

Diversion of 96 ha. forest area for EXTENTION OF BHAMASHAH KRISHI UPAJ MANDI SAMITI, Kota District Rajasthan.

Online Proposal: FP/RJ/Others/20036/2016 for 96 Ha.

PART - IV

(To be filled by the Nodal officer or Principal Chief Conservator of Forests or Head of Forest Department)

16. Detailed opinion and specific recommendation of the State Forest Department for acceptance or otherwise of the proposal with remarks.	Proposal may be accepted & recommended for approval subject to the condition as under. Hon'ble Supreme Court has given direction in the FCA proposal Development of NH 76 East West Corridor in Kota District (Final sanctioned on 6.7.2007) to maintain green belt on both the sides of the Kota bypass up to 1 km. The proposed forest area involve in extension of Bhamashah mandi falls under this green belt area. CCF, Kota has suggested that the proposed forest land is not suitable for planting. Plantation activities can be taken near by the green belt area. This relaxation is to be given by Ministry.
---	---

Sh. N. N.


APCCF & Nodal Officer FCA -Rajasthan

Date :- 2/5/22

Place : Jaipur

तथ्यात्मक प्रतिवेदन
प्रस्तावित ग्रीन बेल्ट शिफ्ट करने बाबत।

एन0एच0-76 सेक्शन ऑफ ईस्ट वेस्ट कोरिडोर के निर्माण हेतु कोटा जिले की 111.637 हैक्टर वनभूमि का प्रत्यावर्तन भारत सरकार पर्यावरण एवं वन मंत्रालय एफ0सी0डिप्टीजन नई दिल्ली के पत्रांक F.No.8-3/2006-FC Date 06.07.2007 के द्वारा किया गया था। उक्त स्वीकृति में अधिरोपित शर्त संख्या 5 के अनुसार माननीय सर्वोच्च न्यायालय के आदेश की पालना में कोटा बाई पास के दोनों तरफ हरित पट्टी विकसित करने हेतु वृक्षारोपण किया जाना था। चूंकि ग्रीन बेल्ट विकास हेतु निर्देशित स्थल पथरीला व चट्टानी होने से वृक्षारोपण किया जाना संभव नहीं हो पाया। अब ग्रीन बेल्ट हेतु प्रस्तावित इसी क्षेत्र में कृषि उपज मण्डी के विस्तार हेतु वनभूमि का प्रत्यावर्तन प्रस्तावित किया गया जिस हेतु कृषि उपज मण्डी समिति (अनाज) कोटा के पत्रांक 3788 दिनांक 19.12.2022 एवं उप वन संरक्षक कोटा के पत्रांक 11555 दिनांक 20.12.2022 के क्रम में सुप्रीम कोर्ट द्वारा प्रस्तावित ग्रीन बेल्ट विकास स्थल के स्थान पर कोटा बाईपास के दक्षिण में 1 कि0मी0 से अधिक दूरी पर ढाडदेवी वनक्षेत्र में ग्रीन बेल्ट विकसित किया जा सकता है। जिससे अधोहस्ताक्षकर्ता सहमत है।


(महेश चन्द गुप्ता)
संभागीय मुख्य वन संरक्षक
कोटा

F.No.8-13/2006-FC
Government of India
Ministry of Environment & Forests
(FC Division)

Paryavaran Bhawan, CGO Complex,
Lodhi Road, New Delhi-110 003
Dated: 6th July, 2007

To,

The Principal Secretary (Forests)
Government of Rajasthan
Jaipur, Rajasthan

Sub: **Diversion of 111.637 ha of forest land (95.048 ha in Kota Forest Division and 16.589 ha in National Ghariyal Sanctuary) for construction of a bypass to Kota City under National Highway-76 Section of East West Corridor in favour of National Highway Authority of India**

Sir,

I am directed to refer to your Letter no. P01 (22) Forest / 2002 dated 19.01.2006 on the above mentioned subject, wherein prior approval of the Central Government for the diversion of 111.637 ha. of forest land (95.048 ha in Kota Forest Division and 16.589 ha in National Ghariyal Sanctuary) for construction of a bypass to Kota City under National Highway-76 Section of East West Corridor in favour of National Highway Authority of India sought, in accordance with Section 2 of the Forest (Conservation) Act, 1980. The said proposal has been examined by the Forest Advisory Committee constituted by the Central Government under Section 3 of the aforesaid Act.

