

No.: NHIDCL/PMU-Kishtwar/DPR/Goha-Khellani/PKg-I/2020-21/150

Date: 11.01.2021

To,
The Divisional Forest Officer
Batote Division

Name of Work: Construction of Project Goha -Khellani two lane with paved shoulder Km 12+850 to 20+300 (Design Length 7.45 km) in the UT of Jammu and Kashmir Package-IA

Sub: Compliance of Observations of EDS.

Proposal No. - FP/JK/ROAD/48822/2020.


Ref: Forest, Ecology & Environment Department, J&K letter no. FST/Land/Parivesh/39/2020 dated 24.12.2020.

The Forest, Ecology & Environment Department of J&K vide referenced letter has raised EDS on the Forest Clearance proposal of area 5.325 Hectares for the subject project (proposal no. - FP/JK/ROAD/48822/2020) submitted online on the PARIVESH Portal by User Agency i.e. NHIDCL.

2. The Compliance of the raised observations by Forest, Ecology & Environment Department, J&K is as follows:

S. No.	EDS Raised by SG	Reply of User Agency, NHIDCL
1.	Instead of DPR, the 'Technical & Executive Summary' is uploaded by User agency. Weather that is correct document, and if not please upload the DPR.	The uploaded 'Technical and Executive Summary' was the gist of the entire project which involves FC Clearance. The DPR of the subject project has been uploaded in the additional document section.
2.	Joint Inspection Report is not uploaded.	The Joint Inspection report is uploaded in the additional document section.
3.	Layout plan/Diagrammatic Map of the Instant Proposal has not been uploaded by the user agency.	Layout Plan of the subject project uploaded in the additional document section.
4.	The KMZ file uploaded by the user agency is not in a format which is as per the printout uploaded. It may be re-submitted.	KMZ file attached in the respective dropdown on the PARIVESH Portal.
5.	The KMZ file Uploaded by the DFO is a line feature which does not show area of the proposed closure. It may be re-submitted.	Pertains to DFO Batote.
6.	User Agency to clarify whether the project is for construction of new road or expansion/upgradation of existing road. If latter, then kindly submit the summary of the complete proposal along with map.	The subject project is construction of new 2-Lane Paved shoulder configuration NH-244, which is completely green field in the instant case.
	Additional Uploads	Cost Benefit Analysis of the subject project is also uploaded in the additional documents section.




 (Praveen Ahlawat)
 General Manager (P),
 PMU-Kishtwar, NHIDCL

Copy to: The Executive Director (P), Regional Office-Jammu, for information please.

Full Title of Project:- Construction of Goha-Khellani National Highway Road from Goha to Hambal in Marmat Forest Range of Batote Forest Division, Union Territory of Jammu and Kashmir.

Proposal No.:-FP/JK/ROAD/48822/2020

SITE INSPECTION REPORT.

(Highlighting facts about proposal as required under column-II of Part-II)

1. A proposal has been received by this office from National Highway & Infrastructure Development Corporation Limited for diversion of Forest land under Forest (Conservation) Act., 1980 for non-forestry purpose. The project envisages diversion of 5.325 Hectare of the forest land at Goha, Hambal & Khellani in the favour of NHIDCL for construction of Goha-Khellani NH Road in Marmat Forest Range of Batote Forest Division in Union Territory of Jammu and Kashmir. The site inspection of the land involved in the proposal has been done by the undersigned on 24-09-2020.
2. On inspection of the site, it is found that land required by the user agency is Forest Land measuring 5.325 Hectare.
3. The requirement of the land proposed by the user agency in Col-2 Part-I is unavoidable and bare minimum required for the project.
4. Rare / endangered / unique species of flora and fauna found in the area, are (Leopard (Panthera Pardus), Jungle Cat (Felis chaus), Black Bear (Ursus Americanus) & porcupine etc exists in the area. The said proposal may not effect their survival.
5. No protected / heritage site / defence establishment etc. is located in the area.
6. No violation of the Act has been carried out by the User Agency as the work for this proposal is yet to be started which shall be allowed only after clearance of the proposal by competent Authority.

