



सत्यमेव जयते

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)

National Highways Authority of India

(Ministry of Road Transport & Highways, Government of India)

परियोजना कार्यान्वयन इकाई-मंगलूर/ Project Implementation Unit - Mangalore.

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No: 17012/1/2020/PIU (Mnglr) / 537

27.12.2022

Proposal No. FP/KA/ROAD/120467/2021

To

The Deputy Conservator of Forest,

Mangalore Division

Mangalore.

Sub: : Four laning of Addahole (Near Gundya) to Bantwal Cross section (Pkg-01) from Design Km 255.140 to Design Km 270.270 of NH-75 (Old NH-48) under NHDP Phase-IV on EPC mode in the State of Karnataka. - **Diversion of 2.5315 Ha additional forest land- Reg.**

Ref:

1. PCCF(FC) letter no A5(2). GFL.CR-03/2019-20 dated 26.12.2022.
2. CCF Mangalore letter no A3/CR-35/Addahole(FC)/2021-22 dated 10.10.2022.
3. DCF Mangalore letter no LAND CR.69/Road Widening/2011-12(Addl. Land) dated 06.10.2022.
4. This office letter no 17012/1/2020/PIU (Mnglr)/332 dated 16.09.2022
5. DPR Consultants letter no Y2K/2020/38 dated 25.07.2022.
6. DPR Consultants letter no Y2K/2020/39 dated 25.07.2022.
7. Your letter no VIVA-69/ROADWIDENING/2011-12(Addl. Land) dated 28.06.2022.
8. This office letter no 17012/1/2020/PIU(Mnglr)/138 dated 14.06.2022
9. IRO MoEF& CC letter no F.No.4-KRB1313/2021-BAN/303 dated 8.06.2022 (Site inspection report of REC members).
10. IRO MoEF& CC letter no F.No.4-KRB1313/2021-BAN/172 dated 03.05.2022

Sir,

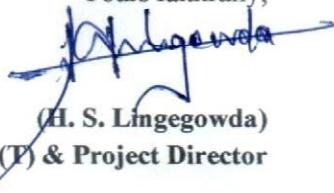
This is with reference to this office letter cited (4) vide which submitted Compliance to the essential details sought(EDS) and also to site inspection report dated 17.05.2022 of REC. The same was forwarded to PCCF(FC) vide DCF Mangalore Division letter cited(3) through CCF Mangalore vide letter cited (2).

2. PCCF(FC) vide letter cited (1) intimated that the justification/ information submitted by the User Agency is incomplete. Accordingly directed CCF Mangalore to obtain proper justification / information from DCF, Mangalore and User Agency and submit factual report with specific remarks to PCCF(FC) at the earliest for processing further.

3. In this regard, the compliance report revised based on EDS queries raised by the REC Members is enclosed as Annexure-I. The detailed comments on the issues raised in the site inspection report along with complete compliance report on Stage -II approval accorded for diversion of 33.18 Ha of forest land is enclosed as Annexure-II and Annexure-III respectively for your kind perusal and necessary action for onward submission to CCF Mangalore.

Thanking you,

Yours faithfully,


(H. S. Lingegowda)

DGM(P) & Project Director

Copy to: 1) The Deputy Director General of Forests (Central), IRO MoEF & CC, Bangalore- for information please
2) The PCCF (FC) and Nodal officer FCA Arayana Bhavan Bangalore- For information please
3) The CCF ,Canara Circle, Sirsi, - For information please
4) Regional Officer, NHAI, Bengaluru – for information please

Compliance to Essential Details Sought (EDS) by MoEF&CC, IRO, Bangalore.

Sl. No.	Observation s/EDS sought by IRO MoEF&CC	NHAI Compliance
	<p>The matter may be examined at the level of Nodal Officer as to Why the original proposal was not adhered to.</p>	<ul style="list-style-type: none"> MoEF&CC, IRO, Bangalore vide letter no F. No 4-KRC 1074/2015-BAN/474 dated 08.08.2017 accorded Stage II clearance towards diversion of 33.18 ha. i.e., 32.69 ha. of forest land in Mangaluru Division for four (4) laning of Addahole (Near Gundya) (Existing km 263.000) to Bantwal cross (Existing km 328.000) section and 0.49 ha. forest land in Hassan Division from Hassan (Existing Km 189.700) to Maranahally (Existing Km 237.000) section of NH-75 in favour of NHAI. NHAI awarded the work and construction work was started by the contractor. As per Contract Agreement provisions, the site should be made available by the authority free from all encumbrance and occupation for the duration of project completion schedule. As a further course of action to go ahead with the construction of the project without delay and to ensure encumbrance free land to the contractor, the permission was sought from the Forest Department for felling of trees, wherein the charges for felling of trees was also met by the NHAI. ROW in forest land diverted from Ch 267+200 to Ch 267+800 is 30 Mtrs. During execution it was assessed that excavation and formation of carriage way and the retention of slope in high cutting area was not technically feasible in the stretch Ch 267+200 to Ch 267+800. That to make use of previous diverted forest land, NHAI may need an additional land of more than 5 ha in addition to previous acquired land and may require to fell additional trees of more than 1000 in numbers which is not advisable at this juncture and hence decided to realign to avoid the above said constraints. Further Construction of tunnel at the diverted forest and private land is not feasible as the prevailing soil is of conglomerate type and to construct tunnel a solid hard strata is required so that boring procedures can be opted to form a tunnel which is not feasible in this location. Viewing the above practical difficulties NHAI vide letter no. 252 dated 04.06.2018 submitted proposal for existing road alignment and requested APCCF(FC)/Nodal Officer(FCA) for change in alignment plan. Additional Principal Chief Conservator of Forests (Forest Conservation) /Nodal Officer(FCA), Bangalore vide letter No A5(2)GFL CR.10/12-13 dated 21.06.2018 directed NHAI to submit a fresh proposal for additional area to be diverted, as change in alignment requires additional forest area. Due to various reasons Contractor M/s L&T initiated foreclosure notice in 2018 and the project could not progress further. Project was foreclosed in Feb 2021. The project 'Four laning of Addahole (Near Gundya) (Existing km 263.00, Design Chainage 255.703) to Bantwal Cross (Existing Km 328.000, Design Chainage 318.755 km) section of NH-75 (Old NH-48)' was divided into 2 packages as under: <ul style="list-style-type: none"> Package I- Four Laning from Design Km 255.140 to Km 270.270 of Addahole-Bantwal section of NH-75 (Old NH-48)-15.130 Kms. Package II- Four Laning of Bangalore-Mangalore Section from Km 270+270 (Periya Shanthi) to Km 318+755 (Bantwal) including 6-lane Flyover at Kalladka Town- 48.485 Kms.



Sl. No.	Observation 's/EDS sought by IRO MoEF&CC	NHAI Compliance
		<ul style="list-style-type: none"> • NHAI freshly invited the bid for consultancy services for preparation of DPR i.e for Package I. Upon detailed study DPR consultants proposed that adopting a tunnel was not viable in realignment portion and further it also required extra diversion of forest land. The consultant proposed the most cost effective and feasible alignment which is to follow the existing road alignment with some geometrical improvements where in 2.5315 Ha of forest land was required. • The main aim of the NHAI is to follow the most viable and fast implementation of project keeping in view of the present road condition and also facilitate early completion of work keeping in view of the road safety. Hence, the existing road alignment is the better option for NHAI. • Project appraisal and Technical Scrutiny Committee (PATSC) pre apprised the project "Four Laning from Design Km 255.140 to Km 270.270 of Addhole - Banwal section of NH-75 (Old NH-48)-15.130 Kms (i.e. follow the existing road alignment from Ch 266+670 to Ch. 267+840 with some geometrical improvements)" and recommended for consideration by Authority. • Based on recommendation of PATSC, Authority in its 459th meeting on 18.02.2021 approved and sanctioned the project. • Since the project is under implementation and the new contractor is on board and about 35% physical progress has been achieved and in view of the above quoted reasons /justification it is requested to kindly consider 2.5315 ha diversion to NHAI.
		<p>Why the user agency has taken up felling of trees in the earlier proposed area, if the re-alignment was not feasible.</p> <p>NHAI awarded the work and construction work was started by the contractor in 2017. As per Article 8 clause 8.4 of Contract Agreement provisions executed between NHAI and Contractor, the site should be made available by the authority free from all encumbrance and occupation for the duration of project completion schedule. As a further course of action to go ahead with the construction of the project without delay and to ensure encumbrance free land to the contractor, the permission was sought from the Forest Department for felling of trees, wherein the charges for felling of trees was also met by the NHAI. Hence, cutting of 272 nos. trees is an eye opening for the project which has envisaged the project to be taken up on the realignment which has saved huge cost of construction, large number of trees felling and large extent of forest diversion and also avoided the soil erosion in the dense evergreen forest.</p>
		<p>The details of trees existed in the area and the number of trees already felled.</p> <p>272 nos. of trees were existing and they were felled with the permission from the Forest Department (Details enclosed).</p>
		<p>The User Agency may explore the technical feasibility of sticking with the already felled area for laying of road or laying of elevated corridor in this area.</p> <p>Same as in Para 1 of NHAI Compliance</p> <p>Since the project is under implementation and the new contractor is on board and about 35% physical progress has been achieved and in view of the above quoted reasons /justification it is requested to kindly consider 2.5315 ha diversion to NHAI.</p>



The detailed comments on the issues raised in the site inspection report of REC Members

Annexure-II

Sl. No.	Comments	NHAi Compliance
1.	<p>Initially NHAi had proposed the original alignment through Sy. No. 69/P of Rekya village, based on the feasibility report of the technical consultant engaged by them. This alignment was deliberated in REC, and REC had given approval for the proposed alignment as the user agency has convinced that this alignment is technically and economically the best possible alignment. Accordingly, Stage I and Stage II clearance was also issued for diversion of forest land as per the requirement of the user agency.</p>	<ul style="list-style-type: none"> MoEF&CC, IRO, Bangalore vide letter no F. No.4-KRC 1074/2015-BAN/474 dated 08.08.2017 accorded Stage II clearance towards diversion of 33.18 ha. i.e., 32.69 ha. of forest land in Mangaluru Division for four (4) laining of Addahole (Near Gundya) (Existing km 263.000) to Bantwal cross (Existing km 328.000) section and 0.49 ha. forest land in Hassan Division from Hassan (Existing Km 189.700) to Maranahally (Existing Km 237.000) section of NH-75 in favour of NHAi. NHAi awarded the work and construction work was started by the contractor. As per Contract Agreement provisions, the site should be made available by the authority free from all encumbrance and occupation for the duration of project completion schedule. As a further course of action to go ahead with the construction of the project without delay and to ensure encumbrance free land to the contractor, the permission was sought from the Forest Department for felling of trees, wherein the charges for felling of trees was also met by the NHAi. ROW in forest land diverted from Ch 267+200 to Ch 267+800 is 30 Mtrs. During execution it was assessed that excavation and formation of carriage way and the retention of slope in high cutting area was not technically feasible in the stretch Ch 267+200 to Ch 267+800. that to make use of previous diverted forest land, NHAi may need an additional land of more than 5 ha in addition to previous acquired land and may require to fell additional trees of more than 1000 in numbers which is not advisable at this juncture and hence decided to realign to avoid the above said constraints. Further Construction of tunnel at the diverted forest and private land is not feasible as the prevailing soil is of conglomerate type and to construct tunnel a solid hard strata is required so that boring procedures can be opted to form a tunnel which is not feasible in this location. Viewing the above practical difficulties NHAi vide letter no. 252 dated 04.06.2018 submitted proposal for existing road alignment and requested APCCF(FC)/Nodal Officer(FCA) for change in alignment plan. Additional Principal Chief Conservator of Forests (Forest Conservation)/Nodal Officer(FCA), Bangalore vide letter No A5(2)GFL.CR.10/12-13 dated 21.06.2018 directed NHAi to submit a fresh proposal for additional area to be diverted, as change in alignment requires additional forest area. Due to various reasons Contractor M/s L&T initiated foreclosure notice in 2018 and the project could not progress further. Project was foreclosed in Feb 2021. The project 'Four laining of Addahole (Near Gundya) (Existing km 263.00, Design Chainage 255.703) to Bantwal Cross (Existing Km 328.000, Design Chainage 318.755 km) section of NH-75 (Old NH-48)' was divided into 2 packages as under:



