

EXECUTIVE SUMMARY

0.1 INTRODUCTION

National Highway Authority of India (NHAI) has been entrusted to implement the development of various national highways corridors for augmenting their capacity adequately for safe and efficient movement of traffic. One such corridor is NH-2 for a total length of about 114.760 km from Barwa Adda in the State of Jharkhand to Panagarh bypass takeoff point in the State of West Bengal along with the proposed Panagarh bypass of 8.120 km. NHAI has taken up project preparation of this particular stretch under the National Highway Development Programme.

0.2 PROJECT ROAD

The present project proposal involves six laning of the section from Km 398.240 in Barwa Adda to 513.00 Panagarh for a length of Km 114.760 and a bypass (Panagarh) of length Km 8.120 from Km 513.00 to Km 521.120 under Phase V of the National Highway Development Programme. It is proposed to be taken up on BOT (Toll) basis on Design, Build, Finance, Operate and Transfer (DBFOT) Pattern. The area is known as the coal capital of India and is located in the eastern part of the country. The increasing volume of traffic over time is exceeding the capacity of the existing road due to increased commercial and industrial activities. Traffic congestion and accidents have become a common phenomenon so there is a need to improve the road.

0.3 PROJECT DESCRIPTION

The project road of NH-2 starts from Barwa - Adda in Dhanbad district in the State of Jharkhand Km 398.240 (23.470N & 86.420E) and ends at Panagarh in Bardhaman district of West Bengal Km 513.000 (23.260N & 87.250E). Total length of stretch is 114.760 Km. Road has a height of 212m above MSL at the starting point and a height of 150 m above MSL at the terminating point. It traverses through many settlements i.e., Barwaadda, Ponrki, Bhitia, Kaladih, Amarpur, Govindpur Bajar, Fakirdih, Phuwadih, Gopalganj, Nirsa, Belchahri in the district of Dhanbad in Jharkhand State and Solonpur, Niyamatpur, Bogra Chatti, Palas danga, Raniganj More, Mangalpur, Andal More, Kada Road, Durgapur, Mochipada, Rajbandh Chati, Panagarh in the district of Bardhaman in West Bengal. Apart from these settlements the road also passes through lot of small settlements at many places. Location of the project road is shown in **Fig Es. 1**.

The existing project road is a 4-lane divided highway completed in 2001 with 2 carriageways of 7.25m width separated by generally 4.5m wide median. Carriageways have 1.5m paved and 1m earthen shoulder all along the section. The condition of the pavement is generally good except in few stretches requiring rehabilitation and reconstruction.

0.4 PROJECT INTERVENTION

The proposed improvement will aim at improving riding quality and journey speed and reducing traffic congestion on the highway. Available ROW varies from 35 m to 48 m from the centre line of the road.

Process of widening by adding one lane on either side of existing 2-lane carriageway and service roads will need additional land.

At present, traffic flow conditions are apparently unsafe at Neersa, Govindpur and Barwa Adda portions. There are several sections where large number of trucks is observed to be parked on the road side. Truck parking situation is particularly bad near Barwa - Adda. In the Barakar - Raniganj section, the situation at check-post was observed to be bad and it

takes nearly 1 to 2 hours to cross about 3 Kms section after Barakar bridge towards Raniganj. Also it seems unjustifiable to charge toll on this road at km 455.000 if one has to spend 2 hours at Barakar bridge approaches.

The proposed improvement will aim to improve riding quality and journey speed and to reduce the traffic congestion on the highway. The option adopted is to widen the existing carriageway on the outer side to develop it to 6 lane divided highway. All existing surface level crossings of the project road are to be eliminated by introducing underpasses, flyovers, overpasses etc and the service roads.

About 193 hectare of land acquisition will be required through entire stretch as the existing ROW varies from 35 m to 48 m from road centreline, against a minimum land requirement of about 12 m and maximum 25 m. The proposed project interventions are summarized in **Table Es 1**.

