22	Takli (Bhansali)	40100	

Sr. No.	Name of Village	Area Sq. mt as per 3(D) Notification	3 (D)
			Published in Gazette
23	Manegaon	30050	
24	Borujwada	28720	
25	Pardi (Rithi)	43270	
26	Umri (Bh.)	93970	
27	Borgaon (Jangli)	32300	
28	Chhatrapur	55400	
29	Jaitpur	24340	

### C.5 Additional 3(A) Notification for LAND ACQUISITION (Maharashtra Section)

**Table 35: Land Acquisition Maharashtra Section**

Sr. No.	Name of Village	3 (D)	Area Sq. mt as per 3(D) Notification
		Published in Gazette	
1	3	7	
1	Bhokara	S. O. No. 3100 (E) Dtd. 09/12/2014	7030
2	Mahadula		2714
3	Koradi		1251
4	Panjara		2250
5	Nanda		498
6	Dahegao (Rangari)		7169
7	Malegaon (Town)		1390
8	Heti Surla		2720
9	Bhagi Mahari		
10	Piplabhadi		2280
11	Khapa (Narsala)		100
12	Khursapar		
13	Saoner	S.O. 2460 (E) Dtd. 23/09/2014	25599
14	Pipla (DakBangala)	S. O. No. 3100 (E) Dtd. 09/12/2014	401
15	Kawdas		3216
16	Patansawangi		5120
17	Takli (Bhansali)		1060
18	Manegaon		950
19	Borujwada		16806
20	Pardi (Rithi)		7912
21	Umri (Bh.)		
22	Chhatrapur		2360
23	Jaitpur		1670
24	Gujarkhedi		1400
25	Aanjani		200
1	Mankapur	S. O. No. 1266 (E) Dtd. 12/05/2015	1317.88
2	Zingabai Takil		4353.7
3	Nari		
4	Dahegaon (Rabgari)		57

Sr. No.	Name of Village	3 (D)	Area
		Published in Gazette	Sq. mt as per 3(D) Notification
5	Borujwad		8830

## D. Land Acquisition Details

### D.1 Details of 3D notification

Tehsil		date of 3A	Date of 3D
		Mention all dates (and the amount of land covered under each notification in brackets)	Mention all dates (and the amount of land covered under each notification in brackets)
	Nagpur (urban)	2672 (E) Dtd. 28/10/2010 (0.70831)	2436 (E) Dtd. 25/10/2011 (0.00583)
	Nagpur (urban)	2672 (E) Dtd. 28/10/2010 (0.464375)	2436 (E) Dtd. 25/10/2011 (0.369416)
	Nagpur (urban)	2672 (E) Dtd. 28/10/2010 (2.214694)	2436 (E) Dtd. 25/10/2011 (0.944917)
	Nagpur (urban)	2672 (E) Dtd. 28/10/2010 (0.402082)	2436 (E) Dtd. 25/10/2011 (0.20615)
	Nagpur (Rurla)	2672 (E) Dtd. 28/10/2010 (2.0153)	2436 (E) Dtd. 25/10/2011 (0.4795)
	Kamptee	2672 (E) Dtd. 28/10/2010 (1.0201)	2436 (E) Dtd. 25/10/2011 (0.3215)
	Kamptee	2672 (E) Dtd. 28/10/2010 (0.689)	2175 (E) Dtd. 21/09/2011 (0.39)
	Kamptee	2672 (E) Dtd. 28/10/2010 (0.9752)	2175 (E) Dtd. 21/09/2011 (0.5178)
	Kamptee	2672 (E) Dtd. 28/10/2010 (1.102)	2175 (E) Dtd. 21/09/2011 (0.026)
	Saoner	2672 (E) Dtd. 28/10/2010 (2.802)	2175 (E) Dtd. 21/09/2011 (1.273)
	Saoner	2672 (E) Dtd. 28/10/2010 (4.376)	2175 (E) Dtd. 21/09/2011 (3.493)
	Saoner	2672 (E) Dtd. 28/10/2010 (2.725)	2175 (E) Dtd. 21/09/2011 (1.91)
	Saoner	2672 (E) Dtd. 28/10/2010 (2.035)	2175 (E) Dtd. 21/09/2011 (0.848)
	Saoner	2672 (E) Dtd. 28/10/2010 (3.522)	2175 (E) Dtd. 21/09/2011 (1.75)
	Saoner	2672 (E) Dtd. 28/10/2010 (1.282)	2175 (E) Dtd. 21/09/2011 (0.878)
	Saoner	2672 (E) Dtd. 28/10/2010 (14.8883)	2175 (E) Dtd. 21/09/2011 (7.549)
	Saoner	967 (E) Dtd.03/05/2011 (6.6261)	2175 (E) Dtd. 21/09/2011 (5.5889)
	Saoner	967 (E) Dtd.03/05/2011 (1.4838)	2175 (E) Dtd. 21/09/2011 (1.0985)
	Saoner	1161 (E) Dtd.18/05/2010 (2.143)	1010 (E) Dtd. 09/05/2011 (0.9345)
	Saoner	1161 (E) Dtd.18/05/2010 (6.689)	1010 (E) Dtd. 09/05/2011 (4.532)
	Saoner	1161 (E) Dtd.18/05/2010 (8.276)	1010 (E) Dtd. 09/05/2011 (5.425)
	Saoner	1161 (E) Dtd.18/05/2010 (5.922)	1010 (E) Dtd. 09/05/2011 (4.01)
	Saoner	1161 (E) Dtd.18/05/2010 (4.465)	1010 (E) Dtd. 09/05/2011 (3.005)
	Saoner	1161 (E) Dtd.18/05/2010 (4.444)	1010 (E) Dtd. 09/05/2011 (2.872)
	Saoner	1161 (E) Dtd.18/05/2010 (6.94)	1010 (E) Dtd. 09/05/2011 (4.327)
	Saoner	1161 (E) Dtd.18/05/2010 (12.351)	1010 (E) Dtd. 09/05/2011 (9.397)
	Saoner	1161 (E) Dtd.18/05/2010 (5.644)	1010 (E) Dtd. 09/05/2011 (3.23)
	Saoner	1161 (E) Dtd.18/05/2010 (7.925)	1010 (E) Dtd. 09/05/2011 (5.54)
	Saoner	1161 (E) Dtd.18/05/2010 (3.629)	1010 (E) Dtd. 09/05/2011 (2.434)
	Nagpur (Rurla)	3636 (E) Dtd. 11/12/2013 (0.7925)	3100 (E) Dtd. 09/12/2014 (0.703)
	Kamptee	3636 (E) Dtd. 11/12/2013 (0.3606)	3100 (E) Dtd. 09/12/2014 (0.2714)
	Kamptee	3636 (E) Dtd. 11/12/2013 (0.1628)	3100 (E) Dtd. 09/12/2014 (0.1251)
	Kamptee	3636 (E) Dtd. 11/12/2013 (0.2326)	3100 (E) Dtd. 09/12/2014 (0.225)
	Kamptee	3636 (E) Dtd. 11/12/2013 (0.145)	3100 (E) Dtd. 09/12/2014 (0.0498)
	Saoner	3636 (E) Dtd. 11/12/2013 (0.7169)	3100 (E) Dtd. 09/12/2014 (0.7169)
	Saoner	3636 (E) Dtd. 11/12/2013 (0.139)	3100 (E) Dtd. 09/12/2014 (0.139)
	Saoner	3636 (E) Dtd. 11/12/2013 (0.29)	3100 (E) Dtd. 09/12/2014 (0.272)
	Saoner	3636 (E) Dtd. 11/12/2013 (1.153)	3100 (E) Dtd. 09/12/2014 (0)
	Saoner	3636 (E) Dtd. 11/12/2013 (0.311)	3100 (E) Dtd. 09/12/2014 (0.228)
	Saoner	3636 (E) Dtd. 11/12/2013 (0.011)	3100 (E) Dtd. 09/12/2014 (0.01)
	Saoner	3636 (E) Dtd. 11/12/2013 (0.744)	3100 (E) Dtd. 09/12/2014 (0)