Sl. No.	Comments	NHAI Compliance
2.	<p>a. Package I- Four Laning from Design Km 255.140 to Km 270.270 of Addahole-Bantwal section of NH-75 (Old NH-48)-15.130 Kms.</p> <p>b. Package II- Four Laning of Bangalore-Mangalore Section from Km 270+270 (Periya Shanthi) to Km 318+755 (Bantwal) including 6-lane Flyover at Kalladka Town- 48.485 Kms.</p> <p>• NHAI freshly invited the bid for consultancy services for preparation of DPR i.e for Package I. Upon detailed study DPR consultants proposed that adopting a tunnel was not viable in realignment portion and further it also required extra diversion of forest land. The consultant proposed the most cost effective and feasible alignment which is to follow the existing road alignment with some geometrical improvements where in 2.5315 Ha of forest land was required.</p> <p>• The main aim of the NHAI is to follow the most viable and fast implementation of project keeping in view of the present road condition and also facilitate early completion of work keeping in view of the road safety. Hence, the existing road alignment is the better option for NHAI.</p> <ul style="list-style-type: none"> • Project appraisal and Technical Scrutiny Committee (PATSC) pre apprised the project "Four Laning from Design Km 255.140 to Km 270.270 of Addahole - Bantwal section of NH-75 (Old NH-48)-15.130 Kms (i.e. follow the existing road alignment from Ch 266+670 to Ch. 267+840 with some geometrical improvements)" and recommended for consideration by Authority. • Based on recommendation of PATSC, Authority in its 459th meeting on 18.02.2021 approved and sanctioned the project. • Since the project is under implementation and the new contractor is on board and about 35% physical progress has been achieved and in view of the above quoted reasons /justification it is requested to kindly consider 2.5315 ha diversion to NHAI. 	<p>NHAI awarded the work and construction work was started by the contractor in 2017. As per Article 8 clause 8.4 of Contract Agreement provisions executed between NHAI and Contractor, the site should be made available by the authority free from all encumbrance and occupation for the duration of project completion schedule. As a further course of action to go ahead with the construction of the project without delay and to ensure encumbrance free land to the contractor, the permission was sought from the Forest Department for felling of trees, wherein the charges for felling of trees was also met by the NHAI.</p> <p>Hence, cutting of 272 nos. trees is an eye opening for the project which has envisaged the project to be taken up on the realignment which has saved huge cost of construction, large number of tree felling and large extent of forest diversion and also avoided the soil erosion in the dense evergreen forest.</p> <p>Reasons for not taking up further work in the diverted area, brought out in compliance to Sl. No. 01.</p>



Sl. No.	Comments	NHAI Compliance
3.	<p>The diverted forest area and also the private land acquired for the purpose remained unutilized by the user agency for four years even after removal of all the trees standing on this diverted area. Now after 4 years the same user agency has come up with a new proposal for realignment. The user agency mentioned that the new realignment proposal is again based on the feasibility report of the technical consultant engaged by them. This time the user agency has obtained report from a different technical consultant. Now NHAI has come up with a new argument in support of new alignment which is totally contradictory to its own argument in favor of previous alignment. It seems that the concerned officials of NHAI has not properly scrutinized the proposal at their level before finalizing either of the alignments instead NHAI has simply accepted the feasibility report submitted by the technical consultants in either of the alignment.</p>	<ul style="list-style-type: none"> MoE&CC, IRO, Bangalore vide letter no F. No.4-KRC 1074/2015-BAN/474 dated 08.08.2017 accorded Stage II clearance towards diversion of 33.18 ha. i.e., 32.69 ha. of forest land in Mangaluru Division for four (4) laning of Addahole (Near Gundya) (Existing km 263.000) to Bantwal cross (Existing km 328.000) section and 0.49 ha. forest land in Hassan Division from Hassan (Existing Km 189.700) to Maranahalli (Existing Km 237.000) section of NH-75 in favour of NHAI. NHAI awarded the work and construction work was started by the contractor. As per Contract Agreement provisions, the site should be made available by the authority free from all encumbrance and occupation for the duration of project completion schedule. As a further course of action to go ahead with the construction of the project without delay and to ensure encumbrance free land to the contractor, the permission was sought from the Forest Department for felling of trees, wherein the charges for felling of trees was also met by the NHAI.

- ROW in forest land diverted from Ch 267+200 to Ch 267+800 is 30. During execution it was assessed that excavation and formation of carriage way and the retention of slope in high cutting area was not technically feasible I the stretch Ch. 267+200 to Ch. 267+800. that to make use of previous diverted forest land, NHAI may need an additional land of more than 5 ha in addition to previous acquired land and may require to fell additional trees of more than 1000 in numbers which is not advisable at this juncture and hence decided to realign to avoid the above said constraints.
- Further Construction of tunnel at the diverted forest and private land is not feasible as the prevailing soil is of conglomerate type and to construct tunnel a solid hard strata is required so that boring procedures can be opted to form a tunnel which is not feasible in this location.
- Viewing the above practical difficulties NHAI vide letter no. 252 dated 04.06.2018 submitted proposal for existing road alignment and requested APCCF(FC)Nodal Officer(FCA) for change in alignment plan.
- Additional Principal Chief Conservator of Forests (Forest Conservation) /Nodal Officer(FCA), Bangalore vide letter No A5(2)GFL.CR.10/12-13 dated 21.06.2018 directed NHAI to submit a fresh proposal for additional area to be diverted, as change in alignment requires additional forest area.
- Due to various reasons Contractor M/s L&T initiated foreclosure notice in 2018 and the project could not progress further. Project was foreclosed in Feb 2021.
- The project 'Four laning of Addahole (Near Gundya) (Existing km 263.00, Design Chainage 255.703) to Bantwal Cross (Existing Km 328.000, Design Chainage 318.755 km) section of NH-75 (Old NH-48)' was divided into 2 packages as under:

- Package I- Four Laning from Design Chainage 255.703 to Km 270.270 of Addahole-Bantwal section of NH-75 (Old NH-48-15.130 Kms)
- Package II- Four Laning of Bangalore-Mangalore Section from Km 270+270 (Periya Shanthi) to



Sl. No.	Comments	NHAI Compliance
	<p style="text-align: center;">Km 318+755 (Bantwal) including 6-lane Flyover at Kalladka Town- 48.485 Kms.</p> <ul style="list-style-type: none"> • NHAI freshly invited the bid for consultancy services for preparation of DPR i.e for Package I. Upon detailed study DPR consultants proposed that adopting a tunnel was not viable in realignment portion and further it also required extra diversion of forest land. The consultant proposed the most cost effective and feasible alignment which is to follow the existing road alignment with some geometrical improvements where in 2.5315 Ha of forest land was required. • The main aim of the NHAI is to follow the most viable and fast implementation of project keeping in view of the present road condition and also facilitate early completion of work keeping in view of the road safety. Hence, the existing road alignment is the better option for NHAI. • Project appraisal and Technical Scrutiny Committee (PATSC) pre apprised the project “Four Laning from Design Km 255.140 to Km 270.270 of Addahole-Bantwal section of NH-75 (Old NH-48)-15.130 Kms (i.e. follow the existing road alignment from Ch 266+670 to Ch. 267+840 with some geometrical improvements)” and recommended for consideration by Authority. • Based on recommendation of PATSC, Authority in its 459th meeting on 18.02.2021 approved and sanctioned the project. • Since the project is under implementation and the new contractor is on board and about 35% physical progress has been achieved and in view of the above quoted reasons /justification it is requested to kindly consider 2.5315 Ha diversion to NHAI. <p>4. Without proper strategy, the user agency has made hasty and mindless move and cut 272 trees in the diverted area. The damage to flora, fauna and the entire biodiversity of the spent on acquiring 0.624 ha of private land also. When these diverted and acquired areas for the project propose remained un utilized, the realignment proposal by the user agency is unjustifiable as the realignment involves diversion of additional forest area of 2.53 ha and felling of 169 more trees. It seems that the user agency is relaying on ad hock measures and proposing new alignment every time</p> <p>With the prevailing circumstances as narrated, the user agency has proposed and decided the best possible alignment and has been proposed after verification of advantages and disadvantages to suit with the present condition to safeguard the environment.</p> <p>However, with respect to 0.624 ha of private land /facilities</p>	



Sl. No.	Comments	NHAI Compliance
5.	<p>Further with respect to damage to flora, fauna and the entire biodiversity DCF, Mangalore vide letter dated 21.01.2022 has mentioned cost of raising plantations in the area where 272 nos. of indigenous trees cut and removed already (Copy enclosed).</p> <p>Having mentioned the valid reasons above, further it is to submit that, the feasibility study was undertaken and is found that to make use of previous diverted forest land, NHAI may need an additional land of more than 5 ha in addition to previous acquired land and may require to fell additional trees of more than 1000 in numbers which is not advisable at this juncture and hence decided to realign to avoid the above said constraints. Further Construction of tunnel at the diverted forest and private land is not feasible as the prevailing soil is of conglomerate type and to construct tunnel a solid hard strata is required so that boring procedures can be opted to form a tunnel which is not feasible in this location.</p> <p>Project appraisal and Technical Scrutiny Committee (PATSC) pre apprised the project " Four Laning from Design Km 255.140 to Km 270.270 of Addahole - Bantwal section of NH-75 (Old NH-48)-15.130 Kms (i.e. follow the existing road alignment from Ch 266+670 to Ch. 267+840 with some geometrical improvements)" and recommended for consideration by Authority. Based on recommendation of PATSC, Authority in its 459th meeting on 18.02.2021 approved and sanctioned the project.</p> <p>MoEF&CC letter dated 07.09.2021 informed to Forest Department that "as per the site inspection report of DCF, Mangalore Division, an extent of 2.744 Ha in Sy No 69/P of Rekya Village diverted earlier has not been utilized by the user agency after removal of trees" and intimated that the unutilized forest land may be resumed by Forest Department.</p> <p>Accordingly, PCCF(FC) vide letter dated 25.02.2022 an extent of 2.744 ha in Sy. No. 69/P of Rekya Village diverted earlier has been taken back by Forest Department along with GPS and Mahazar Sketch.</p> <p>Since the project was awarded and the new contractor is on board and about 35% physical progress has been completed, the procedures for elevated highway corridor cannot be taken up which may cost additional funds of Govt. Exchequer and time. This project has to be completed and opened to public likely by Sep.2023.</p> <p>Moreover, under the current contract, user agency has made provisions of 2 Elephant Under Passes and also planned to construct several Wildlife Mitigation Culverts for safe passages to animals which are in progress as per the current site conditions.</p>	



Sl. No.	Comments	NHAI Compliance
6.	<p>With respect to other forest areas diverted for the project in different locations, all along the national highway, where the road works are being carried out by the user agency it was observed that the user agency is working carelessly without compliance to most of the conditions stipulated in the Stage II approval. Similar observations were made by the DIGF in the project monitoring carried out on 19.12.2018 and report submitted to the State Government on 22.3.2019. But the State Government has not taken any action about the reported violations. State Government may be requested to reexamine the compliance report and find out which are all the areas in which the agency has used forest land in excess of the land actually diverted, verify the same in the field and submit a report.</p>	<p>In view of the above quoted reasons and justification, further investigation by engaging of institute/organization of national repute may not yield desirable situation to follow the original alignment sanctioned/approved earlier. Project was foreclosed and put for retender. Accordingly, now the new contractor is on board. User agency and the present contractor are in close contact with the forest department staff and ensuring compliance to conditions stipulated in the Stage II approval. So far, no violation is done. The NHAI has utilized only the area which was approved by MoEF&CC.</p>



Details of trees Existing in the area and the
number of trees already felled.

