



# भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)

## National Highways Authority of India

(Ministry of Road Transport & Highways, Govt. of India)

परियोजना कार्यान्वयन ईकाई-वसन्त विहार। **Project Implementation Unit-Vasant Vihar**

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NHAI/PIU/VV/2022/Bhaniyawala-Rishikesh/Forest/ 6350

Dt.02.04.2024

To,

Divisional Forest Officer,  
Dehradun Forest Division,  
Tilak Road, Dehradun.  
(Email- dfodoon@gmail.com)

Sub: Four/Six laning of Bhaniyawala - Jollygrant - Rishikesh road (Spur) section of NH-07 from Design Ch. 0.000 to Design Ch. 19.780 in the state of Uttarakhand.

**Reg-Compliance Report of Received EDS regarding Forest Diversion proposal No. FP/UK/ROAD/146663/2021.**

Ref: -

- M/s Yongma Engineering co. Ltd. office letter no.YM(EN) 2024-0703002 dated 07.03.2024.
- RO, MoEF&CC, Dehradun office letter no.8B/UPC/06/66/2023/FC/ dated 05.03.2024.
- This office letter no.5698 dated 30.11.2023.
- DFO Narender Nagar office letter no1392/12-1 dated 29.11.2023.
- M/s Yongma Engineering co. Ltd. office letter no.YM(EN) 2023-2710001 dated 27.10.2023.
- This office letter no.5528 dated 25.10.2023.
- M/s Yongma Engineering co. Ltd. office letter no.YM(EN) 2023-2010003 dated 20.10.2023.
- RO, MoEF&CC, Dehradun office letter no.8B/UPC/06/66/2023/FC/932 dated 16.10.2023.
- Scientist 'D', MoEF&CC, Gol, New Delhi office letter dated 21.08.2023.

Sir,

This is in reference to query raised by DFO on 21.11.2023 on parivesh portal, regarding the submission of compliances of observations raised by O/o Regional officer, MoEF&CC, Dehradun vide its letter dated 16.10.2023. The following point wise compliances are mentioned below for the same:-

Sl. No.	Observations of Regional Office	Compliances
1.	The entire Uttarakhand state is counted as hilly area. So, as per rules the proposed diversion area is more than 5.00 ha and Cost-Benefit analysis is required.	A copy of Cost benefit analysis attached herewith as <b>Annexure-1</b> . Cost Benefit Analysis has been uploaded at serial no. G in Part-I.
2.	The documentary evidence for existing road was constructed prior to 1980 shall be submitted.	As per the notification Under Section 3(1) of the U.P. Roadside Land Control, Act, 1945 (Act No. X of 1945), Public Works Department Notification dated 24 <sup>th</sup> February 1953. The existing road was constructed prior 1980. A copy of the above notification is attached as <b>Annexure-2</b> . Although, this road is existing prior to 1980, still the black top is included in the area of diversion.
3.	The proposed area is about 500 m away from Rajaji Tiger Reserve, so chainage wise mitigation measures with map is required.	The boundary of Rajaji Tiger Reserve is at the centre of the Ganga River. The nearest point of the project road from the boundary of Rajaji Tiger River is the existing junction of NH-7 (Old NH-58) and Bhaniyawala-Rishikesh Road (Spur of NH-7) at Rishikesh. This is the design Chainage 20.600 of our project highway. From T-Junction to Natraj Chowk (about 2 km in length) is fully habitat. The last 820 m of existing road is 2-lane in which we are not doing any widening due to buildings on both sides abutting the ROW. We have excluded this 820 m length of road from our project. Now the nearest point of the project is 1317 m from Rajaji Tiger Reserve boundary. The following safeguards have been provided in the project from ecological/ wildlife considerations: <b>Underpasses:</b> One Major Bridge (280 m) plus 60 m opening for crossing of Elephants and other species near Chainage km 5.700 - 6.200 (between Airport and Ranipokhari village). Four numbers of Elephant Passes aggregate length = 3060 m in the Forest area between Ranipokhari & Natraj Chowk is also provided.



		<p>Box Culverts 7 Numbers of size 5 m x 3 m to facilitate the movement of large cats, such as tigers and leopards, and other wildlife (jackals, leopard cats, porcupine, wild boars, sambar and chital) besides functioning as cross drainage structure.</p> <p>Hume pipes of 1200 mm diameter – 10 numbers to facilitate the movement of reptiles, amphibians, and other smaller fauna.</p> <p><b>Green Hedge:</b></p> <p>A hedge of 2 m height and 1 m width is proposed between Ch 10.140 and Ch 18.030 by the side of road on both sides to guide / channelize movement of small animals at dedicated points.</p> <p><b>Fencing in Forest Area:</b></p> <p>Chain Link Fencing is proposed at ROW in the forest area to prevent animals from entering the project highway at other vulnerable locations.</p> <p><b>Noise/Light Barrier:</b></p> <p>Sound and Light barriers are proposed on outer side of the elephant passes (forest area).</p> <p><b>Signages:</b></p> <p>Adequate signages like, Elephant Crossing, Drive Slow, Wild Life, etc., and road markings shall be provided in the Forest area for safety of wild life and road users.</p> <p>A strip plan showing chainage wise mitigation measures (structures proposed for crossing of wild animals) is attached as Annexure-3</p>
4.	As per the Van (Sanrakshan evam Samvardhan) Rules 2023, CA require on Non Forest Land. So, revised CA area with CA scheme, KML file, etc as per Para 2.3 of said rules, are required.	<p>(i) It is to apprise that the proposal for diversion of <b>19.8345 Ha</b> forest area was uploaded on 16.04.2022 on Parivesh 1.0 Portal for construction of Bhanyawala-Rishikesh spur in the state of Uttarakhand.</p> <p>(ii) DFO Narender Nagar provided the CA land for <b>39.669 Ha</b> area up on Degraded forest land at Maniknath Raji vide its letter dated <b>19.12.2022</b> (attached).</p> <p>(iii) Since the uploading of the proposal on Parivesh Portal, the proposal has been returned to User Agency due to EDS raised on 11 different instances and each time the compliance has been re-submitted by the User Agency in a time bound manner.</p> <p>(iv) The latest compliance to the EDS raised by the Forest Department was submitted by the User Agency on <b>06.12.2023</b>.</p> <p>(v) Further, the Agreement for the development of the project has been signed by the NHAI on <b>01.12.2023</b> and the project is proposed to be started soon.</p> <p>(vi) Now, as per the EDS sought through the aforementioned letter dated <b>05.03.2024</b>, if the instant proposal is considered as per 'Van (Sanrakshan Evam Samvardhan) Rules, 2023', it shall require User Agency to provide Non-Forest Land for Compensatory Afforestation as against the Degraded Forest Land as per the current guidelines. NHAI is not in possession of any Non-forest land which may be used for Compensatory Afforestation and will require for acquisition of additional land for this purpose. It is to bring to kind attention that Acquisition of Land is a time taking process and if at this stage NHAI is required to provide Non-Forest Land for Compensatory Afforestation purpose, it shall lead to significant cost and time over-run in the project and lead to significant monetary loss to the country.</p> <p>(vii) Further, the Foundation stone for this project of national importance has already been laid by the Hon'ble Minister MoRT&amp;H on <b>13.02.2024</b> and if this project is delayed due to forest clearance, it shall bring bad light on the organization.</p> <p>(viii) Since the project is of national importance and work needs to start soon for easing of traffic in the State Capital of Uttarakhand, it is requested to kindly consider the subject project as per Forest (Conservation) Rules, 2003 so that Compensatory Afforestation may be taken up on Degraded forest land provided by the DFO Narender Nagar and the work may start soon without causing significant cost and time over-run in the project.</p>
5.	The Site Inspection Report (SIR) of DFO is not containing proposal details. So, revised SIR is require in attached format.	Related to Forest Department.

CONTD. 3

In continuation of letter no. NHA/PIU/VV/2022/Bhaniyawala-Rishikesh/Forest/ 6350

Dt. 02.04.2024

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An early action in this regard is highly solicited please.

Thanking You

Encl:As above.

Yours faithfully



(P.K. Mourya)  
GM (Tech) cum Project Director  
PIU-Vasant Vihar (Dehradun)

Copy to-

(i) PCCF cum Nodal Officer, Uttarakhand Forest Department, Dehradun, for kind information and it is requested to kindly request the IRO-Dehradun, MoEF&CC to kindly consider the subject projects as per Forest (Conservation) Rules, 2003 so that Compensatory Afforestation may be taken up on Degraded forest land and the work may start soon without causing significant cost and time over-run in the project.

(ii) M/s Yongma Engineering co. Ltd., for kind information & necessary action please.

**COST BENEFIT ANALYSIS FOR DIVERSION OF FOREST LAND**

**Name of Proposal-**“ Up-gradation & 4-laning of Bhaniyawala - Rishikesh Road (Spur) of NH-7 from km 0.000 to km 20.600 in the State of Uttarakhand.”

**Nature of Proposal:** Diversion of 19.8345 Ha. of Reserve Forest Land of Shivalik Forest Division under FCA, 1980 for Up-gradation & 4-laning of Bhaniyawala - Rishikesh Road (Spur) of NH-7 from km 0.000 to km 20.600 Section.

**Total Length of the Project road in/along forest area = 9.170 km**

**Total No. of District through which proposed project road alignment traverse – 01, Dehradun**

**Total forest area (RF) proposed for diversion = 19.8345 Ha.**

**Purpose:** The Cost Benefit Analysis is being undertaken for proposed diversion of Forest Land for development of 4-lane Greenfield road for above said project.

**Cost Benefit Analysis as per MoEF&CC Guideline for Forest Land Diversion – August 2017**

**Table -A: Cases under Which a Cost- benefit analysis for forest diversion are required**

Sl.No.	Nature of Proposal	Applicable / not applicable	Remarks
1	All categories of proposal involving forest land upto 20 hectares in plains and upto 5 hectare in hills	Not applicable	These proposals may be considered on a case to case basis and value judgement.
2	Proposal for defence installation purpose and oil prospecting (prospecting only)	Not applicable	In view of national priority accorded to these sectors, the proposals would be critically assessed to help ascertain that the utmost minimum forest land is diverted for non-forest use.
3	Habitation, establishment of industrial units, tourist lodge complex and other building construction.	Not applicable	These activities being detrimental to protection and conservation of proposals would be rarely entertained.