Tehsil		date of 3A	Date of 3D
	Saoner	3636 (E) Dtd. 11/12/2013 (2.5799)	S.O. 2460 (E) Dtd. 23/09/2014 (2.5599)
	Saoner	3636 (E) Dtd. 11/12/2013 (0.0416)	3100 (E) Dtd. 09/12/2014 (0.0401)
	Saoner	3636 (E) Dtd. 11/12/2013 (0.3236)	3100 (E) Dtd. 09/12/2014 (0.3216)
	Saoner	3636 (E) Dtd. 11/12/2013 (0.512)	3100 (E) Dtd. 09/12/2014 (0.512)
	Saoner	3636 (E) Dtd. 11/12/2013 (0.106)	3100 (E) Dtd. 09/12/2014 (0.106)
	Saoner	3636 (E) Dtd. 11/12/2013 (0.095)	3100 (E) Dtd. 09/12/2014 (0.095)
	Saoner	3636 (E) Dtd. 11/12/2013 (1.716)	3100 (E) Dtd. 09/12/2014 (1.6806)
	Saoner	3636 (E) Dtd. 11/12/2013 (1.0702)	3100 (E) Dtd. 09/12/2014 (0.7912)
	Saoner	3636 (E) Dtd. 11/12/2013 (0.211)	3100 (E) Dtd. 09/12/2014 (0)
	Saoner	3636 (E) Dtd. 11/12/2013 (0.295)	3100 (E) Dtd. 09/12/2014 (0.236)
	Saoner	3636 (E) Dtd. 11/12/2013 (0.173)	3100 (E) Dtd. 09/12/2014 (0.167)
	Saoner	3636 (E) Dtd. 11/12/2013 (0.14)	3100 (E) Dtd. 09/12/2014 (0.14)
	Saoner	3636 (E) Dtd. 11/12/2013 (0.14)	3100 (E) Dtd. 09/12/2014 (0.02)
	Nagpur (urban)	1266 (E), Dtd. 13/05/2014 (0.1938)	1266 (E) Dtd. 12/05/2015 (0.131788)
	Nagpur (urban)	1266 (E), Dtd. 13/05/2014 (0.5574)	1266 (E) Dtd. 12/05/2015 (0.43537)
	Nagpur (urban)	1266 (E), Dtd. 13/05/2014 (0.0625)	1266 (E) Dtd. 12/05/2015 (0)
	Saoner	1266 (E), Dtd. 13/05/2014 (0.011)	1266 (E) Dtd. 12/05/2015 (0.0057)
	Saoner	1266 (E), Dtd. 13/05/2014 (1.207)	1266 (E) Dtd. 12/05/2015 (0.883)
	Betul	1599 (E) Dtd. 06/07/2010 ( )	1070 (E) Dtd. 12/05/2011 (9.297)
	Betul	1599 (E) Dtd. 06/07/2010 ( )	1070 (E) Dtd. 12/05/2011 (13.138)
	Betul	1599 (E) Dtd. 06/07/2010 ( )	1070 (E) Dtd. 12/05/2011 (2.336)
	Betul	1599 (E) Dtd. 06/07/2010 ( )	1070 (E) Dtd. 12/05/2011 (1.508)
	Betul	1599 (E) Dtd. 06/07/2010 ( )	1070 (E) Dtd. 12/05/2011 (2.55)
	Betul	1599 (E) Dtd. 06/07/2010 ( )	1070 (E) Dtd. 12/05/2011 (14.5)
	Betul	1599 (E) Dtd. 06/07/2010 ( )	1070 (E) Dtd. 12/05/2011 (1.641)
	Betul	1599 (E) Dtd. 06/07/2010 ( )	1070 (E) Dtd. 12/05/2011 (6.238)
	Betul	1599 (E) Dtd. 06/07/2010 ( )	1070 (E) Dtd. 12/05/2011 (4.901)
	Betul	1599 (E) Dtd. 06/07/2010 ( )	1070 (E) Dtd. 12/05/2011 (3.171)
	Betul	1599 (E) Dtd. 06/07/2010 ( )	1070 (E) Dtd. 12/05/2011 (10.642)
	Betul	1599 (E) Dtd. 06/07/2010 ( )	1070 (E) Dtd. 12/05/2011 (9.835)
	Betul	1599 (E) Dtd. 06/07/2010 ( )	1070 (E) Dtd. 12/05/2011 (4.452)
	Betul	1075 (E) Dtd. 16/05/2011 ( )	520 (E) Dtd. 21/03/2012 (1.104)
	Betul	1075 (E) Dtd. 16/05/2011 ( )	520 (E) Dtd. 21/03/2012 (0.241)
	Betul	1075 (E) Dtd. 16/05/2011 ( )	520 (E) Dtd. 21/03/2012 (1.312)
	Betul	1075 (E) Dtd. 16/05/2011 ( )	520 (E) Dtd. 21/03/2012 (1.04)
	Betul	1075 (E) Dtd. 16/05/2011 ( )	520 (E) Dtd. 21/03/2012 (1.429)
	Betul	1075 (E) Dtd. 16/05/2011 ( )	520 (E) Dtd. 21/03/2012 (0.1)
	Betul	1075 (E) Dtd. 16/05/2011 ( )	520 (E) Dtd. 21/03/2012 (0.67)
	Betul	1075 (E) Dtd. 16/05/2011 ( )	520 (E) Dtd. 21/03/2012 (1.605)
	Betul	1075 (E) Dtd. 16/05/2011 ( )	520 (E) Dtd. 21/03/2012 (1.81)
	Betul	1075 (E) Dtd. 16/05/2011 ( )	520 (E) Dtd. 21/03/2012 (1.484)
	Betul	1075 (E) Dtd. 16/05/2011 ( )	520 (E) Dtd. 21/03/2012 (0.762)
	Betul	1075 (E) Dtd. 16/05/2011 ( )	520 (E) Dtd. 21/03/2012 (2.934)
	Betul	1075 (E) Dtd. 16/05/2011 ( )	520 (E) Dtd. 21/03/2012 (8.13)
	Betul	2246 (E) Dtd. 20/09/2012 ( )	520 (E) Dtd. 21/03/2012 (0.12)
	Betul	2246 (E) Dtd. 20/09/2013 ( )	520 (E) Dtd. 21/03/2012 (14.753)
	Betul	2246 (E) Dtd. 20/09/2014 ( )	520 (E) Dtd. 21/03/2012 (9.957)
	Betul	2246 (E) Dtd. 20/09/2015 ( )	520 (E) Dtd. 21/03/2012 (0.222)