Table Es 1: Project Interventions

Sl. No	Description	Existing	Proposed
1	Right of Way	Existing ROW varies between 35 m to 48 m.	Proposed ROW has been taken 60.0 m.
2	Carriageway	The pavement of the two lane existing carriageway is bituminous having a width of 7.25 m with 1.5m paved and 1m wide earthen shoulders on either side.	Six Lane Divided Carriageway 7m wide Service Roads
3	Bypasses	None	None
4	Culvert	199 (177 nos. + 22 nos. in super elevated section)	67 new construction 199 widening
5	Bridges	Major 04 Minor 21 ROB 04 Level crossing 01	Major 01 Minor 20 (1 replaced by Box culvert) ROB 2
6	Vehicular Under passes	2	2+18
7	Pedestrian Underpass	Nil	11
8	Bus bays	25 (both sides included)	22(both sides included)
9	Truck Parking lay byes	7	14
10	Way Side amenity	Nil	1
11	Truck parking places	Nil	2

Fig Es 1: Location Map of Project



0.5 ENVIRONMENTAL ASSESSMENT OF THE PROJECT

The detailed design of the project has been closely coordinated with the preparation of this Environmental Assessment Report. The EA preparation leads to identification of potential negative environmental impacts and their feasible remedial measures (including avoidance, mitigation and enhancements) and the study has been carried out as per the Terms of Reference (ToR) and additional terms of reference proposed by expert appraisal committee of Ministry of Environment and Forests (MoEF) dated 24 & 25 June 2010.

0.6 THE STUDY METHODOLOGY

The environmental impact assessment in this project has an approach in which potential environmental issues have been examined at successive levels of detail and specificity at each step in the process. Following is the methodology used:

- Collection and review of the documents, legal policies
- Reconnaissance survey
- Defining scope of work and project influenced study area
- Collection of secondary data
- Generation of primary data - field surveys, public consultation, strip planning, tree counting
- Documentation of secondary and primary data and defining the Environment
- Analysis of alternatives
- Assessment of potential impacts followed by identifying possible mitigation measures

0.7 POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK

Review of the existing legislation and policies relevant to the Environmental Impact Assessment at the National and State levels has been done and clearance requirements for the project at various stages of the project have been identified.

Environmental Clearance

In terms of the provision of Ministry of Environment and Forests 2006 notification, this project will get classified as a category 'A' project of the said notification because of the following features of the road:

- Expansion of National High ways greater than 30 KM, involving additional right of way greater than 20m involving land acquisition in some stretches of the area and passing through more than one State.
- The project crosses through two states (Jharkhand and West Bengal)

Therefore the project will require prior environment clearance for execution

The requirement of obtaining the clearances from authorities at the State level for the project are indicated in **Table Es 2**.

Table Es 2: Clearance Requirement for the Present Project

Sl. No.	Activity	Statutory Authority	Relevant Statute
1	Environment Clearance	Ministry of Environment and Forests	2006 notification
2	NOC	West Bengal and Jharkhand State Pollution Control Boards	Air (Prevention and Control of Pollution) Act, 1981 and the Noise Pollution (Regulation and Control) Rules, 2000
3	Tree felling and removal from non-forest areas	District Level Committee constituted by the State Govt. and chaired by the District Collector	Procedural Guidelines developed by the Department of Environment, under the orders of the Hon'ble High Court; Tree removal will be guided as per state government rules.

0.8 DESCRIPTION OF ENVIRONMENT

As defined in the scope of works and as per the Terms of Reference (ToR) and additional terms of reference proposed by Expert Appraisal Committee of Ministry of Environment and Forests (MoEF), baseline data on various physical, biological and social aspects has been collected, analyzed and compiled in order to get the picture of the existing environment condition in the project area.

0.8.1 Physical Environment

Climate

Micro climatic conditions of an area play an important role in conditioning the environment. The environmental impact of road during construction and operation stage highly depends on the status of climatic parameters and so the relevant ones have been studied.

Temperature

The region enjoys tropical climate with fairly extreme variation in the temperature i.e relatively high in the summer and quite low in the winter. The highest temperature recorded in Dhanbad district is 47°C while the lowest recorded is 8°C during the month of January.

Humidity

The region, on an average records a relative humidity of 62.6%. It reaches upto 85% during rainy season. The highest relative humidity is observed during August, which together with high temperature makes the weather sultry.

Wind

Wind direction, speed and seasonal variation determine the manner in which air pollutants from the vehicle emissions are dispersed. High wind velocities may cause soil erosion both during the wet and dry seasons.