Enumeration Trees list in Reserve Forest area in Hassan - Bantwa
National Highway four lane project area
Beat: Rekya Section: Rekya ; Range: Uppinangady

S.No	Kind	Botanical Name	Girth	Length	Volume	Remarks
1	Shanthi	Terminalia bellarica	1.00	2.00	0.125	
2	Maruva	Terminalia paniculata	2.50	4.00	1.563	
3	Nandi	Lagerstroemia lanceolata	2.40	8.00	2.880	
4	Chere	Holigarna arnotiana	0.70	2.00	0.061	
5	Maruva	Terminalia paniculata	1.00	3.00	0.188	
6	Saroli	Aparosa lindleyana	1.50	4.00	0.563	
7	Muchiru	Dillenia pentagyna	0.90	4.00	0.203	
8	Chere	Holigarna arnotiana	0.60	3.00	0.068	
9	Muchiru	Dillenia pentagyna	1.50	4.00	0.563	
10	Kulurmavu	Michelus macrantha	1.50	3.00	0.422	
11	Rampathre	Myristica malabarica	0.95	4.00	0.226	
12	Saroli	Aparosa lindleyana	0.75	2.00	0.070	
13	J.wood	Junglewood	1.15	2.00		Fit for Firewood
14	J.wood	Junglewood	1.30	8.00	0.845	
15	J.wood	Junglewood	1.40	6.00	0.735	
16	Saroli	Aparosa lindleyana	0.85	2.00	0.090	
17	Chere	Holigarna arnotiana	2.00	4.00		Fit for Firewood
18	Chere	Holigarna arnotiana	0.60	6.00	0.135	
19	J.wood	Junglewood	1.30	5.00	0.528	
20	Maruva	Terminalia paniculata	1.20	4.00	0.360	
21	Muchiru	Dillenia pentagyna	1.40	2.00	0.245	
22	Saroli	Aparosa lindleyana	1.40	2.00	0.245	
23	Maruva	Terminalia paniculata	1.80	6.00	1.215	
24	Saroli	Aparosa lindleyana	0.80	2.00	0.080	
25	Saroli	Aparosa lindleyana	1.50	1.00	0.141	
26	Saroli	Aparosa lindleyana	1.40	3.00	0.368	
27	Banpu	Terminalia tomentosa	1.80	10.00	2.025	
28	Maruva	Terminalia paniculata	2.05	8.00	2.101	
29	Saroli	Aparosa lindleyana	0.75	4.00	0.141	
30	Saroli	Aparosa lindleyana	1.60	6.00	0.960	
31	Chakote	Schleichera oleosa	0.80	4.00	0.160	
32	Maruva	Terminalia paniculata	1.50	5.00	0.703	
33	Saroli	Aparosa lindleyana	0.70	2.00		Fit for Firewood
34	Chakote	Schleichera oleosa	1.30	4.00	0.423	
35	Kasaraka	Strychnos nuxvomica	0.40	3.00	0.030	
36	Chakote	Schleichera oleosa	0.65	3.00	0.079	
37	Muchiru	Dillenia pentagyna	2.05	4.00	1.051	
38	Chakote	Schleichera oleosa	1.90	6.00	1.354	
39	Muchiru	Dillenia pentagyna	1.80	4.00	0.810	
40	J.wood	Junglewood	0.60	4.00	0.090	
41	Booruga	Bombax ceiba	1.80	6.00	1.215	
42	Booruga	Bombax ceiba	1.00	4.00	0.250	
43	Booruga	Bombax ceiba	0.90	4.00	0.203	

Rekya
Bantwa

2023-04-06

44	Chakote	Schleichera oleosa	0.60	3.00	0.068	
45	Chakote	Schleichera oleosa	2.05	3.00		Fit for Firewood
46	Chakote	Schleichera oleosa	0.75	3.00		Fit for Firewood
47	Chere	Holigarna arnotiana	0.60	4.00	0.090	
48	J.wood	Junglewood	0.60	4.00	0.090	
49	J.wood	Junglewood	0.50	3.00	0.047	
50	J.wood	Junglewood	0.80	6.00	0.240	
51	Thiruve	Xylia xylocarpa	0.60	4.00		Fit for Firewood
52	J.wood	Junglewood	0.60	2.00	0.045	
53	Poorli	Lannea coromandelia	1.30	3.00	0.317	
54	Saroli	Aparosa lindleyana	0.60	4.00	0.090	
55	Saroli	Aparosa lindleyana	1.00	4.00	0.250	
56	J.wood	Junglewood	0.70	2.00		Fit for Firewood
57	J.wood	Junglewood	0.80	3.00		Fit for Firewood
58	Saroli	Aparosa lindleyana	0.80	4.00	0.160	
59	Chakote	Schleichera oleosa	1.80	6.00	1.215	
60	Chakote	Schleichera oleosa	1.20	4.00	0.360	
61	Muchiru	Dillenia pentagyna	1.30	5.00	0.528	
62	Saroli	Aparosa lindleyana	0.60	4.00	0.090	
63	Chere	Holigarna arnotiana	1.20	5.00	0.450	
64	Saroli	Aparosa lindleyana	0.80	4.00	0.160	
65	Nandi	Lagerstroemia lanceolata	0.95	5.00	0.282	
66	Maruva	Terminalia paniculata	1.65	4.00	0.681	
67	Nandi	Lagerstroemia lanceolata	1.70	4.00	0.723	
68	Kasaraka	Strychnos nuxvomica	1.30	2.00	0.211	
69	J.wood	Junglewood	1.20	3.00	0.270	
70	Saroli	Aparosa lindleyana	0.90	2.00	0.101	
71	Shanthi	Terminalia bellarica	0.80	3.00	0.120	
72	Saroli	Aparosa lindleyana	0.65	4.00	0.106	
73	Maruva	Terminalia paniculata	1.80	4.00	0.810	
74	Chakote	Schleichera oleosa	0.95	4.00	0.226	
75	J.wood	Junglewood	0.65	4.00	0.104	
76	Saroli	Aparosa lindleyana	1.00	4.00	0.250	
77	J.wood	Junglewood	0.80	4.00	0.160	
78	Saroli	Aparosa lindleyana	0.80	1.00	0.040	
79	Saroli	Aparosa lindleyana	0.90	4.00	0.203	
80	Saroli	Aparosa lindleyana	0.40	4.00	0.040	
81	Maruva	Terminalia paniculata	1.30	5.00	0.528	
82	Saroli	Aparosa lindleyana	0.80	2.00	0.080	
83	Saroli	Aparosa lindleyana	0.60	2.00	0.045	
84	Muchiru	Dillenia pentagyna	0.90	1.00	0.051	
85	Muchiru	Dillenia pentagyna	2.00	4.00	1.000	
86	Muchiru	Dillenia pentagyna	1.00	4.00	0.250	
87	Muchiru	Dillenia pentagyna	0.50	2.00	0.031	
88	Muchiru	Dillenia pentagyna	0.90	2.00	0.101	
89	Muchiru	Dillenia pentagyna	1.10	4.00	0.303	
90	Muchiru	Dillenia pentagyna	1.80	5.00	1.013	
91	Muchiru	Dillenia pentagyna	0.90	4.00	0.203	
92	Maruva	Terminalia paniculata	0.80	4.00	0.160	
93	Maruva	Terminalia paniculata	1.00	4.00	0.250	

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94	Saroli	Aparosa lindleyana	0.90	5.00	0.253	
95	Maruva	Terminalia paniculata	1.20	4.00	0.360	
96	Saroli	Aparosa lindleyana	0.40	4.00	0.040	
97	Saroli	Aparosa lindleyana	0.80	5.00	0.200	
98	Maruva	Terminalia paniculata	1.30	4.00	0.423	
99	Muchiru	Dillenia pentagyna	0.90	3.00	0.152	
100	Chere	Holigarna arnotiana	0.90	1.00	0.051	
101	Chere	Holigarna arnotiana	1.10	3.00	0.227	
102	Saroli	Aparosa lindleyana	0.80	2.00	0.080	
103	J.wood	Junglewood	0.90	4.00	0.203	
104	Saroli	Aparosa lindleyana	0.70	4.00	0.123	
105	Chere	Holigarna arnotiana	0.80	6.00	0.240	
106	Poorli	Lannea coromandelia	1.50	6.00	0.844	
107	Maruva	Terminalia paniculata	2.10	4.00	1.103	
108	Maruva	Terminalia paniculata	0.90	3.00	0.152	
109	Thiruve	Xylia xylocarpa	1.00	2.00	0.125	
110	Muchiru	Dillenia pentagyna	1.30	4.00	0.423	
111	Saroli	Aparosa lindleyana	1.10	2.00	0.151	
112	Anavu	Adina Cordifolia	2.40	6.00	2.160	
113	Thiruve	Xylia xylocarpa	0.70	4.00	0.123	
114	Saroli	Aparosa lindleyana	0.60	2.00	0.045	
115	J.wood	Junglewood	2.60	7.00	2.958	
116	Maruva	Terminalia paniculata	2.90	3.00	1.577	
117	Saroli	Aparosa lindleyana	0.60	3.00	0.068	
118	Muchiru	Dillenia pentagyna	0.70	3.00	0.092	
119	Saroli	Aparosa lindleyana	0.60	2.00	0.045	
120	Saroli	Aparosa lindleyana	0.70	3.00	0.092	
121	Saroli	Aparosa lindleyana	1.00	5.00	0.313	
122	Saroli	Aparosa lindleyana	1.00	4.00	0.250	
123	Muchiru	Dillenia pentagyna	0.85	4.00	0.181	
124	Saroli	Aparosa lindleyana	0.60	5.00	0.113	
125	Saroli	Aparosa lindleyana	0.40	5.00	0.050	
126	Maruva	Terminalia paniculata	1.40	5.00	0.613	
127	Maruva	Terminalia paniculata	1.00	4.00	0.250	
128	Saroli	Aparosa lindleyana	0.60	5.00	0.113	
129	Saroli	Aparosa lindleyana	0.70	4.00	0.123	
130	Saroli	Aparosa lindleyana	0.80	4.00	0.160	
131	Saroli	Aparosa lindleyana	0.90	4.00	0.203	
132	Maruva	Terminalia paniculata	1.30	5.00	0.528	
133	Saroli	Aparosa lindleyana	0.60	4.00	0.090	
134	Banpu	Terminalia tomentosa	1.00	6.00	0.375	
135	Banpu	Terminalia tomentosa	1.15	4.00	0.331	
136	Banpu	Terminalia tomentosa	1.20	4.00	0.360	
137	Maruva	Terminalia paniculata	1.20	5.00	0.270	
138	Banpu	Terminalia tomentosa	1.00	4.00	0.250	
139	Banpu	Terminalia tomentosa	1.20	4.00	0.360	
140	Thiruve	Xylia xylocarpa	0.80	2.00	0.080	
141	Saroli	Aparosa lindleyana	0.90	4.00	0.203	
142	Maruva	Terminalia paniculata	1.00	4.00	0.250	
143	Saroli	Aparosa lindleyana	1.05	2.00	0.138	

