

APPENDIX (SEE RULE 6)

FORM-A

Form for seeking prior approval under section 2 of the proposal by the state government and other authorities

Part – I

1. Project Details	
i. Short narrative of the proposal and project/scheme for which the forest land is required	<p>The Port is connected with four lane road from Tirunelveli through NH7A and connected with four lane road from Madurai through NH45B. Cargo Evacuation from Port is through rail and road connectivity. Out of which only 5% of cargo evacuated through rail mode. The balance cargoes move through road traffic to their destination points by the four lane connectivity.</p> <p>The pattern of traffic in the Port involves considerable amount of double handling, in its vicinity, before the cargo is sent to the final destination. The NH7A (Tuticorin-Tirunelveli Road) runs in continuation with the VOC Road linking to the Port. Port handles on an average about 3000 Trucks in a day, including both outstation trucks and the tippers shuttling between the captive industries in and around the Port. All these trucks are plying on the above road which creates heavy congestion over the road.</p> <p>In order to overcome the congestion, it is proposed to widen the road from TPPS roundana to western boundary (two lanes on both sides of the existing four lane on both sides) including widening the existing Korampallam Surplus Course (KSC) Bridge.</p> <p>Hence, the proposed improvement requires 0.46 Ha (4626 Sqm) forest land which is stretched in 277m in length and 15m in width along both sides of the existing Korampallam Surplus Course (KSC) Bridge</p>
ii. Map showing the required forest land, boundary of adjoining forest on a 1:50,000 scale map	The map of 1:50,000 scale showing the required forest land, boundary of adjoining forest is attached in Annexure-I
iii. Cost of the project	Rs.4169 Lakhs (approx)

iv. Justification for locating the project in forest area	<p><u>Alignment Studied</u></p> <p>The proposed improvement is in existing Korampallam Surplus Course (KSC) Bridge at V.O.Chidambaranar Port Trust, which already passes through Tuticorin Reserved Forest to a length of 277m. The Tuticorin Reserved Forest has a total area of 11,010 Ha, out of which 0.46Ha (4,626Sqm) forest land is required for diversion (including the area of forest land in the existing road).</p> <p>Other Justification for forest diversion requirement is</p> <ol style="list-style-type: none"> 1. Korampallam Surplus course (KSC) Bridge is the only Connectivity of V.O.Chidambaranar Port Trust to NH-45B (Madurai) and NH-7A (Tirunelveli) to cater all measures of import and export cargoes, machineries and employee. 2. Tourist attraction for Harbour beach and Hare Island. 3. Better connectivity for local people, TPPS, NTPL and Customs House. 4. Boost the economy of the area by generating more employment through cargo handling and other allied activities.
v. Cost benefit analysis (to be enclosed)	Not applicable
vi. Employment likely to be generated	5,000 man days (approx)
2. Purpose – wise break-up of the total land required	The proposed road is passing through the Tuticorin reserved forest in Tuticorin District, Tamilnadu. Tuticorin Reserved Forest has a total area of 0.46Ha.
3. Details of the displacement of people due to the project, if any	Nil
i. No of Families	Not applicable
ii. No of scheduled casters/scheduled tribe families	Not applicable
iii. Rehabilitation Plan (to be enclosed)	Not applicable
4. Whether clearance under environmental (Protection) Act1986 required?	Not required

<p>5. Undertaking to bear the cost of rising and maintenance of compensatory afforestation and/or penal compensatory afforestation as well as cost for protection and regeneration of safety zone, etc., as per the scheme prepared by the State Government (undertaking to be enclosed)</p>	<p>Yes</p>
<p>6. Details of certificates/documents enclosed as required under the instructions</p>	<p>1. Route map marking the forest details in 1:50,000 scale 2. Undertakings 3. Project approval from the Ministry of Shipping, Government of India</p>

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