Annual Mean Wind speeds recorded is 9.6 kmph in the project area. It is highest in the month of May, which is 13.5 kmph while it is lowest in the month of November i.e 6.0 kmph. Wind direction in the project area is from North-East and West direction

Topography

Project area is located in the Eastern part of India, situated on the lower steps of Chhota

Nagpur plateau at an altitude of 210m above MSL. Project area is the part of Damodar River Basin. It has varying landforms such as plateaus, hills, uplands and plains. Physiographically, Dhanbad district section comprises of plateaus and hills, which is the highest elevation of the project area. The rolling uplands starts over Archaean rock from Barakar, section is characterized by rolling plains with sharply raised terraces. This broad undulating terrain has significant soil and vegetation cover in comparison to other areas. Rest of the road section comprises of low-lying alluvial plains with riverine aggregates and marches. They occupy the lower basin areas and are prominent as a rich paddy land.

Geology

Geologically Dhanbad section is a part of the great coal basin of this region with intervening areas of crystalline rocks. The ancient rock types of Dharwar and post Dharwar period form the basement rock over which the Lower-Gondwana group of sedimentary strata consisting of coal seams and patches of sandstone are formed. Durgapur area of project road section is overlain by a thin alluvial cover and forms a transition zone between hard rock and flat gently sloping alluvial terrain. The alluvial area stretches eastwards beyond Durgapur to the rest of the Burdwan district. The entire stretch of the project highway traverses through seismic zone III and as defined by IRC 6:1966, seismic zoning classification system, i.e., a zone of relative stability.

Soil

Alluvial soil is found along riverbed, which is used for agriculture. Sandy soil is also found in the riverbeds, which are the characteristics of granite rocks and sandstones. It is used for stowing and building purposes. Coarse gritty soil is predominant in coal basin. This type of soil mixed with big fragment of rocks is formed from the weathering of pegmatites, quartz and conglomeratic sandstones. Laterite or Kankar is found in the foot of hills while red soil is found further ahead. Some cultivation is practiced on red soil. Cultivable soils are found mainly in the south-eastern part of the region, near Sindri and north to north western part of the region in Gobindpur blocks.

Along the project road generally the soil is very stiff to hard and contains sand mixtures / calcarious nodules of cohesive / non-cohesive nature. At some locations fractured / weathered rocky strata was also found. It has however been observed that from Barwa Adda to Barakar Section there is soft rock at a depth of 2m to 3m below the ground level. From Barakar to Raniganj Section fractured or weathered rock is available at shallow depth while from Raniganj to Panagarh Section top formation consists of sandy/silty/clayey soil and rock is available at a depth of 12 to 15m below the ground level.

Land Use Pattern

The landuse map in 1:25000 scale was prepared using the Cartosat -1 satellite imagery having spatial resolution of 2.5 meter for a radius of 500m from the PROW i.e. the indirect area of impacts, the land, the details of landuse within and outside the PROW, which shows that wasteland and agriculture land are the dominant landuse within PROW and Agriculture and habitation are dominant landuse outside the PROW and within 500 m from PROW.

Surface Water

The project highway falls largely in the region of alluvial plains and traverse across the major river basins of the Damodar. The major surface water bodies intersecting the project highway include Barakar river the at chainage Km 441.100. River Barwa, Ghagarpuri and Kajada also intercept the existing alignment. Surface water quality was monitored at two locations at Barakar River and Kajara River in the project area. The monitored parameters were within permissible limit, except turbidity and iron.

Ground Water

Burdwan district has moderate groundwater yield of 50 to 150 m³/hr with a development stage of 43% and is declared 'safe' as per Central Ground Water Board (CGWB).

The ground water development in Dhanbad block is 58%, Nirsa block is 18% and Govindpur is 15%. Dhanbad's premonsoon groundwater table ranges between 6- 10 mbgl and all the blocks are declared 'safe' by CGWB¹. Since the groundwater availability is not threatened and water table is quite high rainwater harvesting would not be required throughout the stretch.

Surveys were conducted along the NH-2 to identify the affected water resources in the project area. Ground water resource is used for drinking and irrigation purposes by digging wells, tube wells or installing hand pumps. Water quality along the road is good as reported by the local communities since both the states have good surface and groundwater potential and availability throughout the year along the project stretches. There are 3 hand pumps, 7 wells, and 2 Bore wells along the existing road and will be partially or fully affected due to the proposed project. Two groundwater sampling locations has been identified for monitoring groundwater and the results show that most of the monitored parameters were within permissible limits except the iron content.

