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दूरभाष Tel.: 23417910/12

CIN No. U74899DL1995GOI068150

फैक्स Fax : 23417921



दिल्ली मेट्रो रेल कॉर्पोरेशन लि० DELHI METRO RAIL CORPORATION LTD.

(भारत सरकार एवं दिल्ली सरकार का संयुक्त उपक्रम)
(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

Justification of Locating the Project in Ridge Area:

The Aerocity-Tulakabad Corridor is to serve the densely populated areas of Mahipalpur, Vasant Kunj, Chhattarpur, IGNOU, Maidangarhi, Nebsarai, Saket, Khanpur, Sangam Vihar and Tughlakabad. The alignment is based on the proximity to the populated areas to be served and areas are mostly along the Mahipalpur-Mehrauli Road and Mehrauli-Badarpur Road. There have been many constraints while finalizing the alignment such as minimum distance from the Protected Monuments, avoiding built up areas and at the same time also minimizing the Ridge/Forest area as there are large extent of Forest areas along the corridor.

Since, it has also informed that the physical boundary of the ridge area has not been demarcated on the ground. The area and length of alignment falling in the ridge has been worked out incorporating the DCF(S) letter F. No. 03/RO/DCF(S), Misc./2020-21/1692-94 27.05.2021 & mail dated 01.06.2021.

In accordance with Hon'ble Supreme Court order in case no. 202/1995, DMRC approached the Ridge Management Board and Hon'ble Supreme Court for utilization of ridge area for construction of the MRTS Project. RMB has also cleared proposal in the meeting dated 14.07.2021. CEC also submitted the report no. 10 of 2021 dated 11.08.2021 and corrigendum dated 09.09.2021 clearing the proposal of DMRC. As per the CEC recommendation para XIV & corrigendum dated 09.09.2021 forest clearance is being sought for notified ridge area measuring 7.42 Ha and deemed forest area measuring 3.75 Ha.

The details are spelt out below:-

- Ridge at Mahipalpur:** Alignment originates from Aerocity towards Southeast direction along the Mahipalpur- Mehrauli road and a small tunnel portion of 166 m length falls under southern ridge at Mahipalpur. At Mahipalpur, southern ridge area spread across both sides of road such that there is no possibility to align corridor outside this ridge area. This tunnel connects Mahipalpur Station which is an underground station proposed on the vacant land of DDA which serves the commuters of Mahipalpur, Mahipalpur Extension and Rangpuri. The tunnel in notified southern ridge 66 m long measuring 1345 Sqm being constructed by Tunnel Boring Machine without cutting the ground & hence it will not affect Ridge area.

Dy. Conservator of Forests
West Forest Division
Department of Forests
Govt. of NCT of Delhi
Mandir Lane, New Delhi-110007

- Ridge at Kishangarh:** The final alignment is along Vasant Kunj Marg and passes through the South Central Ridge Area of length approx. 1.182 km. Kishangarh station and a crossover have been proposed on a vacant land at T junction of Aruna Asaf Ali marg. There is no possibility of aligning the station & crossover outside the ridge area due to built up area on either side. However, Underground Kishangarh station and crossover portion falling in this area is to be constructed by cut & cover method

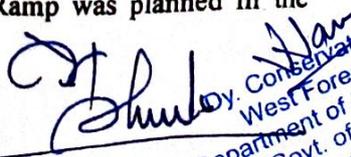
Shukla

(मेट्रो भवन, फायर ब्रिगेड लेन, बाराखम्बा रोड, नई दिल्ली-110001)

Metro Bhawan, Fire Brigade Lane, Barakhamba Road, New Delhi-110001

requiring 6319 Sqm area on permanent basis for Entry/Exit, Ancillary Building, Shaft, etc. and 25232 Sqm area on temporary basis which will be restored back to original condition. The Tunnel area in the notified south central Ridge is 7415 Sqm. The tunneling work will be done by Tunnel Boring Machine without cutting the ground, hence it will not affect the ridge area

3. **Deemed Forest near Chhattarpur station:**-Near Chhattarpur Metro Station partly tunnel and part of station falls in deemed forest. Chhattarpur station is proposed as an interchange station with the existing Chhattarpur station of Samaypur Badli-HUDA City Centre metro corridor. To provide interconnectivity between the proposed and existing station at Chhattarpur, there was no other alternative for the location of proposed Chhattarpur station except this land. Area of tunnel portion deemed forest is 800 Sqm whereas area of station in deemed forest is 10003 Sqm. The tunneling work will be done by Tunnel Boring Machine without breaking the ground and no damage to the forest. The station will be constructed by cut and cover method and 9777 Sqm of temporary land will be restored back after completion of work.
4. **Ridge at IGNOU:** To connect Mahipalpur-Mehrauli Road and Mehrauli-Badarpur Road, the proposed alignment passes through 710 m of Notified southern Ridge. Since, the spread of the ridge is such that there is no possibility to avoid ridge area. The IGNOU station location has been proposed in front of IGNOU University. The proposed location is ideal location to serve commuters from Maidan Garhi, IGNOU and partly of Neb Sarai. The tunneling work being constructed by Tunnel Boring Machine without cutting the ground, hence it will not affect the ridge area. The underground IGNOU station to be constructed by cut & cover will require permanent land of 2835 Sqm and temporary land of 15667 Sqm during construction stage which will be restored back after completion of project. The Tunnel area in the notified southern ridge is 4748 Sqm.
5. **Deemed forest area at Hauz Rani City Forest:** The Aerocity - Tughlakabad corridor was passing through Mehrauli and from Mehrauli to connect Mehrauli - Badarpur Road. But this alignment has unavoidable proximity to Qutub Minar and various monuments protected under ancient monuments and Archaeological sites and Remains Act, 1958. The subject area was also falling in notified ridge area. National Monument Authority has not granted the permission for this alignment. Accordingly, the alignment has been modified to pass through Chhattarpur, IGNOU, Neb Sarai to meet original alignment at Saket G-Block. The portion on MB Road is elevated from Saket G-Block which is to be constructed as double Decker as per requirement of Govt. of NCT of Delhi with Metro in second layer at top. The alignment from Aerocity Station up to Neb Sarai is underground. After Neb Sarai, the alignment changes from underground to Elevated at Saket G-Block. In case of change of alignment from underground to elevated, construction of a Ramp (Underground, at Grade and Elevated) is technically required as transition to connect underground and elevated portion. The location of the Ramp falls partly in Hauzrani City Forest area at Neb Sarai which would be required for construction of Ramp because of above technical requirements. The alignment near to this location is passing through densely populated area and there is no vacant land available in the nearby area, accordingly, construction of Ramp was planned in the


Shubh, Conservator of Forests
West Forests Division
Department of Forests & Wildlife
Govt. of Nct of Delhi
Mandir Lane, New Delhi-110007

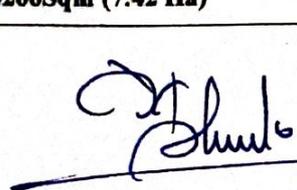
vacant land at Hauzrani City Forest area with a bare minimum requirement of land measuring 16871 Sqm. It is also clarified that the area utilized on temporary basis will be used during construction only and will be restored and made green as original.

6. **Ridge at Anandmayee Marg T Junction:** Alignment from Saket G Block to Tughlakabad is along the Mehrauli-Badarpur Road and its tunnel is falling under Southern ridge of length approx. 789 m (9942 Sqm area) behind Adilabad/Ghiyasuddin Fort to avoid Protected Monuments of ASI on Mehrauli-Badarpur Road. The spread of the ridge is such that there is no possibility to align the corridor outside ridge area due to the extent of Ridge. The tunneling work in the length of 789 m will be done by Tunnel Boring Machine without cutting the ground; hence it will not affect the ridge area. The tunnel connects Maa Anandmayee Marg station which has been proposed on Mehrauli-Badarpur Road at T-junction of Maa Anandmayee Marg. It is ideal location to serve commuters from Naradana, Lal Kuan, Okhla Phase-2 and Prem Nagar.

The above alignment meets the above constraints and also simultaneously meets the technical requirements of metro alignments/stations and proximity to the target population to be served. There is a vast extent of ridge on either side of the alignment because of which it has not been possible to shift the alignment out of ridge area but efforts have been made to minimize the Ridge area involved. Alignment of this corridor is having the requisite traffic and it will minimize the travel time of the commuters.