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144	Banpu	Terminalia tomentosa	1.40	6.00	0.735	
145	Banpu	Terminalia tomentosa	1.10	4.00	0.303	
146	Saroli	Aparosa lindleyana	0.60	5.00	0.113	
147	Muchiru	Dillenia pentagyna	1.00	4.00	0.250	
148	Maruva	Terminalia paniculata	1.10	4.00	0.303	
149	Saroli	Aparosa lindleyana	0.80	4.00	0.160	
150	Banpu	Terminalia tomentosa	0.90	2.00	0.101	
151	Banpu	Terminalia tomentosa	0.75	3.00	0.105	
152	Saroli	Aparosa lindleyana	1.10	4.00	0.303	
153	Banpu	Terminalia tomentosa	1.20	4.00	0.360	
154	Daddalu	Careya arborea	1.10	2.00		Fit for Firewood
155	Banpu	Terminalia tomentosa	1.35	2.00	0.228	
156	Saroli	Aparosa lindleyana	1.00	4.00	0.250	
157	Banpu	Terminalia tomentosa	0.80	4.00	0.160	
158	Banpu	Terminalia tomentosa	1.60	5.00	0.800	
159	Saroli	Aparosa lindleyana	0.70	2.00	0.061	
160	Saroli	Aparosa lindleyana	0.70	4.00		Fit for Firewood
161	Saroli	Aparosa lindleyana	0.60	3.00	0.068	
162	Banpu	Terminalia tomentosa	0.90	2.00	0.101	
163	Saroli	Aparosa lindleyana	0.80	2.00	0.080	
164	Banpu	Terminalia tomentosa	1.70	5.00	0.903	
165	Saroli	Aparosa lindleyana	0.70	2.00	0.061	
166	Saroli	Aparosa lindleyana	0.60	6.00	0.135	
167	Saroli	Aparosa lindleyana	0.80	3.00	0.120	
168	Muchiru	Dillenia pentagyna	1.00	4.00	0.250	
169	Saroli	Aparosa lindleyana	1.10	4.00	0.303	
170	Saroli	Aparosa lindleyana	0.45	3.00	0.038	
171	Saroli	Aparosa lindleyana	0.75	3.00	0.105	
172	Saroli	Aparosa lindleyana	0.90	4.00	0.203	
173	Banpu	Terminalia tomentosa	1.30	4.00	0.423	
174	Saroli	Aparosa lindleyana	0.50	4.00	0.063	
175	Banpu	Terminalia tomentosa	1.00	3.00	0.188	
176	Banpu	Terminalia tomentosa	1.30	4.00	0.423	
177	Thiruve	Xylia xylocarpa	1.20	3.00	0.270	
178	J.wood	Junglewood	1.20	6.00	0.540	
179	Banpu	Terminalia tomentosa	1.40	6.00	0.613	
180	Muchiru	Dillenia pentagyna	1.05	3.00	0.207	
181	Banpu	Terminalia tomentosa	1.20	4.00	0.360	
182	Saroli	Aparosa lindleyana	0.80	2.00	0.080	
183	Saroli	Aparosa lindleyana	1.10	4.00		Fit for Firewood
184	Saroli	Aparosa lindleyana	0.80	2.00		Fit for Firewood
185	Saroli	Aparosa lindleyana	0.90	3.00	0.152	
186	Saroli	Aparosa lindleyana	0.80	2.00	0.080	
187	Chere	Holigarna arnotiana	1.10	6.00	0.454	
188	Saroli	Aparosa lindleyana	0.80	2.00	0.080	
189	Saroli	Aparosa lindleyana	0.80	2.00	0.080	
190	Thiruve	Xylia xylocarpa	0.80	2.00	0.080	
191	Saroli	Aparosa lindleyana	0.80	3.00	0.120	
192	Bolpale	Lophopetalum wightianum	1.30	4.00	0.423	
193	Muchiru	Dillenia pentagyna	0.80	4.00	0.160	

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194	Muchiru	Dillenia pentagyna	1.10	3.00	0.227	
195	Saroli	Aparosa lindleyana	0.75	4.00		Fit for Firewood
196	Saroli	Aparosa lindleyana	0.55	3.00	0.057	
197	Saroli	Aparosa lindleyana	0.80	4.00	0.160	
198	Banpu	Terminalia tomentosa	1.30	6.00	0.634	
199	Saroli	Aparosa lindleyana	0.55	2.00	0.038	
200	Saroli	Aparosa lindleyana	0.50	4.00	0.063	
201	Banpu	Terminalia tomentosa	1.20	4.00	0.360	
202	Saroli	Aparosa lindleyana	0.70	2.00	0.061	
203	Banpu	Terminalia tomentosa	1.60	4.00	0.640	
204	Saroli	Aparosa lindleyana	0.90	6.00	0.304	
205	Saroli	Aparosa lindleyana	0.50	4.00	0.063	
206	Daddalu	Careya arborea	0.70	2.00	0.061	
207	Saroli	Aparosa lindleyana	0.60	1.00	0.023	
208	Saroli	Aparosa lindleyana	0.60	3.00	0.068	
209	Saroli	Aparosa lindleyana	0.50	2.00		Fit for Firewood
210	Saroli	Aparosa lindleyana	0.90	3.00	0.152	
211	Saroli	Aparosa lindleyana	0.80	3.00	0.120	
212	Saroli	Aparosa lindleyana	1.00	2.00	0.125	
213	Muchiru	Dillenia pentagyna	0.90	2.00	0.101	
214	Muchiru	Dillenia pentagyna	0.90	3.00	0.152	
215	Saroli	Aparosa lindleyana	1.00	2.00	0.125	
216	Muchiru	Dillenia pentagyna	1.00	3.00	0.188	
217	Saroli	Aparosa lindleyana	0.70	2.00	0.061	
218	Saroli	Aparosa lindleyana	0.80	2.00	0.080	
219	Saroli	Aparosa lindleyana	0.55	3.00	0.057	
220	Saroli	Aparosa lindleyana	1.10	3.00	0.227	
221	Muchiru	Dillenia pentagyna	0.90	4.00	0.203	
222	Maruva	Terminalia paniculata	1.60	4.00	0.640	
223	Banpu	Terminalia tomentosa	1.90	4.00	0.903	
224	Saroli	Aparosa lindleyana	0.95	3.00	0.169	
225	Muchiru	Dillenia pentagyna	0.80	3.00	0.120	
226	Saroli	Aparosa lindleyana	0.80	2.00	0.080	
227	Maruva	Terminalia paniculata	0.90	3.00	0.152	
228	Poorli	Lannea coromandelia	1.00	4.00	0.250	
229	Saroli	Aparosa lindleyana	0.50	4.00	0.063	
230	Saroli	Aparosa lindleyana	0.40	2.00		Fit for Firewood
231	Saroli	Aparosa lindleyana	0.45	2.00		Fit for Firewood
232	Saroli	Aparosa lindleyana	1.00	4.00	0.250	
233	Benga	Pterocarpus marsupium	1.10	4.00	0.303	
234	Banpu	Terminalia tomentosa	1.80	6.00	1.215	
235	Saroli	Aparosa lindleyana	0.70	2.00		Fit for Firewood
236	Saroli	Aparosa lindleyana	0.80	2.00	0.080	
237	Mavu	Mangifera indica	1.20	4.00	0.360	
238	Anavu	Adina Cordifolia	0.65	3.00	0.079	
239	Nandi	Lagerstroemia lanceolata	0.75	4.00	0.141	
240	Banpu	Terminalia tomentosa	0.55	2.00		Poles
241	Banpu	Terminalia tomentosa	1.05	3.00	0.207	
242	Nandi	Lagerstroemia lanceolata	0.40	3.00		Poles
243	Bage	Albizzia procera	1.55	3.00	0.450	

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2020

244	Teak	Tectona grandis	1.30	4.00	0.423	
245	Mavu	Mangifera indica	0.55	3.00		Poles
246	Nandi	Lagerstroemia lanceolata	0.95	3.00	0.169	
247	Bolpale	Lophopetalum wightianum	0.50	4.00		Poles
248	Maruva	Terminalia paniculata	0.50	3.00		Poles
249	Teak	Tectona grandis	1.30	3.00	0.317	
250	Teak	Tectona grandis	0.65	3.00	0.079	
251	Banpu	Terminalia tomentosa	0.90	4.00	0.203	
252	Teak	Tectona grandis	0.70	4.00	0.123	
253	Teak	Tectona grandis	1.20	5.00	0.450	
254	Teak	Tectona grandis	0.80	4.00	0.160	
255	Teak	Tectona grandis	0.70	4.00	0.123	
256	Teak	Tectona grandis	0.70	4.00	0.123	
257	Teak	Tectona grandis	1.20	3.00	0.270	
258	Teak	Tectona grandis	1.05	4.00	0.276	
259	Teak	Tectona grandis	1.00	4.00	0.250	
260	Teak	Tectona grandis	0.85	5.00	0.226	
261	Teak	Tectona grandis	0.55	4.00		Poles
262	Teak	Tectona grandis	1.15	4.00	0.331	
263	Teak	Tectona grandis	0.90	4.00	0.203	
264	Teak	Tectona grandis	1.00	3.00	0.188	
265	Teak	Tectona grandis	1.20	4.00	0.360	
266	Teak	Tectona grandis	0.80	4.00	0.160	
267	Teak	Tectona grandis	1.00	4.00	0.250	
268	Teak	Tectona grandis	0.65	4.00	0.106	
269	Teak	Tectona grandis	1.00	4.00	0.250	
270	Teak	Tectona grandis	0.65	5.00	0.132	
271	Teak	Tectona grandis	1.45	4.00	0.526	
272	Teak	Tectona grandis	1.30	4.00	0.423	
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ಉಪ ವರಣ ಅಳಣಾ ಧರಾ
ತಾ ಕಾಳ
ಉಪನಾಗ ವರಣ

Assistant Conservator of Forests
Puttur Sub Division
Puttur, D. K., 574 201

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GOVERNMENT OF KARNATAKA

ಪ್ರಥಮ ಮುಖ್ಯ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ
(ಅರಣ್ಯ ಪಡೆ ಮುಖ್ಯಸ್ಥರು) ರವರ ಕಚೇರಿ
Office of
Principal Chief Conservator of Forests
(Head of Forest Force)



ಅರಣ್ಯ ಭವನ, 18ನೇ ಅಡ್ಡ ರಸ್ತೆ, ಮಲ್ಲೇಶ್ವರಂ,
ಬೆಂಗಳೂರು-560 003.

Aranya Bhavan, 18th Cross,
Malleshwaram, Bengaluru-560 003
Telephone : 080 2334 6472
Email : apccffc@gmail.com

No. A5(2)GFL.CR.10/12-13

Date: 20-06-2018

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To,

The Project Director, PIU
National Highway Authority of India
Hasanambha Nilaya, B/w 3rd & 4th Cross
Indira Nagar, (near Varasiddha Vinayaka Temple)
Sathyamangala Layout, Hassan-573201.