Air Quality

Air quality throughout the alignment is poor due to the presence of industries especially coal processing, stone crushers, and other manufacturing industries both in the State of Jharkhand and West Bengal sections. Air quality in and around project area is affected by industrial emission and traffic exhaust. Four representative sampling locations have been selected for monitoring of air Quality. The result shows that the RPM and SPM (PM₁₀ and PM_{2.5}) levels were found to be above permissible limits irrespective of all the monitoring locations, which may be due to heavy industrial activity, especially due to presence of coal processing industries surrounding the project area.

Noise

Noise level in the project area is high due to anthropogenic (industrial) activity and heavy traffic movement. Six monitoring sites have been selected and monitored. The results show that the observed noise levels were above permissible limit at most of the locations.

Construction Material

17 borrow areas, Eight sources of aggregate quarries and four location of sand sources have been identified for the project. Environmental feasibility of using these areas and suitable redevelopment of the areas will be proposed accordingly.

Biological Environment

The area passes through light vegetation cover of uniformly distributed trees along the road. 25570 number of trees / plants of various species are present within the Right of way on existing road.

Forest type

There is no reserve or protected forest present along the proposed project road. The district of Dhanbad and Burdwan has tropical dry deciduous forest as per Champion and Seth's classification. The following types under sub-group Northern tropical dry deciduous forest are identified in the districts:

- Dry deciduous scrub forests
- Boswellia forest

¹ Ground water information booklet, CGWB, Patna,2009

- Dry bamboo brakes
- Khair forest

Wildlife

Project road does not pass through any national park / wild life sanctuary. No wildlife except snakes, rodents, mongooses, civets etc are present within the immediate corridor of impact. No endangered or rare species was reported during the site visit. The stretches of project road does not fall on migratory route of wild animals.

0.9 SOCIO CULTURAL ENVIRONMENT

Structures, households and people to be affected

The project highway traverses through a number of settlements and is often dotted with religious and cultural properties, which though not of archaeological significance are nevertheless, very significant to the community. Religious structures along the project highway were identified and documented based on site surveys. About 2539 numbers of structures are likely to be impacted due to the proposed project. Out of these, 29.96% of the affected structures are residential in nature, 51.22% of the affected structures are commercial and 18.37% percent of the structures are residential cum commercial purposes. Total number of affected households and PAPs will be 4305 & 18263 respectively. Necessary provisions will be taken in Resettlement and Rehabilitation (R&R) Plan for the project affected people.

Archaeological and Cultural Sites

There is no archaeologically/culturally important monuments presents within the direct influence area of the project,

Industries

There are about 104 small, medium, and large scale industries located along the project corridor viz. Coal processing industry and brick kiln (Ita bhatti), steel industry, rice mill etc. The Durgapur Steel Plant is also along the project road near Main Gate in Durgapur. Stone Crusher area is found at roadside from at Km 459.00 to 472.00.

0.10 PUBLIC CONSULTATION

Community consultations were held with Project Affected Persons (PAPs), other stakeholders and the general public to determine their views about the proposed road and incorporate their suggestions while finalizing the alignment. Village level consultations were held at Govindpur Bajar, Gopalganj, Nirsa, Raniganj More, Durgapur More and Panagarh. The people were generally in favour of construction of the road, as it would reduce traffic congestion, increase safety and improve socio-economic status of the area.

Table Es 3: Details of Public Consultations

Location No.	Date	Locations	Time
1.	19/2/2008	Govindpur Bajar (Km 410.015)	11:00 AM
2.	19/2/2008	Gopalganj (Km 429.155)	1:30 PM
3.	22/2/2008	Nirsa (Km 432.345)	6:00 PM
4.	22/2/2008	Raniganj More (Km 475.700)	3:00 PM
5.	24/2/2008	Durgapur More (Km 492.000)	12:30 PM

6.	242/2008	Panagarh (Km 514.200)	11:30 AM
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On the basis of community consultations following recommendations have been made:

- Compensatory plantation of trees; as per state forest department for each tree removed in accordance with state guidelines.
- Adoption of stringent control measures for air and noise pollution during construction and operation particularly near settlements and junctions.
- Provision of adequate cross drainage structures.
- Prevention of deterioration in surface water quality through sediment control and adoption of a protocol for material handling & storage.
- Safety measures at work site through traffic management and provision of personal protective equipment for work force.
- Protecting sensitive receptors like schools and hospitals close to ROW from high noise level
- Impacting minimum number of cultural properties like temples/shrines coming close to ROW

0.11 ANALYSIS OF ALTERNATIVES

The analysis of alternatives has been made on the basis of “with and without project scenarios” in terms of potential environmental impacts. On the basis of analysis we can say that project acquires positive/beneficial impacts “With” project scenario and will greatly improve the environment and enhance social and economic development of the region compared to “Without” project scenario, which will further deteriorate the existing environment and quality of life.

0.12 IMPACT ON ENVIRONMENTAL RESOURCE

Impacts on environmental parameters and proposed mitigation measures are detailed in the matrix at **Table Es 4**.

Table Es 4: Summary Impact Mitigation Matrix

Subject	Potential Impact	Mitigation Measures
Physical Environment		
Topography	Impacts very low, but permanent.	No mitigation measure is required.
Geology	Impacts low level through removal of stones aggregate and sand from identified quarries.	No mitigation measure is required.

Subject	Potential Impact	Mitigation Measures
Soils	<p>Physical & chemical contamination of soil.</p> <p>Compaction and structural damage.</p> <p>Soil erosion.</p>	<p>Dumping of construction waste at approved locations protected firms.</p> <p>Reuse of construction waste.</p> <p>Storage of construction material in accordance with the IRC norms.</p> <p>Avoiding work during periods of heavy rainfall.</p> <p>Rehabilitation of borrow areas for productive use.</p> <p>Conservation of topsoil for reuse in planting pits and rehabilitation of borrow areas, sodding /grass turving and implementation of soil erosion control plan (in the embankments).</p>
Climate		
Temperature/Rainfall/Humidity	Low spatially restricted short-term impact.	No mitigation measure is required.
Land		
Loss of Productivity	193 ha. Land will be acquired for this project which affects the productivity at the micro-level. Impact significant at micro level and insignificant at macro-level.	Payment of compensation for loss of lands under agriculture land.
Induced Development	Insignificant change • in the land use pattern through usage of land along bypass.	Civil authorities to control any induced development using the prevailing regulatory framework.
Water Environment		

Subject	Potential Impact	Mitigation Measures
Surface water	<p>40 ponds are located along the road.</p> <p>Degradation of some water quality parameters like pH, COD, BOD, TDS, Turbidity etc.</p> <p>No impact on availability.</p> <p>Stream</p>	<p>By providing appropriate widening options and bypasses, all these water resources have been saved</p> <p>Use of sediment traps, silt fencing, sodding / grass turfing etc. for minimization of soil movement;</p> <p>Use of cofferdams for construction of abutments and bridge pier. Cofferdams to be made of such material that cannot be brought into suspension by flowing water</p> <p>Stream substrate only to be disturbed for construction of abutments and piers</p> <p>Tarpaulins or other catchment devices will be slung under the bridge to prevent debris, wastes and toxic compounds from entering the stream</p> <p>Avoidance of lead-based paints in painting components of bridges</p> <p>Provision of adequate cross drainage structures.</p> <p>Implementation of a protocol for storage of topsoil, construction waste away from water course etc.</p> <p>Location of onsite refueling stations away from water resource.</p> <p>Use of oil/water separators to extract floating.</p> <p>Monitoring of water quality during construction and operation.</p> <p>Enhancement of water bodies</p>
Ground water quality	<p>3 Hand Pumps, 7 wells and 2 Bore well are located along the existing road within the 50 m form the central line on either side of the road.</p> <p>No Impact on availability.</p>	<p>Out of these water sources some hand pumps, and wells and water tanks are likely to be impacted due to widening of the road.</p> <p>Relocation of ground water facility in consultation with communities.</p> <p>Provision of separate water facilities for construction camp.</p>
Environment		