2. After careful consideration of the proposal of the State Government of Rajasthan and on the basis of the recommendations of the Forest Advisory Committee, the Central government hereby agrees in principle for the diversion of 111.637 ha. of forest land (95.048 ha in Kota Forest Division and 16.589 ha in National Ghariyal Sanctuary) for the construction of a bypass to Kota City under National Highway-76 Section of East West Corridor in favour of National Highway Authority of India, subject to the fulfillment of the following conditions.

- I. Compensatory Afforestation shall be raised and maintained over double the degraded forest land, i.e., 223.274 ha (190.096 ha + 33.178 ha) at the cost of the user agency. The cost of Compensatory Afforestation shall be transferred to the State Forest Department by the user agency.
- II. The State Government shall charge the Net Present Value of the forest area diverted under this proposal from the User Agency as per the orders of the Hon'ble Supreme Court of India dated 30.10.2002 and 01.08.2003 in IA No. 566 in WP (C) No. 202/1995 and as per the guidelines issued by this Ministry vide letters No. 5-1/1998-FC (Pt. II) dated 18.09.2003, as well as letter No. 5-2/2006-FC dated 03.10.2006 in this regard.
- III. Additional amount of the NPV of the diverted forest land, if any, becoming due after finalization of the same by the Hon'ble Supreme Court of India on receipt of the report from the Expert Committee, shall be charged by the State Government from the User Agency. The User Agency shall furnish an undertaking to this effect.
- IV. All the above funds received from the User Agency under the project shall be transferred to in Account No. CA 1581 of Corporation Bank, Block-II, CGO Complex, Phase-I, Lodhi Road, New Delhi-110003.
- V. The mitigative measures recommended by the Standing Committee of NBWL shall be taken up by the User Agency concurrently with the construction of the project. The User Agency shall deposit Rs. 25.72 crores for undertaking the various mitigative measures recommended by the Standing Committee of the NBWL. As per the Hon'ble Supreme Court's order dated 08.12.2006 this amount of Rs. 25.72 crores shall be deposited with the Central Empowered Committee (CEC). The CEC shall keep the amount in a separate bank account and release it to the Rajasthan Forest Department for concurrent implementation of the mitigative measures.
- VI. The finalization and implementation of specific items of works as part of the mitigative measures will be monitored by a Committee consisting of the representatives of the Ministry of Environment and Forests, PCCF, Rajasthan and the CWLW of Rajasthan. The expenditure would be audited by the Accountant General, Rajasthan.
- VII. The User Agency shall provide Cable Stayed Bridge with channels for collecting surface run-off on either side, so that the river is not intruded.