ತ್ವಿಂದಿದ್ದು ಸಿರ್,

ಮುಖ್ಯ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ, ಕರ್ನಾಟಕ ಮಂಡಳಿಯ ಮುಖ್ಯ ಮಂತ್ರಿ, ಮಂಡಳಿಯ	Sub: Diversion of 33.18 ha i.e., 32.69 ha forest land in Mangaluru Division for 4-laning of Addahole (near Gundya) (Existing km 263.000) to Bantwal cross (Existing km 328.000) section and 0.49 ha forest land in Hassan Division from Hassan (Existing Km 189.700) to Maranahally (Existing Km 237.000) section of NH-75 in favour of the Project Director, National Highways Authority of India (NHAI), Bengaluru – regarding.
25 JUN 2018	
ಜಾತ್ಯ:	ನಾಗರಿಕ
ಸಂಖ್ಯೆ:	ಮು.ಅ.ಸಂ.

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ದುರ್ಬಳಿಗ್ರಾಹಿತ ಗ್ರಹಿ

Ref: 1. Letter No.4KRC 1074/2015-BAN/474 dated 08-08-2017 of Government of India, MoEF & CC, Regional Office, Southern Zone, Bengaluru.

2. Government of Karnataka G.O. No.FEE 76 FLL 2015 dated 05-02-2018.

3. Your letter No.NHAI/25014/1/12/PIU-HSN/252 dated 04-06-2018.

೨೫/೬/೧೮ ೨೭/೬/೧೮ With reference to above subject, the Government of India vide ref (1) has accorded Stage-II (final) approval for diversion of 33.18 ha, i.e., 32.69 ha forest land in Mangaluru Division for 4-laning of Addahole (near Gundya) (Existing km 263.000) to Bantwal cross (Existing km 328.000) section and 0.49 ha forest land in Hassan Division, subject to certain conditions. Accordingly, the Government of Karnataka vide ref (2) has issued G.O. according the permission for the project subject to the conditions therein.

Further, vide ref-3 it has been requested to accord approval for change in alignment plan, enclosing the sketch showing the segment of the approved

alignment where change is proposed. It appears that revised alignment will result in surrender of approved 2.05 ha forest land and fresh diversion of 3.13 ha of forest land. This will result in the change in the extent of forest land diversion from presently approved 33.18 ha to 34.23 ha. It attracts seeking prior approval of Government of India.

Accordingly in this regard, you are requested to provide the following information / documents.

1. A tabular statement showing the village-wise and survey number-wise breakup of the land [presently approved, newly proposed and the deviation (+ / -)] in Proforma B-2.3.
2. A tabular statement showing the component-wise breakup of the land [presently approved, newly proposed and the deviation (+ / -)] in Proforma B-2.4.
3. Detailed reason for proposed change in alignment.
4. Survey of India Toposheet indicating boundary of forest land proposed to be diverted (*As per new alignment for entire project*).
5. Geo-referenced map of the forest land proposed to be diverted prepared by using GPS (Datum:WGS-84)or Total Station (*As per new alignment for entire project*).
6. GPS (Datum:WGS-84) coordinates of all corner points of forest land (*As per new alignment for entire project*).
7. KML file (*with inbuilt length/area 'measurement' option*) of all components (*As per new alignment for entire project*).
8. AutoCAD drawing (Datum: WGS-84) of entire project (*As per new alignment for entire project*).

Yours faithfully



Additional Principal Chief Conservator of Forests
(Forest Conservation) and
Nodal Officer (FCA)

Copy submitted to the Principal Chief Conservator of Forests (Wildlife) and Chief Wildlife Warden, Karnataka, Aranya Bhavana, Bengaluru for information.

Copy to the Chief Conservators of Forests, Mangaluru & Hassan Circles for necessary action.

Copy to the Deputy Conservator of Forests, Mangaluru, & Hassan Divisions for necessary action.

B-2.3 Statement showing Village-wise, Survey Number-wise breakup

As per approved alignment			As per newly proposed alignment				Diviation (+/-)				
Village	Survey Number	Extent (ha)		Village	Survey Number	Extent (ha)		Forest (ha)		Non-forest (ha)	
		Forest	Non-forest			Forest	Non-forest	+	-	+	-
1											
2											
3											
4											
5											
Total											

Authorized Signatory

B-2.4 Statement showing Component-wise breakup

As per approved alignment			As per newly proposed alignment				Diviation (+/-)				
Name of Component	Extent (ha)		Name of Component	Extent (ha)		Forest (ha)		Non-forest (ha)			
	Forest	Non-forest		Forest	Non-forest	+	-	+	-		
1											
2											
3											
4											
5											
Total											

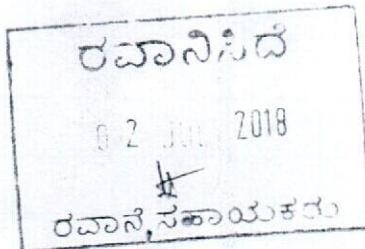
Authorized Signatory

ಸಂಖ್ಯೆ: ಭೂತಾಖೆ: ವಿವಿ: 69/ ರಸ್ತೆ ಅಗಲೀಕರಣ /2011-12

ದಿನಾಂಕ: 30-6-2018.

ಪತ್ರದ ಪ್ರತಿಯನ್ನು ವಲಯ ಅರಣ್ಯಾಧಿಕಾರಿ, ಬಂಟ್ವಾಡ್, ಉಪಿನಂಗಡಿ, ಮತ್ತೊಳ್ಳು ಮತ್ತು ಪಂಜ ವಲಯ ಹಾಗೂ
ಎಲ್ಲಾ ಸಹಾಯಕ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿಯವರಿಗೆ ಮಾಹಿತಿಗಾಗಿ ಕಳುಹಿಸಿದೆ.

Gmeulal
ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ,
ಮಂಗಳೂರು ವಿಭಾಗ, ಮಂಗಳೂರು



ಕರ್ನಾಟಕ ಸರ್ಕಾರ
ಕರ್ನಾಟಕ ಅರಣ್ಯ ಇಲಾಖೆ



ದೂರವಾಣಿ : 0824 - 2423913

0824 - 2411242

ಇ-ಮೆಲ್‌: dcf_mngt@yahoo.co.in

dcfmng@aranya.gov.in

ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿಗಳ ಕಳೇರಿ, ಮಂಗಳೂರು ವಿಭಾಗ, ಸಿ.ಡಿ.ಎಲ್.ಡಿ.ಕಟ್ಟಡ, ನೆಹರೂ ಘೇಡಾನದ ಬಳಿ ಮಂಗಳೂರು 575001

ಸಂಖ್ಯೆ: ಭೂಶಾಲೆ: ವಿವ - 69/ರಸ್ತೆ ಅಗಲೀಕರಣ/2011-12 (Addl. Land)

ದಿನಾಂಕ: 21-1-2022.

Proposal No. FP/KA/ROAD/120467/2021

ಇವರಿಗೆ,

ಮುಖ್ಯ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ,
ಮಂಗಳೂರು ವ್ಯತ್ತಿ,
ಮಂಗಳೂರು.

ಮಾನ್ಯರೇ.

ವಿಷಯ : Diversion of 2.5315 ha. additional forest land for Four Laning of the Bangalore - Mangalore section of NH-48 (New-75) from Design Chainage Km 255.140 to 270.270 passing through reserve forest stretch of Four laning of Addahole (Near Gundya) (Existing Chainage Km 263.000) - reg.

ಉಲ್ಲೇಖ 1. ಈ ಕಳೇರಿ ಪತ್ರ ಸಮ ಸಂಖ್ಯೆ ದಿನಾಂಕ: 15-7-2021. (ಮುಖ್ಯ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ, ಮಂಗಳೂರು ವ್ಯತ್ತ ಇವರಿಗೆ ವಿಳಾಸಿಸಿ ಬರೆದ ಪತ್ರ)

2. ಈ ಕಳೇರಿ ಪತ್ರ ಸಮ ಸಂಖ್ಯೆ ದಿನಾಂಕ: 31-7-2021. (ಪ್ರಥಾನ ಮುಖ್ಯ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ (ಅರಣ್ಯ ಸಂರಕ್ಷಣೆ) ಬೆಂಗಳೂರು ಇವರಿಗೆ ವಿಳಾಸಿಸಿ ಬರೆದ ಪತ್ರ)

3. ಪ್ರಥಾನ ಮುಖ್ಯ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ (ಅರಣ್ಯ ಸಂರಕ್ಷಣೆ) ಮತ್ತು ನೋಡಲ್ ಅಧಿಕಾರಿ (ಅರಣ್ಯ ಸಂರಕ್ಷಣಾ ಕಾರ್ಯೆ) ಬೆಂಗಳೂರು ಇವರ ಕಳೇರಿ ಪತ್ರ ಸಂಖ್ಯೆ: ಕೆ.ಎಫ್.ಡಿ./ಹೆಚ್.ಎಫ್.ಡಿ./ಎಂ-2(ಜೆ.ಎಫ್.ಡಿ.ಎಲ್.)/129/2019 ಎಫ್.ಸಿ. ಇ-88119, ದಿನಾಂಕ: 22/26-10-2021.

4. ಈ ಕಳೇರಿ ಪತ್ರ ಸಮ ಸಂಖ್ಯೆ ದಿನಾಂಕ: 30-10-2021 (ಲಪಯೋಗಿ ಸಂಸ್ಥೆಯವರಿಗೆ ವಿಳಾಸಿಸಿ ಬರೆದ ಪತ್ರ)

5. ಈ ಕಳೇರಿ ಪತ್ರ ಸಮ ಸಂಖ್ಯೆ ದಿನಾಂಕ: 13-12-2021 (ವಲಯ ಅರಣ್ಯಾಧಿಕಾರಿ, ಉಪಿಸಂಗಡಿ ಇವರಿಗೆ ವಿಳಾಸಿಸಿ ಬರೆದ ಪತ್ರ)

6. ವಲಯ ಅರಣ್ಯಾಧಿಕಾರಿ, ಬೆಳ್ಳಂಗಡಿ ವಲಯ, ಬೆಳ್ಳಂಗಡಿ ಇವರ ಪತ್ರ ಸಂಖ್ಯೆ: ಸಿ/ಸಿ.ಆರ್-57/ಪರಿಹಾರಾತ್ಮಕನೆಡುತ್ತೋಮ/2021-22, ದಿನಾಂಕ: 28-10-2021.

7. ಸವಾಯಕ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ, ಹಾಗೂ ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿಯವರ ತಾಂತ್ರಿಕ ಸಫಾಯಕರು, ಮಂಗಳೂರು ಇವರ ಪತ್ರ ಸಂಖ್ಯೆ ಸಾರ್ಕಾರಿ: ಜೆ.ಎಲ್-1427/ಪರಿಹಾರಾತ್ಮಕ ನೆಡುತ್ತೋಮ/2021-22, ದಿನಾಂಕ: 09-11-2021.

8. DGM(T) & Project Director National Highway Authority of India, (Ministry of Road Transport & Highways), project implementation Unit, Near Pumpwell (NH-66) - Mangalore. ಇವರ ಕಳೇರಿ ಪತ್ರ ಸಂಖ್ಯೆ 13012/03/2019/PIU-(Mnglr)/202, ದಿನಾಂಕ: 31-12-2021.

9. ವಲಯ ಅರಣ್ಯಾಧಿಕಾರಿ, ಉಪಿನಂಗಡಿ ವಲಯ, ಉಪಿನಂಗಡಿ ಇವರ ಪತ್ರ ಸಂಖ್ಯೆ ಜಿಎಲ್:2275:ರಸ್ತೆ ಅಗಲೀಕರಣ:2011-12, ದಿನಾಂಕ:14-01-2022.

10. ಸಹಾಯಕ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ, ಮತ್ತೊರು ಉಪ ವಿಭಾಗ, ಮತ್ತೊರು ಇವರ ಪತ್ರ ಸಂಖ್ಯೆ ರಸ್ತೆ ಅಗಲೀಕರಣ:2011-12, ದಿನಾಂಕ: 20-1-2022.