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 National Highways Authority of India  
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 Ministry of Road Transport & Highways  
 प्लॉट नं० १०५-वसन्त विहार, देहरादून



4	All other proposal involving forestland more than 20 hectare in plains and more than 5 hectares in hills including roads, transmission lines, minor, medium and major irrigation projects, hydro projects, mining activity, railway line, location specific installations like micro-wave stations, auto repeater centres, TV towers etc.	Applicable.	These are cases where a cost benefit analysis is necessary to determine when diverting the forest land to non-forest use in the overall public interest.
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Since the proposal is for diversion of forest area measuring more than 20 hectare in plains area and more than 5 hectare in hills for road project, cost benefit analysis report is applicable.

**Table -B : Estimation of cost of forest diversion**

SL	Parameters	Given Guideline	Evaluation
1	Ecosystem services losses due to proposed forest diversion	<p>Economic value of loss of eco-system services due to diversion of forests shall be the net present value (NPV) of the forest land being diverted as prescribed by Central Government (MoEF&amp; CC).</p> <p><b>Note:</b> In case of National parks the NPV shall be ten (10) times the normal NPV and in case Wildlife sanctuary the NPV shall be five (5) times the normal NPV or otherwise prescribed by the ministry or any other competent authority.</p> <p><b>Note-1:</b> Net Present Value (NPV) of environment and ecosystem services loss:- The concept of Net Present Value of the forest land diverted is a scientific method of calculating the environmental cost and other losses caused</p>	<p>Forest land Proposed for diversion is falls under the Eco-Class I (Dense Forest). Since the reserve forest land is of Eco class-III (Tropical Dry Deciduous) Forests having density 0.8 (Dense Forest), therefore Per hectare NPV Rate as per MoEF&amp; CC circular No. 5-3/2011-FC (Vol-I) dated 6<sup>th</sup> January 2022 is considered Rs. 15, 95, 790/- Per ha.</p> <p>So NPV for 19.8345 hectare forest land will be = Rs. 15,95,790 x 19.8345 hectare = <b>Rs. 3,16,51,697 or Rs. 316.52 lakhs.</b></p>



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 National Highways Authority of India  
 (सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)  
 Ministry of Road Transport & Highways  
 प्लॉट नं. 01/200-वसन्त विहार, देहरादून

SL	Parameters	Given Guideline	Evaluation
		due to diversion of forest land for non-forestry purposes. The NPV represents the net value of various ecosystem services and other environmental services in monetary terms which the forest would have provided if the forest would not have been diverted.	
2	Loss of animal husbandry productivity, including loss of fodder.	To be quantified and expressed in monetary terms or 10% of NPV applicable whichever is maximum.	Loss of animal husbandry due to proposed diversion is very moderate and calculated below; Gross loss @ 5 ton/Ha./year, @ Rs. 100/- per ton. Therefore, loss of fodder as estimated for 19.8345 hectare will be $19.8345 \times 5 \times 100 = \text{Rs.} 9917.25/\text{yr.} \times 50 \text{ years} = \text{Rs.} 4,95,863/-$ or <b>Rs.4.96 lakhs</b> . Further considering 10% of NPV it will be = <b>Rs. 316.52 lakh (NPV) x 0.1 = Rs.31.65 lakh</b> . So considered amount (maximum one) is <b>Rs. 31.65 lakh</b> .
3	Cost of human resettlement	To be quantified and expressed in monetary terms on actual terms as per approved R&R plan.	Nil. as no human resettlement is required.
4	Loss of public facilities and administrative infrastructure (Roads, building, schools, dispensaries, electric lines, railway, etc.) on forest land, which would require forest land if these facilities were diverted due to the project.	To be quantified and expressed in monetary terms on actual cost basis at the time of diversion	No loss of public infrastructure like Roads, hospital etc. are investigated. However, there will be some utility shifting like, electricity pole, telephone line, OFC cable etc. from proposed ROW located in forest land.  The likely cost of these utility shifting is estimated <b>Rs. 50 lakhs</b>
5	Possession value of forest land diverted 	30% of environmental cost (NPV) due to loss of forest or circle rate of adjoining area in the district should be added as a cost component as possession value of forestland whichever is maximum.  Note 2:- Possession value of forest land diverted: - The	Possession Value of forest land will be (considering 30% of NPV) = $0.3 \times \text{Rs.} 316.52 = \text{Rs.} 94.95 \text{ lakh}$ . Average per hectare land rate along the project highway in district Dehradun is <b>Rs. 600 lakh</b> per hectare of non-commercial area (as per Circle rate 2020). It is to be noted that along the project road section there is agricultural land.

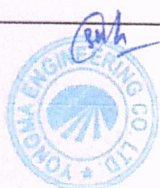


SL	Parameters	Given Guideline	Evaluation
		forest land diverted for the project such as irrigation, hydropower, railways, roads, wind and transmission lines and mining etc are unlikely to be returned and remains in possession of the user agencies. Therefore 30% of the net present value (NPV) of forest land diverted or market rate of adjoining area in the district should be added as a cost component as "possession value of forest land" in addition to the environmental cost due to loss of forests.	So, possession value of forest land (as per average circle rate) = 19.8345 hectare x 600 lakh = 111900.70 lakh So considered amount (maximum one) is <b>Rs. 11900.70 lakh.</b>
6	Cost of suffering to oustees	The social cost of rehabilitation of oustees (in addition to the cost likely to be incurred in providing residence, occupation and social services as per R&R plan) be worked out as 1.5 times of what oustees should have earned in two years had he not been shifted.	Nil, no resettlement & Rehabilitation is identified or required in forest land which is proposed to be diverted. Also, the community residing along the project road is not dependent on forest or forest produce. There will not be any losses on this account as diversion of the forest land to this project will not affect any house or structure in protected/reserved forest area.
7	Habitat fragmentation Cost	While the relationship between fragmentation and forest goods and services is complex, for the sake of simplicity the cost due to fragmentation has been pegged at 50 % of NPV applicable as a thumb rule.	Habitat fragmentation cost is 50% of NPV that is Rs. 316.52 x 0.5 = <b>Rs. 158.26 lakh.</b>
8	Compensatory afforestation and soil & moisture conservation cost	The actual cost of compensatory afforestation and soil & moisture conservation and its maintenance in future at present discounted value	CA cost per hectare is considered Rs. 4.07 lakh per hectare for estimation purpose. It may be updated as per actual CA estimate prepared and provided by Forest Department. So, CA cost = 19.8345 hectare x 2 x Rs. 4.07 lakh = <b>Rs. 161.45 lakh.</b>




**Table – C- Existing guideline for estimating benefit of forest diversion in CBA**

SL	Parameter	Given Guideline	Evaluation
1	Increase in productively attribute to the specific project	To be quantified & expressed in monetary terms avoiding double counting	<p>The proposed project for which diversion of forest land is sought is for widening of Existing Road. The project road will improve accessibility to the region. This will help in both economic&amp; social development in the region.</p> <p>The project will enable smooth accessibility in the region by which people of the region will be directly benefited. This will accelerate industrialization/commercialization in region and the same will directly generate maximum employment opportunities in these areas and boosting up the economy of the region and state.</p> <p>Again, directly the project will have the potential for temporary employment generation for 200 local people for 2 years generating 124800 mandays during construction period. (26 Man-days in month x 24 month x 200 worker = 124800 Mandays.)</p> <p>Due to up-gradation of the existing highway, there will be overall development of the project area including capital city Dehradun in terms of transportation of agriculture produces, easy access to education, health, market etc.</p> <p>Project road is to be developed as 4-lane road to provide smooth, reduced time, connectivity to State capital and other adjoining places.</p>
2	Benefits to economy due to specific project	The incremental economic benefits in monetary terms due to the activities attributed to the specific project	<p>Economic benefit in terms of increase in trade, tourism, saving in vehicular operation and maintenance cost, better connectivity, safer journey to commuter and saving of travel time.</p> <p>Improved road connectivity helps in better implementation and management of government schemes. It will provide fast and economical transport of goods.</p>




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 Ministry of Road Transport & Highways  
 प्लॉट नं. 10/20-वसन्त विहार, देहरादून



SL	Parameter	Given Guideline	Evaluation
			<p>After completion, the local people and industries situated in the area will be greatly benefited. The widening of project road will provide safe, fast, economical and environment friendly transportation to the State which in term will accelerate the rate of growth in this area.</p> <p>After completion of the Bhaniyawala - Rishikesh Section, User agency will impose the Toll on the said stretch and benefits to economy due to specific project has been quantified as follows.</p> <p>Road length (Km) = 17.20  Structure (Km) = 3.4 x 10 times  = 34.00 km  Total Project length = 51.20 Km  Toll Collection according to existing Toll Plaza at Lachhiwala = 103 Lakhs per year  Road has been designed for 15 years therefore total toll collection will be :  <math>15 \times 103 \times 51.20 = 79104 \text{ Lakhs}</math></p> <p>In addition to that there are several other benefits that may accrue due to saving in fuel, reduction in carbon emission and man animal conflict.</p>
3	No of population benefited due to specific project	As per the Detailed project report	<p>The proposed road section in Uttarakhand for Up-gradation &amp; 4-laning of Bhaniyawala - Rishikesh Road (Spur) of NH-7 from km 0.000 to km 20.600 in Section in the State of Uttarakhand district Dehradun.</p> <p>While overall the populations of Uttarakhand State (100.86 Lakhs) will benefit from the project. Specifically, the projected population of district, Dehradun (16.98 Lakhs) through which the alignment passes will benefit largely in addition to lakhs of neighbour district commuters as well as long distance travellers and fright. (Source: Census 2011).</p>
4	Economic benefits due to of direct and indirect employment due to the project.	<p>As per the detailed project report.</p> 	<p>Direct employment to 200 people for 2-year during construction period (accordingly 26 Man-days in month x 24-month x 200 worker = 124800 Mandays) and substantial indirect employment as a result of development of infrastructure, and tourism industries will also provide</p>

SL	Parameter	Given Guideline	Evaluation
			direct benefit to small scale industrial units in the area.
5	Economic benefit due to Compensatory afforestation	<p>Benefit from such compensatory afforestation accruing over next 50 years monetised and discounted to the present value should be included as benefits of Compensatory afforestation.</p> <p>*for benefit of CA the guideline of the Ministry for NPV estimation may be consulted.</p>	<p>In lieu of total trees to be removed from Proposed PROW in Reserve/protected forest land along the project road, it is proposed to undertake at compensatory plantation of least twice of the affected/diverted forest area as per Forest (Conservation) Act. So, the net productivity will increase.</p> <p>The compensatory afforestation will be taken up in about <math>19.8345 \times 2 = 39.6690</math> hectare of Degraded Forest land which is at least two times of the area proposed to be diverted.</p> <p>The compensatory afforestation will be done on 39.6690 hectare of degraded forest land, which is down the line would be having a density of minimum 0.7. The ecological value for a 50 years period for the density of 1.0 is INR 126.74 lakhs per hectare (As per Forest Conservation Act 1980). By considering minimum 0.7 density the ecological gain for this project would be <b>Rs. 3519.35 lakh.</b></p>