- VIII. The User Agency shall provide a noise barrier on the bridge and 400 m. on either side of the Chambal River.
- IX. Stone masonry wall of 2.5 m high alongwith one meter fence shall be provided on either side to act as a barrier between the human settlement and wildlife.
- X. No construction workshop shall be set up upto 2 kms of sanctuary area, and wherever possible pre-fabricated structures be erected.
- XI. No labour camps shall be situated in the forest area. The User Agency shall provide fuel- wood, preferably alternate fuel to the labourers working at the site to avoid damage/felling of trees.
- XII. Wherever blasting is essential, it shall be controlled and the latest method of slow tunnel blasting be followed.
- XIII. Silence zone shall be declared well before and after the sanctuary upto a considerable distance. Adequate signages be displayed for the purpose.
- ✓ XIV. The area falling between Kota-Jhalawar road and Chambal River shall be preserved as a green belt to the Kota city. Similarly, the forest land existing north of the bypass between Kota-Jhalawar road and Chambal River shall also be preserved as a green belt to the Kota city.
- ✓ XV. The cost of permanent fencing and developing the green belt upto one kilometer of the bypass road on forest land shall be included in the cost of bypass project apart from the Compensatory Afforestation and other costs.
- ✓ XVI. The cost of permanent fencing along the Kota-Rawatbhata road and the Kota Jawahar Sagar road for a distance of 5 kms shall be included in the project cost to ensure that no encroachments take place.
- XVII. Rapid assessment of the status of the wildlife from Kota Barrage to Jawahar Sagar Dam shall be undertaken by the Forest Department, Rajasthan in consultation with the Wildlife Institute of India prior to the construction phase and after the construction phase so that necessary monitoring and timely corrective measures can be adopted. The cost in this regard should be borne by the User Agency.
- XVIII. The Forest Department, Rajasthan shall include approximately 1000 ha of the forest land available in Mashalpur Block-A for inclusion in the Darra Wildlife Sanctuary to enhance its effectiveness for wildlife conservation.
- ✓ XIX. The 902 ha forest area as detailed in Alignment No. 2 by-pass, shall be developed as an urban management area for the purpose of wildlife conservation and environmental education.
- XX. All other conditions stipulated by the State Government of Rajasthan while forwarding the above proposal to the Central Government, and conditions stipulated by the Central Empowered Committee their recommendations dated 20.11.2006, as approved by the Hon'ble Supreme Court in its Order dated 8.12.2006, in IA No. 1626-1627 in Writ Petition (C) 202 of 1995, shall be adhered to by the User Agency.

3. After receipt of the compliance report on the fulfillment of the above mentioned conditions No. (XX) of Para 2 above from the State Government, formal approval will be issued in this regard under Section 3 of the Forest (Conservation) Act, 1980. The transfer of forest land to the User Agency shall not be affected by the State Government till formal orders approving the diversion of forest land are issued by the Central Government.

Yours faithfully

(A.K.)

Assistant Inspector General of Forests

Copy to:

1. The Principal Chief conservator of Forests, Government of Rajasthan, Jaipur
2. Member Secretary, Central Empowered Committee (CEC), New Delhi
3. The Nodal Officer, Forest Department, Government of Rajasthan, Jaipur
4. The Chief Conservator of Forest, Regional Office, Lucknow.
5. The Regional Office (H. Q.), New Delhi.
6. User Agency i.e National Highway Authority of India.
7. Monitoring Cell Ministry of Environment and Forests

Scanned with CamScanner

P. No. 6-3/2003 WL-1 (pt)
Government of India
Ministry of Environment & Forests

Paryavaran Bhawan
CGO Complex, Lodi Road,
New Delhi-110003
Dated: 10.02.2006

The Chief Wildlife Warden,
Govt. of Rajasthan
Department of Forests
Van Bhawan, Vaniki Path
Jaipur-302005

Proposals for diversion/denotification of National Park/Sanctuary for non-forestry purposes.

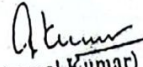
During the meeting of the Standing Committee of National Board for Wildlife held on 17 January, 2006, under the Chairmanship of Minister, Environment & Forests, the following proposal pertaining to the state of Rajasthan was considered. The relevant portion of the decision in respect of the proposal is reproduced below:

1. Diversion of forest land from National Chambal Sanctuary, Rajasthan, for construction of 4 lane Kota by-pass by National Highway Authority of India.

The Committee was informed that the site inspection was carried out by Dr. R.B. Lal, IGF(WL), Shri P.R. Sinha, Director, WII and Dr. Sushant Chaudhary, Professor, WII. W.II apprised the Members of the findings of their report. The inspection team in their report has recommended the alignment II on upstream of Kota barrage subject to the compliance of 12 conditions detailed in the inspection report. After detailed discussions, the Committee unanimously recommended the proposal subject to compliance of all the conditions envisaged by the inspection team in their report.

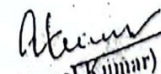
All these recommendations are subjected to the existing directives of Hon'ble Supreme Court and provisions of Forest Conservation Act, 1980.