Specific Recommendation:-

The proposal may be accepted as per guidelines of Govt. of India as the forest land proposed for diversion is essentially required for construction of National Highway Road in Batote Forest Division for Road connectivity to the people of Union Territory of Jammu Kashmir with whole country.

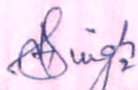
[Signature]
Range Officer
Forest Division
Marmat

[Signature]
Divisional Forest Officer
Batote Forest Division
Batote.

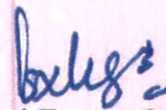
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Praveen Ahlawat
General Manager (P)
N.H.I.D.C.L.
PMU-Kishtwar (J&K)

DIMENSION OF CONSTRUCTION OF NATIONAL HIGHWAY ROAD FROM GOHA TO
KHELLANI BY NHIDCL IN BATOTE FOREST RANGE, BATOTE FOREST
DIVISION.

1. Total Length of the Road (As per project Report). = 7.450 Km.
2. Length of the Road to be constructed in Forest area. = 1.961 Km.
3. ROW. = 22-29 Mtr
4. Area required in Ha. $(7450 \text{ Mtr} \times 1000 \text{ Mtr} \times 22-29 \text{ Mtr} / 10000) = 5.325 \text{ Ha}$
5. Area of Dumping Sites. (2 Nos DS) = Nil Ha
6. Total area required. = 5.325 Ha



Range Officer
Marmat Forest Range
Marmat.



Divisional Forest Officer
Batote Forest Division
Batote



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PMU-Kishtwar (J&K)

**PROJECT: UP-GRADATION OF TWO LANE WITH PAVED SHOULDER FROM DESIGN KM. 12+850 TO KM. 20+300
OF 7.450 KM. LENGTH ON GOHA-KHELLANI SECTION ON NH-244 IN UNION TERRITORY OF JAMMU &
KASHMIR ON EPC MODE (PACKAGE I)**

TABLE: B ESTIMATION OF COST OF FOREST DIVERSION

Sr. No	Parameter	Remarks
1	Ecosystem services losses due to Proposed Forest Diversion	Forest Area diverted: 5.325 Ha. NPV rates at Eco class VI @70% canopy density, Dense forest @8,97,000/Ha $8,97,000 \times 5.325 = 47,76,525$. Total NPV= 47,76,525 (0.47 Cr)
2	Loss of animal Husbandry productivity, including loss of fodder	Loss of animal husbandry productivity including loss of fodder due to diversion of RF land will be negligible.
3	Cost of Human Resettlement	0.0
4	Loss of public facilities and administrative infrastructure (Roads, building, school, dispensaries, electric line, railways, etc. on forest land, which would require forest land if these facilities were diverted due to the project.	0.0
5	Possession value of forest land diverted	30 % of NPV $0.30 \times 0.47 \text{ Cr} = 14,32,958 \text{ (0.14 Cr)}$
6	Cost of suffering to oustees	0.0
7	Habitat Fragmentation Cost	0.0
8	Compensatory afforestation and soil and moisture conservation Cost	Total 10.65 Ha. $\times 1,69,557 = 18,05,782.05$ (0.18 Cr.)

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TABLE: C EXISTING GUIDELINE FOR ESTIMATING BENEFIT FOR FOREST DIVERSION IN CBA