#### Summary of Cost Benefit Analysis for the Project.

Sl. No.	Total cost / Loss (in Lakhs)	Benefit (in Lakhs)
1	Ecosystem services losses Rs. <b>316.52 Lakhs</b>	Ecological gain from compensatory afforestation on 39.6690 (at least) hectare on degraded land would be <b>Rs. 3519.35 lakh</b>
2	<p>Loss of animal husbandry productivity, including loss of fodder = <b>Rs. 31.65 Lakhs</b></p> 	<p>Approx. 124800 Man days will be generated for unskilled/semi skilled worker in terms of Salary and wages @ Rs. 500/day (average) = <b>Rs. 624.00 lakh</b></p> <p>(# Minimum wages in Uttarakhand is Rs. 10520/month (or Rs. 350/day, but for considering actual practical wages including lodging the average cost per day for semiskilled/labourer is approx. Rs. 500 per day.)</p> <p>Basic living amenities including alternative fuel (LPG, Solar Cooker etc) will be supplied to labours/workers.</p> <p>Construction period – 2 years</p>



		<p>Number of labours at peak time – 200  Approx. 20 % labour assume to be local  Per head cost of fuel - Rs. 20/ per day for rest 160 labours  Total cost = Rs. 20x160 labours x 730 days  = Rs. 23,36,000/- or Rs. <b>23.36 lakhs</b></p>
3	Loss of public facilities = <b>50 lakhs</b>	<p>After completion of the Bhaniyawala - Rishikesh Road Project User agency will impose the Toll on the Said stretch and benefits to economy due to specific project has been quantified as follows.  Road length (Km) = 17.20  Structure (Km) = 3.4 x 10 times = 34.00 km  Total Project length = 51.20 Km  Toll Collection according to existing Toll Plaza at Lachhiwala = 103 Lakhs per year  Road has been designed for 15 years therefore total toll collection will be :  15x103x51.20 = <b>79104 Lakhs</b></p>
4	Possession Value of Forest land diverted = <b>11900.70 lakh</b>	
5	Habitat fragmentation cost = <b>158.25 lakh</b>	
6	Compensatory afforestation and soil & moisture conservation cost = <b>161.45 lakhs</b>	
	<p><b>Total Cost/Loss = Rs. 316.52 Lakhs + Rs. 31.65 Lakhs + Rs. 50 Lakhs + Rs. 11900.70 Lakhs + Rs. 158.25 Lakhs + 161.45 Lakhs = 12618.57 Lakhs</b></p>	<p><b>Total gain/benefit from project = Rs. 3519.35 Lakhs + Rs. 624.00 Lakhs + Rs. 23.36 Lakhs + 79104 = 83270.71 Lakhs.</b></p>

**Cost Benefit Ratio** = Total Benefit/Total Cost = 83270.71 / 12618.57 = 6.59

**The Benefit Cost ratio is >1 therefore the project is found viable based on given/above described criteria.**

**Date:** 01.04.2024

**Place:** Dehradun



*Handwritten signature*

**Project Director**

**NHAI, PIU, Vasant Vihar, Dehradun**

परियोजना निदेशक/Project Director  
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
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Ministry of Road Transport & Highways  
पी०आइ०यू०-वसन्त विहार, देहरादून

# Annexure-2

## NOTIFICATION UNDER SECTION 3(1) OF THE U. P. ROADSIDE LAND CONTROL ACT, 1945 (ACT NO. X OF 1945)

PUBLIC WORKS DEPARTMENT

### NOTIFICATION

No. 3424-0/

/XXIII - 1930/1947

Dated Lucknow, November 17, 1953

With reference to this Department notification no. 3690/XXIII-1930/1947 dated Feb. 24, 1953, issued under sub-section (2) of section 3 of the U. P. Roadside Land Control Act, 1945 (U. P. Act no. X of 1945), the Governor, after considering the report made under sub-section (4) of the said Section, is pleased, under sub-section (5)(b) thereof, to declare the land described in the schedule hereto annexed to be controlled areas for the purpose of the said Act.

### SCHEDULE

Description of the lands declared to be controlled areas.

The lands lying on either side of and within boundary lines drawn parallel to the centre line of the road described below at a distance of two hundred and twenty feet from it.

Serial number	Description	Approximate length of the road	Mauza or revenue estate included in whole or part in the area declared to be controlled areas	Pargana	District
1	2	3	4	5	6
1.	Dehra Dun-Rishikesh Road.  Starts from Mile 147, Fr. 3 and Ft. 170 of D.R.M. Road at Dehra Dun and ends at Rishikesh town mile 26, fur. 1 and ft. 285.	25 miles, 7 fur. 115 feet.	1. Dehra Dun 2. Dharampur 3. Shahnagar. 4. Ajabpur Kalan 5. Badripur. 6. Nathanpur 7. Majri (Mafi). 8. Mohkampur Khurd 9. Mianwala. 10. Harrawala. 11. Kuawala. 12. Lachhiwala Range 13. Lachhiwala. 14. Misarwala Kalan 15. Misarwala Khurd 16. Doiwala. 17. Dhanilawala. 18. Kanarwala. 19. Jolly Grant. 20. Rani Pokhari Grant. 21. Rainapur. 22. Barket Muafi. 23. Rishikesh.	Eastern-Doon	Dehra Dun

(D.D. Agarwal)  
Secretary.

84/- B.P. Bageh  
Secretary.

परियोजना निदेशक/Project Director  
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
National Highways Authority of India  
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)  
Ministry of Road Transport & Highways  
पि-ओ-इ-डू-वमन्त विहार, देहरादून



NOTIFICATION UNDER SECTION 30 OF THE U. P. ROADSIDE LAND  
CONTROL ACT, 1946 (ACT No. X OF 1946)  
PUBLIC WORKS DEPARTMENT

NOTIFICATION

No. 342A-01

XXIII - 1030/1947

Dated Lucknow, November 7/1953

Whereas in pursuance of this Department notification no. 3686/XXIII-1030/1947  
dated Feb. 24, 1953, issued under sub-section (2) of section 3 of the U. P. Road-  
side Land Control Act, 1946 (Act No. X of 1946), the Government, after considering the  
report made under sub-section (4) of the said section, is pleased, under sub-section (2)  
of the said section, to declare the land described in the schedule hereto annexed to be controlled  
for the purpose of this said Act.

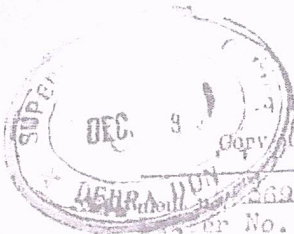
SCHEDULE

Description of the lands declared to be controlled under

This lands being on either side of and within boundary lines drawn parallel to the  
centre line of the road channel of the U. P. Road No. 1030/1947 and twenty feet from  
it.

Serial number of land	Description	Area of land in acres and cent of an acre	Notes of land in the schedule of land in the U. P. Roadside Land Control Act, 1946	Remarks
1.	Dehra Dun- Rishikesh Road.  Start from Mile 147, Pt. 3 and Pt. 170 of D.R.N. Road at Dehra Dun and ends at Rishikesh Town mile 26, Sur. 1 and Pt. 215.	25 miles, 7 fur. 115 feet.	1. Dehra Dun 2. Dharapur 3. Shahnagar 4. Ajabpur Kalan 5. Badlipur 6. Hathapur 7. Hathi (Hati) 8. Mohanpur Khurd 9. Harnala 10. Harnala 11. Kunalwa 12. Lachhiwala 13. Lachhiwala 14. Harnala 15. Harnala 16. Devala 17. Phaniwala 18. Kanawala 19. Jolly Grant 20. Kail Pothari 21. Harnapur 22. Kail Pothari 23. Kail Pothari	Dehra Dun

परियोजना निदेशक/Project Director  
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
National Highways Authority of India  
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)  
Ministry of Road Transport & Highways  
पि०आइ०यू०-यमुना विहार, देहरादून



No. 3424 (I) OF DATE

Copy of the foregoing forwarded to the Collector, Dabra Dun  
for necessary action, in continuation of Government endorsement  
dated 21/2/1953 and 21/2/1953, dated 1.8.53.  
By order,

(D.D. Agarwal)  
Assistant Secretary.

Copy of the foregoing forwarded to the Commissioner, Division on  
for information, in continuation of Government endorsement no.  
dated

By order,

Assistant Secretary.

No. OF DATE

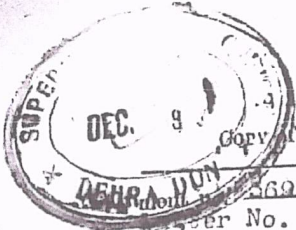
Copy of the foregoing forwarded to the Chief Engineer, Uttar Pradesh, Buildings  
and Roads Branch, Lucknow, for information in continuation of Government endorse-  
ment no., dated

By order,

Assistant Secretary.

परियोजना निदेशक/Project Director  
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
National Highways Authority of India  
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)  
Ministry of Road Transport & Highways  
पोस्टाईंटू-वसन्त विहार, देहरादून





No. 3424 (I) OF DATE

Copy of the foregoing forwarded to the Collector/Deputy Commissioner of Dehra Dun

for necessary action, in continuation of Government endorsement no. 6934/VIII-65/51-54, dated 1.8.53.

By order,

(D.D. Agarwal)  
Assistant Secretary.

No. \_\_\_\_\_ OF DATE

Copy of the foregoing forwarded to the Commissioner, \_\_\_\_\_ Division on \_\_\_\_\_, for information, in continuation of Government endorsement no. \_\_\_\_\_, dated \_\_\_\_\_.

By order,

Assistant Secretary.

No. \_\_\_\_\_ OF DATE

Copy of the foregoing forwarded to the Chief Engineer, Uttar Pradesh, Buildings and Roads Branch, Lucknow, for information in continuation of Government endorsement no. \_\_\_\_\_, dated \_\_\_\_\_.

By order,

Assistant Secretary.