Yours faithfully,


(Dr. Anmol Kumar)
Deputy Inspector General (WL)

Encl: Site Inspection report of National Chambal Sanctuary.

The Principal Secretary (Forests), Government of Rajasthan
National Highways Authority of India, G-5&6, Sector-10, Dwarka, New Delhi-110045.


(Dr. Anmol Kumar)
Deputy Inspector General (WL)

**SITE INSPECTION REPORT ON PROPOSAL FOR DIVERSION OF
FOREST LAND FROM NATIONAL CHAMBAL SANCTUARY,
RAJASTHAN FOR CONSTRUCTION OF FOUR LANE KOTA BY-
PASS**

The Standing Committee of National Board for Wildlife in the meeting held on 3rd April 2005 had decided that an expert team comprising of Inspector General of Forests (Wildlife) in the MoEF, Director, Wildlife Institute of India and Shri A.R. Rahmani, Director, BNHS would make a site inspection on proposal for diversion of forest land from National Chambal Sanctuary, Rajasthan for construction of 4 lane Kota by-pass by National Highway Authority of India (NHAI). In pursuance of the decision, the team comprising of Inspector General of Forests (WL), MoEF and Director, Wildlife Institute of India visited the site on 20-21st November 2005. Shri A.R. Rahmani could not join the team on account of his ill health. Dr. Sushant Chowdhury, Professor, Wildlife Institute of India joined the team as an expert on faunal studies in the Chambal River. The official from Forest Department, Rajasthan, representatives from National Highway Authority of India accompanied the team during site inspection.

The Committee also had discussion with public representatives, district administration and representatives from NGOs.

A power point presentation was made by the representatives from National Highway Authorities of India (NHAI).

Based on the examination of records, site visit and discussion with state officials, the report of the committee is as below:

General description of the area

The Chambal River from its origin in Vindhya hill ranges to its downward gradient has four successive dams and barrages constructed in early 70's. These are: Gandhi Sagar Dam, Rana Pratap Sagar Dam, Jawahar Sagar Dam and Kota

At present the National Chambal WLS comprises two separate portions - one from Jawahar Sagar Dam to Kota Barrage, (approx. 25 kms. river length) and other above Pali to Panchnada (450 kms. of river length). The later portion is the major habitat of gharial, mugger, otter, gangetic dolphin, many soft and hard shelled turtles, migratory birds and fishes. The portion between Kota Barrage up to Pali of the river Chambal has been kept out of the National Chambal WLS in view of disturbances and human use of the river in this stretch.

The upper portion of the National Chambal WLS falling between Jawahar Sagar Dam to Kota barrage is a modified habitat. This portion of the Chambal river has high rocky outcrop, banks and gorges, favorable for mugger but less suitable for gharial. Lack of gentle slopping nesting banks are restrictive factor for gharial to flourish in this area. Water fluctuation due to dam/barrage operation also impounds the nests of gharial, which are always laid closer to bank. Though there are a few Gharial in this portion, whether their population is self sustaining, needs investigation and research. The interaction and competition with mugger may be another aspect which may gharial population in this stretch. Information on population estimation of crocodiles (mugger & gharial) in the Chambal WLS between Kota barrage to Jawahar Sagar Dam could not be provided to us. However, during our inspection in Jawahar Sagar Dam we could see one big mugger crocodile on a surveyed stretch of 10 Km.

The other PAs nearby is Jawahar Sagar WLS and Dara WLS. The important fauna of this region comprises of leopard, hyenas, sloth bear, langur, cheeta and sambhar. A tiger was reported from this area in past which reportedly died in a train collision. The adjoining forests near Kota have open Acacia - Zizyphus forests. The better protected forests on right bank have bamboo i. e. *Dendrocalamus strictus* and sporadic *Boswellia serrata*. The left bank of the river Chambal has less human pressure and has good forests of *Anogeissus pendula*. Dara WLS on North West is contiguous with Jawahar Sagar WLS. The highway NH 12 leading to Jhalawar divide Dara WLS in two halves. There is a proposal

from State Forest Department, Rajasthan for declaring Dara WLS including some portion of Jawahar Sagar WLS as National Park. There is a big chunk of RFP (Washapura block A roughly 1000 ha) on South-East of Jhalawar road divide which may be added to Dara WLS.