Tehsil		date of 3A		Date of 3D	
	Betul	2246 (E) Dtd. 20/09/2016 ()		520 (E) Dtd. 21/03/2012 (3.994)	
	Betul	2246 (E) Dtd. 20/09/2017 ()		520 (E) Dtd. 21/03/2012 (0.032)	
	Betul	2246 (E) Dtd. 20/09/2018 ()		520 (E) Dtd. 21/03/2012 (0.157)	
	Betul	2246 (E) Dtd. 20/09/2019 ()		520 (E) Dtd. 21/03/2012 (3.906)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		263 (E) Dtd. 07/02/2011 (12.995)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		263 (E) Dtd. 07/02/2011 (2.664)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		263 (E) Dtd. 07/02/2011 (1.03)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		263 (E) Dtd. 07/02/2011 (11.334)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		263 (E) Dtd. 07/02/2011 (10.357)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		263 (E) Dtd. 07/02/2011 (14.886)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		263 (E) Dtd. 07/02/2011 (10.666)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		681 (E) Dtd. 30/03/2011 (12.07)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		681 (E) Dtd. 30/03/2011 (4.915)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		681 (E) Dtd. 30/03/2011 (3.315)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		681 (E) Dtd. 30/03/2011 (8.394)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		681 (E) Dtd. 30/03/2011 (1.338)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		681 (E) Dtd. 30/03/2011 (8.24)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		681 (E) Dtd. 30/03/2011 (15.2)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		681 (E) Dtd. 30/03/2011 (27.881)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		681 (E) Dtd. 30/03/2011 (17.865)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		681 (E) Dtd. 30/03/2011 (17.306)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		1281 (E) Dtd. 31/05/2011 (2.522)	
	Pandhurna	1815 (E) Dtd. 23/07/2010 ()		1281 (E) Dtd. 31/05/2011 (19.914)	
	Pandhurna	1085 (E) Dtd. 16/05/2011 ()		1008 (E) Dtd. 03/05/2012 (0.596)	
	Pandhurna	1085 (E) Dtd. 16/05/2011 ()		1008 (E) Dtd. 03/05/2012 (0.48)	
	Pandhurna	1085 (E) Dtd. 16/05/2011 ()		1008 (E) Dtd. 03/05/2012 (0.578)	
	Pandhurna	1085 (E) Dtd. 16/05/2011 ()		1008 (E) Dtd. 03/05/2012 (1.34)	
	Pandhurna	1085 (E) Dtd. 16/05/2011 ()		1008 (E) Dtd. 03/05/2012 (0.282)	
	Pandhurna	1085 (E) Dtd. 16/05/2011 ()		1008 (E) Dtd. 03/05/2012 (0.065)	
	Pandhurna	1085 (E) Dtd. 16/05/2011 ()		1008 (E) Dtd. 03/05/2012 (1.313)	
	Pandhurna	1085 (E) Dtd. 16/05/2011 ()		1008 (E) Dtd. 03/05/2012 (0.46)	
	Pandhurna	1085 (E) Dtd. 16/05/2011 ()		1008 (E) Dtd. 03/05/2012 (0.835)	
	Pandhurna	1085 (E) Dtd. 16/05/2011 ()		1008 (E) Dtd. 03/05/2012 (0.266)	
	Pandhurna	1085 (E) Dtd. 16/05/2011 ()		1008 (E) Dtd. 03/05/2012 (0.51)	
	Pandhurna	1085 (E) Dtd. 16/05/2011 ()		1008 (E) Dtd. 03/05/2012 (0.1)	
	Pandhurna	1085 (E) Dtd. 16/05/2011 ()		1008 (E) Dtd. 03/05/2012 (1.348)	
	Pandhurna	1085 (E) Dtd. 16/05/2011 ()		1008 (E) Dtd. 03/05/2012 (2.624)	
	Pandhurna	1085 (E) Dtd. 16/05/2011 ()		1008 (E) Dtd. 03/05/2012 (2.032)	
	Pandhurna	2518 (E) Dtd. 21/08/2013 ()		3813 (E) Dtd. 26/12/2013 (19.562)	
	Pandhurna	2518 (E) Dtd. 21/08/2013 ()		3813 (E) Dtd. 26/12/2013 (0.471)	
	Pandhurna	2518 (E) Dtd. 21/08/2013 ()		3813 (E) Dtd. 26/12/2013 (0.004)	
	Pandhurna	2518 (E) Dtd. 21/08/2013 ()		3813 (E) Dtd. 26/12/2013 (0.021)	
	Pandhurna	2518 (E) Dtd. 21/08/2013 ()		3813 (E) Dtd. 26/12/2013 (3.01)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		791 (E) Dtd. 26/04/2011 (3.866)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		791 (E) Dtd. 26/04/2011 (6.438)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		791 (E) Dtd. 26/04/2011 (2.701)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		791 (E) Dtd. 26/04/2011 (7.244)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		791 (E) Dtd. 26/04/2011 (4.592)	