Sr. No	Parameter	Remarks
1	Increased in productivity attribute to specific project	Vehicle Mobility is difficult and time consuming in Mountainous region due to land slide, snow fall and heavy traffic on existing roads. By this project of a greenfield 2 lane road with paved shoulder, saving in travel time, fuel and energy, reduction in accidents and casualty will be seen. This shall help in increasing the productivity of the entire region as it will give a boost to commercial and tourism activities, as well as improving connectivity. This will lead to an increase in the number of pilgrimages and tourists visiting the state. The project is an alternate route to connect Srinagar and border areas in J&K with all-weather roads. Strategic to ease the traffic volume on Jammu-Srinagar Highway via Jawahar Tunnel i.e., NH-44 after construction of this alternative route to reach Srinagar via NH-244. To avoid the accident-prone area due to land slide on the present Goha-Khellani Road and also to avoid poor geometry of this road, the new alignment is proposed from the end of the Sudh Mahadev Tunnel to Khellani town, and Goha village is being connected with a link road which will reduce the travel time to the surroundings area.
2	Benefits to economy due to the specific project	The main objective of this project is to alleviate the current unsafe condition of the highway and provide better quality, 24 hours 7 days all-weather connectivity between Jammu and Srinagar and safe transport to the user. The project will yield significant economic benefits to the Union territory of Jammu and Kashmir. The greenfield two-lane road and paved shoulder will lead to improved connectivity, higher safety and will allow savings of time, fuel and energy, which will play a role in improving the socio-economics condition of the people of the Union Territory of Jammu and Kashmir in many folds. It will aid in boosting the tourism, pilgrimage in the region and also generate direct and indirect employment opportunity for the people in addition to the other indirect benefits by way of saving vehicle operating costs, less


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		<p>fuel consumption and saving time and cost of passenger travel, casualty etc.</p> <p>An amount of Rs. 250 million (per capita expenditure of tourist taken as Rs.10,000 (approx.) per person for 10-day package for additional 5000 tourist may be earned from tourism due to approximately increase of 10% tourist flow of 2.5 lacks of present tourist flow.</p>
3	Number of populations benefited due to specific project	<p>According to 2011 census, the population of District Udhampur and Doda is 5,54,985 and 4,09,936, respectively. This entire population of both the district will be benefited by the greenfield road. Further lakhs of pilgrims and tourist visit Jammu and Kashmir every year, will also be benefited by the project as it will lead to an improvement in connectivity. In addition, the defense force deployed at the LOC and LAC along border of Pakistan and China will also be benefited immensely. Economic benefits due to tourism enhancement- 25 Cr approx. access to District, Farmer Product, LOC/LAC area Pakistan and China approx. 30 Cr</p> <p>Approx. Total 55.0 Cr.</p>
4	Economics benefits due to of direct and indirect employment due to the project	<p>Approximately direct employment of Skilled Labors (Temporary) about 300 manpower for 5 Year that will be cost approximate Rs. 84 Cr and approximately skilled 40 Manpower for 45 Years will get employment during operation and maintenance(temporary) that will be cost approximately 100.7 Cr. Total employment potential will cost approximately 184.7 Cr.</p>
5	Economic benefits due to compensatory afforestation.	<p>The amount of Rs. 0.61 Cr deposit to forest department for CA. There will be various employment generate for execution as well as maintenance of this CA works.</p>



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TABLE: A DETAILS OF COST BENEFIT RATIO

Sl. No	Particular	Amounts	Remarks
1	Total Cost (Investment Incurred)		
A	Construction Cost of project	122.51	
B	NPV, CA, R&R, LA and Other	30.34	
Total		152.85	
2	Benefits from taking age of road as 50 Years		
A	Economics benefits Saving in travel time and vehicle operating cost for 50 Year	25 Cr.	
B	Approximately direct employment of Skilled Labors (Temporary) about 300 manpower for 5 Year that will be cost approximate Rs. 84 Cr and approximately skilled 40 Manpower for 45 Years will get employment during operation and maintenance(temporary) that will be cost approximately 100.7 Cr. Total employment potential will cost approximately 184.7 Cr.)	184.7 Cr	
C	Economic benefits due to tourism enhancement- 25 Cr approx. access to District, Farmer Product, LOC/LAC area Pakistan and China approx. 30 Cr Approx.	55.00 Cr	
Total		264.7 Cr	
	Benefit/Cost= 264.7/152.85	1.73	
Note: Therefore, Construction of road is economically viable and Socially beneficial.			


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