Chambal WLS is the nearest PA to Kota city extending from Jawahar Sagar Dam to Kota barrage. One Km of land area both side of the river bank is included in the Sanctuary to maintain its ecological integrity. Kota Township is located on the right bank of Chambal. Growing township pressure is on the right bank from Kota barrage upstream of river almost to a distance of 20 Km. The Chambal WLS on its right bank has lost land buffer of one Km at places up to Soybean factory from where the by-pass (Alignment 2) has been proposed. The engineering college boundary has almost reached the river bank. A large chunk of land also has already been diverted to Urban Improvement Trust (UIT) and Rajasthan Industrial Investment Corporation (RIICO). There is enormous pressure on land for urban development and open cast mining for stone slabs.

The catchments of the Chambal River bank from Kota barrage and downstream have greater potential for agriculture output. The black cotton soil with regime of sub-soil moisture is very conducive for crops like paddy, wheat and soybean etc. The by-pass alignment no. 1 is traversing through this stretch of fertile land. As per the officials accompanying the team, this kind of soil is not good for road construction. They also informed that being low-lying it is susceptible to natural and dam operated floods. People displacement and resentment due to loss of potential agriculture lands are the major administrative and political issues which cannot be ignored, averred the officials of NHAI.

Alternatives considered

Our inspection revealed little scope for widening existing NH 76 especially within Kota township area. At present there are two major highways – highway No. 76 (from Shivpuri - Kota - Chittorgarh) and highway No. 12 (from Jhalawar - Kota -

joining and passing through the Kota city. The traffic volume increases as roads from both these highways converge at Kota Old Township. At present, there are two bridges on Chambal, one across the old Kota barrage and other by less than a kilometer down stream. Possibility of linking these two bridge seems remote as old walled city is densely populated. This in fact necessitates developing another bridge to ease out traffic in the Kota Township. The meeting point of NH 76 and NH-12 and the road beyond has very little scope for widening due to dense human settlements on both sides of the existing NH. Though there are a few flyovers under construction in old city but this will have little scope for easing out the traffic volume.

Other two possible alternatives are (i) passing through the upstream side on flyover Road and the other (ii) across downstream Kota-barrage. The team inspected both the possible alignments and observations are as follow:

Align-1)

The team inspected this alignment across downstream Kota-barrage. This alignment stretch is 10 Km longer than the other by-pass alignment 2. All along this alignment team traveled and inspected the proposed site where bridge construction across river Chambal, 8 Km. down to the Kota barrage at Kesora Patan near Gamach village is proposed. The bridge though will not pass through any protected area yet pre-stressed Girder/ Box Type Bridge during construction phase will damage the river ecology substantially. Site inspection on this alignment revealed good bird biodiversity in this section of the Chambal River. In spite of heavy use of the river by humans and cattle. Engineering limitations stated in NHAI report is a major factor including risk of release of excess water by four dams down stream during high flood. In addition in social context resettlement, rehabilitation, diversion of agricultural land and disruption of economic livelihood of people are other limiting factors. As informed by NHAI on this alignment would entail total diversion 300 ha. - 229 ha agriculture land and 72 ha forest land. The district administrations and people representatives who

emphasized that acquisitions of canal irrigated agriculture land may be in the current socio-political-economic scenario.