The area details as per the CEC report of RMB clearance is as under:

Station wise details of Ridge area falling in Aerocity to Tughlakabad Metro Corridor							
S. No	Location	Purpose	Classification	Tunnel Area (Sqm)	Permanent Area (Sqm)	Temporary Area (Sqm)	Total Area (Sqm)
				(A)			(B)
1.	Mahipalpur Tunnel on both sides	Tunnel	Notified Southern Ridge	1345			
2.	Kishangarh station tunnel on both sides	Station/Tunnel	Notified South Central Ridge	7415	6319	25232	31551
3.	Tunnel portion near Chhattarpur Mandir	Tunnel	Notified Southern Ridge	703			
4.	IGNOU Station tunnel on both sides	Station/Tunnel	Notified Southern Ridge	4748	2835	15667	18502
5.	Maa Anandmayee Marg tunnel on both sides	Tunnel	Notified Southern Ridge	9942			
Total				24153	9154	40899	50053
Total Area in notified Ridge (A+B) = 74206 Sqm (7.42 Ha)							


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Details of Deemed Forest area falling in Aerocity to Tughlakabad Metro Corridor			
S. No	Location	Purpose	Area (Sqm)
1.	Vasant Kunj	Falling on Tunnel	1900
			2729
2.	Chhattarpur	Falling on Tunnel	800
		Station Area	10003
3.	Hauz Rani City Forest	Cut & Cover Ramp	16871
4.	Tughlakabad	Falling on Tunnel	3819
			494
			845
Total Area under Deemed Forest			37470 Sqm (3.75 Ha)

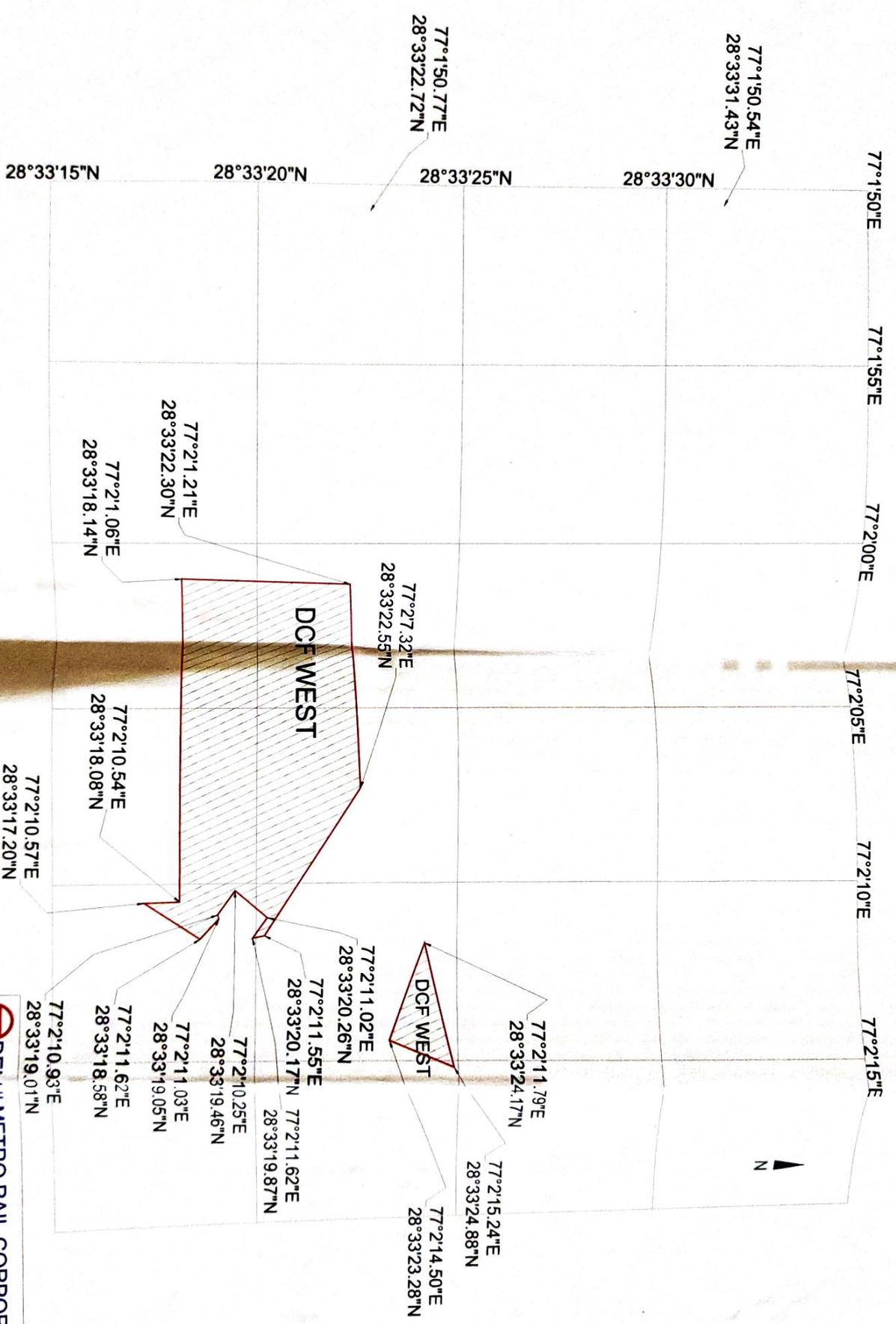
Yours faithfully,

Ja
 Dy. Conservator of Forests
 West Forests Division
 Department of Forests & Wildlife
 Govt. of Nct of Delhi
 Mandir Lane, New Delhi-07

M.K. Shukla
 (M.K. Shukla)

General Manager/Land

DGPS MAP OF COMPENSATORY AFFORESTATION LAND



LEGEND :-



DCF WEST COMPENSATORY
AFFORESTATION LAND 3.53Ha.

[Signature]
 Dy. Conservator of Forests
 West Forest Division
 Department of Forests & Wildlife
 Govt. of India, New Delhi-110 07

[Signature]
 M. K. SHUKLA
 General Manager / Land
 Delhi Metro Rail Corporation Ltd.
 Metro Bhawan, Fire Bridge Lane,
 Ghazipur, New Delhi-110029

DELHI METRO RAIL CORPORATION LTD.	
TITLE:- LAND FOR COMPENSATORY AFFORESTATION AT DHUSIRAS VILLAGE, DWARKA SECTOR 24	
AM:-	PM:-
DATE:- 14-01-2022	REV:- R0
DRAWING NO.:-	SHEET NO. 24
SCALE:-	

v-H
Am-1

4007-A

z - receipt No. 60352/2021/010 Land

Annex

19/01/21

DELHI DEVELOPMENT AUTHORITY
INSTITUTIONAL LAND BRANCH
A-216, Vikas Sadan INA, New Delhi-110023

F.LD/IL/0062/2020/GOVT/34-O.6/DY. DIRECTOR (IL) 1361

Dated: 19/01/2021

To
The General Manager(Land)
Delhi Metro Rail Corporation Ltd
Barakhamba Road
New Delhi -110001

Sub: Request for providing land measuring (15+10) 25 Ha. for carrying out Compensatory Afforestation (CA) under FCA at Dhusiras Village, Dwarka for construction of Delhi MRTS Project Phase-IV (Revised).

Sir,

This is in supersession to this office letter dated 10.11.2020 and 08.01.2021 regarding compensatory afforestation under FCA in lieu of tree felling in the construction of or construction of Delhi MRTS Project Phase-IV.

In this regard, I am directed to inform that Competent Authority has been pleased to approve the allocation of land measuring (15+10) 25 Ha at Dhusiras Village, Dwarka under FCA in lieu of tree felling in the construction of for construction of Delhi MRTS Project Phase-IV

with the following terms and conditions: -

1. The Google imagery and list of the Geo-coordinates are enclosed herewith.
2. The agency may convey their and Forest Department's approval of the proposed land to Addl. Commr. (LS), DDA.
3. The land under reference shall remain under the ownership of DDA. Status of the green land shall be changed subsequently to "Protected Forest".
4. It is also stated that any additional condition deemed fit by the Competent Authority to maintain land under reference for protected forest can be added.

Encl: Location Plan & Geo-coordinates

(Sada Shiv)
Dy. Director (IL)

Copy for kind information to: -

1. Addl. Commr. (LS), DDA
2. Director (Hort.) North West, DDA
3. Director (LM)-II, DDA, Vikas Sadan, New Delhi-110023
4. Dy. Director (S)LD, DDA, Vikas Sadan, New Delhi-110023
5. PS to PC (Hort., LS) DDA for kind information of later

Dy. Director (IL)

Annex
Dy. Conservator of Forests
West Forests Division
Department of Forests & Wildlife
Govt. of Nct of Delhi
Mandir Lane, New Delhi-07

4007-A

E-Receipt No. 60350/2021/010 Land
DELHI DEVELOPMENT AUTHORITY
INSTITUTIONAL LAND BRANCH
A-216, Vikas Sadan, I.N.A., New Delhi-110023

893
Quitted
8/1/21

Dated 08.01.2021

No. F. 34(12)20/IL/1310

✓ The General Manager (Land)
Delhi Metro Rail Corporation Ltd.,
Metro Bhawan,
Fire Brigade Lane
Barakhamba Road,
New Delhi-110001

Sub: Regarding request for providing land measuring 15 + 10- (25 Ha) for carrying out Compensatory Plantation (CA) under FCA

Sir,

This is with reference to your letter No. DMRC/Land/15/DDA/JP-Majlis Park/4021/1696 dated 11.04.2019 on the subject cite above.

