

ANNEXURE-I

ONLINE REGISTRATION NUMBER

The online registration no. is FP/GJ/RAIL/41178/2019



DHOLERA SPECIAL INVESTMENT REGIONAL DEVELOPMENT AUTHORITY

UDYOG BHAVAN, BLOCK No.11-12, 3RD FLOOR, SECTOR-11, GANDHINAGAR(382 017)
PHONE: (079) 232 40150 – 2 - 4, FAX: (079) 232 48443

ANNEXURE-2

No: DSIRDA/

Date:

To,
The Dy. Conservator of Forests,
Social Forestry Division,
Ahmedabad

Sub: New Rail Line between Bhimnath and Dholera: Diversion of 15.50 Hectare of Protected Forest land for construction of railway line - **Request to Grant Permission for construction of Railway Line**

Dear Sir,

The Dholera Special Investment Region (DSIR) is a Greenfield Industrial City planned and located approximately 100 km south of Ahmedabad and 130 km from the state capital of Gandhinagar. The project as envisaged is the first initiative from DMICDC to create a linear zone of industrial clusters and nodes to be developed in the influence area of Western Dedicated Freight Corridor (DFC). As a new city by 2030, Dholera will cater to a population of 2 million and an employment base of over 800,000.

With DSIR has huge potential for the supply and demand of freight traffic with its proposed development by DSIRDA. DICDL is hence, immensely interested in the railway connectivity between Bhimnath and Dholera Special Investment Region (DSIR). Thus, have developed a Detailed project report for Bhimnath- Dholera rail line. The implementation of rail line will be taken up by DICDL through Non-Governmental Railway (NGR) model.

The proposed rail line line passes through revenue survey no 284 in Otariya village which have been declared as Protected Forest in Ahmedabad District and area required for diversion are furnished below.

Sr. No	Area Declared as Protected Forest	Rail line Chainage	Location	Area of proposed crossing			
				Length (m)	Width of crossing (m)	Area of crossing (sq. mtr)	Area in Hectare
1	Revenue Survey No 284 of Otariya village	18/065 to 20/606 And 20/854 TO 21/098	In the survey no 284 of Otariya village	2785 m	55	155000	15.50
Total Area in Hect.							15.50

The proposed rail line will be constructed from Bhimnath to Dholera which passes through Revenue survey no. 284 in Otariya village and has been declared as protected forest as per the following details.

1. The railway line will be double line for up and down directional trains confirming to DFC standards and will have capacity to handle trains of 1500 m CSR.

2. Crossing shall be done through earth filling, construction of embankment and permanent-way.
3. During the execution of the work, proper safety precaution will be ensured.
4. No tree shall be cut during construction of the rail line.

All necessary drawings/ documents/ undertakings we are submitting as per the checklist. DSIRDA is ready to pay all necessary fee/ charges towards processing fee, registration fee, NPV, CA (if any) etc. as per the norms. We would like to mention that Dholera SIR is one of the prestigious projects of Govt. of India.

Considering above facts we request you to kindly grant the permission for diversion for 15.50 ha of protected forest land for construction of 32 km rail line as mentioned above.

Thanking You,



Encl: As above

**FORM FOR SEEING PRIOR APPROVAL UNDER SECTION 2 OF THE PROPOSALS BY
THE STATE GOVERNMENTS AND OTHER AUTHORITIES**

1 Project Details

- | | | |
|-------|--|--|
| (i) | Short narrative of the proposal & project/ scheme for which the forest land is required | Construction of new rail line between Bhimnath and Dholera, 15.50 Ha land required. |
| (ii) | Map showing the required forest land, boundary of adjoining forest on a 1:50,000 scale map | Attached as annexure-28 |
| (iii) | Cost of the Project | 320.0 Crore (Ahmedabad District) |
| (iv) | Justification for locating the project in forest area | Proposed rail line from Bhimnath to Dholera passes through Survey No. 284 in Otariya village which is declared as Protected Forest. It is the shortest route to reach Dholera SIR and cannot be avoided. |
| (v) | Cost- benefit analysis (to be enclosed) | Not applicable |
| (vi) | Employment likely to be generated | Nil. Around 246 contract labour will be required to be deployed by the Job Contractor during construction activity and operation of railway line. |

2 Purpose wise break-up of the total Strip Protected Forest land required

Sr. No	Declared as Protected Forest	Rail Chainage	Location	Area of proposed crossing			
				Length (m)	Width of crossing (m)	Area of crossing (sq. mtr)	Area in Hectare
1	Survey No 284 in Otariya village	18/065 TO 20/606 And 20/854 TO 21/098	In the survey no 284 of Otariya village	2785m	55	155000	15.50
Total Area in Hect.							15.50

Total diversion of forest area required 155000 sq. mtr. i.e. 15.50 Hect.