Alignment (2)

The site inspection for the proposed alignment was carried out from Scybaar factory to river Chambal falling in the Chambal WLS. The RF of Akelgarh Block along with other forests hold moderately degraded habitat of *Acacia - Zizyphus* community and as such do not have significant wild fauna. Grazing is a major biotic factor for degradation. However, other threats are human settlement, development and stone mining. The proposed by-pass alignment on its implementation will intersect 902 ha of forest land towards Kota side. Details of forest lands are as given below:

	Name of forest land	Village	Area (ha)
1.	Awali-Rajdi	Rajdi	67.20
2.	Foot Talab (u.c.)	Foot Talab	16.00
3.	Lakhawa and Khedagagpur	Anantapur	2.56
4.	Bharkaya	Umedgang	12.24
5.	Akelgarh	Daulatganj & Toyopuria	4.00
	Total		902.00 ha

For joining the by-pass from one end to the other end of NH 76 across the river Chambal and leading to Chittorgarh, NHAI has proposed single span cable-stayed bridge and expressed no disturbance to the river ecosystem with this pre-fabricated bridge. The site selected for the bridge is on rocky gorge area 30 mts. above the water level in the river. Our inspection also revealed that banks are at right angle to the deep gorge having very little hauling out areas available for crocodiles either for basking or nesting. NHAI official's assertion that there will be no disturbance in construction phase is not correct. However, there is possibility of reducing negative impacts through better management and regulations during construction phase.

64

NHAI further has proposed diversion of 16.589 ha of river bank forests falling in Chambal WLS. This part of the forest is not being used by crocodilian or other aquatic fauna for hauling, basking or nesting purposes as it is 30 m. high from the surface of water. Diversion of another 83.414 ha of forest land of Kota Forest Division does not seem to have major impact as this forest is currently degraded and have no significant wildlife population. According to NHAI diversion of agriculture land on this by-pass alignment is 31 ha.

This by-pass alignment has been supported by district administration, State executives and local representatives of people. They feel that this stretch is shorter and would have minimal impact to aquatic fauna. It will not damage productive farm lands and will not impact people's livelihood and involve any displacement. Apprehension has been expressed by some local environmentalists that by-pass alignment will severely impact breeding of gharials. They feel that Gharial can use rocky outcrops for egg laying. Our investigation and discussion with forest department authorities revealed that gharials do inhabit this habitat but they prefer to go on side nalas for nesting, where ever such suitable habitats are available. On our survey to Jawahar Sagar Dam we have seen a side nala of Ahu rivulet. Such rivulet sites are good for gharial breeding rather than rocky outcrops from where cable stayed bridge have been proposed.

Deputy Conservator of Forests (WL), Kota and Conservator of forests, Central Circle has made their recommendations about the proposed alignments which is placed in Annexure. The Conservator of Forests in his report argued that the portion of the Chambal River between Kota barrage and Kesoraipatan is better suited to crocodiles, including gharials. This argument does have a strong basis. Kota city by choice can only grow on upstream right bank side of the Chambal River otherwise marooning by flood any time will always be eminent. This need in future is bound to exert pressure on remaining forest lands up river of Kota barrage and also to Chambal WLS.

The Conservator of Forests, Kota has also expressed concerns to wildlife and forest conservation due to fast expansion of Kota township upstream right bank of the Chambal River. Forest depletion on higher reaches can further enhance flood intensity. Therefore, there is a need that no further forest loss should be allowed in higher reaches. The by-pass alignment no. 2 will provide an opportunity to permanently demarcate and fence out the remaining forest areas for the benefit of the society, forests and biodiversity. The CF's report proposes that the by-pass project cost to be earmarked for wildlife and forest conservation as a corpus fund along with other conditions imposed on NHAI.

Recommendations

From the foregoing it is evident that both the by-pass alignments will have some kind of impact on the Chambal river ecology irrespective of the facts that whether the bridge passes through Chambal Sanctuary area (Alignment No. 2) or a non-sanctuary area (Alignment No. 1). The diversion of forest areas involved in the case of Alignment No. 2 is 99.998 ha: 16.589 ha from Chambal V/LS and 83.414 ha from Kota Forest Division). The alignment (no. 1) involves diversion of 12.3 ha of forest land. However, the alignment no. 1 is not implementable because of technical and socio-economic factors as outlined in the preceding paras. The by-pass Alignment No. 2, up stream to Kota barrage is such a case where opportunities do exist for compensating and consolidating conservation efforts.

In view of the above, the Committee recommends for alignment 2 on upstream of Kota barrage with the following conditions:

1. Cable stayed bridge with channels for collecting surface run-off be provided on either side, so that river is not intruded.
2. Noise barrier be provided on bridge and 400 m on either side of the river Chambal.