परियोजना निदेशक/प्रोजेक्ट डायरेक्टर  
राष्ट्रीय राजमार्ग प्राधिकरण  
National Highways Authority of India  
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)  
Ministry of Road Transport & Highways  
प्लॉट नं० ३०-बस्त विहार, देहरादून

GOVERNMENT OF UTTAR PRADESH,  
PUBLIC WORKS (D) DEPARTMENT,

No. 2121 LC/XXIII-PWD-1930/47.  
Dated Lucknow, July 4, 1964.

CORRIGENDUM.

Under the heading 'Mauza or revenue estate included whole or part in the area declared to be controlled areas' of the schedule appended to Notification No. 309 C/XXIII-1930/47, dated February 21, 1953, published on page 251 of Part I of the U.P. Gazette dated February 28, 1953, and Notification No. 3424 C/XXIII-1930/47, dated December 4, 1953, published on page 1360 of Part I of the U.P. Gazette dated December 12, 1953, against item no. 10, for 'Dolwala', read 'Dalswala'.

Index

See: To C.O. for  
necessary amendment.

By order,

( R.K. Bhatnagar )  
Officer on Special Duty.

No. 2121 (1) LC/XXIII-PWD-1930/47 of date.

Copy forwarded to Mukhya Abhiyanta, Sarvajanic Nirman Vibhag, U.P. Lucknow, with reference to his U.O. No. 43/17/850 LA, dated June 6, 1964, for information.

By order,

( R.K. Bhatnagar )  
Officer on Special Duty.

No. 2121 (2) LC/XXIII-PWD-1930/47 of date.

Copy forwarded for information to the :-

1. Collector, Dehra Dun.
2. Commissioner, Meerut.

By order,

( R.K. Bhatnagar )  
Officer on Special Duty.

R.N. Rastogi

See: keep it as file

21/7/64

परियोजना निदेशक, प्रोजेक्ट डायरेक्टर  
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
National Highways Authority of India  
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)  
Ministry of Road Transport & Highways  
पि०आर०एच०-बसन्त विहार, देहरादून



From

The Collector,  
Dehra Dun.

To

The Asstt. Secretary to  
Government of Uttar Pradesh,  
Public Works Department (A)  
Lucknow.

No. 6934/VIII-65/51-54

Dated: 1-8 July, 1953

Subject: Controlling of land along Dehra Dun Rishikesh Road in the Dehra Dun District.

Sir,

With reference to Notification No. 369C/XVIII-A-193C/47 dated Feb. 21, 1953 issued under sub-section (2) of section 3 of the U.P. Roadside Land Control Act, 1945 (Act no. X of 1945), published in U.P. Gazette on 28th Feb. 1953, I have the honour to state that no objection has been received. I therefore, request you, kindly to issue declaration U/S 3(1) of the U.P. Roadside Land Control Act.

Yours faithfully,

sc

No. 6934/VIII-65/51-54 for Collector, D. Dun. L.A.O.  
of date

Copy for information forwarded to:-

1. The Commissioner Meerut Division, Meerut with reference to G.E.No. 369(2)C dated 21.2.53.
2. The Provincial Land Acquisition Officer, U.P. Post War Schemes, Lucknow with reference to G.E. No. 369(4)C dated 21.2.53.

sc

for Collector, D. Dun.

परियोजना निदेशक/Project Director  
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
National Highways Authority of India  
(मध्यक परिवहन राजमार्ग मंत्रालय, भारत सरकार)  
Ministry of Road Transport & Highways  
फोर्गहो-बसन्त विहार, देहरादून

No. Memo/VIII-65/51-54/RJ. Dated: 17th June, 1953.

Tahsildar Dehra

Please refer to this office No. Memo/VIII-65/51-54 dated 1st June, 1953 forwarding a copies of notification to be notified in the villages concerned, and expedite your reply.

E: 6 with  
at up. 1st June  
with up. on 24/6.

Tah. 18  
20/6

Shri. 18  
24/6

Land Acquisition Officer,  
Dehra Dun.

26 copies of notification are sent herewith. Out of which one copy may be posted on the Tahsil Notice Board and the other 25 copies may be sent to S.Ks concerned to notify in the villages concerned, mentioned in the Schedule of the said notification, through Lekhpals concerned. The Lekhpals should be directed to obtain signatures of some residents of the villages, to the effect that the contents of the said notification have been notified.

The rest copies bearing all the compliance reports i.e. of N.Nazir for posting on N.B. and S.Ks for notifying in the villages; along with this order may please be returned to this office within 10 days.

Encl: 26 copies

(Girish Chandra)  
Land Acquisition Officer,  
Dehra Dun.

2206  
SKE/NN to comply

18  
Tahsildar  
Dehra Dun.  
26/6/53

Submitted after notification in  
way of Compliance  
26/6/53  
sup. 18/6/53

परिवहन विभाग, प्रधान  
मन्त्री सड़क प्राधिकरण  
National Highways Authority of India  
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)  
Ministry of Road Transport & Highways  
पोस्टाईयू-वसन्त विहार, देहरादून



Tahsildar, Dehra Dun.

Re: Notification of U.P.Roadside Land Control Act on Dehra Dun Rishikesh Road.

The Dehra Dun Rishikesh Road, details mentioned in the attached copies of notification, has been notified U/S 3(2) of the U.P.Roadside Land Control Act 1945.

26 copies of notification in Hindi Version, are sent herewith. Out of which one copy may be posted on the Tahsil Notice Board and the other 23 copies may be sent to S.Ks concerned to notify in the villages concerned, mentioned in the Schedule of the said notification, through Lekhpals concerned. The Lekhpals should be directed to obtain signatures of some residents of the villages, to the effect that the contents of the said notification have been notified.

The rest copies bearing all the compliance reports i.e. of N.Nazir for posting on N.B. and S.Ks for notifying in the villages; along with this order may please be returned to this office within 10 days.

Encl: 26 copies

(Girish Chandra)  
Land Acquisition Officer,  
Dehra Dun.

2206  
SKE/NN to comply

NG  
Tahsildar  
Dehra Dun  
2/6/53

Submitted after notification in compliance way  
2/6/53  
sup 1/90/201

Project Director  
National Highways Authority of India  
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)  
Ministry of Road Transport & Highways  
पि०आइ०एच०ओ०-वसन्त विहार, देहरादून

(25)

उत्तर प्रदेश गवट, २८ फरवरी, १९५३

राज्यीय सड़कों के किनारे की भूमि के नियंत्रण का ऐक्ट, १९४५ के अधीन विज्ञापित

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सार्वजनिक निर्माण विभाग

२२ फरवरी, १९५३

सं० ३६६.सी, २३.ए. १९३.सी. ४७ - सड़कों के किनारे की भूमि के नियंत्रण का ऐक्ट, संयुक्त प्रान्त, १९४५ ई०। ऐक्ट सं० १०, १९४५ ई०। की धारा ३ की उपधारा १२। के अधीन गवर्नर महोदय ने सर्वसाधारण की सूचना के लिये विज्ञापित प्रकाशित की है कि प्रान्तीय सरकार का यह विचार है कि इस विज्ञापित के साथ नत्थी किये हुए झुसूची में बताई गई भूमि को उक्त ऐक्ट के प्रयोजनों के लिये नियन्त्रित क्षेत्र घोषित किया जाय।

२. कोई व्यक्ति, जिसका उक्त भूमि में कोई हिस्सा हो, कलेक्टर, देहरादून द्वारा इस विज्ञापित के प्रकाशित करने की अंतिम तारीख से तीस दिन के भीतर किसी समय इस घोषणा के सम्बन्ध में अपना अपनी भूमि या उसके किसी भाग की झुसूची में उल्लिखित सीमाओं के भीतर इस प्रकार सम्मिलित किये जाने के सम्बन्ध में आपत्ति कर सकता है।

### झुसूची

उस भूमि का वह हिस्सा जिसको उक्त ऐक्ट की धारा ३ की उपधारा १२। के अधीन नियंत्रित क्षेत्र घोषित किये जाने का विचार है।

भूमि जो निम्नलिखित सड़कों के दोनों ओर उन समानान्तर रेखाओं के मध्य में स्थित है, जो सड़क की मध्यवर्ती रेखा के दोनों ओर दो सौ बीस फीट की दूरी पर खींची गयी है।

म.स.,

झुसूची पत्र पं० २ पर:

Project Director  
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
National Highways Authority of India  
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)  
Ministry of Road Transport & Highways  
पं० आइ० नु० - यमुना विहार, देहरादून



क्र. सं.	सड़क की लम्बाई मीटर	मीठा या दलाली की कुल या मीठा; उस दिन में पट्टी मिला है, जो नियंत्रित है। पीछा किया जाने वाला है।	परगना	जिला		
२	३	४	५	६		
देहरादून शहरीय सड़क—	मी०	फु०	फीट	१. देहरादून	पुर्वीकुल	देहरादून
देहरादून में डी० नार०	२५	७	११५	२. पागपुर	"	"
२५० सड़क के बाल				३. शाहपुर	"	"
१५०, फ्लॉग ३ तथा				४. लखपुर कला	"	"
१०० फीट से प्रारम्भ				५. बड़ीपुर	"	"
होकर शहरीय टाउन में				६. नाथपुर	"	"
मील २६, फ्लॉग १ तथा				७. भरी। मागी।	"	"
फीट २८५ पर समाप्त				८. मोरकामपुर खुर्द	"	"
होती है।				९. मियावाला	"	"
				१०. वरावाला	"	"
				११. गुवावाला	"	"
				१२. लच्छीवाला रैन्य	"	"
				१३. लच्छीवाला	"	"
				१४. मिसरवाला कला	"	"
				१५. मिसरवाला खुर्द	"	"
				१६. ह्वाहवाला	"	"
				१७. भनियावाला	"	"
				१८. कनारवाला	"	"
				१९. जालीग्रान्ट	"	"
				२०. रानी पोंक्षरी ग्रान्ट	"	"
				२१. रैनापुर	"	"
				२२. बड़ोद माफी	"	"
				२३. शहरीय	"	"

मयन,

प्रमाणित  
12.5  
परियोजना निदेशक / Project Director  
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
National Highways Authority of India  
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)  
Ministry of Road Transport & Highways  
पो-आईएचए-वसन्त विहार, देहरादून  
दोन्त समीचीन शीर्षक  
फरारु 30.11.43  
Land Acquisition Officer,  
Dehra Dun.