In continuation with this office letter dated 10.11.2020 regarding compensatory Plantation afforestation under FCA in lieu of tree felling in the construction of MRTS Project Phase-IV.

In this regard, I am directed to inform that Competent Authority has been pleased to approve the reworked Location Plan and geo-coordinate for the allocation of land measuring 25 Ha Pocket-4 DMRC under FCA in lieu of tree felling the construction of MRTS Project Phase-IV after considering the existing RoW. The terms and conditions as mentioned in this office letter 10.11.2020 remain same.

Encl : Revised Location Plan & Geo-coordinates


(Sada Shiv)
Dy. Director (IL)

AGN-3 } Pl. check letter
ASE/L } letter is same.
sig
11/1/2021

Copy for kind information to :-

1. Addl. Commr. (LS), DDA – with request to intimate the demand for proposal plantation to respective agency.
2. Director (Hort.), North West, DDA
3. Director (LM)-II, DDA Vikas Sadan, New Delhi-110023.
4. Dy. Director (Survey)/LD, DDA, Vikas Sadan, New Delhi-110023.
5. PS to PC (Hort.) DDA for kind information of later.

Sd/- (Quitted)


11/1/2021


Conservator of Forests
West Forests Division
Department of Forests & Wildlife
Govt. of Nct of Delhi
Mandir Lane, New Delhi-07

GEO-COORDINATE OF POCKET PROPOSED TO BE ALLOTTED TO FOUR AGENCIES FOR COMPENSATORY AFFORESTATION

Pocket		Latitudes	Longitudes
Pocket 1 ABCDEA NCRTC 4.61 hectare	A	28°33'14.47"N	77° 1'38.15"E
	B	28°33'17.44"N	77° 1'30.83"E
	C	28°33'18.42"N	77° 1'28.43"E
	D	28°33'24.57"N	77° 1'31.92"E
	E	28°33'20.46"N	77° 1'38.05"E
Pocket 2 EDHGFE Power Grid- 4.89 hectare	E	28°33'20.46"N	77° 1'38.05"E
	D	28°33'24.57"N	77° 1'31.92"E
	H	28°33'30.89"N	77° 1'35.51"E
	G	28°33'22.73"N	77° 1'45.32"E
	F	28°33'22.84"N	77° 1'38.01"E
Pocket 3 JKLMNNIJ SPA 6.82 hectare	J	28°33'22.69"N	77° 1'46.07"E
	K	28°33'31.41"N	77° 1'35.81"E
	L	28°33'32.70"N	77° 1'36.54"E
	M	28°33'34.65"N	77° 1'36.29"E
	N	28°33'33.72"N	77° 1'47.12"E
	NI	28°33'22.69"N	77° 1'47.10"E
Pocket 3a AAIBICIBA SPA 1.18 hectare	A	28°33'14.47"N	77° 1'38.15"E
	AI	28°33'14.40"N	77° 1'33.29"E
	BI	28°33'13.27"N	77° 1'33.29"E
	CI	28°33'13.33"N	77° 1'30.75"E
	B	28°33'17.44"N	77° 1'30.83"E
Pocket 4 NOPQRSTUVWXYZININ DMRC 25.0 hectare	N	28°33'33.72"N	77° 1'47.12"E
	O	28°33'36.45"N	77° 2'6.15"E
	P	28°33'30.18"N	77° 2'5.94"E
	Q	28°33'29.84"N	77° 2'9.61"E
	R	28°33'27.29"N	77° 2'8.53"E
	S	28°33'24.88"N	77° 2'15.31"E
	T	28°33'18.73"N	77° 2'11.74"E
	U	28°33'18.58"N	77° 2'11.66"E
	V	28°33'17.14"N	77° 2'10.55"E
	W	28°33'18.09"N	77° 2'10.52"E
	X	28°33'18.13"N	77° 2'1.05"E
	Y	28°33'22.32"N	77° 2'1.19"E
	Z	28°33'24.08"N	77° 2'5.66"E
	ZI	28°33'22.59"N	77° 1'58.40"E
NI	28°33'22.69"N	77° 1'47.10"E	

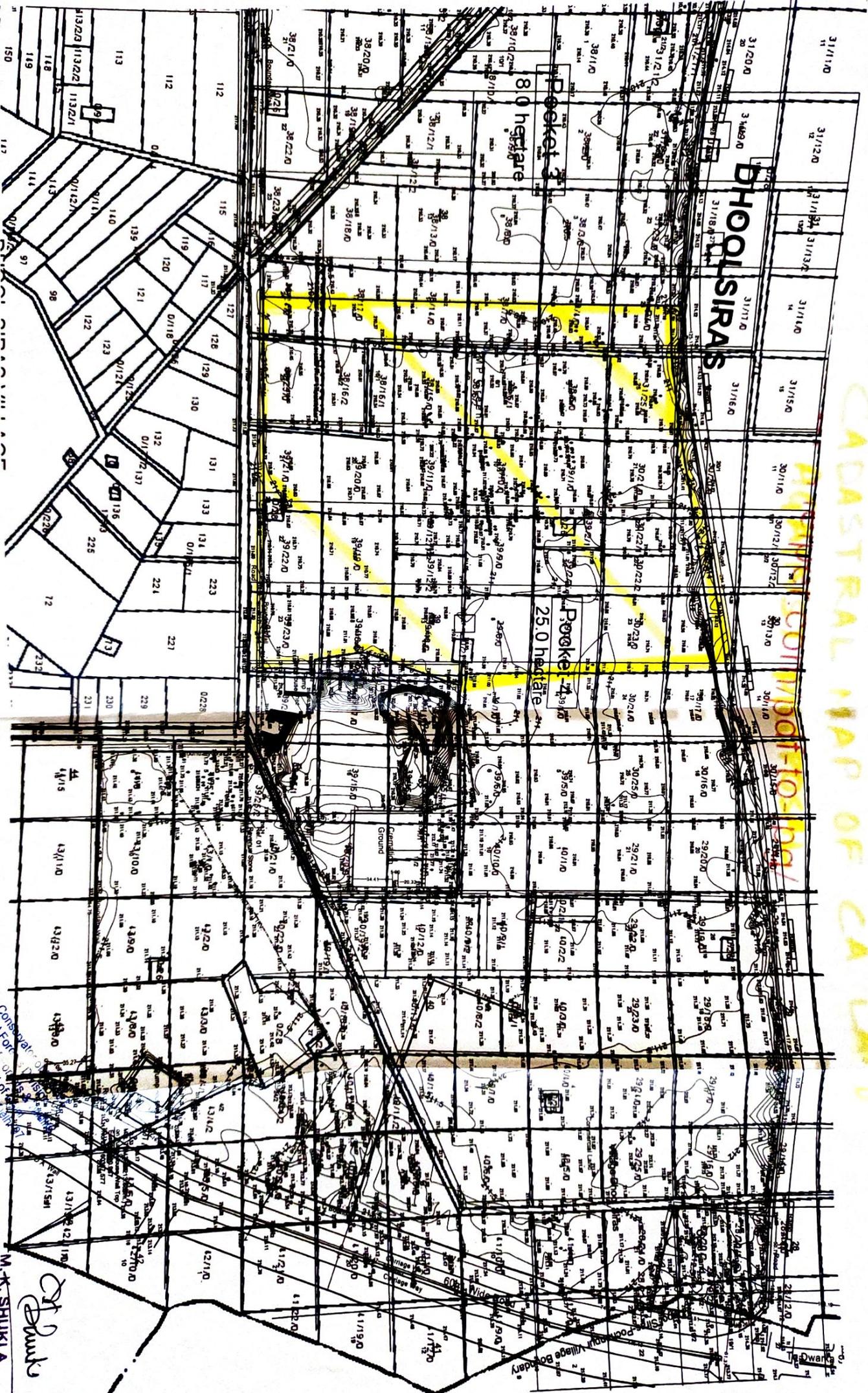
[Signature]
 Dy. Conservator of Forests
 West Forests Division
 Department of Forests & Wildlife
 Govt. of Nct of Delhi
 Mandir Lane, New Delhi-07

88663/2020/O/o DIRECTOR(LANDSCAPE)



