

GOVERNMENT OF INDIA  
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO - 2818**  
ANSWERED ON – 12/08/2026

**CONSTRUCTION OF ROADS IN ECOLOGICALLY SENSITIVE AREAS**

2818. SHRI MALLIKARJUN KHARGE:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the number of road development projects undertaken in the Himalayan States/UTs during the last five years, along with their present status;
- (b) whether such projects obtained the necessary Environmental Impact Assessment (EIA) and forest clearances and if so, the details thereof;
- (c) whether local communities were consulted prior to the commencement of these projects and the manner in which such consultations were conducted;
- (d) the number of lanes of roads being constructed under these projects, particularly in ecologically fragile stretches; and
- (e) the measures taken by Government to ensure proper disposal of construction debris and waste generated during the execution of such projects?

**ANSWER**

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (c) 666 National Highways (NHs) projects with cumulative project cost of about Rs. 1.91 lakh crore have been awarded since financial Year 2021-22 in the Himalayan States / Union Territories (UTs), of which 326 projects have reached project completion stage, 31 projects have been terminated / foreclosed, and remaining 309 projects are under implementation stage.

Preparation of project-specific Environmental Impact Assessment (EIA) and Environmental Management Plan (EMP) forms an integral part of the Detailed Project Report (DPR). Environmental Clearance is obtained, as required, under the provisions of the EIA Notification, 2006, as amended from time to time, and other applicable environmental regulations. In cases involving diversion of forest land for non-forest purposes, the requisite approval is obtained under the provisions of the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980.

Public consultation is an integral part of the Detailed Project Report (DPR) preparation process under the Ministry's DPR consultancy framework. Consultations with local communities and relevant stakeholders / Authorities are undertaken at appropriate stages of DPR preparation, and views and suggestions received are suitably considered while finalising the DPR.

Projects are taken up for execution only after the necessary clearances are obtained as per above.

(d) Lane configuration of NHs, including in ecologically fragile stretches, is decided based on traffic requirement, geological condition of the terrain, strategic requirement, availability of RoW, and subject to Statutory clearances.

(e) Excavated material that meets the prescribed specifications is reused to the extent possible, while surplus material is disposed of at identified / designated muck disposal sites in an environmentally sound manner, with the necessary permissions from the Competent Authorities. Identification of muck disposal sites are also part of the DPR in hilly terrain. Suitable slope protection measures, including terrace cutting, retaining walls and gabion / stone toe walls, are constructed to prevent slope failure and erosion. Bio-engineering measures, plantation and landscaping are also undertaken to restore and stabilize the sites used for disposal of excavated material.

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