43

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पृ. ३८५३

4

अनुसूची

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
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परियोजना निदेशक/Project Director  
 भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
 National Highways Authority of India  
 सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार  
 Ministry of Road Transport & Highways  
 पी०आई०यू०-वसन्त विहार, देहरादून





No. Memo/VIII-65/51-54

Dated: 1st June, 1953.

Tahsildar, Dehra Dun.

Re: Notification of U.P. Roadside Land Control Act  
on Dehra Dun Rishikesh Road.

The Dehra Dun Rishikesh Road, details mentioned  
in the attached copies of notification, has been  
notified U/S 3(2) of the U.P. Roadside Land Control Act  
1945.

26 copies of notification in Hindi Version,  
are sent herewith. Out of which one copy may be posted  
on the Tahsil Notice Board and the other 23 copies  
may be sent to S.Ks concerned to notify in the villages  
concerned, mentioned in the Schedule of the said  
notification, through Lekhpals concerned. The Lekhpals  
should be directed to obtain signatures of some  
residents of the villages, to the effect that the  
contents of the said notification have been notified.

The rest copies bearing all the compliance reports  
i.e. of N. Nazir for posting on N.B. and S.Ks for  
notifying in the villages; along with this order may  
please be returned to this office within 10 days.

Encl. 26 copies

(Girish Chandra)  
Land Acquisition Officer,  
Dehra Dun.

Reminder issued

18/6/53

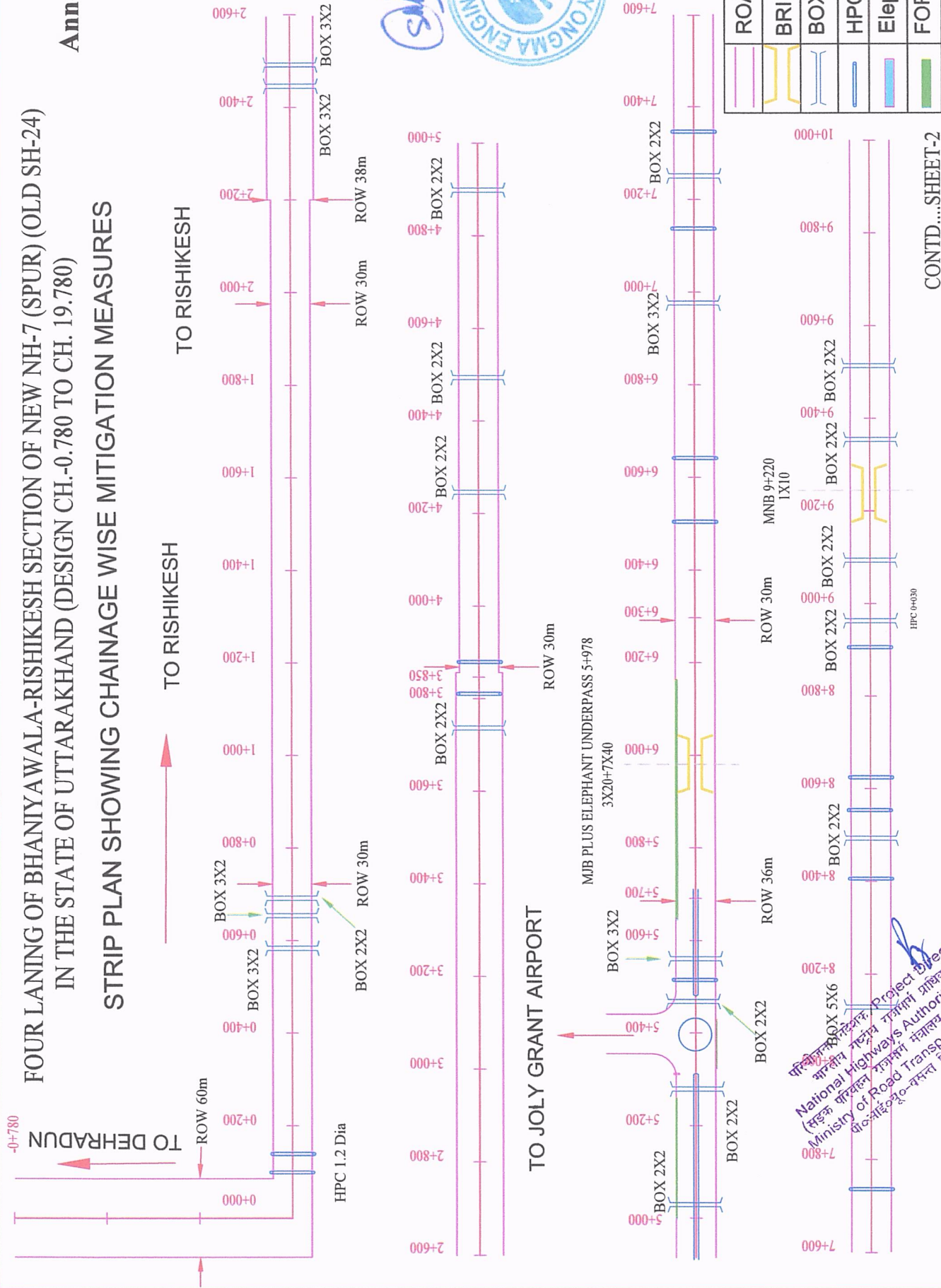
परियोजना निदेशक/Project Director  
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
National Highways Authority of India  
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)  
Ministry of Road Transport & Highways  
पो-आइ-यू-दसन्त बिहार, देहरादून



# Annexure-3

FOUR LANING OF BHANIYAWALA-RISHIKESH SECTION OF NEW NH-7 (SPUR) (OLD SH-24)  
IN THE STATE OF UTTARAKHAND (DESIGN CH.-0.780 TO CH. 19.780)

## STRIP PLAN SHOWING CHAINAGE WISE MITIGATION MEASURES

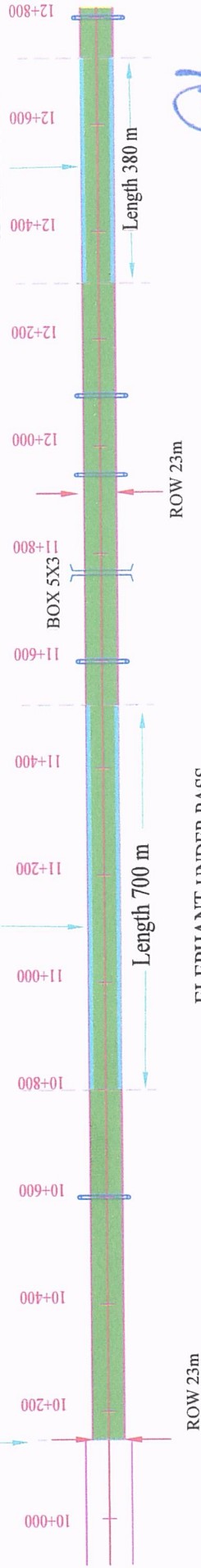


Project Director  
National Highways Authority of India  
Ministry of Road Transport & Highways  
New Delhi

FOREST START 10+140

ELEPHANT UNDER PASS 10+800 TO 11+500

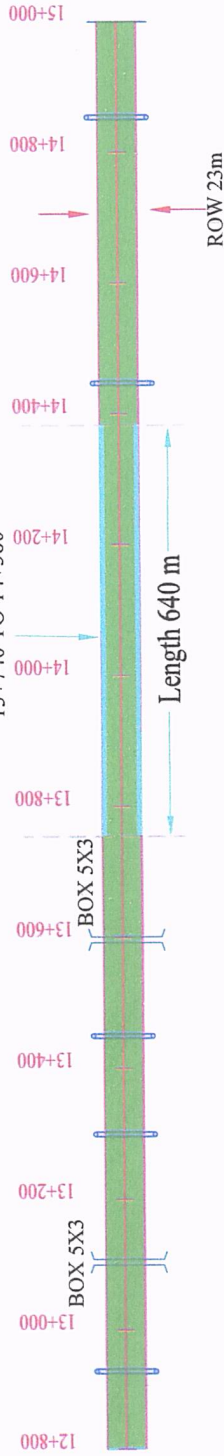
ELEPHANT UNDER PASS 12+280 TO 12+660



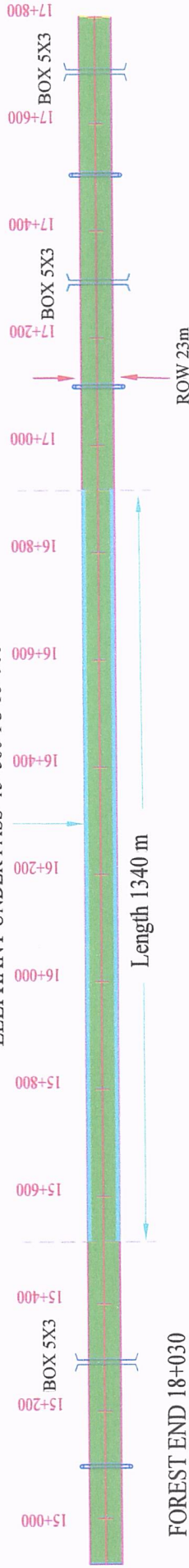
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ELEPHANT UNDER PASS 13+740 TO 14+380



ELEPHANT UNDER PASS 15+560 TO 16+900



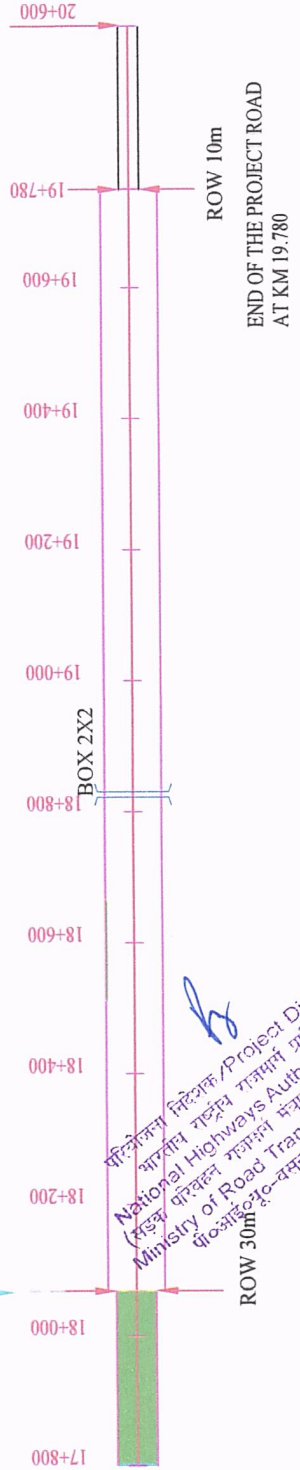
FOREST END 18+030

TO RISHIKESH

Existing Junction of NH -7 (Old NH -58) and Bhaniyawala Rishikesh road (Spur of NH -7)

## LEGEND

	ROAD
	BRIDGE
	BOX CULVERT
	HPC 1.2 Dia
	Elephant Underpass
	FOREST



परिचालन निदेशक/Project Director  
राष्ट्रीय राजमार्ग प्राधिकरण  
(Ministry of Road Transport & Highways)  
नई दिल्ली, भारत





**भारत सरकार / GOVERNMENT OF INDIA**  
**पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय /**  
**Ministry of Environment, Forest & Climate Change**  
**क्षेत्रीय कार्यालय, देहरादून /**  
**Regional Office, Dehradun**



25 सुभाष रोड, देहरादून-248001/ 25 SUBHASH ROAD, DEHRADUN-248001  
 दूरभाष/ PHONE-0135-2650809, ई-मेल/ E-mail-moef.ddn@gov.in

पत्र सं०- 8 बी/यू.सी.पी./06/66/2023/एफ.सी.

