

# अधिशसी अभियंता

पी०आई०यु० दुगड्डा , जनपद- ०००० ०००००

Ref. No. : 447/PMGSY/2020/72

Date : 24 sept.2020

## **Name of Work: Construction of Naudkhal mala km 7 to kota MR under PMGSY Works**

In NBWL Clearance the NTCA has recommended the project Construction of Naudkhal mala km 7 to kota MR under PMGSY Works with the certain condition and the mitigative measures. All those measures will be taken into consideration and the construction will be done implementing all the mentioned mitigated measures (copy enclosed).

The user agency will construct speedbreakers,rumble strips,signage and caution boards,animal passage culverts etc as mentioned in mitigative measures and for any other mitigative measures UA will provide fund to forest department as per there need and demands to follow mitigative measures.

Thanking you

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Further the IGF(WL) stated that the State Board for Wild Life has recommended the proposal in its meeting held on 31/08/2019.

The NTCA has recommended the project with following conditions and mitigative measures

- (i) The width of the road within the stretch of Rajaji Tiger Reserve (buffer area) should be 5m including carriage-way and paved shoulders since it is a village road for providing connectivity to the villagers for transport of their agriculture produce, marketing etc.
- (ii) Legal status of the road passing through the Forestland shall remain unchanged.
- (iii) No existing drainage system should be disrupted by the user agency for constructing the road.
- (iv) Construction work should be during daytime and no night camp of labours and contractor/user agency officials inside or within 2 km of forestland should be allowed. User agency should also monitor that no labor gets involved in extraction of forest products. Local RFO and forest staff should pay regular and sudden visits to the construction sites for monitoring these activities.
- (v) The materials for road works (including the top soil) should be procured from outside the forest areas. The user agency should not use any fire hazardous materials, machinery, polythene bags etc. during the road work. There will be no felling of trees and burning of fuel wood inside the tiger reserve area.
- (vi) Once the road is constructed, traffic volume will inevitably increase and may cause wildlife mortality. Therefore, the user agency should put speed breakers and/or rumble strips at an interval of every 400-500 meters along the entire stretch of the road. Exact placement of these structures should be on those areas where wildlife crossings are maximum and should be decided after consulting the tiger reserve management. No blasting will be carried out within 1 km from the boundary of Protected Area during the work.
- (vii) Vehicular movement at nights and plying of heavy commercial vehicles shall not be permitted by the tiger reserve management, except on emergencies.
- (viii) Signage and caution boards should be placed at regular intervals for spreading awareness messages.
- (ix) User agency should construct animal passage culverts with a dimension of least 5m height from the ground level of adjoining forest areas and 40-50 m width with a minimum openness ratio of 1.2, as recommended by the NTCA-WII guidelines for allowing species like tigers to cross the road without much hindrance. User Agency should carry out a fresh survey with the tiger reserve management to ascertain the placement to these structures and shall try to ensure that at least 20% of the total road length should be under these structures.
- (x) For use of the forest land the user agency will obtain permission/approval under Forest Conservation Act, 1980 from the competent authority before start of project work as per the Hon'ble Supreme Court order dated 28.03.2008 and 3/2007-FC dated 05.02.2009. Trees which need to be cut should be marked on ground before the construction works start and local forest officials should strictly monitor cutting/felling of these trees.

- (xi) The Chief Wildlife Warden, Uttarakhand should set up a monitoring committee with representatives of Rajaji Tiger Reserve, User Agency and this Authority to oversee effective implementation of the suggested mitigation measures suggested as above.

After discussions, the Standing Committee decided to recommend the proposal subject to the conditions that

- (a) Permission for starting the work on the project shall be granted by the State Government only when road design is modified as per animal passage plan prepared by the project proponent in consultation with the State Chief Wildlife Warden on the basis of WII guidelines named *Eco-friendly Measures to Mitigate Impacts on Linear Infrastructures on Wildlife*.
- (b) Human - wildlife conflict mitigation plan providing for regular manual patrolling of the stretch will be prepared and implemented by the State Forest Department at the project cost.
- (c) The project proponent will comply with all the conditions imposed by the NTCA.
- (d) The annual compliance certificate on the stipulated conditions should be submitted by the project proponent to the State Chief Wildlife Warden and an annual compliance certificate shall be submitted by the State Chief Wildlife Warden to Govt. of India.

  
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