ಮೇಲ್ಮುಂದ ವಿಷಯಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ DGM(T) & Project Director, National Highway Authority of India, project implementation Unit- Mangalore ಇವರು ಅಡ್ಯೋಳ (ಗುಂಡ್ಯೆ ಬಳಿ) ಯಿಂದ ಬಂಟ್ಕಾಳ ಕ್ರಾಸ್‌ವರೆಗೆ ಇರುವ ರಾಷ್ಟ್ರೀಯ ಹೆದ್ದಾರಿ 75 (ಹಳೆಯ ಎನ್.ಎಚ್-48)ನ್ನು ಅಗಲೀಕರಣಗೊಳಿಸಿ ಬತ್ತಪ್ಪಡಿ ರಸ್ತೆಯನ್ನಾಗಿ ಮಾಡುವ ಪ್ರಸ್ತಾಪಿತ ಯೋಜನೆಯ ಮಾರ್ಗಕ್ಕೆ ಸಂಬಂಧಿಸಿದಂತೆ 2.5315 ಹೆ. ಏಸಲು ಅರಣ್ಯ ಪ್ರದೇಶವನ್ನು ಬಿಡುಗಡೆ ಮಾಡಲು ಅರಣ್ಯ ಇಲಾಖೆಯ ಅನುಮತಿ ಬಗ್ಗೆ ಪ್ರಸ್ತಾಪನೆಯನ್ನು ಅರಣ್ಯೇತರ ಉದ್ದೇಶಕಾಗಿ ಬಳಸಲು ಅರಣ್ಯ ಸಂರಕ್ಷಣಾ ಕಾಯ್ದೆ 1980ರ ಅಡಿಯಲ್ಲಿ ಅನುಮತಿ ಕೋರಿ ಉಲ್ಲೇಖ(1)ರ ಈ ಕಳೇರಿ ಪತ್ರದಲ್ಲಿ ಪ್ರಸ್ತಾಪನೆಯನ್ನು ಸಲ್ಲಿಸಲಾಗಿತ್ತು.

ಮುಂದುವರಿದು, ಉಲ್ಲೇಖ(2)ರ ಈ ಕಳೇರಿಯ ಪತ್ರದಲ್ಲಿ ಪ್ರಥಾನ ಮುಖ್ಯ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ (ಅರಣ್ಯ ಸಂರಕ್ಷಣೆ) ಬೆಂಗಳೂರು ಇವರಿಗೆ ಹೆಚ್ಚುವರಿಯಾಗಿ 2.5315 ಹೆ. ಏಸಲು ಅರಣ್ಯ ಪ್ರದೇಶವನ್ನು ಬಿಡುಗಡೆ ಮಾಡುವ ಪ್ರಸ್ತಾಪನೆಗೆ ಪರಿಹಾರಾತ್ಮಕ ನೇಡುತ್ತೋಮ ಬೆಳೆಸಲು ಬೆಳ್ಳಂಗಡಿ ವಲಯದ ಮಲಪಂತಿಗೆ ಗ್ರಾಮದ ನಂದಿಕಾಡು ಬ್ಲೋಕ್ ಅರಣ್ಯ ಪ್ರದೇಶದ ಸರ್ವೆ ನಂಬ್ರ 236/1, 262/2, 171, 177 ರಲ್ಲಿ 5.10 ಹೆ. ಗುರುತಿಸಿ ಆದಕ್ಕೆ ಸಂಬಂಧಿಸಿದ ದಾವಿಲಾಟಿಗಳನ್ನು ಸಲ್ಲಿಸಲಾಗಿತ್ತು.

ಉಲ್ಲೇಖ(3)ರ ಪತ್ರದಲ್ಲಿ ಪ್ರಥಾನ ಮುಖ್ಯ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ (ಅರಣ್ಯ ಸಂರಕ್ಷಣೆ) ಮತ್ತು ನೋಡಲ್ ಅಧಿಕಾರಿ (ಅರಣ್ಯ ಸಂರಕ್ಷಣಾ ಕಾಯ್ದೆ) ಬೆಂಗಳೂರು ಇವರು ಹೆಚ್ಚುವರಿಯಾಗಿ 05 ಅಂತರಿಗೆ ಪಾಲನಾ ವರದಿಯನ್ನು ಸಲ್ಲಿಸಲು ಸೂಚಿಸಿರುತ್ತಾರೆ. ಅದರಂತೆ ಉಲ್ಲೇಖ(4) ಮತ್ತು (5)ರ ಈ ಕಳೇರಿ ಪತ್ರಗಳಲ್ಲಿ ಉಪಯೋಗಿ ಸಂಸ್ಥೆಯವರಿಗೆ ಹಾಗೂ ವಲಯ ಅರಣ್ಯಾಧಿಕಾರಿ, ಉಪಿನಂಗಡಿ ವಲಯ, ಉಪಿನಂಗಡಿ ಇವರಿಗೆ ವರದಿಯನ್ನು ಸಲ್ಲಿಸಲು ಸೂಚಿಸಲಾಗಿತ್ತು.

ಅದರಂತೆ ಉಲ್ಲೇಖ(8) ರ ಪತ್ರದಲ್ಲಿ ಉಪಯೋಗಿ ಸಂಸ್ಥೆಯವರು ಹಾಗೂ ಉಲ್ಲೇಖ(9) ಮತ್ತು (10)ರ ಪತ್ರಗಳಲ್ಲಿ ವಲಯ ಅರಣ್ಯಾಧಿಕಾರಿ, ಉಪಿನಂಗಡಿ ಮತ್ತು ಸಹಾಯಕ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ, ಮತ್ತೊರು ಉಪ ವಿಭಾಗ ಇವರುಗಳು ದಿನಾಂಕ:14-01-2022ರಂದು ಸ್ಥಳ ಪರಿಶೀಲಿಸಿ, ಸಲ್ಲಿಸಿರುವ ವರದಿಯಲ್ಲಿ ಬೆಳ್ಳಂಗಡಿ ತಾಲೂಕು ರೆಖ್ಯಾ ಗ್ರಾಮದ ಸರ್ವನಂಬ್ರ 69/ಎಂ ಮೋಕ್ಷಾ ರಸ್ತೆತಾರಣ್ಯದಲ್ಲಿ ಲಾವತ್ತಡ್-ಪರಕ್ಕಳ ಎಂಬಲ್ಲಿ ರಾಷ್ಟ್ರೀಯ ಹೆದ್ದಾರಿಯವರು ರಸ್ತೆ ಅಗಲೀಕರಣಕ್ಕೆ ಒಳಪಟ್ಟಿ ಜಾಗದಲ್ಲಿದ್ದ ಮರಗಳನ್ನು ಉದ್ದೇಶಿ ಕಾಯ್ದ ಮುಗಿದ ನಂತರ ರಸ್ತೆ ಕಾಮಗಾರಿ ಮಾಡುವ ಸಂದರ್ಭದಲ್ಲಿ ಸದ್ರಿ ಪ್ರದೇಶದಲ್ಲಿ ಬೃಹತ್ ಗಾತ್ರದ ಕಲ್ಲು ಬಂಡೆಗಳಿರುವುದರಿಂದ ರಸ್ತೆ ಕಾಮಗಾರಿ ಕೆಲಸ ಮಾಡುವುದು ಅಸಾಧ್ಯವೆಂದು ಕಾಮಗಾರಿ ಕೆಲಸವನ್ನು ನಿಲ್ಲಿಸಿರುವುದು ಕಂಡು ಬಂದಿದ್ದು, ರಾಷ್ಟ್ರೀಯ ಹೆದ್ದಾರಿ ಪ್ರಾಧಿಕಾರದವರು ಸದ್ರಿ ಕಲ್ಲು ಬಂಡೆಗಳಿಂದ ಕೂಡಿದ ಜಾಗವನ್ನು ಬಿಟ್ಟು ಹೊಸದಾಗಿ ಅಂದರೆ ಇರುವ ಎನ್.ಎಚ್-75ರ ಪಕ್ಕದಲ್ಲಿಯೇ ರಸ್ತೆ ಕಾಮಗಾರಿ ಕೆಲಸವನ್ನು ಮಾಡಲು ಅನುಮತಿಯನ್ನು

ಕೋರ್ಕೋಂಡಿರುವುದರಿಂದ ಈ ಒಂದೆ ಕಾಮಗಾರಿ ಮಾಡುವ ಸ್ಥಳವು ರಾಷ್ಟ್ರೀಯ ಹೆದ್ದಾರಿ ಪ್ರಾಧಿಕಾರದ ಮೋಜಣೆದಾರರು ಜಂಟಿ ಸರ್ವೆ ಕಾರ್ಯ ನಡೆಸಿದ ಸ್ಥಳವು 2.744 ಹೆ. ಪ್ರದೇಶ ಇರುವುದು ಕಂಡು ಬಂದಿದ್ದು, ಸದ್ಗು ಪ್ರದೇಶದಲ್ಲಿ ಪ್ರಸ್ತುತ ಗಿಡಗಂಟಿಗಳು ಹಾಗೂ ಮೊದೆಗಳಿಂದ ಕೂಡಿರುವುದು ಕಂಡು ಬರುತ್ತದೆ. ಅರಣ್ಯ ಸಂರಕ್ಷಣಾ ಕಾಯ್ದೆ 1980ರ ಅರಣ್ಯ ಭಾವಿಗೆ NPV ಪ್ರಕಾರ ಪ್ರತಿ ಹೆಕ್ಟೇರ್ಗೆ ₹10,43,000/- ಪ್ರಕಾರ ಉಪಯೋಗಿ ಸಂಸ್ಥೀಯವರಿಂದ 2.744 ಹೆಕ್ಟೇರ್ಗೆ \times ₹10,43,000/- = ₹28,61,992/- ಆಗಿರುತ್ತದೆ. ಮತ್ತು ಮರಗಳ ಮೌಲ್ಯವನ್ನು ಪ್ರಸ್ತುತ ಮಾರುಕಟ್ಟೆ ದರದಲ್ಲಿ ತಯಾರಿಸಿದಾಗ ಇದರ ಮೌಲ್ಯ ₹16,47,255/- ಆಗಿರುತ್ತದೆ. ಅರಣ್ಯ ಪ್ರದೇಶದಲ್ಲಿ ಮರ ಮತ್ತು ಪರಿಸರಕ್ಕೆ ಉಂಟಾದ ಹಾನಿಯನ್ನು ಮರು ಅರಣೀಕರಣ ಮಾಡಬಹುದಾಗಿರುವುದರಿಂದ ಮರು ಅರಣೀಕರಣ ಮಾಡಲು 2.744 ಹೆ. ಪ್ರದೇಶಕ್ಕೆ ನರಸರಿಯಲ್ಲಿ ಸಾಿ ಬೆಳೆಸಲು ಮತ್ತು ಮುಂಗಡ ಕಾಮಗಾರಿ ಕ್ಷೇತ್ರದಲ್ಲಿ ಗಿಡಗಳನ್ನು ಬೆಳೆಸಲು ನೆಡುತ್ತೋಮು ರಚನೆ ಮತ್ತು ಅವುಗಳ ನಿರ್ವಹಣೆ ಮಾಡಲು ಅಂದಾಣ ರೂ 12,67,728/- ಖಚು ಅಗಬಹುದಾಗಿ ಈ ಪ್ರಕಾರ ಉಪಯೋಗಿ ಸಂಸ್ಥೀಯವರಿಂದ ಪರಿಹಾರಾತ್ಮಕ ನೆಡುತ್ತೋಮು ನಿರ್ವಹಣೆ ಇಲಾಖೆಗೆ ಭರಿಸಿಕೊಳ್ಳಬೇಕಾಗಿ ಹಾಗೂ ಹೆಚ್ಚುವರಿಯಾಗಿ ಉಪಯೋಗಿಸದೇ ಇರುವ 2.744 ಹೆ. ಅರಣ್ಯ ಪ್ರದೇಶವನ್ನು ಜಂಟಿ ಮೋಜಣೆ ಮಾಡಿ ಇಲಾಖಾ ಸ್ವಾಧೀನಕ್ಕೆ ಪಡೆದುಕೊಂಡಿದ್ದು ಮಹಜರ್ ಸ್ಥಳದ ಜಿ.ಪಿ.ಎಸ್ ನಕಾರೆ, ಸದ್ಗು ಸ್ಥಳವನ್ನು ಅರಣ್ಯ ನಕಾಶೆಯಲ್ಲಿ ಗುರುತಿಸಿ ಮರಗಳ ಮೌಲ್ಯಮಾಪನಾ ಪಟ್ಟಿಯನ್ನು ತಮ್ಮ ಅವಾನೆಗಾಗಿ ಸಲ್ಲಿಸಿದೆ.