दिनांक:

/03/2024

सेवा में,

अपर प्रमुख वन संरक्षक एवं नोडल अधिकारी  
 वन संरक्षण, इन्दिरा नगर फारेस्ट कालोनी,  
 उत्तराखण्ड, देहरादून।

**विषय: Diversion of 19.8345 ha of forest land for up-gradation & 4-laning of Bhaniyawala - Rishikesh Road (Spur) of NH-7 from km 0.000 to km 20.600 in favour of NHAI, within the jurisdiction of Dehradun Forest Division, Distt. Dehradun, Uttarakhand. (FP/UK/ROAD/146663/2021).**

**सन्दर्भ: कार्यालय- अपर प्रमुख वन संरक्षक एवं नोडल अधिकारी, वन संरक्षण, उत्तराखण्ड का पत्रांक 1220/12-1 दिनांक 22.12.2023 एवं 1591 दिनांक 14.02.2024.**

महोदय,

उपरोक्त विषय पर संदर्भित पत्र का आशय ग्रहण करते हुए मुझे आपको यह सूचित करने का निर्देश हुआ है कि इस कार्यालय के पत्र दिनांक 16.10.2023 का जवाब राज्य सरकार के संदर्भित पत्र द्वारा प्रस्तुत किया गया है जिसमें कुछ त्रुटियाँ पाई गई हैं। अतः आपसे अनुरोध है कि निम्नांकित बिन्दुओं पर अभिलेख/ दस्तावेज इस कार्यालय में प्रेषित करने का कष्ट करें:-

1. The entire Uttarakhand state is counted as hilly area. So, as per rules the proposed diversion area is more than 5.00 ha and Cost-Benefit analysis is required.
2. The documentary evidence for existing road was constructed prior to 1980 shall be submitted.
3. The proposed area is about 500 m away from Rajaji Tiger Reserve, so change wise mitigation measures with map is required.
4. As per the Van (Sanrakshan evam Samvardhan) Rules 2023, CA require on Non Forest Land. So, revised CA area with CA scheme, KML file, etc as per Para 2.3 of said rules, are required.
5. The Site Inspection Report (SIR) of DFO is not containing proposal details. So, revised SIR is require in attached format.

उपरोक्त के क्रम में जवाब प्राप्ति के उपरांत ही प्रस्ताव पर अग्रिम कार्यवाही की जा सकेगी।

भवदीया,

Signed by Neelima Shah

Date: 05-03-2024 11:24:42

(नीलिमा शाह, भा०व०से०)

सहायक महानिरीक्षक वन (केन्द्रीय)

प्रतिलिपि:-अपर मुख्य सचिव (वन) उत्तराखण्ड शासन, सुभाष रोड, देहरादून सूचनार्थ एवं आवश्यक कार्यवाही हेतु।



**भारतीय राष्ट्रीय राजमार्ग प्राधिकरण**  
(सड़क परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)  
**National Highways Authority of India**  
(Ministry of Road Transport & Highways, Govt. of India)



परियोजना कार्यान्वयन इकाई-वसन्त विहार | Project Implementation Unit-Vasant Vihar  
मकान सं० 171, फेज-1, वसन्त विहार, देहरादून - 248006 House no.171, Phase-I, Vasant Vihar, Dehradun - 248006  
Toll-free/Phone: 0135-2760001 ई-मेल/E-mail: puvasantvihar@nhai.org Web: www.nhai.gov.in

NHAI/PIU/VV/2022/Bhaniyawala-Rishikesh/Forest/ 5658

Dt.30.11.2023

To,

Divisional Forest Officer,  
Dehradun Forest Division,  
Tilak Road, Dehradun.  
(Email- dfodoon@gmail.com)

Sub: Four/Six laning of Bhaniyawala - Jollygrant - Rishikesh road (Spur) section of NH-07 from Design Ch. 0.000 to Design Ch. 19.780 in the state of Uttarakhand.

Reg-Compliance Report of Received EDS regarding Forest Diversion proposal No. FP/UK/ROAD/146663/2021.

Ref: -

- (i) DFO Narender Nagar office letter no1392/12-1 dated 29.11.2023.
- (ii) M/s Yongma Engineering co. ltd. office letter no.YM(EN) 2023-2710001 dated 27.10.2023.
- (iii) This office letter no.5528 dated 25.10.2023.
- (iv) M/s Yongma Engineering co. ltd. office letter no.YM(EN) 2023-2010003 dated 20.10.2023.
- (v) RO, MoEF&CC, Dehradun office letter no.8B/UPC/06/66/2023/FC/932 dated 16.10.2023.
- (vi) Scientist 'D', MoEF&CC, GoI, New Delhi office letter dated 21.08.2023.

Sir,

This is in reference to query raised by DFO, Dehradun Forest Division on 21.11.2023 on Parivesh Portal, regarding the submission of compliances of observations raised by O/o Regional officer, MoEF&CC, Dehradun vide its letter dated 16.10.2023. The following point wise compliances are mentioned below for the same:-

S.No.	Observations	Compliances
i.	No details of existing approval under FCA of the existing road are found available in the proposal. State Government is requested to provide the same.	The forest land proposed for diversion is required for widening of the existing road which existed prior to 1980 therefore no Forest land diversion proposal was submitted in the past. However, the area of existing road overlapping on proposed road has already been incorporated into total area of forest land proposed for diversion in the current proposal.
ii.	No details of existing Black top area, carriage way and RoW is found available. State Government is requested to provide the same and also provide details for the proposed existing Black top area, carriageway and RoW.	The existing road has black top / carriageway of 7 m and ROW of 11 m. For the proposed four lane Black top will be 17m. In general, the proposed ROW is 23m including median, shoulder, toe wall, retaining wall etc. However, the average width of proposed ROW is 21.6298m due to variable width of forest land needed in different chainages. (Segment & Compartment wise area calculation sheet already included)

Contd.2.



::2::

iii.	As per land schedule, average width proposed in this proposal is 21.6298 m. State Government is requested to clarify whether this average width involves existing road width. It is also requested to submit the details of approved width in hilly area for four laning as per norms and order of MoRTH.	<p>The average road width of 21.6298 m includes the existing road width also.</p> <p>The Project road is falling under the category of plain and rolling terrain as per clause 2.2.1 of IRC:SP:84-2019, manual for Four-Laning of highways. The recommended ROW for 4-lane highways as per IRC codal provisions is as below:</p> <ul style="list-style-type: none"> <li>• Minimum 45 m (as per para 4.1, table 4.1 IRC:73-2023 copy attached as Annexure-1A)</li> <li>• Minimum 60 m (as per Para 2.3 IRC:SP:84-2019, copy attached as Annexure-1B)</li> </ul> <p>With a view to minimizing the cutting of trees, average road width of 21.6298m (maximum upto 23m in forest area) is proposed instead of recommended minimum 45 m width of road as per IRC:73-2023, and only 23 m ROW is proposed in the forest area.</p>
iv.	State Government is requested to clarify whether tree counting of 4442 trees is done in RoW or in carriageway.	Tree counting of 4442 trees are done in the proposed ROW. As there will be requirement of construction of shoulder, retaining walls, toe walls also in addition to carriageway.
v.	State Government is requested to submit the list of trees which are actually required to be felled out of 4442 trees.	User agency has made the possible efforts to minimize the area of forest land for diversion as well as minimum number of trees to be felled out and constructing the four-lane Road within 23m width. Out of 4442 nos of trees, 1085 are samplings. The user agency has already proposed four-lane Road with 23m width and, will consumed entirely in accommodating carriageway, Median, toe/retaining/ breast walls, crash barriers/ fencing, boundary walls and utility corridors. Hence, the number of trees to be felled down would be 4442.
vi.	It is seen that the shape of proposed road mentioned in KML file and in digital map are not matching. Shifting of road alignment is found at starting, ending and point no.12 & 17 as provided in digital map. State Government is requested to clarify the same.	Revised Digital map are enclosed.
vii.	Instead of administrative approval of the proposed road, administrative approval of Paonta Sahib Ballupur road is found uploaded in part I addl. document. It is requested to upload the administrative approval of the proposed road.	A copy of the Standing Finance Committee approval of the Bhaniyawala-Rishikesh project order no. RW/NH-37011/ 102/ 2022- BP&SP dated 03.02.2023 is attached herewith.
viii.	Cost benefit analysis not found uploaded which is required to be uploaded at para G in Part-I.	As per policy circular/guideline No. 7-69/2011 FC (Pt) dated 01.08.2017 Cost benefit analysis is not applicable whereas forest land proposed for diversion is less than 20 ha, Therefore, it was not uploaded. (Copy attached)

Contd.3.

ix.	It is seen that the form III is not signed by CF at para 16 in part II. State Govt is requested to submit/upload the signed copy of the recommendation of CF.	Related to Forest Department.
x.	In the CA site suitability certificate, it is mentioned that density of two sites i.e. Khanan ii and Khanana 12 are 0.4. As per guidelines, CA area proposed in degraded forest cannot be accepted for sites having density 0.4 and more. It is requested to change these two sites out of three and select some other site suitable for raising CA.	DFO, Narendernagar vide letter no. 1392/12-1 dated 29.11.2023 has submitted that site inspection was conducted again regarding the density in the proposed compensatory afforestation of total 39.669 ha area due to the presence of bushes and green grass, the density appears to be high whereas as per the actual condition of the area, the vegetation density is less than 0.30 and the said site is absolutely suitable for compensatory afforestation. A certification has also been issued by DFO Narendernagar in this regard. (Certificate Attached)
xi.	It appears that there is continuous movement of wildlife across the proposed road. However, no comments have been provided regarding the effect of widening on the movement of elephants. Also, no mitigation measures have been proposed. State Government is requested to make comments in this regard and provide a mitigation plan, if necessary	NOC has been received from the Chief Wildlife Warden, Dehradun (Copy enclosed). In view of the movement of wildlife, the user agency has already proposed 04 elephant passes with an aggregate length of 3060 m. 01 major bridge cum elephant pass of 340 m. 02 minor bridges and 19 culverts in forest area for crossing of all types of animals including elephants.