Handwritten signature: Shammy
 Dy. Conservator of Forests
 West Forests Division
 Department of Forests & Wildlife
 Mandir Lane, New Delhi-07

CACASTRAL MAP OF CA LAND



W.A. Ar. Constable
Department of
Mandir Lane, New

M.K. SHUKLA
General Manager / Land
Delhi Metro Rail Corporation Ltd.
Metro Bhawan, Piro Bridge Lane,
Rajiv Gandhi Park, New

ST Shukla



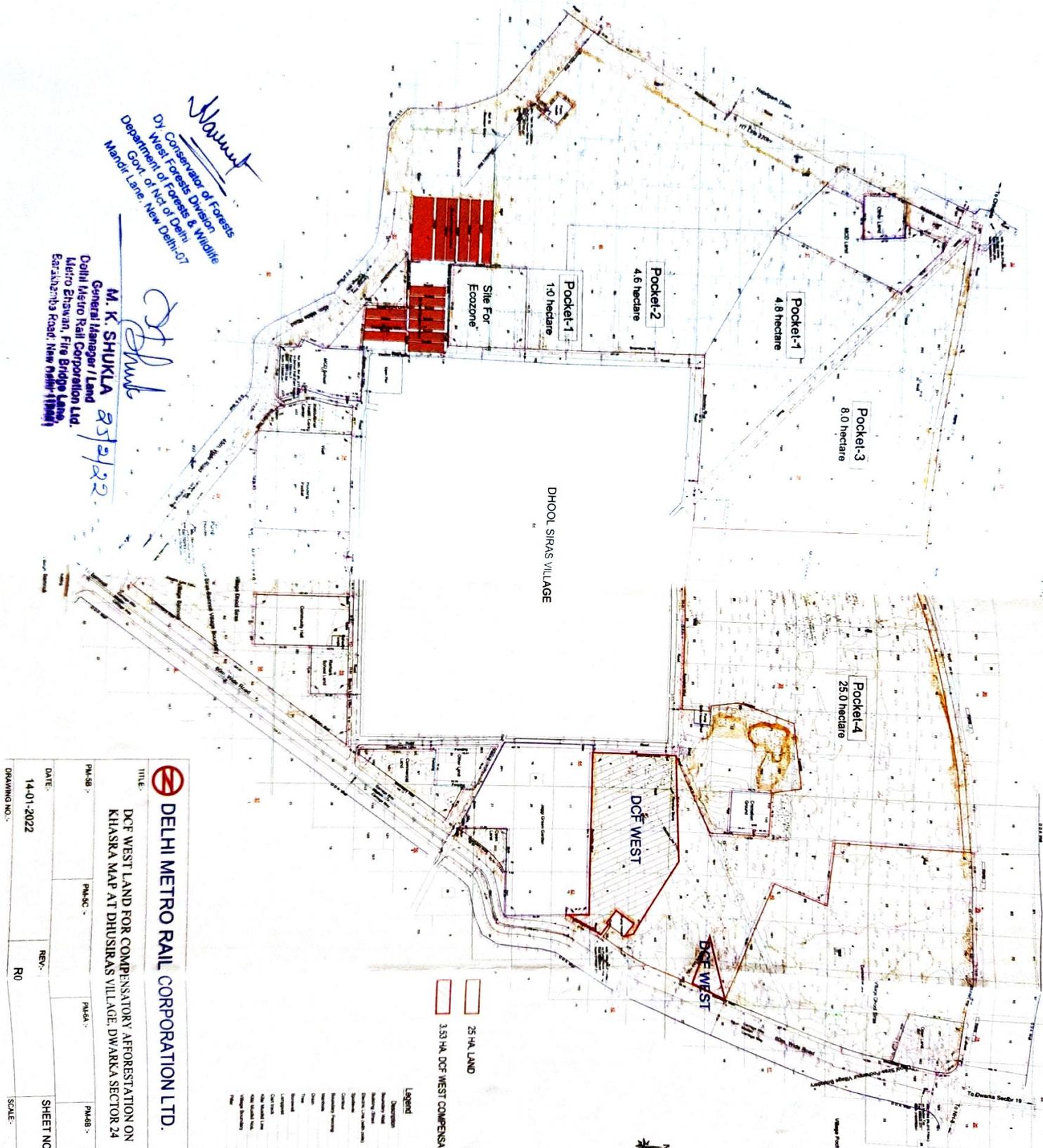
**11.2 HA. OF LAND FOR COMPENSATORY AFFORESTATION
AT DHURAS VILLAGE, DWARKA SECTOR 24**

[Signature]
 Dy. Conservator of Forests
 Department of Forests & Wildlife
 Govt. of NCT of Delhi
 Mansarovar Lane, New Delhi-110007

DELHI METRO RAIL CORPORATION LTD.	
TITLE: LAND FOR COMPENSATORY AFFORESTATION AT DHURAS VILLAGE, DWARKA SECTOR 24	
DATE: 16-08-2021	REV: R0
DRAWING NO.: DW/COMPEN/20/221	SCALE: N.T.S.
DR: <i>[Signature]</i>	CHKD: <i>[Signature]</i>
SHEET NO.:	SHEET NO.:

Sharma
 Dy. Conservator of Forests
 Department of Forests & Wildlife
 Govt. of NCT of Delhi
 Mantri Lane, New Delhi-07

M.K. Shukla
 M. K. SHUKLA
 General Manager / Land
 Delhi Metro Rail Corporation Ltd.
 Metro Bhawan, Fire Bridge Lane,
 Connaught Place, New Delhi-110001



DELHI METRO RAIL CORPORATION LTD.	
TITLE: DCF WEST LAND FOR COMPENSATORY AFFORESTATION ON KHASRA MAP AT DHUSIRAS VILLAGE, DWARKA SECTOR 24	
DATE: 14-01-2022	SCALE:
REV.: R0	SHEET NO.: 26
DRAWING NO.:	

No. K-14011/60/2014-MRTS-I (Vol.I)
Government of India
Ministry of Housing and Urban Affairs
(MRTS-I)

322-C, Nirman Bhawan, New Delhi.

Dated, the 4th July, 2019.

ORDER

Sanction of the President is accorded for implementation of three Priority Corridors of Delhi Mass Rapid Transit System (MRTS) Phase-IV Project viz. (i) Aerocity to Tughlakabad, (ii) R.K Ashram to Janakpuri (West) and (iii) Mukundpur-Maujpur within Delhi Area covering a total length of 61.679 km at the total completion cost of ₹ 24,948.65 crores (Rupees Twenty Four Thousand Nine Hundred Forty Eight Crore and Sixty Five Lakh Only) (including escalation and Central taxes & duties, Land cost and State taxes), as per the costing details given in the Annexure, with contribution of Government of India (GoI) in the form of Equity and interest free Subordinate Debt as per the details given in Para 4 below and subject to the conditions as detailed in Para 7 below.

2. The Project is scheduled to be completed in five years from the date of start of work.

3. **Alignment:** The following lines of Delhi MRTS Phase-IV project have been approved on priority:

Sr. No.	Corridor	Route Length in KMs	Under-ground in KMs	Elevated in KMs
1	Aerocity to Tughlakabad (Nine Coach Length Station)	20.201	14.619	5.582
2	Janakpuri West to R.K Ashram (Six coach Length Station)	28.920	7.740	21.180
3	Mukundpur-Maujpur (Six Coach Length Station)	12.558	0.000	12.558
Total		61.679	22.359	39.320


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Mandir Lane, New Delhi-07

4. **Project Financing:** The cost of the Project will be financed as per the funding pattern given below:

Sources of Funding	Amount (Rupees in crore)	Percentage
Equity by Government of India (GoI)	3,399.06	16.36%
Equity by Government of National Capital Territory of Delhi (GNCTD)	3,399.06	16.36%
Subordinate Debt for Central Taxes (Custom & CGST) by GoI (50%)	755.14	3.64%
Subordinate Debt for Central Taxes (Custom & CGST) by GNCTD (50%)	755.14	3.64%
Grant from Delhi Development Authority (DDA)	1,000.00	4.81%
Loan from Bilateral/Multilateral Agency	11,462.60	55.19%
Sub-Total	20,771.00	100.00%
Concessionaire Fund [Public Private Partnership (PPP) Component]	427.64	
Subordinate Debt for State Taxes (SGST) by GNCTD	1,243.31	
Subordinate Debt for Land and Rehabilitation & Resettlement (R&R) by GNCTD	2,447.19	
Sub Total	24,889.14	
Interest During Construction (IDC) on external loan (to be borne by DMRC)	59.51	
Grand Total	24,948.65	

5. **Institutional Arrangement:** The above three Priority Corridors of Delhi MRTS Phase-IV Project will be implemented by the existing Special Purpose Vehicle (SPV), namely the Delhi Metro Rail Corporation Ltd. (DMRC), which is a joint ownership (50:50) SPV of Government of India (GoI), and Government of National Capital Territory of Delhi (GNCTD).