3. Stone masonry wall of 2.5 m high along with either side to act as a barrier between human settlement and wildlife. m be provide on.
- No construction workshop be set up up to 2 km of Sanctuary area and wherever possible pre-fabricated structure be erected.
- No work camp to be sited in the forest area and as disclosed by NHAI fuel should be provided by contractors, so that those laborers do not cut trees.
- Wherever blasting is essential, it should be controlled and latest method of slow tunnel blasting be followed.
7. Silence Zone be declared well before and after the Sanctuary up to a considerable distance. Adequate sinages be displayed for the purpose.
8. The area falling between Kota- Jhalawar road and Chambal River would be preserved as green belt to the Kota city. Similarly, forest land existing north of the by-pass between Kota-Jhalawar road and Chambal River would also be preserved as green belt to the Kota city.
- The cost of permanent fencing and developing green belt up to one kilometer of the by-pass road on forest land should be included in the cost of by-pass project apart from the compensatory afforestation and other costs.
10. Cost of permanent fencing along Kota- Rawatbhata road and Kota- Jawahar Sagar road for 5 km each should be included in the project cost to ensure that no encroachments take place.
11. 5% of the project cost be placed at the disposal of State Wildlife Department for wildlife conservation and habitat development.
12. Rapid assessment of status of wildlife from Kota barrage to Jawahar Sagar Dam should undertaken by the Forest Department, Rajasthan in consultation with WII prior to the by-pass construction, during construction phase and after construction phase so that necessary monitoring and timely corrective measures can be adopted. The cost for this should be borne by the NHAI.


inspection team further recommends additional
requisite for diversion, which can improve co-
ordinate better regime of environmental safeguards. These are:


is, though not
the area and

The Forest Department Rajasthan must include approximately 1000 ha of
the forest land available in Mashalpura block A for inclusion in the Dara
Wildlife Sanctuary to enhance its effectiveness for wildlife conservation.

2. The 902 ha forest area as detailed in Alignment no. 2 would pass, should
be developed as urban managed area for the purpose of wildlife
conservation and environmental education.

A monitoring committee to be set up by involving District Collector as
Chairman, Forest Department as Convener and members from the local
NGOs, NTA, WII, MoEF, thermal power authorities to look into the
various issues during the construction to completion phase so that
restorative actions on all matters that can impact and pollute river system
can be undertaken timely.


P. R. Sinha
Director
Wildlife Institute of India
Dehradun


Dr. Sushant Chowdhury
Professor
Wildlife Institute of India
Dehradun

The application...

No. 1516 & 1541-1556.

As prayed, the applicants are granted one week's time to
file response to the recommendations of the CEC.

I.A. No. 1525.

✓ The permission sought for by the National Highway Authority of India (NHAI) for construction of Kota bypass in Rajasthan on National Highway No. 76 passing through the National Chambal Sanctuary is granted on the recommendations of the CEC, as contained in its report dated 20th November, 2006. The conditions stipulated in para 15 of the report are acceptable to NHAI except that, it is submitted, the NHAI may be permitted to challenge, if necessary, the quantum of NPV at appropriate stage before appropriate forum. This stand of the NHAI seems to be reasonable. Subject to the opportunity to NHAI to challenge the quantum of NPV as stated, the permission sought for is granted on NHAI fulfilling the conditions stipulated in para 15 of the report.

In para 15 of the report, a recommendation has been made for NHAI depositing amounts for undertaking the mitigative measures. For the said purposes, we direct that the amount shall be deposited with CEC. The CEC shall keep it in a separate bank account. The amount will be released to the Rajasthan Forest Department for mitigative measures to be undertaken under the monitoring committee consisting of the representatives of the MoEF, the Principal Chief Conservator of Forests, and the Chief Wildlife Warden. This committee would finalize the specific items of work and monitor their implementation. The expenditure would be audited by the Accountant General, Rajasthan.

The application is disposed of accordingly.

Scanned with CamScanner