An early action in this regard is highly solicited please.

Thanking You

Yours faithfully

Encl:As above.

(P.K. Mourya)

GM (Tech) cum Project Director  
PIU-Vasant Vihar (Dehradun)



# कार्यालय प्रभागीय वनाधिकारी, नरेन्द्रनगर वन प्रभाग, मुनिकीरेती

E-mail: dfonnagar-forest-uk@nic.in

Telefax- 0135-2442052

पत्रांक सं०: 1392 / 12-1

दिनांक 29 / 11 / 2023

सेवा में,

महाप्रबन्धक (तक०)  
सह परियोजना निदेशक,  
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण  
प०का०ई०-वसन्त विहार (देहरादून)

विषय :- उत्तराखण्ड राज्य के जनपद देहरादून में राष्ट्रीय राजमार्ग सं०-०७ (स्पर) के भानियावाला-जौलिग्रान्त-ऋषिकेश किमी० ०.००० से किमी० १९.७८० तक के चार लेन चौड़ीकरण एवं सुदृढीकरण विषयक-ऑनलाईन वन भूमि हस्तांतरण प्रस्ताव संख्या FP/UK/ROAD/146663/2021 के संबंध में।

सन्दर्भ :- आपका पत्रांक NHA/PIU/VV/2023/Bhaniyawala-Rshikesh/Forest/5528 दिनांक 25.10.2023

महोदय,

उपरोक्त विषयक संदर्भित पत्र के क्रम में अवगत कराना है कि उत्तराखण्ड राज्य के जनपद देहरादून में राष्ट्रीय राजमार्ग सं०-०७ (स्पर) के भानियावाला-जौलिग्रान्त-ऋषिकेश किमी० ०.००० से किमी० १९.७८० तक के चार लेन चौड़ीकरण एवं सुदृढीकरण हेतु भूमि का गैर वनिकी कार्य हेतु भारतीय राष्ट्रीय राजमार्ग प्राधिकरण को प्रत्यावर्तन के फलस्वरूप क्षतिपूरक वनीकरण हेतु राजि के अन्तर्गत खनाना कक्ष सं०-११ में १० हे०, खनाना क०सं०-१२ में १५ हे० एवं मरोड क०सं० ११अ में १४.६६९ हे०, कुल ३९.६६९ हे० भूमि का घनत्व किया गया था, उक्त क्षेत्र का घनत्व अधिक होने के फलस्वरूप क्षतिपूरक वनीकरण हेतु अन्य स्थल चयन करने हेतु उच्चस्तर से निर्देशित किया गया है। जिसके अनुपालन में क्षतिपूरक वनीकरण हेतु चयनित भूमि का स्थलीय निरीक्षण किया गया, स्थलीय निरीक्षण के दौरान संज्ञान में आया है कि प्रस्तावित क्षतिपूरक वनीकरण स्थल खनाना कक्ष सं०-११, खनाना कक्ष सं०-१२ एवं मरोड क०सं० ११अ का प्रभाग की प्रचलित कार्ययोजना वर्ष-२०१३-१४ से वर्ष-२०२२-२३ के कक्ष इतिहास में औसत घनत्व ०.३०-०.४० दर्शाया गया है। जिसके अनुसार क्षतिपूरक वनीकरण स्थल उपयुक्तता प्रमाण-पत्र में घनत्व का उल्लेख पूर्व में ०.३०-०.४० किया गया है। तथा प्रस्तावित ३९.६६९ हे० क्षेत्रफल में, झाड़ियों तथा हरी घास विद्यमान होने के कारण घनत्व अधिक प्रतीत हो रहा है, जबकि क्षेत्र की वास्तविक स्थिति के अनुसार वानस्पतिक घनत्व ०.३० से कम है तथा उक्त स्थल क्षतिपूरक वृक्षारोण हेतु सर्वथा उपयुक्त है। (प्रमाण-पत्र संलग्न)

अतः वांछित सूचना अग्रेत्तर कार्यवाही हेतु प्रेषित की जा रही है।

संलग्न-यथोपरि।

प्रभागीय वनाधिकारी,  
नरेन्द्रनगर वन प्रभाग, मुनिकीरेती।

संख्या:- 1392 / 12-1 दिनांकित।


प्रतिलिपि :- अपर प्रमुख वन संरक्षक, एवं नोडल अधिकारी, वन संरक्षण, उत्तराखण्ड, देहरादून की सेवा में सादर सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।

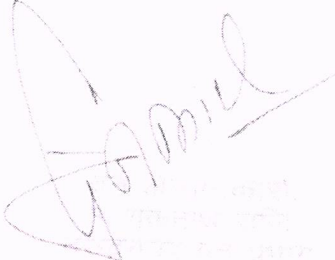
प्रतिलिपि :- प्रभागीय वनाधिकारी, देहरादून वन प्रभाग, देहरादून को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।

प्रभागीय वनाधिकारी,  
नरेन्द्रनगर वन प्रभाग, मुनिकीरेती।

—:: स्थल उपयुक्तता प्रमाण पत्र ::—

प्रमाणित किया जाता है कि, जनपद देहरादून में राष्ट्रीय राजमार्ग संख्या-07 (स्पर) के भानियावाला जौलीग्रान्ट-ऋषिकेश कि०मी० 0.000 से कि०मी० 19.780 तक के चार लेन चौड़ीकरण एवं सुदृढीकरण परियोजना के वन भूमि हस्तान्तरण प्रस्ताव के सापेक्ष माणिकनाथ राजि के अन्तर्गत खनाना कक्ष सं०-11 (10.0 हे०), खनाना कक्ष सं०-12 (15.0 हे०) व मरोड़ा कक्ष सं०-11 अ (14.669 हे०) अर्थात् कुल 39.669 क्षतिपूरक वनीकरण हेतु प्रस्तावित किया जा रहा है, उक्त स्थल क्षतिपूरक वनीकरण हेतु उपयुक्त है तथा कक्षों में वनीकरण हेतु प्रस्तावित स्थल का घनत्व 0.30 से कम है।

  
उप प्रभागीय वनाधिकारी  
(विनियोग)  
नरेंद्रनगर वन प्रभाग

  
उप प्रभागीय वनाधिकारी  
(विनियोग)  
नरेंद्रनगर वन प्रभाग

प्रभागीय वनाधिकारी  
नरेंद्रनगर वन प्रभाग  
मुक्ति-वी-रेली





# कार्यालय प्रभागीय वनाधिकारी, नरेन्द्रनगर वन प्रभाग, मुनिकीरेती

E-mail: dfonnagar-forest-uk@nic.in

Telefax- 0135-2442052

पत्रांक सं०: 1616 / 12-1

दिनांक 19 / 12 / 2022

सेवा में,

मुख्य वन संरक्षक,  
अनुश्रवण, मुल्यांकन, आईटी  
एवं आधुनिकीकरण, उत्तराखण्ड, देहरादून।

विषय :- उत्तराखण्ड राज्य के जनपद देहरादून राष्ट्रीय राजमार्ग-07 (स्पर) भानियावाला- जौलिंग्रान्त-ऋषिकेश  
कि०मी० 0.0000 से कि०मी० 20.600 तक के चार लेन चौड़ीकरण एवं सुदृढीकरण विषयक।  
सन्दर्भ :- मुख्य वन संरक्षक, गढ़वाल, पौड़ी महोदय, द्वारा दिनांक 16/12/2022 को वी०सी० के माध्यम से  
आहूत बैठक में दिये गये निर्देशों के क्रम में।  
महोदय,

उपरोक्त विषयक सन्दर्भित पत्र के क्रम में अवगत कराना है कि विषयक परियोजना में 19.8345 हे०  
प्रत्यावर्तित वन भूमि के सापेक्ष 39.669 हे० क्षतिपूर्क वनीकरण हेतु आरक्षित अवन्त वन भूमि का चयन नरेन्द्रनगर वन  
प्रभाग के अन्तर्गत माणिकनाथ राजि के निम्नलिखित क्षेत्रों में किया गया है।

क०स०	प्रभाग का नाम	राजि का नाम	बीट का नाम	कक्ष का विवरण	वनीकरण हेतु क्षेत्रफल (हे०में)	कक्ष का औसत घनत्व	कार्ययोजना अनुसार कार्यवृत्त	जी०पी०एस० निर्देशांक
1.	नरेन्द्रनगर वन प्रभाग	माणिकनाथ	मरोड़ा	मरोड़ा क०स०-11अ	14.669 हे०	0.1	सामाजिक एवं आर्थिक प्रबन्धन कार्यवृत्त	N30°11'46.41'' E78°31'15.17''
2.	नरेन्द्रनगर वन प्रभाग	माणिकनाथ	खनाना	खनाना क०स०-2ब	10 हे०	0.4	संरक्षण एवं सुधार कार्यवृत्त	N30°9'49.79'' E78°34'17.00''
3.	नरेन्द्रनगर वन प्रभाग	माणिकनाथ	खनाना	खनाना क०स०-12	15 हे०	0.4	चीड़ संवर्धन एवं विकास कार्यवृत्त	N30°10'23.03'' E78°32'52.01''
योग					39.669 हे०			

अतः उपरोक्त क्षेत्रों की क०एम०एल० फाईल, स्थल उपयुक्तता प्रमाण पत्र एवं क्षतिपूर्क वनीकरण योजना का प्राक्कलन मय संलग्नकों के तथा ईमेल के माध्यम से इस अनुरोध के साथ प्रेषित किया जा रहा है कि उपरोक्त क्षेत्रों का जियो रिफरेंस मानचित्र एवं टोपो शीट इस कार्यालय को एवं प्रभागीय वनाधिकारी देहरादून वन प्रभाग को उपलब्ध करवाने का कष्ट करें।  
संलग्न-उपरोक्तानुसार