Tehsil		date of 3A		Date of 3D	
	Multai	1710 (E) Dtd. 19/07/2010 ()		791 (E) Dtd. 26/04/2011 (2.549)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		791 (E) Dtd. 26/04/2011 (4.564)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		791 (E) Dtd. 26/04/2011 (8.016)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		791 (E) Dtd. 26/04/2011 (8.735)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		791 (E) Dtd. 26/04/2011 (6.759)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		791 (E) Dtd. 26/04/2011 (4.498)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		913 (E) Dtd. 29/04/2011 (12.53)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		913 (E) Dtd. 29/04/2011 (10.415)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		913 (E) Dtd. 29/04/2011 (10.524)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		913 (E) Dtd. 29/04/2011 (15.869)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		913 (E) Dtd. 29/04/2011 (7.545)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		913 (E) Dtd. 29/04/2011 (1.11)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		913 (E) Dtd. 29/04/2011 (2.198)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		913 (E) Dtd. 29/04/2011 (4.868)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		913 (E) Dtd. 29/04/2011 (6.521)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		913 (E) Dtd. 29/04/2011 (5.392)	
	Multai	1710 (E) Dtd. 19/07/2010 ()		913 (E) Dtd. 29/04/2011 (7.81)	
	Multai	680 (E) Dtd. 30/03/2011 ()		2383(E) Dtd. 15/10/2011 (7.553)	
	Multai	680 (E) Dtd. 30/03/2011 ()		2383(E) Dtd. 15/10/2011 (15.079)	
	Multai	680 (E) Dtd. 30/03/2011 ()		2383(E) Dtd. 15/10/2011 (1.532)	
	Multai	680 (E) Dtd. 30/03/2011 ()		2383(E) Dtd. 15/10/2011 (2.585)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (1.002)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (0.451)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (0.22)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (0.745)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (0.332)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (0.486)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (0.47)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (1.033)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (0.571)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (0.612)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (0.251)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (0.486)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (1.125)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (0.255)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (0.054)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (0.144)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (0.817)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (0.86)	
	Multai	1086 (E) Dtd. 16/05/2011 ()		2550 (E) Dtd. 11/11/2011 (0.528)	
	Multai	2220 (E) Dtd. 26/09/2011 ()		560 (E) Dtd. 22/03/2012 (3.537)	
	Multai	2220 (E) Dtd. 26/09/2011 ()		560 (E) Dtd. 22/03/2012 (11.287)	
	Multai	2220 (E) Dtd. 26/09/2011 ()		560 (E) Dtd. 22/03/2012 (0.182)	
	Multai	2220 (E) Dtd. 26/09/2011 ()		560 (E) Dtd. 22/03/2012 (2.847)	
	Multai	2220 (E) Dtd. 26/09/2011 ()		560 (E) Dtd. 22/03/2012 (6.476)	
	Multai	3032 (E) Dtd. 28/12/2012 ()		1078 (E) Dtd. 30/04/2013 (0.223)	
	Multai	3032 (E) Dtd. 28/12/2012 ()		1078 (E) Dtd. 30/04/2013 (1.468)	

