

Site Inspection Report

Date of Inspection – 19.08.2021

Name of Proposal – New Keshwari station and Yard of DFCCIL at Sariya Khurd village

Presence – Forest officials

- (1) Sri Sourav Chandra, DFO, Hazaribagh East Forest Division .
- (2) Sri Suresh Ram, RFO, Bagodar Range.
- (3) Sri Purosattam Pandey, BO, Bishnugarh Beat.
- (4) Sri Uday Kumar Keshri, SBO, Sariyakhurd Sub-beat.
- (5) Sri Somnath Modak, SBO, Chichaki Sub-beat.
- (6) Sri Dev Narayan Das, SBO, Garaiya Sub-beat.

User Agency officials

- (1) Sri Baleshwar Singh, Deputy Project Manager, DFCCIL
- (2) Sri Anand Mishra, Senior Executive, DFCCIL

On the aforementioned date, the proposed forest land for diversion was visited. The total forest land proposed for diversion is 1.7587 ha. which is meant for Construction of New Keshwari Station and yard of DFCCIL. The details are given below: -

Sl. No.	Name of Village	Thana No.	Area (in ha.)	Type of land
1.	Sariya khurd	Bagodar-32	1.7587	Notified/demarcated forest land

As stated by the User Agency, the proposed Keshwari Station and Yard is part of the Eastern corridor of the DFCC passing through the Giridih district in Jharkhand state. The site of Keshwari Yard and station has already been fixed by UA and the same has been further reiterated in the justification part of the proposal. An alternative site was examined but it was found that the minor shifting of yard will not result avoidance of diversion of forest land.

The trees in the enumeration list were checked on site inspection. The species and its girth were matched. It was found to be correct.

The GPS locations of the pillars were also checked and matched with that of those mentioned in the proposal. It was found to be almost accurate.

The total proposed area has the presence of a variety of trees. It consisted of mainly Acacia with Eucalyptus, Mango, Bel, Plash, Semal etc. At places, the

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undergrowth of *Clerodendron* sp. and *Cassia tora* were also seen. The crop density was observed as 0.7. The important observation was about the heavy infestation of *Lantana camara* in the proposed area as well as surrounding forest areas at many places.

Almost the entire area had gentle slope with some portion being moderately sloping. At places, the soil erosion becomes severe with eroded topography rill and gully erosion was being easily seen.

The proposed area has Barakar river on the northern side and Khedo river on the southern side. As such, the proposed construction of station and yard will lead to significant erosion and destruction of catchment area.

The entire area is part of migratory route of wild elephants with almost regular visits of the proposed area. The most recent migration of wild elephants was witnessed in the month of June-July 2021 only. The area is frequented by wild elephants to such an extent that many a times, it was requested to railway officials for slowing the speed of passing trains. Also, LC gate present just adjacent to the proposed forest land has also seen damage due to wild elephants in the recent past. As such, a site-specific wildlife management plan will be needed to address human-elephant interface issues.

Although no rare/endangered/unique species of flora and fauna was observed, the commonly found fauna are as following: -

Sl. No.	Hindi or Local Name	English Name	Scientific Name	Schedule according to Wild life Protection Act- 1972
1	2	3	4	5
1.	Ajgara	Python	<i>Python sp</i>	Sch-I Part II
2.	Newla	Mongoose	<i>Herpestes sp</i>	Sch-IV
3.	Indian Cobra	Indian Cobra	<i>Naja naja</i>	Sch-II part II
4.	Khargosh	Indian Hare	<i>Lepus nigricollis</i>	Sch-IV
5.	Siyar	Jackal	<i>Canis aureus</i>	Sch-I
6.	Mayur/Mor	Peafowl/Peacock	<i>Pavo Cristatus</i>	Sch-I
7.	Jangli Suar	Wild boar	<i>Sus scrofa</i>	Sch. III
8.	Kotra	Barking deer	<i>Muntiacus sp.</i>	Sch-III Section II

The nature of the project is such that there is going to be habitat fragmentation and destruction. As such, suitable mitigation measures will be prominently needed to address the same.

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Apart from the above, the forest area did not have any archeological/heritage site/defense establishment etc.

Overall, the proposal is mainly concerned with construction of new station and yard by DFCCIL. This proposal will lead to the greater movement of goods and speedier cargo disposal on the DFCCIL track. Considering all the above details, it was found that the forest land proposed for diversion was unavoidable and barest minimum of the project.


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