6. **High Powered Committee:** During implementation of the project, the High Powered Committee under the chairmanship of the Chief Secretary to the GNCTD, with other Secretaries concerned as members, will take expeditious decisions on matters relating to land acquisition, shifting of utilities and other structures in the project alignment, rehabilitation of Project Affected Persons, Multimodal Integration and such other matters where the State Government has to facilitate quick action including various conditions of sanction of this project.

7. **Conditions:** The Terms and Conditions of Sanction for implementation of three Priority Corridors of Delhi MRTS Phase-IV are as under:

(a) A Memorandum of Understanding (MoU) shall be signed amongst the GoI, GNCTD and DMRC to ensure effective implementation of the project and conditions of sanction. Government of India share will not be released till the tripartite MoU is signed.

D. Jant
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 West Forests Division
 Department of Forests & Wildlife
 Govt. of NCT of Delhi
 Mandir Lane, New Delhi-07

(b) GNCTD would ensure price based measures to promote and facilitate Metro ridership, as part of an Integrated traffic rationalization plan and Comprehensive Mobility Plan for Delhi with a view to ensure that the projected ridership is realized.

(c) Integration of various modes of transport which would act as feeder/evacuation systems to the proposed Metro for improved ridership including adequate parking space at Stations, National common mobility card being introduced by Ministry of Housing and Urban Affairs and integrated ticketing across all modes and all operators would be given high priority by the GNCTD and DMRC.

(d) A suitable arrangement shall be provided by GNCTD for periodic and automatic fare revision for other competing modes.

(e) The GNCTD would set up a dedicated Urban Transport Fund (UTF) at State level in consultation with Ministry of Housing and Urban Affairs, Government of India through levy of dedicated taxes/levies etc., capturing the increased land and property value from sale proceeds/rental (as well as increased FAR) all along the metro corridors in Delhi as envisaged in National Urban Transport Policy, 2006 to create pool of resources for replacement of assets, interest subsidy and providing operational subsidies, if any, not only for this project but other Urban Transport projects as well. 75% of the amount realized from the increased land and property value capture from sale/rental proceeds would be credited to Dedicated Urban Transport Fund at Central Government level.

(f) Ministry of Housing and Urban Affairs (MoH&UA), Government of India will take necessary steps in regard to standardization and indigenization across all metro systems.

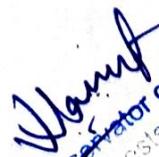
(g) MoH&UA, Government of India will get safety certification for all metro systems done through Commissioner of Metro Railway Safety.

(h) The DMRC shall generally adopt the guidelines of Department of Public Enterprises, the Department of Economic Affairs and the Central Vigilance Commission as necessary to strengthen the Corporate Governance and shall be subject to Parliamentary scrutiny.

(i) DMRC and GNCTD along with New Delhi Municipal Council (NDMC) and Municipal Corporations of Delhi and Delhi Cantonment Board would ensure development of facilities for pedestrians and cyclists in the catchment area of all the metro stations in Delhi. A modern ITS enabled cycle sharing facility (like Velib in Paris) would be set up and maintained by DMRC in the catchment area of all the metro stations in the metro network to promote green and clean transport.

(j) In order to promote indigenization, the growth of industry and employment in India, the DMRC would insist on manufacturing facilities in India for majority of its procurement.




Dy. Conservator of Forests
West Forests Division
Department of Forests & Wildlife
Govt. of NCT of Delhi
Mandir Lane, New Delhi-110007

(k) The DMRC shall generally be bound by such directions on question of policy, as the Central Government may give in writing from time to time after giving due opportunity to the DMRC to express its views before giving any direction.

(l) The DMRC shall continue to maintain, revamp and enhance the existing National Level Facility set up at Anand Vihar Metro Station Building, Delhi as per the directions of MoHUA, GoI for providing comprehensive technical guidance, appraisal, capacity building, research, national database, etc. at institutional level in the field of urban transport, including metro rail, which would be managed by the National Institute of Urban Transport as envisaged in the National Urban Transport Policy, 2006 and Metro Rail Policy, 2017. A fresh tripartite MoU shall be executed for this purpose by the stakeholders i.e. DMRC, National Institute of Urban Transport (India) and MoHUA, GoI.

(m) The land belonging to various Ministries/ Departments as well as autonomous/statutory bodies/agencies of the GoI/GNCTD, which is required for the project, shall be taken over by the GoI/GNCTD at inter-departmental transfer rates as notified by MoHUA. The land so taken over/acquired for the project by respective Governments shall be allotted to the DMRC on 99 years' lease at a nominal rent of Re. 1/- per annum in line with the approach adopted during implementation of Delhi Metro phase III project. The cost of land and R&R will be borne by GNCTD.

(n) Government of India will provide financial support to DMRC Phase-IV connecting three Metro corridors in the form of equity and subordinate debt (for part of taxes), subject to an overall ceiling of 20% of the cost of the project excluding private investment, cost of land, rehabilitation and resettlement. Any subsequent Cost escalation due to price escalation or exchange rate variation leading to increase in the cost of the project within or beyond the approved project time limit, inclusion of any item not referred to in DPR and also any other cost escalation due to change in scope or delay beyond the approved time cycle shall be borne/met/arranged by the SPV. In case SPV fails, the liabilities will be borne by GNCTD. As per Metro Rail Policy 2017 land and R&R cost will be borne by GNCTD.

(o) Expenditure on O&M and debt servicing should be the responsibility of the SPV. In case the SPV fails in respect of this, the liabilities will be borne by GNCTD in terms of Para (D) (iv) (d) of Metro Rail Policy, 2017.

(p) The external assistance, if any, will flow on back to back basis as per standard arrangement of Department of Economic Affairs.

(q) The SPV will explore the possibility of PPP in other areas of activities related to the metro project in terms of Para (E) (iii) (b) of Metro Rail Policy, 2017.

(r) Interest during Construction on external loan will be arranged by DMRC from internal resources and to the extent possible by monetization of assets.

(s) Concerns of JB on Security Issues shall be properly addressed and complied by DMRC as per extant guidelines.

Copy forwarded to:

1. Cabinet Secretary, Cabinet Secretariat, Rashtrapati Bhawan, New Delhi.
2. Principal Secretary to Prime Minister, South Block, New Delhi.
3. PS to Minister of Finance, North Block, New Delhi.
4. Secretary to Lt. Governor of Delhi, Raj Niwas, Delhi.
5. CEO, NITI Aayog, Yojana Bhawan, New Delhi.
6. Chairman, Railway Board, Ministry of Railways, Rail Bhawan, New Delhi.
7. Secretary, Ministry of Home Affairs, North Block, New Delhi.
8. Secretary, Department of Economic Affairs, North Block, New Delhi.
9. Secretary, Department of Expenditure, North Block, New Delhi.
10. Secretary, Department of Revenue, North Block, New Delhi.
11. Secretary, Ministry of Road Transport & Highways, Parivahan Bhawan, Delhi.
12. Secretary, Ministry of Environment, Forests & Climate Change, Indira Paryavaran Bhawan, Prithvi Block, Job Bagh, CGO Complex, New Delhi.
13. Secretary, Ministry of Statistics and Programme Implementation, Sardar Patel Bhawan, Sansad Marg, New Delhi.
14. Director (Cabinet), Cabinet Secretariat, Rashtrapati Bhawan, New Delhi w.r.t. reference No. 11/CM/2019(i) dated 08.03.2019.
15. Chief Secretary, Govt. of NCT of Delhi, Delhi Sachivalaya, T.P. Estate, Delhi.
16. Vice-Chairman, Delhi Development Authority, Vikas Sadan, INA Colony, Delhi.
17. Managing Director, Delhi Metro Rail Corporation Ltd., Metro Bhawan, Fire Brigade Lane, Barakhamba Road, New Delhi-110001.

Copy also to:

1. PS to MoS (IC), HUA
2. Secretary (HUA), MoHUA,
3. AS (D), MoHUA
4. JS&FA, MoHUA
5. OSD(UT) & E.O. JS, MoHUA
6. Director(MRTS-I)/Director(MRTS-II)/US(MRTS-Coord)/US(UT-V), MoHUA
7. Chief Controller of Accounts, MoHUA, Nirman Bhawan, New Delhi.
8. Finance Division, MoHUA, Nirman Bhawan, New Delhi.
9. Budget Section, MoHUA, Nirman Bhawan, New Delhi.
10. Guard file of MRTS Project.