भवदीय,

प्रभागीय वनाधिकारी,  
नरेन्द्रनगर वन प्रभाग, मुनिकीरेती।

संख्या:-

दिनांकित।

प्रतिलिपि :- अपर प्रमुख वन संरक्षक एवं नोडल अधिकारी, वन संरक्षण, इन्दिरा नगर फॉरेस्ट कालोनी, उत्तराखण्ड देहरादून की सेवा में सादर सूचनार्थ प्रेषित।

प्रतिलिपि :- मुख्य वन संरक्षक, (गढ़वाल) पौड़ी की सेवा में सादर सूचनार्थ प्रेषित।

प्रतिलिपि :- श्री पंकज कुमार मौर्य, महाप्रबन्धक (तक०) सह परियोजना निदेशक, परियोजना कार्यान्वयन इकाई (NHAI) बंसत विहार, देहरादून को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।

प्रतिलिपि :- प्रभागीय वनाधिकारी, देहरादून वन प्रभाग, देहरादून को सूचनार्थ प्रेषित।

प्रभागीय वनाधिकारी,  
नरेन्द्रनगर वन प्रभाग, मुनिकीरेती।

I/51241/2023

I/51241/2023

Government of India  
Ministry of Environment, Forest and Climate Change  
(Forest Conservation Division)

Indira Paryavaran Bhawan,  
Aliganj, Jorbagh Road,  
New Delhi-110003

**Dated: August, 2023**

To

The Addl. Chief Secretary/Principal Secretary (Forests),  
All State/UT Governments

**Sub: Provisions and guidelines on compensatory afforestation - reg.**

Madam/Sir,

I am directed to refer to this Ministry's letter of even number dated 13.06.2023 on the above subject and to say that during an inter-ministerial review of the provisions relating to compensatory afforestation, it has been observed that during the last year after the enactment of Forest (Conservation) Rules, 2022, the Ministry has issued guidelines on the compensatory afforestation. Scattered information on compensatory afforestation in rules and guidelines makes it inconvenient for the users to comprehend the provisions efficiently, it has therefore, been desired that a consolidated provisions of the compensatory afforestation may be compiled and issued by the Ministry to enable the users to understand and apply them conveniently.

The matter has also been considered by the Advisory Committee in its meeting held on 17.07.2023 and the Committee observed that the Forest (Conservation) Rules, 2022 and guidelines dated 13.06.2023 issued by the Ministry provides for enabling provisions for raising compensatory afforestation in various lands. The Central PSU and State Government undertakings can raise over degraded forest land provided no acquisition of non-forest land is involved. As per the enabling provisions already been provided by the Ministry to raise CA over various lands, including degraded forest land and Accredited Compensatory Afforestation lands, the consolidated guidelines have been concurred and recommended by the Advisory Committee. Minutes of the meeting of the Advisory Committee may be accessed at <https://parivesh.nic.in>.

Based on the recommendation of the Advisory Committee and approval of the same by the competent authority of the MoEF&CC, new Delhi, the Central Government hereby issues the consolidated guidelines on raising compensatory afforestation as annexed herewith.

This issues with the approval of the competent authority.

**Encl: As above.**

**Signed by Charan Jeet  
Singh  
Date: 21-08-2023 18:01:13  
Reason: Approved**

Yours faithfully,

**(Charan Jeet Singh)**  
Scientist 'D'

Copy to:

1. The Principal Chief Conservator of Forests, All State Govts./UTs
2. The Dy Director General of Forests, All Regional Offices of the MoEF&CC
3. The Nodal Officer (FCA), O/o the PCCF, All State Govts./UTs
4. Monitoring Cell, FC Division, MoEF, New Delhi
5. Guard File



**Annexure****Consolidated Guidelines on raising compensatory afforestation in lieu of diversion of forest land under the Forest (Conservation) Act, 1980**

1. Provisions given under sub-rule (1) rule 11 of the Forest (Conservation) Rules, 2022, provides that primarily, the compensatory afforestation, in lieu of forest land proposed for diversion, has to be raised over equivalent non-forest land which is not under the management and administrative control of the Forest Department.
2. The non-forest lands afforested as per the provisions Accredited Compensatory Afforestation scheme i.e. patch of non-forest land involving minimum area of 10 ha with 0.4 vegetation density and minimum five years old afforestation can be used as CA in lieu of diversion of forest land. In case of lands owned by the Government agencies, such lands containing ACA be notified without transferring and mutating their ownership. Revenue, if any, earned from such lands from various operations such as thinning, felling, and selling of carbon credits and other benefits will also accrue to the land owning agency. Existing plantation which meets the criteria of ACA can also be swapped for CA in lieu of diversion of forest land.
3. The State Government/UT Administrations may create a Land Bank of non-forest lands with minimum size of 25 ha under the administrative control of the Department of Forest. In case, the Land Bank is in continuity of a land declared or notified forest land, Protected Area, Tiger Reserve or within a designated tiger corridor or a designated/ identified wildlife corridor, there shall be no restriction on size of the land. The lands covered under accredited compensatory afforestation may be included in the Land Bank.
4. In case of non-availability of the non-forest land, the CA can also be raised over the following lands subject to conditions prescribed therein:
  - i. Revenue forest lands i.e. land recorded as forest in the Government records but not notified as forest under any law and not managed by the Forest Department viz. revenue lands/zudpi jungle/chhote/bade jhar ka jungle/jungle-jhari land/civil-soyam/orange lands and all other such categories of forest lands. Such lands shall be provided double in extent to the area proposed for diversion and shall be transferred and mutated in the name of State Forest Department. These lands shall be notified as Protected Forests (PF) under the Indian Forest Act, 1927 or local Acts prior to Stage-II approval.
  - ii. In case the non-forest land or portion thereof provided by the user agency is not fit for raising compensatory afforestation of a specified density, then additional compensatory afforestation shall be raised on a degraded notified or unclassed forest land under the management control of the Forest Department which is twice in size of such shortfall in the given compensatory afforestation land and the user agency shall also bear the additional cost on such account. However, if the non-forest land being made available for compensatory afforestation already bears vegetation of 0.4 canopy density or more, there shall not be an additional requirement of planting of trees on such

I/51241/2023

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land but a programme for improvement of the forest crop shall be implemented by the Forest Department in a time-bound manner.

- iii. Non-forest land identified for raising compensatory, contiguous to forest land, located in the wildlife corridors and Protected Areas will incentivized as per the provisions provided in the Schedule-I of the Forest (Conservation) Rules, 2023.
- iv. In exceptional circumstances, when the suitable non-forest land for raising compensatory afforestation is not available and a certificate to this effect is given by the State/UT Government, the compensatory afforestation may be considered on degraded forest land, which is twice in extent to the forest area proposed for diversion in favour of Central Public Sector Undertaking and for captive coal blocks of State Public Sector Undertaking on case to case basis. However, this relaxation will not be available in case the project of Central Government undertaking or State Government undertakings involves acquisition of non-forest land by the respective agencies.
- v. Compensatory afforestation can be raised over the degraded forest land, double in extent to the forest land being diverted, in respect of transmission line proposals where no acquisition of non-forest land is involved. An undertaking stating that no acquisition of non-forest land is involved in the transmission line project will be submitted by the user agency while applying for diversion of forest land.
- vi. In cases, where due to scarcity of land and/or on account of any other valid reason, it is not possible to raise compensatory afforestation in the same State/UT where diversion of forest land is proposed, the Ministry, in public interest, may allow, on case to case basis, compensatory afforestation in other States/UTs.
- vii. In the States/UTs, having forest area more than 33% of their total geographical area, the compensatory afforestation can be carried out over degraded forest twice in extent of the area being diverted or the difference between the forest land being diverted and the available non-forest land, as the case may be. The non-availability of suitable non-forest land for raising compensatory afforestation will be accepted by the Central Government only on the basis of a certificate of the State Government /Union territory Administration to that effect in the prescribed format.
- viii. In Arunachal Pradesh, Degraded Unclassed Forests (USF) shall be considered for CA provided such land proposed for CA shall be double in extent of area proposed for diversion. Such land shall be transferred and mutated in the name of State Forest Department and notified as PF, under IFA 1927 or Assam Forest Regulation 1891 or Anchal Forest Reserve/Village Forest Reserve under the Arunachal Pradesh Forest Reserve/Village Forest Reserve (Consolidation and Maintenance) Act 1975 as amended from time to time, prior to Stage-II approval.
- ix. Waste lands of Himachal Pradesh, which come under the category of Protected Forests but have neither been demarcated on the ground nor transferred and mutated in the name of forest department in the revenue records, shall be considered for the purpose of CA provided that double the area of such category is covered under CA and is declared as PF under IFA, 1927 after mutation in the name of SFD prior to Stage-II approval. This dispensation shall be applicable for the Central, State and Private sector



projects.

5. In the following categories of proposals, cost of plantation of ten times the number of trees likely to be felled or specified number of trees as may be specified in the order for diversion of forest land (subject to a minimum no. of 100 plants), shall be levied from the user agency towards compensatory afforestation:
  - a. Clearing of naturally grown trees in forest land or in portion thereof for the purpose of using it for reforestation;
  - b. Diversion of forest land up to one hectare;
  - c. Underground mining in forest land without surface rights;
  - d. Renewal of mining lease for the forest area for which CA has already been paid;
  - e. Diversion of forest land under the General Approval (GA) up to one hectare;
  - f. Re-diversion of forest land within the RoW of roads which have already been diverted for non-forestry purposes and are located outside the Protected Areas. In case, the proposed area falls in the RoW of the road passing through Tiger Reserves, General Approval is subject to requisite permissions from the Standing Committee of the State Board for Wildlife.
6. In respect of diversion of forest land for safety zone along around a mine, User Agency shall deposit the amount for afforestation on degraded forest land, to be selected elsewhere measuring one and a half time the area of forest land under safety zone with the State Forest Department in addition to depositing funds with State Forest Department for the protection and regeneration of the Safety Zone area. The State Forest Department shall execute the afforestation scheme. These provisions will not be applicable, in case the area of safety zone is located within the lease area or area proposed for diversion and land identified for raising compensatory afforestation, non-forest land or degraded forest land, also includes the CA area in lieu of forest land located in the safety zone.
7. Any degraded forest land for the purpose of CA, selected by State Government as per above provisions, may be accepted by MoEF&CC only if the crown density of the area is below 40 percent.

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