Subject	Potential Impact	Mitigation Measures
Air	<p>Increased gaseous pollution along with fugitive dust emissions.</p>	<p>Asphalt plant, Crusher, Batching Plant, will be sited 1000 m down wind direction from nearest settlements.</p> <p>Vehicles and construction equipments to be maintained properly.</p> <p>Construction materials & waste will be properly covered during transportation to avoid spillage & dispersion.</p> <p>Provision of bypass will relieve population of congested settlements.</p>
Noise	<p>Construction phase impact low to moderate, spatially restricted and reversible.</p> <p>During operation phase beneficial impact in the initial phase persistence of such beneficial impact will depends on the future traffic volume & quality of maintenance of road.</p>	<p>Construction vehicles and equipments fixed or mobile to be equipped and maintained with effective muffler system.</p> <p>Proper traffic management near sensitive receptors.</p> <p>Putting up “no horn” signage near sensitive receptors.</p> <p>Provision of earplugs to workers.</p> <p>Noisy construction to be restricted during the hours by 7 am- 7 pm.</p> <p>Provision of sound screens near sensitive receptors during construction phase.</p> <p>Provision of noise barriers along sensitive location where ever necessary, depending on intervening landuse, distance from center line etc.</p>
Ecology		
Flora	<p>25570 trees are found with in ROW will be impacted due to widening and proposed bypasses.</p>	<p>Compensatory plantation at the ration of 1:2; as per state government guidelines.</p>

Subject	Potential Impact	Mitigation Measures
Fauna	No endangered/rare species was reported in the project area.	No mitigation measures required. Construction workers will be made aware about the provision of the Wild life (Protection) Act 1972 as forest areas come within the area of indirect influences in some stretches.
Socio Environment		
	Displacement of people.	Resettlement of people as per provisions of RAP.
Socio Environment	Demolition of Structure. Loss of land under agriculture. Influx of construction workers.	Compensation for loss of structures private, community and public. Compensation for loss of land under agriculture. Ensure employment of local labour in unskilled and semi skilled sector. Setting up migrant workers camp at least 1 Km away from settlements.
Archeological Monuments / Historical structure.	No archeological monument is present in project corridor.	No mitigation required.
Religious Structures/cultural property	Total 54 religious structures are located along the road.	Many religious structures have been saved by proposed left/right/concentric widening and bypasses. Relocation of Impacted structures in consultation with community.
Public Health and Road Safety		

Subject	Potential Impact	Mitigation Measures
Public health and road safety	<p>Psychological impacts of project affected people.</p> <p>Migration of worker may lead to sanitation problem creating congenial condition for disease vectors.</p> <p>Discomfort arising of air, noise pollution. Hazards of accident.</p>	<p>Continued consultation with PAPs and the competent authority for speedier settlements of appropriate compensation package and resettlement.</p> <p>Ensure sanitary measures at construction camp to prevent water borne disease and vector borne disease.</p> <p>Provide appropriate personal protective equipments like earplugs, gloves gumboot, and mask to the work force.</p> <p>Safe traffic management at construction area.</p>

0.13 ENVIRONMENTAL MONITORING PLAN

Environmental Monitoring Plan ensures that the environmental mitigation measures and enhancement programme are properly implemented and the responsibility for implementation is clearly demarcated. Monitoring of environmental quality during construction and during operation reflects the success of implementation of the mitigation measures. Monitoring will be conducted by the project authority with the help of an independent monitoring organization Monitoring parameters, locations and frequency for air, water, noise quality have been suggested. Monitoring of survival rates of plantations also has been suggested.

Based on length and existing environment settings of the proposed highway an Environmental monitoring budget of **Rs. 2205000 (Rupees Twenty two lakh five Thousand only)** has been allocated for construction as well as operation phase.

0.14 ENVIRONMENTAL MANAGEMENT PLAN

Environmental Management Plan (EMP) is the means to ensure that the environmental quality of the zone does not get adversely impacted beyond acceptable level due to the construction and operation of the project. The plan lays down measures for three distinct phases - (a) design phase (b) construction phase and (c) the operational phase. This plan suggests mitigation measures against all identified impacts. Environmental management matrix provides detailed management measures for specified anticipated impacts and defines responsibilities of each participating organization. Mitigation and management measures have been detailed out for impacts on water bodies, roadside vegetation, water /air/noise quality, road safety, drainage as well as sanitation of labour camps. Environmental enhancement considers establishment of quality compensatory plantation all along the project corridor, enhancement of water bodies, religious structures and education institutions. The total environmental management cost including monitoring, mitigation, enhancement and awareness/training is **Rs. 4.67 Crores** (Four Crores and sixty seven lakhs)

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