4/7/19
(Deen Dayal)

Under Secretary to the Govt. of India


Dy. Conservator of Forests
West Forests Division
Department of Forests & Wildlife
Govt. of Nct of Delhi
Mandir Lane, New Delhi-07

(t) Escalation due to compounding and contingency on land cost will be deducted from the cost to arrive at the final cost.

(u) Cost escalation due to price escalation or exchange rate variation leading to increase in the cost of the project within or beyond the approved project time limit, inclusion of any item not referred to in DPR and also any other cost escalation due to change in scope or delay beyond the approved time cycle shall be borne/met/arranged by the SPV and/or GNCTD.

(v) Keeping in view overarching fiscal consolidation path, the respective State Governments should ensure flow of realisable VCF in the SPV account in terms of Para (D) (vii) (b) of Metro Rail Policy, 2017 for meeting O&M, escalation, debt servicing etc. of the project in a manner that will reduce burden on the State exchequer.

(w) Central Laws, i.e., the Metro Railways (Construction of Works) Act, 1978, the Metro Railways (Operation & Maintenance) Act, 2002 as amended through Metro Railways (Amendment) Act, 2009 and the Railways Act, 1989 would be applicable.

(x) The DMRC, a joint venture of Government of India and GNCTD, which will implement the Phase IV corridors shall generally adopt the guidelines of Department of Public Enterprises, the Department of Economic Affairs and the Central Vigilance Commission as necessary to strengthen the Corporate Governance and shall be subject to the Parliamentary scrutiny.

(y) The Joint Venture shall be bound by such directions on question of policy, as the Central Government may give in writing from time to time after giving due opportunity to the Joint Venture to express its views before giving any direction.

(z) All relevant initiatives under 'Make in India' are to be followed by DMRC.

(aa) The GoI would not finance cash losses and capital expenditure during the operational phase and its requirements would be financed by the SPV and/ or the State Government from its own resources.

(bb) In case of SPV not being able to repay the loan (as and when it becomes due), the responsibility for the same shall be borne by the State Government and not by the Government of India.

8. This issues with the concurrence of Integrated Finance Division vide Computer No. 9058252 dated 01.07.2019.


4/7/19
(Deen Dayal)

Under Secretary to the Govt. of India
Tels. 23062594

To

Pay & Accounts Officer (Sectt.)
Ministry of Housing and Urban Affairs
Nirman Bhawan,
New Delhi.

5


Dy. Conservator of Forests
West Forests Division
Department of Forests & Wildlife
Govt. of Nct of Delhi
Mandir Lane, New Delhi-07

Details of component-wise cost of three priority corridors of Delhi MRTS Phase-IV project at January, 2019 price level and with escalation of 5% per annum are given below:

S. N.	Item	(Rupees in crore)
1	Alignment and Formation	Total amount
2	Station Buildings	3874.25
3	Depot	4647.64
4	Permanent Way	407.5
5	Traction & power supply	592.5
6	Signaling	993.21
7	Telecommunication	454.67
8	Automatic Fare Collection(AFC) system	229.00
9	Platform Screen Doors(PSD)	161.00
10	Shifting of Miscellaneous Utilities	147.00
11	Security	383.27
12	Staff quarter for O & M	17.02
13	Multimodal Integration and Last mile connectivity	103.32
14	Rolling Stock	138.00
15	Total of all items except land and R&R at January, 2019 price level (SN 1 to 14)	1920.00
16	Taxes	14058.38
17	General Charges @5% of SN 15	2139.15
18	Contingency @ 3% of SN 15	702.92
19	Total cost incl. GC, Contingency, and Taxes at January, 2019 price level (SN 15+16+17+18)	421.75
20	Escalation @ 5% pa	17322.20
21	Total cost incl. escalation (SN 19+20)	2260.54
22	Land	19582.74
23	R&R including contingency @ 3%	2170.85
24	GC on R&R including contingency @ 5%	263.18
25	Total Land and R&R (SN 22+23+24)	13.16
26	Total completion cost of phase IV including land and R&R (SN 21+25)	2447.19
27	Additional Rolling Stock	22029.93
28	Cost of additional 244 Rolling Stock	1952.00
29	Cost of on board signaling on additional new rakes (20)	34.00
30	Augmentation of Shastri Park, Khyber Pass and Najafgarh Depots for additional Rolling Stock	180.00
31	Total cost on account of additional rolling stock at January, 2019 price level (SN 27+28+29)	2166.00
32	GC on additional rolling stock @5% of SN 30	108.30
33	Contingency @ 3% of SN 30	64.98
34	Taxes	383.78
35	Escalation @ 5% of (SN 30+31+32+33)	136.15
36	Total cost on additional rolling stock incl. taxes, GC, contingency and escalation (SN 30+34)	2859.21
37	Total completion cost including additional rolling stock and augmentation of depot (SN 26+35)	24889.14
38	Interest During Construction	59.51
39	Grand Total (SN 36+37)	24948.65


 Dy. Conservator of Forests
 West Forests Division
 Department of Forests & Wildlife
 Govt. of NCT of Delhi
 Mandir Lane, New Delhi-110007

Area calculation for Forest and non forest area for Aerocity to Tughlakabad corridor in DCF west section

Forest Land Calculation

Sr. no	Description	Length in m	Area In Sqm.	Remarks
1	Tunnel near Mahipalpur Station	-	1345	As per DCF West email dated 12/01/22
2	Partial Mahipalpur Station	-	6757	
3	Deemed Forest Tunnel Between Mahipalpur and Vasant kunj Station	-	18296	
4	Deemed Forrest at RSS Land	-	6685	As per DCF West letter dated 08/09/2021
Total Forest Land in Sqm .		-	33083	
Total Forest Land in Ha.		-	3.31 Ha.	

Non Forest Land Calculation

Sr. no	Description	Length in m (Upline + Downline)	Area in SQM	Remarks
1	Launching Shaft At Dead End to Aerocity Station	-	42007.04	
2	Tunnel between Aerocity to Mahipalpur	2469.092	15555.281	Tunnel dia is 6.3m
3	Mahipalpur Station	-	11820	
4	Tunnel between Mahipalpur to Vasant Kunj	39.798	250.7274	Tunnel dia is 6.3m
5	Vasant Kunj Station	-	8298.1	
6	Tunnel Between Vasant Kunj to CH.4545	1873.01	11799.96	Tunnel dia is 6.3m
Total Non-Forest Land in Sqm .		-	89731.10	
Total Non-Forest Land in Ha. .		-	8.97 Ha.	

[Signature]
 Dy. Conservator of Forests
 West Forests Division
 Department of Forests & Wildlife
 Govt. of Nct of Delhi
 Mandir Lane, New Delhi-07

[Signature]
 PM-5B



दिल्ली मेट्रो रेल कॉर्पोरेशन लि० DELHI METRO RAIL CORPORATION LTD.

(भारत सरकार एवं दिल्ली सरकार का संयुक्त उपक्रम)
(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

No. DMRC/Land/15/Tree/Misc. /4007/

Dated : 08.09.2020

TO WHOMSOEVER IT MAY CONCERN

I, Mangu Singh, Managing Director, Delhi Metro Rail Corporation Ltd. (DMRC), a joint venture of Government of India and Government of Delhi, authorize Shri Mridul Kumar Shukla, General Manager/Land, DMRC, to submit proposal involving diversion of any forest land for non forest purpose in respect of MRTS Phase-IV Projects.

Mangu Singh
08/09/20

(Mangu Singh)

