

[PROPOSAL NO.: FP/MH/ROAD/34047/2018] Proposal for Forest Diversion of 383.8535 Ha under Forest (Conservation) Act, 1980 for construction of Package – V (78 Km) of Nagpur – Mumbai Expressway passing through West Nashik, Shahapur and Thane Forest Divisions from Village Taranganpada of Taluka Igatpuri in District Nashik to Village Amane of Taluka Bhiwandi in District Thane.

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Site Inspection Report (West Nashik Forest Division, Nashik)

As prescribed vide PCCF (HoEF) No. Desk-17-4/1445, dated 05/11/2015

Sr. No.	Items	Observations & Remarks								
1.	Name of the Project and location (Range, Round, Beat):	Construction of Package – V (78 Km) of Nagpur – Mumbai Expressway passing through West Nashik, Shahapur and Thane Forest Divisions from Village Taranganpada of Taluka Igatpuri in District Nashik to Village Amane of Taluka Bhiwandi in District Thane. Location: <table><tr><th>Range</th><th>Round</th><th>Beat</th><th>Villages</th></tr><tr><td>Igatpuri</td><td>Nandgaonsado</td><td>Nandgaonsado</td><td>Fangulgavhan Waghyachiwadi Borli</td></tr></table>	Range	Round	Beat	Villages	Igatpuri	Nandgaonsado	Nandgaonsado	Fangulgavhan Waghyachiwadi Borli
Range	Round	Beat	Villages							
Igatpuri	Nandgaonsado	Nandgaonsado	Fangulgavhan Waghyachiwadi Borli							
2.	Name of User Agency:	Executive Engineer, Maharashtra State Road Development Corporation Limited (a Govt. of Maharashtra Undertaking), Government of Maharashtra, Bandra, Mumbai								
3.	Date of site inspection:	27/02/2017, 01/08/2018								
4.	Extent (Ha) and the legal status of forest land proposed for diversion:	Reserved Forest (37.555 Ha) & Restored Pvt Forest (1.622 Ha)								
5.	a) Details of forest land proposed for diversion and activity-wise break-up of forest land:	As per the attached area statement								
	b) Density and Eco-value class:	Density – < 0.4 Eco-value Class – III								
6.	Whether the requirement of forest land as proposed by the User Agency in col. 2 of Part-I is unavoidable and barest minimum for the project. If no, recommended area item-wise with details of alternative examined:	Yes Barest minimum forest area requested								
7.	Whether the proposal involves any construction of building (including residential) or not? If yes, details thereof:	No								
8.	a) Whether forest area proposed for diversion is important from wildlife point of view or not:	No								
	b) Details of any rare or endangered or unique species of flora and fauna found in proposed forest land. If so, the details thereof:	No rare or endangered or unique species of flora and fauna found in proposed forest land								
	c) Aerial distance from the nearest boundary of any Protected Area	Nearest 6.660 Km at Borli village from alignment edge to the boundary of Kalsubai Harischandragad Wildlife								



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	(km):	Sanctuary & above
	d) Remarks about sensitivity of the forest area likely to be affected due to the project:	No
	e) Whether wildlife mitigation plan is required? If yes, reasons thereof:	No
9.	Details of Vegetation:	
	a) Total number of trees to be felled:	Nil (Tunnel passes through proposed diversion area)
	b) Number of trees to be felled of girth below 60 cm:	Nil (Tunnel passes through proposed diversion area)
	c) Number of trees to be felled of girth above 60 cm:	Nil (Tunnel passes through proposed diversion area)
	d) Effect of removal of trees on the general ecosystem in the area:	Nil
10.	Background note on the proposal (short summary):	Diversion of forest land for construction of Package – V of Nagpur – Mumbai Expressway passing through West Nashik, Shahapur and Thane Forest Divisions from Village Taranganpada of Taluka Igatpuri in District Nashik to Village Amane of Taluka Bhiwandi in District Thane of 78 Km. After detailed study of alternatives, this is final alignment selected for the proposed construction. The forest area demanded is barest minimum requirement for the said linear (road) project.
11.	Whether the proposal involves any violation of Forest (Conservation) Act 1980? If yes, a detailed report on violation including action taken against the concerned officials to be attached:	No
12.	Whether the proposal involves any rehabilitation plan that has been approved by the State Government?:	No rehabilitation and hence no such plan is required
13.	Details on catchment and culturable command area under the project (if applicable):	Not Applicable
14.	Utility of the project:	Implementation of the entire project will ensure fast and safe road traffic movement reducing travel time to half by achieving speed of 150 km/h for motor vehicles. The project is also aimed to create commercial nodes for multiple developments mainly in industrial, commercial, agricultural, etc., sectors resulting in to employment generation, capacity



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		building as well as connectivity between industrial places Butibori, Amaravati, Jalna, Waluj, Chikalthana, Shendra, Sinnar to Mumbai and tourist and religious places at Karanja, Lonar, Shindkhedraja, Verul, Shirdi.
15.	Whether land being diverted has any socio-cultural /religious values? Whether any scared grove or very old growth trees /forests exist in the areas proposed for diversion?:	No
16.	Any other important information related to the project (Separate note may be attached, if required):	Fast and safe road traffic movement in reduced time is an added advantage.
17.	Details of documents, photographs enclosed:	Photographs are enclosed with this proposal.
18.	Recommendations of the Inspecting DCF Officer:	The proposal is recommended for acceptance and approval in favour of the user agency.

Date: 01/08/2018
Place: Nashik



(T. Beula Ezhil Mathi)
Deputy Conservator of Forest,
West Nashik Forest Division, Nashik
Deputy Conservator of Forests
West Nashik



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