

## SITE INSPECTION REPORT

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

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Sr. No.	Items	Observations & Remarks																		
1.	Name of the Project and location (Range, Round, Beat)	<div>Diversion of 15.975 ha. of Forest land under Forest (Conservation) Act, 1980 for proposed 3rd Railway Line between Kalyan to Kasara stations of 67.62 km in Ulhasnagar, Kalyan &amp; Shahapur Talukas of Thane District in State of Maharashtra</div> <div>Location:</div> <table><tr><td>Range</td><td>Round</td><td>Beat</td></tr><tr><td>Shahapur</td><td>Vasind</td><td>Vasind, Asangaon</td></tr><tr><td>Shahapur</td><td>Atgaon</td><td>Aware, Atgaon West</td></tr><tr><td>Khardi</td><td>Kashti</td><td>Birwadi, Bhospada</td></tr><tr><td>Khardi</td><td>Shirol</td><td>Shirol</td></tr><tr><td>Vihigaon</td><td>Mokhavane</td><td>Mokhavane</td></tr></table>	Range	Round	Beat	Shahapur	Vasind	Vasind, Asangaon	Shahapur	Atgaon	Aware, Atgaon West	Khardi	Kashti	Birwadi, Bhospada	Khardi	Shirol	Shirol	Vihigaon	Mokhavane	Mokhavane
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2.	Name of the User Agency	Dy. Chief Engineer (Construction) Ghatkopar Near Railway Reservation Office, Jawahar Marg, Ghatkopar (East) Mumbai – 77.																		
3.	Date of site inspection	12/08/2022																		
4.	Extent (ha) and legal status of forest land proposed for diversion	<table><tr><td>Reserved Forest (RF)</td><td>- 2.6477 Ha.</td></tr><tr><td>Protected Forest (PF)</td><td>- 9.6978 Ha.</td></tr><tr><td>Finally Acq. Pvt. Forest (FAPF)</td><td>- 0.6137 Ha.</td></tr><tr><td>Pending Enq. Pvt. Forest (PEPF)</td><td>- 0.1424 Ha.</td></tr><tr><td>Restored Pvt. Forest (RPF)</td><td>- 2.8734 Ha.</td></tr><tr><td><b>Total</b></td><td><b>- 15.9750 Ha.</b></td></tr></table>	Reserved Forest (RF)	- 2.6477 Ha.	Protected Forest (PF)	- 9.6978 Ha.	Finally Acq. Pvt. Forest (FAPF)	- 0.6137 Ha.	Pending Enq. Pvt. Forest (PEPF)	- 0.1424 Ha.	Restored Pvt. Forest (RPF)	- 2.8734 Ha.	<b>Total</b>	<b>- 15.9750 Ha.</b>						
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<b>Total</b>	<b>- 15.9750 Ha.</b>																			
5.	a) Details of forest land proposed for diversion and activity-wise break-up of forest land	As per Area Statement attached on page no.																		
	b) Density and Eco-value class	<div>Density – 0.4 (RF+PF+FAF) 0.2 (RPF &amp; PEPF)</div> <div>Eco-value Class – I (Tropical Moist Deciduous Forest)</div>																		
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, 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.																		
7.	Whether the proposal involves any construction of building (including residential) or not? If yes, details thereof	No. But there will be laying of railway line in the proposed area.																		

8.	a) Whether forest area proposed for diversion is important from wildlife point of view or not	:	No. Since it is laying of railway line besides already existing railway line.
	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 during site inspection.
	c) Aerial distance from the nearest boundary of any Protected Area (km)	:	Aerial distance from the boundary of Tansa Wildlife Sanctuary is 0.00 Km from the nearest forest area at village Pundhe and Lahe which is proposed for diversion.
	d) Remarks about sensitivity of the forest area likely to be affected due to 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	:	921
	b) Number of trees to be felled of girth below 60 cm.	:	509
	c) Number of trees to be felled of girth above 60 cm.	:	412
	d) Effect of removal of trees on the general ecosystem in the area	:	Nil. As the effect of removal of trees will be compensated by the compensatory afforestation to be carried out within the same forest division.
10.	Background note on the proposal (short summary)	:	At present Kalyan – Kasara (67.62 Km) is electrified double line section of Central Railway Mumbai Division. The double-lined Kalyan – Kasara section is one of the most congested rail stretches as per the railway record. So the railway authority has sanctioned 3 <sup>rd</sup> railway line between Kalyan and Kasara stations. For execution of the 3 <sup>rd</sup> railway line between Kalyan and Kasara the required forest land is unavoidable and barest minimum.
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 involved rehabilitation plan has been approved by the State Government?	:	The proposal doesn't involve any rehabilitation, hence no rehabilitation plan required.



13.	Details on catchment and cultivable command area under the project (if applicable)	:	Not Applicable.
14.	Utility of the project	:	This project is of infrastructure development and public utility purpose. After the completion of the project, the railway authority may run more suburban trains which will be saving in transit time for freight and local trains between Kalyan and Kasara.
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. No.
16.	Any other important information related to the project (Separate note may be attached, if required)	:	Blasting should be avoided during construction of the project, since it is passing through Deemed Eco Sensitive Zone of Tansa Wildlife Sanctuary.
17.	Details of documents and photographs enclosed.	:	Enclosed on page no.
18.	Recommendations of the Inspecting Officer (CCF/CF/DCF)	:	The proposed project is for addition of 3 <sup>rd</sup> lane of railway besides existing 2 lanes of railway from Kalyan to Kasara. There cannot be any best suitable alternative that the proposed area, which is besides already existing railway lines. The demand of forest area is unavoidable and barest minimum. The project is of infrastructure development and public utility purpose. This project will be beneficial for saving in transit time for freight and local trains between Kalyan and Kasara. Hence the proposal for Diversion is recommended for acceptance.

Date: 12 SEP 2022  
Place: Shahapur

  
(Sachin Repal)  
Deputy Conservator of Forest,  
Shahapur Forest Division