Managing Director

Shukla
08/09/2020

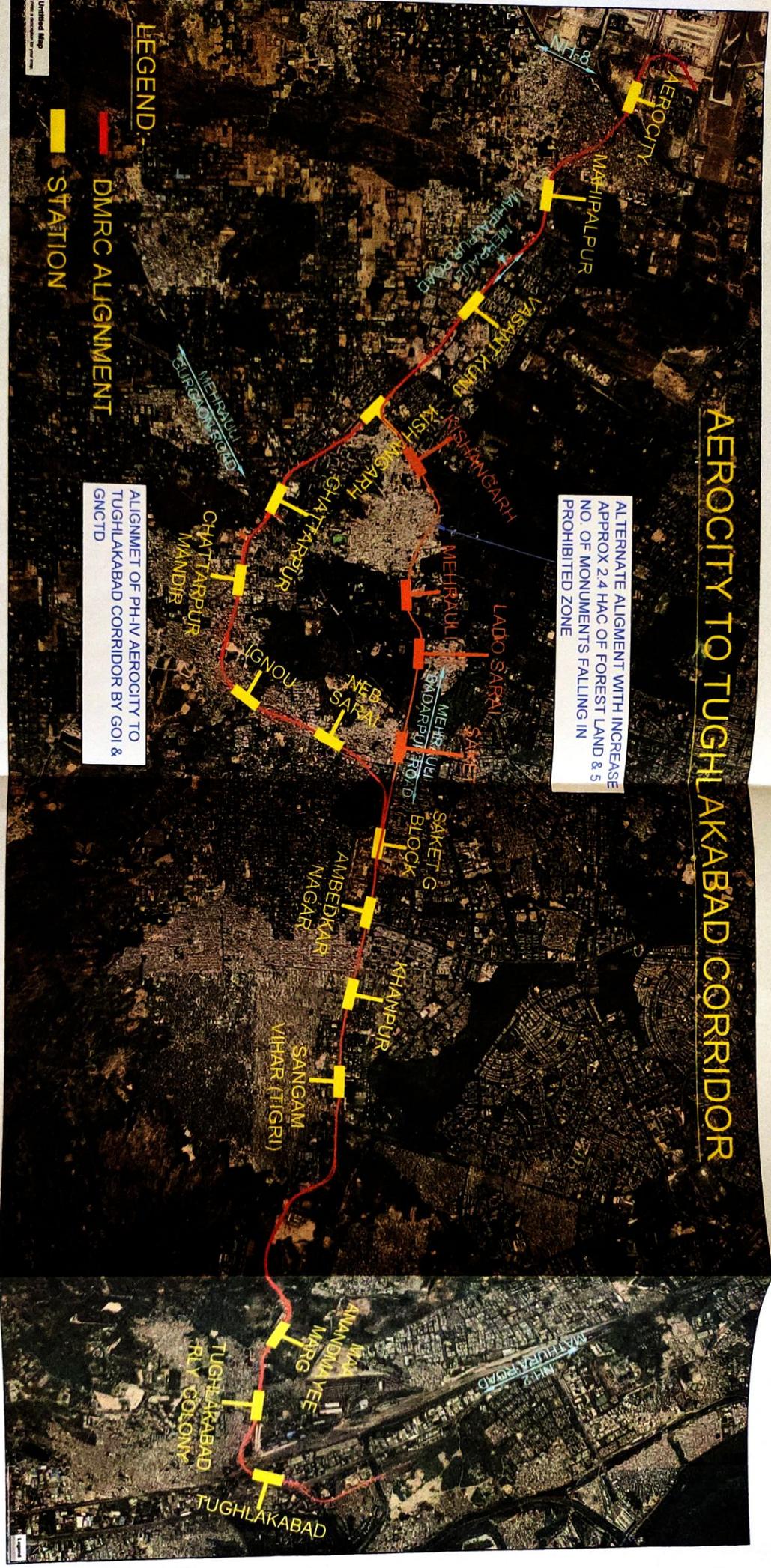
Signature of Shri Mridul Kumar Shukla

Mangu Singh
08/09/20

डॉ० मंगू सिंह / Dr. MANGU SINGH
प्रबंध निदेशक / Managing Director
दिल्ली मेट्रो रेल कॉर्पोरेशन लि० / Delhi Metro Rail Corpn. Ltd.
मेट्रो भवन, फायर लिफ्ट लेन / Metro Bhawan, Fire Dikjaria Lane
बाराखम्बा रोड, नई दिल्ली-1 / Barakhamba Road, New Delhi-1

Mangu Singh
Dy. Conservator of Forests
West Forests Division
Department of Forests & Wildlife
Govt. of Nct of Delhi
Mandir Lane, New Delhi-07

AEROCITY TO TUGHLAKABAD CORRIDOR



LEGEND:
 — DMRC ALIGNMENT
 ■ STATION

ALIGNMENT OF PH-IV AEROCITY TO TUGHLAKABAD CORRIDOR BY GOI & GNCTD

ALTERNATE ALIGNMENT WITH INCREASE APPROX 2.4 HAC OF FOREST LAND & 5 NO. OF MONUMENTS FALLING IN PROHIBITED ZONE

[Signature]
 Deputy Director, Forests
 Forest Division
 Govt. of Nct. of Delhi
 Mantri Lane, New Delhi-11007



दिल्ली मेट्रो रेल कॉर्पोरेशन लि० DELHI METRO RAIL CORPORATION LTD.

(भारत सरकार एवं दिल्ली सरकार का एक संयुक्त उपक्रम)
(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

No. DMRC/Land/15/Tree/Misc./4007A/4102

Dated:- 17.12.2021

Chief Wildlife Warden,
(Chairman of Monitoring Committee of Eco-Sensitive Zone),
Asola Bhatti Wildlife Sanctuary,
Department of Forest and Wildlife,
Govt. of NCT of Delhi, A-Block,
2nd Floor, Vikas Bhawan,
I.P. Estate, New Delhi - 110002.

Sub: Construction of MRTS Corridor of Aerocity - Tughlakabad through Eco-Sensitive Zone of Asola Bhatti Wildlife Sanctuary.

Ref:- DMRC/Land/15/FCA/Ph-IV/4007-A/3909 dated 06.09.2021.

Dear Sir,

With reference to the above letter and subject, it is submitted that Aerocity - Tughlakabad Corridor of Delhi MRTS Phase-IV project has been sanctioned by Government and necessary clearance from the Ridge Management Board and Hon'ble Supreme Court has been obtained. Hon'ble Supreme Court vide order dated 29.11.2021 advised Forest Department of GNCT of Delhi to process the case under FCA, 1980 within one month after submission of the proposal by DMRC. DMRC has submitted proposal under FCA, 1980 on the 'Parivesh' Portal vide proposal No. FP/DL/RAIL/146349/2021 the proposal has been forwarded to the concerned Forest Division for scrutiny. On scrutiny of the proposal DCF (South) vide letter dated 16.12.2021 informed that the project site is passing through the Eco-Sensitive Zone of Asola Bhatti Wildlife Sanctuary in Tughlakabad Region and accordingly advised to take permission from the National Board of Wildlife.

In this regard kindly refer the DMRC letter dated 06.09.2021 (copy enclosed) in which details of the project proponent has been submitted and requested that construction of MRTS Project may be allowed as MRTS Project is not included in the list of activities for which environmental clearance is required as per the notification published in the Gazette of India, Extraordinary, Part-II and Section-3, Sub-section (ii), Ministry of Environment and Forest, New Delhi dated 14th September, 2006. The above matter has been further clarified by Ministry of Environment, Forest and Climate Change vide letter dated 16th July, 2020.

Accordingly, it is requested to issue a clarification/permission for construction of MRTS Corridor through the Eco-Sensitive Zone of Asola Bhatti Wildlife Sanctuary so that case under FCA, 1980 can be processed.

Thanking you,

(Signature)
Dy. Conservator of Forests
West Forests Division
Department of Forests & Wildlife
Govt. of NCT of Delhi
Mandir Lane, New Delhi-07

Yours faithfully
(Signature)
(M.K. Shukla)
General Manager (Land)

(मेट्रो भवन, 13 फायर ब्रिगेड लेन बाराखंबा रोड, नई दिल्ली-110001)
Metro Bhawan, 13, Fire Brigade Lane, Barakhamba Road, New Delhi-110001

Muck Disposal Management Plan for Aerocity to Tughlakabad corridor in DCF wset section from Ch--760.0 m to 4545.0 m

Sr. No.	Section	Description	Quantity(cum)	
1	Calculation of muck to be generated swell factor has to be applied	Construction of Aerocity to Tughlakabad corridor from Ch. -760.0 m to Ch.44800. m in Aerocity to Tughlakabad corridor	(i) Section Length = 5.305 Km	2,65,525.51
			(ii) Construction of 3 no of station and associated Tunnel (Total 3 nos.)	
			Geology of this corridor from Aerocity to Tughlakabd sectoion comprises of mainly rock strata. Therefore, most of the excavated materail will be in the form of rock which is a usable materail. Approx 20 % of the excavated materail is soil and use for filling of station area.	$0.2 * 2,65,525.51 = 53,105.10$
			Swelling factor@20%	$0.20 * 53,105.10 = 10,621.02$
		Total muck generated from excavation of Earth	63,726.12	
2	Quantity of muck to be utilized in the project activities in the project activities	Utilization of muck generated from TBM Tunelling: about 63,726.12 cu.m required for the refilling of low lying areas. Therefore, this project requires land for muck disposal.		
3	Balance quantity of muck, which requires disposal/management plan	balance muck	63,726.12	
4	Carriage of muck from the muck generation site to the dumping site.	By Truck		
5	Ownership of land and the consent of land owner, in case muck disposal is proposed dumping site (muck disposal site)	Consent letters of DDA and NHAI are enclosed. (DDA Letter no. F1(10) SPD-2/DDA/A/2019-20/108 dated 15.06.2021 and NHAI Letter no. NHAI/PIU/UER-II/49/01/432 dated 14.02.2022 are enclosed.)		
6	Photograph and carring capacity of propsed dumping site (muck disposal site)	Not applicable (Construction phase has not started yet)		
7	Development of dumping site construction of retaining walls and other construction as per requirement	Not applicable (Construction phase has not started yet)		
8	Rehabilitation of dumping site like leveling, planting of grass, shrubs and their species.	Not applicable (Construction phase has not started yet)		