a.	On examination of the KML files uploaded in the online portal, certain stretches of the proposed area comes under the existing ROW. Therefore, the same may be verified and proper KML files may be uploaded in the online portal.	User Agency uploaded KML file in portal.
b.	As per the site inspection report of DCF, Mangaluru Division, an extent of 2.744 ha. in Sy.No. 69/P of Rekhyā village diverted earlier has not been utilized by the user agency after removal of trees this unutilized forest land may be resumed by forest department.	ಬೆಳ್ತಂಗಡಿ ತಾಲೂಕು ರೆಖ್ಯಾ ಗ್ರಾಮದ ಸರ್ವೆನಂಬ್ರ 69/ಇ ಯ ಮೋರ್ಕಾಳ ರಸ್ತೆತಾರಣ್ಯದಲ್ಲಿ ಲಾವತ್ತೆಡ್ಡೆ-ಪರಕ್ಕಳ ಎಂಬಲ್ಲಿ ರಾಷ್ಟ್ರೀಯ ಹೆದ್ದಾರಿಯವರು ರಸ್ತೆ ಅಗಲೀಕರಣಕ್ಕೆ ಒಳಪಟ್ಟಿ ಜಾಗದಲ್ಲಿದ್ದ ಮರಗಳನ್ನು ಉದ್ದೇಶಿ ಕಾರ್ಯ ಮುಗಿದ ನಂತರ ರಸ್ತೆ ಕಾಮಗಾರಿ ಮಾಡುವ ಸಂದರ್ಭದಲ್ಲಿ ಸದ್ಗು ಪ್ರದೇಶದಲ್ಲಿ ಬೃಹತ್ ಗಾತ್ರದ ಕಲ್ಲು ಬಂಡೆಗಳಿರುವುದರಿಂದ ರಸ್ತೆ ಕಾಮಗಾರಿ ಕೆಲಸ ಮಾಡುವುದು ಅಸಾಧ್ಯವೆಂದು, ರಾಷ್ಟ್ರೀಯ ಹೆದ್ದಾರಿ ಪ್ರಾಧಿಕಾರದ ಮೋಜಣೆದಾರರು ಮತ್ತು ಇಲಾಖೆ ಜಂಟಿ ಸರ್ವೆ ಕಾರ್ಯ ನಡೆಸಿದ ಸ್ಥಳವು 2.744 ಹೆ. ಪ್ರದೇಶ ಇರುವುದು ಕಂಡು ಬಂದಿದ್ದು, ಇಲಾಖಾ ಸ್ವಾಧೀನಕ್ಕೆ ಪಡೆದುಕೊಂಡಿದ್ದು ಮಹಜರ್ ಮತ್ತು ಸ್ಥಳದ ಜಿ.ಪಿ.ಎಸ್ ನಕಾರೆ, ಲಗತ್ತಿಸಿದೆ.

c.	The newly proposed Wildlife Mitigation strategy, i.e. construction of Elephant overpass duly approved by the Chief Wildlife Warden may be provided.	Principal Chief Conservator of Wildlife Bengaluru office letter No.PCCF(WL)/DCR-26/2016-17, Date:13-12-2017 has approved Wildlife Mitigation strategy.
d.	As per the DSS analysis of the degraded forest land proposed for CA, it is observed that the proposed area is having dense and moderate dense forest. It may be clarified as to whether the identified land is suitable for planting a minimum of 1000 trees per ha. as stipulated in the FC Guidelines.	ವಲಯ ಅರಣ್ಯಾಧಿಕಾರಿ ಬೆಳ್ಳಂಗಡಿ ಯವರ ವರದಿಯ ಪ್ರಕಾರ ಪ್ರಸ್ತಾವಿತ ಪರಿಹಾರಾತ್ಮಕ ನೆಡುತೋಮ ಪ್ರದೇಶವು ದಟ್ಟ ಮರ ಗಿಡಗಳಿಂದ ಕೂಡಿರುವುದಿಲ್ಲ. ಮರಗಳ ದೂರ ದೂರದಲ್ಲಿದ್ದು. ಸಾಮಾನ್ಯ ಸ್ಥಳದಲ್ಲಿ ಹೆಚ್ಚೇರೂ 1000 ದಂತ ಸಸಿಗಳನ್ನು ನೆಟ್ಟು ಬೆಳೆಸಲು ಸ್ಥಳಾವಕಾಶ ಇರುವುದಾಗಿ ವರದಿಸಿರುತ್ತಾರೆ. (ಪತ್ರ ಲಗತ್ತಿಸಿದೆ)
e.	Condition wise compliance report for the final approval accorded by this office vide letter No. 4.KRC1074/2015 dated 8 th August, 2017 for diversion of 33.18 ha. i.e. 32.69 ha. of forest land in Mangaluru Division for leveling of Addahole (near Gundaya) (Existing Km 263.000) to Bantwala Cross (Existing Km 328.000) Section & 0.49 ha. forest land in Hassan Division from Hassan to (Existing Km 189.700) to Maranahally (Existing Km 237.000) section of NH-75 in favour of project Director, NHAI, Bengaluru.	User Agency Enclosed Condition wise compliance report.

ತಮ್ಮ ನಂಬಿಗೆಯ

ಗಳಿ/-

ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ,
ಮಂಗಳೂರು ವಿಭಾಗ, ಮಂಗಳೂರು

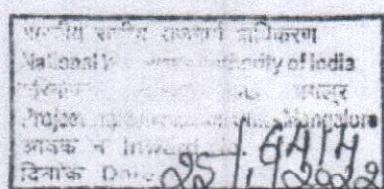
ಪ್ರತಿಯನ್ನು ಗೌರವಗಳೊಂದಿಗೆ ಪ್ರಧಾನ ಮುಖ್ಯ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ (ಅರಣ್ಯ ಸಂರಕ್ಷಕೆ) ಮತ್ತು ನೋಡಲ್ ಅಧಿಕಾರಿ (ಅರಣ್ಯ ಸಂರಕ್ಷಣಾ ಕಾರ್ಯ) ದಂಗಳೂರು ಇವರಿಗೆ ಮಾಹಿತಿಗಾಗಿ ಸಲ್ಲಿಸಿದೆ.

Copy to DGM(T) & Project Director National Highway Authority of India, (Ministry of Road Transport & Highways), project implementation Unit, Near Pumpwell (NH-66) - Mangalore. for information.

ಪ್ರತಿಯನ್ನು ಸಹಾಯಕ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ, ಮಂಗಳೂರು / ಮತ್ತು ಇವರಿಗೆ ಮಾಹಿತಿಗಾಗಿ ಕಳುಹಿಸಿದೆ.

ಪ್ರತಿಯನ್ನು ವಲಯ ಅರಣ್ಯಾಧಿಕಾರಿ, ಬೆಳ್ಳಂಗಡಿ ಮತ್ತು ಉತ್ತರ ಮಾಹಿತಿಗಾಗಿ ಕಳುಹಿಸಿದೆ.

ಉಪ ಅರಣ್ಯ ಸಂರಕ್ಷಣಾಧಿಕಾರಿ,
ಮಂಗಳೂರು ವಿಭಾಗ, ಮಂಗಳೂರು



ATG
Anuradha
S/

Annexure-III

Complete compliance report on the stage-II approval accorded by MoEF&CC for diversion of 33.18 ha of forest land as mentioned in the monitoring report of then AIG(Central), MoEF&CC communicated in the reference dated 22.03.2019 (Part -V of the monitoring report- conditions Sl. no. 01 to 39).

Condition No.	Nature of Terms and Conditions	MoEF&CC Observations	NHAI Compliance
1	The legal status of forest land shall remain unchanged.	Legal status remains unchanged	Legal status remain unchanged
2	The demarcation of the common boundary of the forest area being diverted and the adjoining forest land shall be carried out by erecting cement concrete pillars duly numbered at an interval of 20 meters at the cost of User Agency.	Not fully complied	Laying of Demarcation pillar was fully completed. Laying of required 1500 no's of boundary stone has been completed.
3	The compensatory afforestation shall be raised over double the extent of degraded forest land (66.36 ha) in Kalingalahalli village, Shira Range, at the cost of user agency including fencing of the CA area. The State Government shall obtain prior permission of Central Government for change of location and schedule of compensatory afforestation, if any.	Not complied	User Agency has paid Compensatory Afforestation Charge an total of Rs.1,69,26,900/- (i.e. Rs.1,66,71,900/- for Mangalore Division+ Rs.2,55,000/- towards Hassan Division) The Compensatory afforestation to be carried out by Forest Department. No change in location of Compensatory Afforestation identified earlier.
4	The additional amount of the Net Present Value (NPV) of the diverted forest land if any becoming due after revision of the same by the Hon'ble Supreme Court of India in future, shall be charged by the	An undertaking to this effect has been obtained from the user agency.	An undertaking to this effect was submitted.