Tehsil		date of 3A	Date of 3D
	Multai	3032 (E) Dtd. 28/12/2012 ( )	1078 (E) Dtd. 30/04/2013 (26.638)
	Multai	3032 (E) Dtd. 28/12/2012 ( )	1078 (E) Dtd. 30/04/2013 (0.16)
	Multai	3032 (E) Dtd. 28/12/2012 ( )	1078 (E) Dtd. 30/04/2013 (13.171)
	Multai	3032 (E) Dtd. 28/12/2012 ( )	1078 (E) Dtd. 30/04/2013 (0.522)
	Multai	3032 (E) Dtd. 28/12/2012 ( )	1078 (E) Dtd. 30/04/2013 (0.388)
	Multai	3032 (E) Dtd. 28/12/2012 ( )	1078 (E) Dtd. 30/04/2013 (0.218)
	Multai	3032 (E) Dtd. 28/12/2012 ( )	1078 (E) Dtd. 30/04/2013 (0.309)
	Multai	3032 (E) Dtd. 28/12/2012 ( )	1078 (E) Dtd. 30/04/2013 (0.2)
	Multai	3032 (E) Dtd. 28/12/2012 ( )	1078 (E) Dtd. 30/04/2013 (0.126)
	Multai	3032 (E) Dtd. 28/12/2012 ( )	1078 (E) Dtd. 30/04/2013 (0.05)
	Multai	3032 (E) Dtd. 28/12/2012 ( )	1078 (E) Dtd. 30/04/2013 (0.004)
	Multai	519 (E) Dtd. 06/03/2013 ( )	2566 (E) Dtd. 23/08/2013 (3.434)
	Multai	519 (E) Dtd. 06/03/2013 ( )	2566 (E) Dtd. 23/08/2013 (0.181)
	Multai	519 (E) Dtd. 06/03/2013 ( )	2566 (E) Dtd. 23/08/2013 (0.515)
	Multai	519 (E) Dtd. 06/03/2013 ( )	2566 (E) Dtd. 23/08/2013 (0.33)
	Multai	519 (E) Dtd. 06/03/2013 ( )	2566 (E) Dtd. 23/08/2013 (0.04)
	Multai	519 (E) Dtd. 06/03/2013 ( )	2566 (E) Dtd. 23/08/2013 (0.02)
	Multai	519 (E) Dtd. 06/03/2013 ( )	2566 (E) Dtd. 23/08/2013 (0.105)
	Pandhurna	979 (E) Dtd. 01/05/2012 ( )	2485 (E) Dtd. 13/10/2012 (0.044)
	Pandhurna	979 (E) Dtd. 01/05/2012 ( )	2485 (E) Dtd. 13/10/2012 (0.171)
	Pandhurna	979 (E) Dtd. 01/05/2012 ( )	2485 (E) Dtd. 13/10/2012 (0.158)
	Pandhurna	979 (E) Dtd. 01/05/2012 ( )	2485 (E) Dtd. 13/10/2012 (0.046)
	Pandhurna	979 (E) Dtd. 01/05/2012 ( )	2485 (E) Dtd. 13/10/2012 (0.078)
	Betul	1631 (E) Dtd. 27/06/2014 ( )	1688 (E) Dtd. 24/06/2015 (0.032)
	Betul	1631 (E) Dtd. 27/06/2014 ( )	1688 (E) Dtd. 24/06/2015 (0.726)
	Betul	1631 (E) Dtd. 27/06/2014 ( )	1688 (E) Dtd. 24/06/2015 (0.248)
	Betul	1631 (E) Dtd. 27/06/2014 ( )	1688 (E) Dtd. 24/06/2015 (0.184)
	Multai	2280 (E) Dtd. 08/09/2014 ( )	2369 (E) Dtd. 31/08/2015 (0.043)
	Multai	2280 (E) Dtd. 08/09/2014 ( )	2369 (E) Dtd. 31/08/2015 (1.667)
	Multai	2280 (E) Dtd. 08/09/2014 ( )	2369 (E) Dtd. 31/08/2015 (0.394)
	Multai	2280 (E) Dtd. 08/09/2014 ( )	2369 (E) Dtd. 31/08/2015 (1.971)
	Multai	2280 (E) Dtd. 08/09/2014 ( )	2369 (E) Dtd. 31/08/2015 (1.366)
	Multai	2280 (E) Dtd. 08/09/2014 ( )	2369 (E) Dtd. 31/08/2015 (0.01)
	Multai	2280 (E) Dtd. 08/09/2014 ( )	2369 (E) Dtd. 31/08/2015 (0.419)
	Multai	2280 (E) Dtd. 08/09/2014 ( )	2369 (E) Dtd. 31/08/2015 (0.043)
	Multai	2280 (E) Dtd. 08/09/2014 ( )	2369 (E) Dtd. 31/08/2015 (0.175)