 By: Conservator of Forests
 West Forests Division
 Department of Forests & Wildlife
 Govt. of Nct of Delhi
 Chandir Lane, New Delhi-07

MUCK disposal scheme for Aerocity to Tughlakabad Metro Corridor of Phase IV MRTS

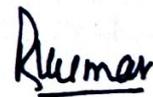
During the construction of metro corridor, the excavated material will be in the form of soil and rock. It is to mention that geology of this corridor from Aerocity to Tughlakabad comprises mainly of rocky strata. Therefore, most of the excavated material will be in the form of rock which is a usable material and hence shall not be disposed off openly. The remaining excavated material will be in the form of soil. In case of wet soil muck, the same is dried at construction site itself before transporting them out of the construction site. The soil obtained during excavation is normally good soil as it is obtained from deep excavation deep down below the ground surface. Such soil is having a good demand as it best suited for filling of low lying areas and plantation. Hence this soil will be filled in low lying areas in and around Delhi based on the requisitions received from the land owning agencies like DDA, MCD, NDMC, Horticulture departments etc. One such requisition for 2 lacs cubic meter of soil has already been received from DDA, copy of which is enclosed herewith for reference. It is also to submit that the excavated material will not have any ingredients which are harmful to the environment.



11.09.2021

CPM-5

(A.S. Bisht)



11.09.2021

CPM-6

(Ramesh Kumar)



Dy. Conservator of Forests
West Forests Division
Department of Forests & Wildlife
Govt. of Nct of Delhi
Mandir Lane, New Delhi-07

	<p>दिल्ली विकास प्राधिकरण अधिसारी अभियंता कार्यालय द. परि. खंड- 2, डीडीए कार्यालय परिसर नेल्सन मंडेला रोड, वसंत कुंज नई दिल्ली 110070 फोन नंबर:- 01126892385 ईमेल :- sandeep.poonia2048@dda.gov.in</p>	<p>DELHI DEVELOPMENT AUTHORITY OFFICE OF THE EXECUTIVE ENGINEER SOUTHERN PROJECT DIVISION NO.2 DDA OFFICE COMPLEX, NELSON MANDELA ROAD VASANT KUNJ, NEW DELHI-110070 PHONE NO :- 01126892385 EMAIL ID :- sandeep.poonia2048@dda.gov.in</p>
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No. F1(10)SPD-2/DDA/A/2019-20/108

Dated: 15/6/2021

To, 
Chief Project Manager-06,
Press Enclave Road,
Malviya Nagar,
New Delhi - 110017

Subject : Request for supply of good earth.

It is learned that you have surplus good earth for which you are looking for disposal site. DDA has planned to construct Delhi Cycle Walkway Phase-1 at Tughlakabad, New Delhi for which we need approximately 2 Lakhs cum good earth for filling of low lying area.

In view of above, you are requested that the surplus good earth may be disposed off at our site at Tughlakabad, New Delhi. This may please be noted that this office will neither pay any charges such as royalty, lead etc. nor take any charges for disposal site.

Mr. Vikas Kumar Kushwaha, J.E. (Civil) (Mb. No. 8595291969) may be contacted for disposal site.


Executive Engineer
SPD-2/SZ/DDA

Copy to :-

1. CE(SZ)DDA, for kind information.
2. SE/SCC-3/SZ/DDA, for kind information.
3. AE-III/SPD-2/DDA, for information.

Executive Engineer
SPD-2/SZ/DDA


Dy. Conservator of Forests
West Forests Division
Department of Forests & Wildlife
Govt. of Nct of Delhi
Mandir Lane, New Delhi-07



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
(सडक परिवहन और राजमार्ग मंत्रालय, भारत सरकार)
NATIONAL HIGHWAYS AUTHORITY OF INDIA
(MINISTRY OF ROAD TRANSPORT AND HIGHWAYS, GOVT. OF INDIA)



परियोजना निदेशक कार्यालय, परियोजना कार्यान्वयन इकाई

201E/ए. द्वितीय तल, डी-21, कॉर्पोरेट पार्क, (नजदीक द्वारका सेक्टर-8 मेट्रो स्टेशन) सेक्टर-21, द्वारका, नई दिल्ली-110075

OFFICE OF THE PROJECT DIRECTOR, PROJECT IMPLEMENTATION UNIT

201E/A, Second Floor, D21, Corporate Park (Near Dwarka Sector- 8 Metro Station), Sector-21, Dwarka New Delhi-110075

दूरभाष/Phone No. : +91-9717892100, +91-9717623100 ईमेल/E-mail : piudwarka@nhai.org, piudwarka@gmail.com

Date: 14.02.2022

NHAI/PIU/UER-II/49/01/432

To

Sh. Ranjeet Kumar
Project Manager-5B
DMRC, Airport Express Metro Station,
Dhaura Kuan, New Delhi-110021
E-mail: dmrc.cpm5@gmail.com

Sub: Development of NH-344 M, N & P (UER-II): Regarding supply of Surplus earth from Aerocity to Kishabgarh section of Aerocity to Tughlakabad Metro Corridor of Phase IV MRTS-reg.

Ref: DMRC/PH-IV/CPM-5/2053/2022/13768 dated 07.02.2022

Sir,

In reference to the letter cited above regarding supply of Surplus earth from Aerocity to Kishabgarh section of Aerocity to Tughlakabad. The Contractors appointed for packages of UER-II were requested to provide the quantum of subjected material that may be utilized in the highway. Data provided by Contractors in this regard is tabulated below:-

Packages	Quantity (in cum)	Remarks
I	3,60,000	Approx. 20.0 Lakh M.T
II	2,70,000	
III	1,20,000	
IV	6,00,000	
V	80,000	
Total	14,30,000 cum	

3. The above material may be utilized in projects of highways subject to the following conditions:-

- Quality of material shall meet the requisite specifications as specified in relevant MoRTH/IRC any other guideline. Testing of material shall be carried out prior to use in projects of highways.
- The desired quantity of material shall be required within the a short span of four months (March, April, May & June, 2022) and the same must be provided within the strict timelines.

4. In view of the above, necessary pursuance with the contractors may be done and preparation towards timely providing of requisite quantity of material may be carried out.

Yours Sincerely,

(Signature)
Dy. Conservator of Forests
West Forests Division
Department of Forests & Wildlife
Govt. of Nct of Delhi
Mair Lane, New Delhi-110017

(Signature)
14.02.22
(R.N Gupta)
Manager (T)

मुख्यालय : जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली-110075

GOVT. OF NCT OF DELHI
DEPARTMENT OF FOREST AND WILD LIFE
OFFICE OF THE DEPUTY CONSERVATOR OF FOREST
WEST FOREST DIVISION, MANDIR LANE , DELHI-110060

Full Title of the Project:- .: Diversion of 3.31 Ha. Forest land for construction of Aero City to Tughlakabad of MRTS Phase-IV, Delhi.

Ref: Proposal NoFP/DL/RAIL/146349/2021.

Date of Proposal:- 29/8/2021

This is to certify that the muck disposal scheme submitted by the User Agency i.e. DMRC for the above project has been found to be satisfactory. A copy of the same is also attached with this document.


(Navneet K. Srivastava)
Dy. Conservator of Forests
West Forests Division
Department of Forests & Wildlife
Govt. of NCT of Delhi
Mandir Lane, New Delhi-07
WEST FOREST DIVISION

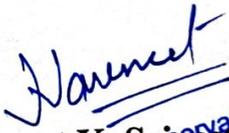
**GOVT. OF NCT OF DELHI
DEPARTMENT OF FOREST AND WILD LIFE
OFFICE OF THE DEPUTY CONSERVATOR OF FOREST
WEST FOREST DIVISION, MANDIR LANE ,DELHI-110060**

Ref No:(Proposal NoFP/DL/RAIL/146349/2021) Date of proposal: 29/8/2021

CERTIFICATE

It is to certify that DMRC has applied for diversion of 3.31 Ha Forest land for non-Forest purpose. The break-up of the Forest land is as follows:

1. Notified Reserve Forest Land=1.08 Ha.
2. Deemed Forest Land=2.23 Ha.


(Navneet K. Srivastava)
DEPUTY CONSERVATOR OF FOREST
WEST FOREST DIVISION
Dy. Conservator of Forests
West Forests Division
Department of Forests & Wildlife
Govt. of Nct of Delhi-07
Mandir Lane, New Delhi-07