Condition No.	Nature of Terms and Conditions	MoEF&CC Observations	NHAI Compliance																																																				
5	<p>State Government from User Agency and the same shall be transferred to the designated Addahole CAMPA Account.</p> <p>On either side of culverts and bridges additional vent space shall be provided for facilitating movement of animals above the natural water course. In respect of culverts, the maximum height of the vent shall be maintained at 3M inside the Reserve forests and 2M inside deemed forests, with 2M of additional width on either side of the bank of the stream. In respect of minor bridge, the minimum height of the vent shall be maintained at 6M with additional span of 3M on either side of the bridges on the banks of the river, for facilitating movement of wild animals including elephants even during rainy seasons, when the rivers are flowing with full capacity. These additional span areas shall also be stone pitched.</p>	<p>Work is in progress and it was found that additional vent space is included in the design and needs to be monitored in the future.</p>	<p>The location (Design km) of culverts and minor Bridges</p> <table> <thead> <tr> <th>To be Reconstructed</th> <th>To be Newly constructed</th> <th>To be widened</th> <th>Minor Bridges</th> </tr> </thead> <tbody> <tr> <td>256.141</td> <td>260.481</td> <td>257.661</td> <td>256.773</td> </tr> <tr> <td>256.718</td> <td>261.451</td> <td>257.837</td> <td>261.945</td> </tr> <tr> <td>258.067</td> <td>261.727</td> <td>264.107</td> <td>264.144</td> </tr> <tr> <td>258.471</td> <td>261.818</td> <td></td> <td></td> </tr> <tr> <td>260.059</td> <td>264.399</td> <td></td> <td></td> </tr> <tr> <td>260.831</td> <td>264.561</td> <td></td> <td></td> </tr> <tr> <td>261.127</td> <td>265.501</td> <td></td> <td></td> </tr> <tr> <td>261.947</td> <td>265.657</td> <td></td> <td></td> </tr> <tr> <td>262.380</td> <td>266.090</td> <td></td> <td></td> </tr> <tr> <td>263.930</td> <td>267.058</td> <td></td> <td></td> </tr> <tr> <td>265.371</td> <td>267.691</td> <td></td> <td></td> </tr> <tr> <td>11 No's</td> <td>12 No's</td> <td>3 No's</td> <td>3 No's</td> </tr> </tbody> </table>	To be Reconstructed	To be Newly constructed	To be widened	Minor Bridges	256.141	260.481	257.661	256.773	256.718	261.451	257.837	261.945	258.067	261.727	264.107	264.144	258.471	261.818			260.059	264.399			260.831	264.561			261.127	265.501			261.947	265.657			262.380	266.090			263.930	267.058			265.371	267.691			11 No's	12 No's	3 No's	3 No's
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6	The elephant crossing proposed at around 270 KM Chainage shall have a minimum length of 75 mtr. and height of the pass shall not be less than 6 mtr.	This is included in the works to be done near Periyashanthi.	List of 26 culverts and 3 minor bridges falling in forest stretches have been jointly verified and tabulated above. However for the culverts in both deemed and reserved forest the vent height will be 3m. All the culverts will have additional two vents of 2m width and 2m height on either side. All the 3 minor bridges will have height of 7m. Further additional vents of 6m depth and 4 m width on both sides of Minor bridge will be provided during construction.
7	At Chainage 267.500- 267.400, the existing minor bridge shall be converted into an elephant crossing point, by extending the span on either side of the minor bridge by 20M each and also clearing the undergrowth adjacent to the stream down to the Kempuhole river. Clearing undergrowth shall be done leaving 30M of river bank. On the uphill side of the bridge also similar clearing upto a distance of 200M shall be undertaken. This path shall be maintained annually. Height of the span at the minimum level should be in 6 M.	To be monitored in future as work has not yet begun.	NHAI conveyed that the location of EUP @ design km 267+500 is not technically feasible for construction. The matter was deliberated in detail. Considering the huge depth of the earth cutting EUP will not serve its intended purpose and hence at the very best an EOP could be constructed. The path along which the elephants are crossing at present has been jointly verified to be at design km.267-580 where the depth of cutting is around 20 m. AE/Contractor envisaged realignment stretch has a maximum cutting of around 44 m. the construction of which will lead to formation of valley in the midst of the forest, besides acquisition of Forest land and felling of trees. Hence it is opined to explore the possibilities of construction of a tunnel, in case the same is technically viable. Accordingly we have approached DPR consultant for exploring the possibilities of construction of tunnel. The DPR consultant has recommended a revised realignment instead of suggested tunnel keeping in view the techno



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8	In the elephant crossing proposed at Kodyakkal of Shiradi village, the existing minor Bridge / culvert shall be converted into an elephant pass with a total span of 75 meter. This path shall be maintained annually. Height of the span at the minimum level should be 6M.	Trees have been felled to begin this work and is included in the list of proposed works by NHAI.	Required specification of 75 m span and 6 m height has been included in design and the same will be followed at site during construction.
9	All elephant crossing locations, signage's shall be displayed over a distance of 500M on either side and speed limits of 40 KMPH are fixed at these points.	Not complied.	Agreed to fix informative boards one each at 500m distance from all the EUPs. Also the speed limit board (40 KMPH) one each at a distance of 400m and one each at a distance of 300m will be provided on either side of each EUP/EOP. The size of the informative board will be 5 Ft X 4 Ft and the size of the speed limit boards will be as per IRC standards. The same will be erected during construction.



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10	All coupe roads near to these crossover points are to be maintained, for easy and fast movement of wildlife from the busy roadside.	To be monitored as the work progresses in future.	The solitary coupe road at Km 270+000 on RHS has been identified which will be maintained by the Forest Department.
11	NHAI authorities shall undertake annual fire protection works in consultation with the Forest Department in the Reserve Forest areas	As works have been stopped, no fire protection works have been taken up by the user agency.	Forest dept. will undertake the fire protection works in reverse forest areas. Forest Department will raise the demand note annually and NHAI agreed to pay the same. However, at present no construction activities are taking place. Hence, the same may be taken up during Construction.
12	Parking and truck/Bus lay byes shall not be provided inside the forest land.	During the current visit, no such lay byes are provided.	Noted and will be followed as per agreement executed.
13	The DPR shall be amended accordingly and the details of structures are got approved from the Forest Department from the point of wildlife management requirements.	During the visit it is observed that user agency requires additional area to comply with the mitigation measures given by Forest Department	Agreed, Once again on the reserved forest stretch, NHAI has invited tenders for carrying out DPR. The wild life mitigation structures proposed and approved by forest department has been included in the proposed DPR. Work has been awarded to Contractor.
14	Only those trees actually required, need to be felled for building the four lane road. As far as possible all trees beyond the berm are retained.	Trees were felled already and this does not hold good. Felling of trees were done in the areas proposed for tunnels, which could have been avoided.	Noted, Only those trees which are essential for project four Laning were cut down.
15	Due to straightening of the road, in many places small extent of forest land gets isolated from the main forest stretch	Not complied.	



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	and such small islands of forests are prone for encroachment. All such islands shall be fenced with chain link and protected at the cost of the project authorities.		Chain Link Fencing at Forest locations will be Provided as per mitigation measures, So that Work will be followed as per agreement executed.
16	Wildlife mitigation plan as approved by Chief Wildlife Warden shall be implemented.	Partially complied	Will be implemented at site as per the approved wild life mitigation plan during construction.
17	Any improvement work undertaken shall not create any block for Forest Departments: access to Forest Estate all along the entire length of the NH passing through the forest area.	As works are under progress this will be monitored in future.	Noted and will be followed as per agreement executed.
18	Wherever possible and technically feasible, the User Agency shall undertake afforestation measures along the roads within the area diverted under this approval, in consultation with the State Forest Department at the project cost.	Not complied	Agreed and afforestation will be carried out accordingly.
19	Overburden shall not be dumped outside the width of the road. The muck generated in the earth cuttings will be disposed of at the designated dumping sites and in no case the muck/debris will be allowed to roll down the hill slopes.	Not complied. The muck is dumped along the roads and not in designated dumping sites. Also, the deposits were also found near streams and rivers and	Excavated soil has been dumped only with in Row for road formation purpose. Soil extracted from structure foundation works are only dumped at sides of the stream. Upon completion of the structure the same will be refilled and remaining will be dumped at designated dumping areas.



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20	The User Agency will provide retaining walls, breast walls and drainage as per requirements to make the slope erosion free, however these structures shall not be constructed as barriers for movement of wildlife.	this will increase the silt load in the rivers.	Not done. The cutting of slope is 90° in certain places leading to soil erosion.
21	The User Agency will undertake comprehensive soil conservation measures at the project cost in consultation with the State Forest Department.	Not complied	Demand note will be raised by the forest department for carrying out soil conservation measures and NHAI agreed to pay.
22	The designing of culverts/ bridges, if any, over the natural streams/rivers/canals should be done in such a manner that it does not hamper the natural course of water, does not give rise to water- logging, and also does not hamper the movement of wild animals.	Needs to be monitored in future	Noted and will be followed as per agreement.
23	No labour camp shall be established on the forest land;	Complied	Compiled
24	The User Agency shall provide fuels preferably alternate fuels to the labourers and the staff working at project area, so as to avoid any damage and pressure on the nearby forest areas;	Since no labour camps were seen in the forest area during monitoring, this does not arise.	Compiled



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25	The forest land should not be used for any purpose other than that specified in the proposal	The laying of new transmission lines are not included in the proposal.	No new transmission lines are being erected.
26	The forest land proposed to be diverted shall under no circumstances be transferred to any other agency, department or person without prior approval of the Central Government.	Complied as on date.	Noted and complied
27	No damage of the flora and fauna of the adjoining areas shall be caused.	Some trees are fallen or damaged due to the landslides caused due to slope cutting on the sides of the roads.	Noted, damage to flora and fauna will be bare minimum and will be within the ROW.
28	Any tree felling shall be done only when it is unavoidable and that too under strict supervision of the State Forest Department.	Trees felling has been done in areas demarcated for laying of tunnel.	Noted, only those trees which are essential for project four Laning were cut down.
29	Roadside cuttings and fillings which require engineering support shall be provided as per the instructions of the DFO so as to stabilize the soil.	Not complied	Agreed, NHAI will follow instructions of forest department and extend all necessary support as and when required.
30	The User Agency in consultation with the State Government shall create and maintain alternate habitat/home for the avifauna, whose nesting trees are to be cleared in this project. Bird's nests artificially made out of eco-friendly material shall be used in the area, including forest area and	Not complied	Noted, NHAI in consultation with the State Government shall create and maintain alternate habitat/home for the avifauna, whose nesting trees are to be cleared in this project. Birds nests artificially made out of eco-friendly material shall be used in the area, including forest area and



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	material shall be used in the area, including forest area and human settlements, adjoining the forest area being diverted for the project;		human settlements, adjoining the forest area being diverted for the project;
31	The User Agency shall submit the annual self-compliance report in respect of the above conditions to the State Government and to this Regional Office of the Ministry, regularly.	Not complied. Reports are not received for the year 2018.	Noted, will ensure compliance, further NHAI vide letter no. NHAI/25014/1/12/PIU-HSN/73 12.04.2018 has Submitted point to point compliance report to DCF, Mangaluru.
32	The User Agency and the State Government shall ensure compliance to the provisions of the all Acts, Rules, Regulations and Guidelines, for the time being in force, as applicable to the project.	The user agency has already used additional forest area for the project as seen in the slope cuttings.	Nowhere additional forest land has been Utilized by NHAI. Further NHAI will ensure compliance to the provisions of the all Acts, Rules, Regulations and Guidelines, for the time being in force, as applicable to the project.
33	In order to avoid human-animal conflict, no parking and resting facility will be provided along the highway, inside the forest area.	Does not find place in DPR.	Noted and no parking and resting facility provided along the highway, inside the forest area.
34	The User Agency shall obtain the Environment Clearance as per the provisions of the Environmental (Protection) Act, 1986, if required.	Not applicable as the widening of the Highway is done for a length of less than 100 kms	Not Applicable.
35	Handing and taking over of land and commencement of work in the land shall be done within a period of two year from	Work has been stopped by the user agency during the monitoring.	NHAI commenced the work in the land within a period of two year from the date of issue of Stage -II approval. Further



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	the date of issue of Stage -II approval. The Forest land shall be used only for the purpose for which it is diverted.		it is ensured by NHAI that the Forest land shall be used only for the purpose for which it is diverted.
36	The GPS readings and location maps of the forest land diverted and degraded forest land selected for raising Compensatory Afforestation shall be communicated to this office within 30 days.	Complied	Compiled
37	The total forest area utilized for the project shall not exceed 33.18 ha.		
38	Any other condition that the Additional Principal Chief Conservator of Forests (Central), Regional Office, Bangalore may impose from time to time for protection, improvement of flora and fauna in the forest area and public convenience, shall also be applicable.	More area is utilized for the project as deviation is seen near Porakala and Rekhyा village area.	No more area is utilized by NHAI in Porakala and Rekhyा village. Further forest area utilized for the project shall not exceed 33.18 ha.
39	Violation of any of the conditions shall invite penal action, as deemed fit by the Additional Principal Chief Conservator of Forests (Central), Regional Office, Bangalore.	Noted	