## D.2 Details of 3G notification is as indicated below.

Tehsil		Date of award/ 3G	Date 3H
		Mention all dates (and the amount of land covered under each notification in brackets)	Mention all dates (and the amount of land covered under each notification in brackets)
	Nagpur (urban)	31/03/2012 (0.00583)	04/05/2012 (0.00583)
	Nagpur (urban)	17/07/2012 (0.380416)	13/08/2012 (0.380416)
	Nagpur (urban)	09/09/2012 (0.9449)	05/12/2012 (0.944977)
	Nagpur (urban)	16/05/2012 (0.2061)	15/06/2012 (0.20615)

Tehsil	Date of award/ 3G		Date 3H	
Nagpur (urban)	08/02/2013 (0.4795)		13/02/2013 (0.3941)	
Kamptee	24/01/2013 (0.5178)		04/03/2013 (0.4498)	
Kamptee	24/01/2013 (0.3215)		04/03/2013 (0.2935)	
Kamptee	01/02/2013 (0.39)		04/03/2013 (0.294)	
Kamptee	09/08/2012 (0.026)		21/09/2012 (0.026)	
Saoner	23/01/2013 (1.273)		04/03/2013 (1.2511)	
Saoner	30/01/2013 (0.9345)		13/02/2013 (0.9294)	
Saoner	28/02/2013 (4.532)		13/02/2013 (4.532)	
Saoner	10/12/2012 (5.387)		08/01/2013 (5.387)	
Saoner	30/01/2013 (1.0985)		16/04/2013 (1.0985)	
Saoner	23/01/2013 (4.01)		04/03/2013 (4.01)	
Saoner	01/02/2013 (3.005)		05/02/2013 (2.945)	
Saoner	24/01/2013 (3.493)		04/03/2013 (3.484)	
Saoner	23/01/2013 (2.872)		04/03/2013 (2.872)	
Saoner	24/01/2013 (5.5889)		04/03/2013 (5.5889)	
Saoner	09/08/2012 (4.327)		21/09/2012 (4.327)	
Saoner	30/11/2012 (1.91)		26/12/2012 (1.626)	
Saoner	09/08/2012 (1.75)		21/09/2012 (1.75)	
Saoner	09/08/2012 (0.878)		21/09/2012 (0.878)	
Saoner	30/11/2012 (9.397)		26/12/2012 (9.397)	
Saoner	09/08/2012 (3.23)		21/09/2012 (3.23)	
Saoner	03/09/2012 (5.82)		16/11/2012 (5.82)	
Saoner	18/08/2011 (2.434)		03/11/2011 (2.434)	
Saoner	08/11/2012 (7.549)		05/12/2012 (7.549)	
Saoner	30/06/2015 (0.1)		10/09/2015 (0.1)	
Saoner	13/07/2015 (0.025)		10/09/2015 (0.025)	
Saoner	31/07/2015 (0.095)		26/11/2015 (0.095)	
Saoner	31/07/2015 (0.095)		26/11/2015 (0.095)	
Saoner	(0.048)		26/11/2015 (0.048)	
Saoner	29/08/2015 (0.14)		26/11/2015 (0.14)	
Saoner	31/08/2015 (0.236)		08/02/2016 (0.236)	
Saoner	15/09/2015 (0.7912)		08/02/2016 (0.7912)	
Saoner	15/10/2015 (0.139)		08/02/2016 (0.139)	
Saoner	13/10/2015 (0.3216)		08/02/2016 (0.3216)	
Saoner	16/10/2015 (0.0401)		08/02/2016 (0.0401)	
Saoner	29/12/2015 (0.512)		07/03/2016 (0.512)	
Saoner	14/12/2015 (0.7169)		07/03/2016 (0.7169)	
Saoner	29/12/2015 (0.0057)		07/03/2016 (0.0057)	
Saoner	16/01/2016 (2.559)		07/03/2016 (2.559)	
Saoner	01/02/2016 (0.02)		06/04/2016 (0.02)	

Tehsil	Date of award/ 3G		Date 3H	
Saoner	01/03/2016 (0.272)		10/05/2016 (0.272)	
Nagpur (urban)	30/03/2016 (0.43537)		17/05/2016 (0.43537)	
Saoner	28/04/2016 (1.6806)		16/07/2016 (1.6806)	
Saoner	30/04/2016 (0.883)		16/07/2016 (0.883)	
Saoner	16/05/2016 (0.106)		16/07/2016 (0.106)	
Nagpur (urban)	16/05/2016 (0.1317.88)		17/02/2017 (0.1317.88)	
Nagpur (urban)	01/10/2016 (0.1251)		15/02/2017 (0.1251)	
Nagpur (urban)	01/10/2016 (0.225)		15/02/2017 (0.225)	
Nagpur (urban)	01/10/2016 (0.2675)		17/02/2017 (0.2675)	
Nagpur (urban)	29/10/2016 (0.6318)		06/07/2017 (0.6318)	
Pandhurna	15/01/2014 (Structure Trees)		00/01/1900 (structure & Trees)	
Pandhurna	30.08.2011 (1.388)		14.09.2011 (1.388)	
Pandhurna	30.08.2011 (8.24)		14.09.2011 (8.24)	
Pandhurna	05.09.2011 (15.2)		01.10.2011 (15.2)	
Pandhurna	05.09.2011 (1.03)		01.10.2011 (1.03)	
Pandhurna	09.09.2011 (11.334)		01.10.2011 (11.334)	
Pandhurna	09.09.2011 (17.306)		01.10.2011 (17.306)	
Pandhurna	09.09.2011 (10.357)		01.10.2011 (10.357)	
Pandhurna	31.09.2011 (4.915)		10.10.2011 (4.915)	
Pandhurna	20.09.2011 (3.315)		10.10.2011 (3.315)	
Pandhurna	14.09.2011 (8.394)		10.10.2011 (8.394)	
Pandhurna	27.09.2011 (17.865)		14.10.2011 (17.865)	
Pandhurna	24.09.2011 (2.664)		14.10.2011 (2.664)	
Pandhurna	03.10.2011 (12.995)		13.12.2011 (12.995)	
Pandhurna	13.10.2011 (2.522)		13.12.2011 (2.522)	
Pandhurna	20.10.2011 (10.666)		13.12.2011 (10.666)	
Pandhurna	17.11.2011 (14.886)		31.01.2012 (14.886)	
Pandhurna	21.12.2011 (27.881)		31.01.2012 (27.881)	
Pandhurna	25.01.2012 (12.07)		29.02.2012 (12.07)	
Multai	19.10.2011 (3.866)		22.11.2011 (3.866)	
Multai	19.10.2011 (6.438)		22.11.2011 (6.438)	
Multai	19.10.2011 (2.701)		22.11.2011 (2.701)	
Multai	19.10.2011 (7.244)		22.11.2011 (7.244)	
Multai	19.10.2011 (4.592)		22.11.2011 (4.592)	
Multai	19.10.2011 (2.549)		22.11.2011 (2.549)	
Multai	20.10.2011 (4.564)		22.11.2011 (4.564)	
Multai	20.10.2011 (8.016)		22.11.2011 (8.016)	
Multai	20.10.2011 (8.735)		22.11.2011 (8.735)	
Multai	20.10.2011 (6.759)		22.11.2011 (6.759)	
Multai	20.10.2011 (4.498)		22.11.2011 (4.498)	

Tehsil		Date of award/ 3G		Date 3H	
	Multai	20.10.2011 (12.53)		22.11.2011 (12.53)	
	Multai	20.10.2011 (10.415)		22.11.2011 (10.415)	
	Multai	20.10.2011 (10.524)		22.11.2011 (10.524)	
	Multai	20.10.2011 (15.869)		02.02.2012 (15.869)	
	Multai	20.10.2011 (7.545)		02.02.2012 (7.545)	
	Multai	20.10.2011 (1.11)		02.02.2012 (1.11)	
	Multai	20.10.2011 (2.198)		02.02.2012 (2.198)	
	Multai	20.10.2011 (4.868)		02.02.2012 (4.868)	
	Multai	20.10.2011 (6.521)		06.01.2012 (6.521)	
	Multai	20.10.2011 (5.392)		06.01.2012 (5.392)	
	Multai	20.10.2011 (7.81)		06.01.2012 (7.81)	
	Betul	30.12.2011 (9.297)		1.03.2012 (9.297)	
	Betul	30.12.2011 (13.138)		1.03.2012 (13.138)	
	Betul	30.12.2011 (2.336)		1.03.2012 (2.336)	
	Betul	05.01.2012 (1.508)		10.02.2012 (1.508)	
	Betul	05.01.2012 (2.55)		10.02.2012 (2.55)	
	Betul	05.01.2012 (14.5)		10.02.2012 (14.5)	
	Betul	13.01.2012 (1.641)		27.02.2012 (1.641)	
	Betul	13.01.2012 (6.238)		27.02.2012 (6.238)	
	Betul	13.01.2012 (4.901)		27.02.2012 (4.901)	
	Betul	13.01.2012 (3.171)		27.02.2012 (3.171)	
	Betul	16.01.2012 (8.402)		27.02.2012 (8.402)	
	Betul	25.01.2012 (9.835)		01.03.2012 (9.835)	
	Betul	25.01.2012 (4.452)		27.02.2012 (4.452)	
	Pandhurna	18.02.2013 (4.031)		14.04.2013 (4.031)	
	Betul	05.04.12 (2.34)		18.04.2012 (2.34)	
	Multai	22/03/2012 (15.079)		04.06.2012 (15.079)	
	Multai	22/03/2012 (1.532)		04.06.2012 (1.532)	
	Multai	22/03/2012 (7.553)		04.06.2012 (7.553)	
	Multai	22/03/2012 (2.585)		04.06.2012 (2.585)	
	Multai	16/05/2012 (6.476)		29.06.12 (6.476)	
	Multai	04/06/2012 (0.817)		25.07.2012 (0.817)	
	Multai	04/06/2012 (0.86)		25.07.2012 (0.86)	
	Multai	04/06/2012 (0.255)		25.07.2012 (0.255)	
	Multai	04/06/2012 (0.332)		25.07.2012 (0.332)	
	Multai	04/06/2012 (0.571)		25.07.2012 (0.571)	
	Multai	04/06/2012 (2.847)		25.07.2012 (2.847)	
	Multai	04/06/2012 (0.144)		25.07.2012 (0.144)	
	Multai	04/06/2012 (1.125)		25.07.2012 (1.125)	
	Multai	15/06/2012 (0.47)		25.07.2012 (0.47)	

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Tehsil		Date of award/ 3G		Date 3H	
Pandhurna		23.07.2012 (0.48)		30.08.12 (0.48)	
Pandhurna		23.07.2012 (0.596)		30.08.12 (0.596)	
Pandhurna		28.07.2012 (1.313)		30.08.12 (1.313)	
Pandhurna		28.07.2012 (2.032)		30.08.12 (2.032)	
Pandhurna		01.08.2012 (2.624)		30.08.12 (2.624)	
Pandhurna		28.12.12 (0.044)		20.01.2013 (0.044)	
Pandhurna		28.12.12 (0.171)		20.01.2013 (0.171)	
Pandhurna		28.12.12 (0.17)		20.01.2013 (0.17)	
Pandhurna		28.12.12 (0.046)		20.01.2013 (0.046)	
Pandhurna		28.12.12 (0.078)		20.01.2013 (0.078)	
Betul		05.07.2012 (1.104)		16.08.12 (1.104)	
Betul		05.07.2012 (1.312)		16.08.12 (1.312)	
Betul		05.07.2012 (0.241)		16.08.12 (0.241)	
Betul		05.07.2012 (1.04)		16.08.12 (1.04)	
Betul		05.07.2012 (1.429)		16.08.12 (1.429)	
Betul		05.07.2012 (0.1)		16.08.12 (0.1)	
Betul		05.07.2012 (0.67)		16.08.12 (0.67)	
Betul		05.07.2012 (1.605)		16.08.12 (1.605)	
Betul		05.07.2012 (1.81)		16.08.12 (1.81)	
Betul		05.07.2012 (1.484)		16.08.12 (1.484)	
Betul		05.07.2012 (0.762)		16.08.12 (0.762)	
Betul		05.07.2012 (2.934)		16.08.12 (2.934)	
Betul		05.07.2012 (8.13)		16.08.12 (8.13)	
Betul		05.07.2012 (2.24)		16.08.12 (2.24)	
Betul		02.07.2012 (1.11)		00/01/1900 (1.11)	
Pandhurna		30.05.2013 (15.883)		25.06.2013 (15.883)	
Betul		19.06.13 (14.449)		00/01/1900 (14.449)	
Betul		19.06.13 (9.957)		00/01/1900 (9.957)	
Betul		19.06.13 (0.032)		00/01/1900 (0.032)	
Betul		19.06.13 (0.222)		00/01/1900 (0.222)	
Betul		19.06.13 (3.994)		00/01/1900 (3.994)	
Betul		19.06.13 (0.157)		00/01/1900 (0.157)	
Betul		19.06.13 (3.906)		00/01/1900 (3.906)	
Multai		04.06.2013 (0.223)		01.07.2013 (0.223)	
Multai		04.06.2013 (1.468)		01.07.2013 (1.468)	
Multai		04.06.2013 (26.259)		01.07.2013 (26.259)	
Multai		04.06.2013 (0.16)		01.07.2013 (0.16)	
Multai		04.06.2013 (13.171)		01.07.2013 (13.171)	
Multai		04.06.2013 (0.522)		01.07.2013 (0.522)	
Multai		04.06.2013 (0.388)		01.07.2013 (0.388)	

Tehsil		Date of award/ 3G		Date 3H	
	Multai	04.06.2013 (0.218)		01.07.2013 (0.218)	
	Multai	04.06.2013 (0.309)		01.07.2013 (0.309)	
	Multai	04.06.2013 (0.2)		01.07.2013 (0.2)	
	Multai	04.06.2013 (0.152)		01.07.2013 (0.152)	
	Multai	04.06.2013 (0.05)		01.07.2013 (0.05)	
	Multai	04.06.2013 (0.004)		01.07.2013 (0.004)	
	Pandhurna	17.01.2014 (Property)		00/01/1900 (Property)	
	Pandhurna	01/02/2013 (Property)		02/06/2626 (Property)	
	Multai	16/10/2014 (0.330)		30/12/2015 (0.330)	
	Multai	16/10/2014 (0.495)		30/12/2015 (0.495)	
	Multai	16/10/2014 (0.105)		30/12/2015 (0.105)	
	Multai	16/10/2014 (Property)		30/12/2015 (Property)	
	Betul	16/10/2015 (0.187)		30/12/2015 (0.187)	
	Betul	16/10/2015 (0.300)		30/12/2015 (0.300)	
	Betul	16/10/2015 (0.726)		30/12/2015 (0.726)	
	Betul	16/10/2015 (0.032)		30/12/2015 (0.032)	
	Multai	24/03/2016 (0.116)		10/06/2016 (0.116)	
	Multai	24/03/2016 (0.02)		10/06/2016 (0.02)	
	Multai	24/03/2016 (1.104)		10/06/2016 (1.104)	
	Multai	24/03/2016 (0.01)		10/06/2016 (0.01)	
	Multai	24/03/2016 (0.175)		10/06/2016 (0.175)	
	Multai	24/03/2016 (0.043)		10/06/2016 (0.043)	
	Multai	24/03/2016 (1.266)		10/06/2016 (1.266)	
	Multai	24/03/2016 (0.419)		10/06/2016 (0.419)	
	Multai	27/05/2016 (1.667)		27/10/2016 (1.667)	
	Multai	27/05/2016 (1.915)		27/10/2016 (1.915)	
	Multai	07.01.2016 (0.394)	27/10/2016 (0.394)		