3 Details of displacement of people due to the project if any

(i) Number of Families N.A

(ii) Number of Scheduled Castes/Scheduled Tribe families N.A

(iii) Rehabilitation plan (to be enclosed) N.A

4 Whether clearance under Environment (Protection) Act, 1986 required? (Yes/No.) No

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 zones, etc as per the scheme prepared by the State Govt. (undertaking to be enclosed) Yes, Annexure-11

6 Details of Certificate/ documents enclosed as required under the instructions. Nil.

7 Undertaking for payment of Net Present Value (NPV) of the land diverted Please refer Annexure 12



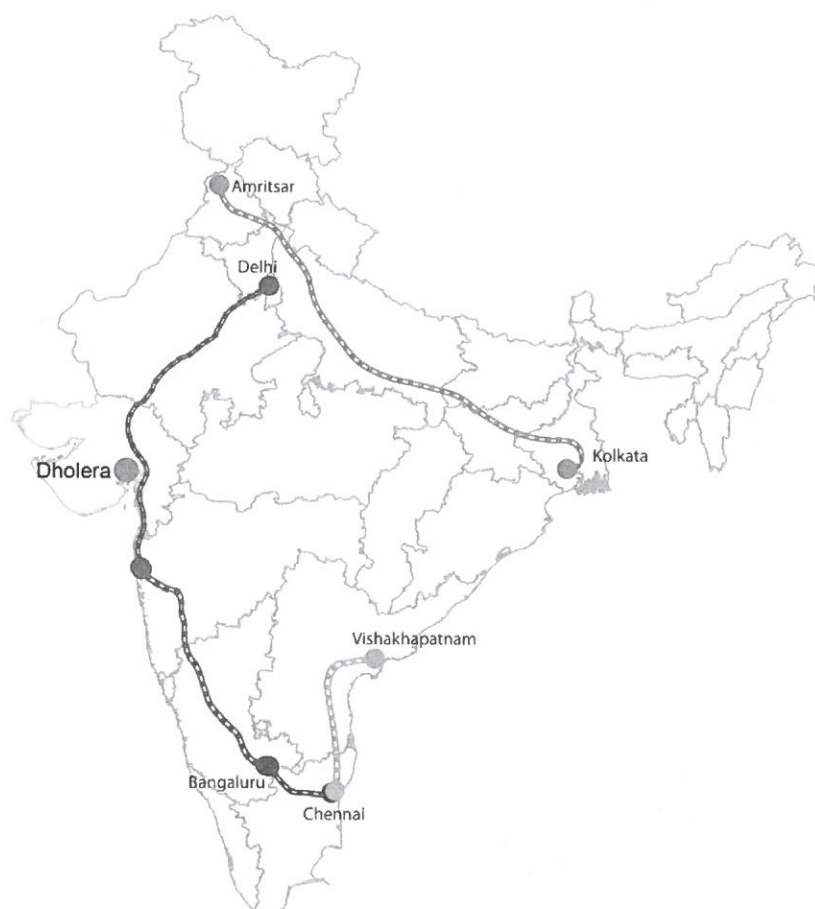
PROJECT REPORT

1. INTRODUCTION

1.1 Delhi-Mumbai Industrial Corridor

The Government of India has envisaged development of Delhi Mumbai Industrial Corridor (DMIC) along the alignment of proposed Multi-modal High Axle Load Western Dedicated Freight Corridor (DFC) between Delhi and Mumbai, covering an overall length of 1,483 km. Further, Delhi Mumbai Industrial Corridor Development Corporation Limited (DMICDC), a special purpose company, was incorporated to establish, promote and facilitate development of the DMIC Project. DMIC is India's most ambitious infrastructure programme aiming to develop new industrial cities as "Smart Cities" and converging next generation technologies across infrastructure sectors.

DMIC is part of the five national Industrial corridors under National Industrial Corridor Development and Implementation Trust (NICDIT). NICDIT will be the apex body to oversee integrated development of all industrial corridors across the country.



1.2 Dholera Special Investment Region (DSIR)

The Dholera Special Investment Region (DSIR) will be a Greenfield Industrial City planned and located approximately 100km south of Ahmedabad and 130km from the state capital of Gandhinagar. The project as envisaged will be the first initiative from DMICDC to create a linear zone of industrial clusters and nodes to be developed in the influence area of Western Dedicated Freight Corridor (DFC). As a new city by 2030, Dholera will cater to a population of 2 million and an employment base of over 800,000.

Government of Gujarat has been proactive in creating suitable legislative framework for formation of a Special Investment Region Act 2009. Under the act, a Regional Development Authority for DSIR has been established in the year 2010. The SPV named 'Dholera Industrial City Development limited' (DICDL) is mandated to implement infrastructure projects within Dholera SIR. It will undertake the functions related to design, engineering, financing, procurement, construction, operation and maintenance of infrastructure projects within Dholera SIR and Dholera Special Investment Regional Development Authority (DSIRDA) is responsible for planning and development of Dholera.

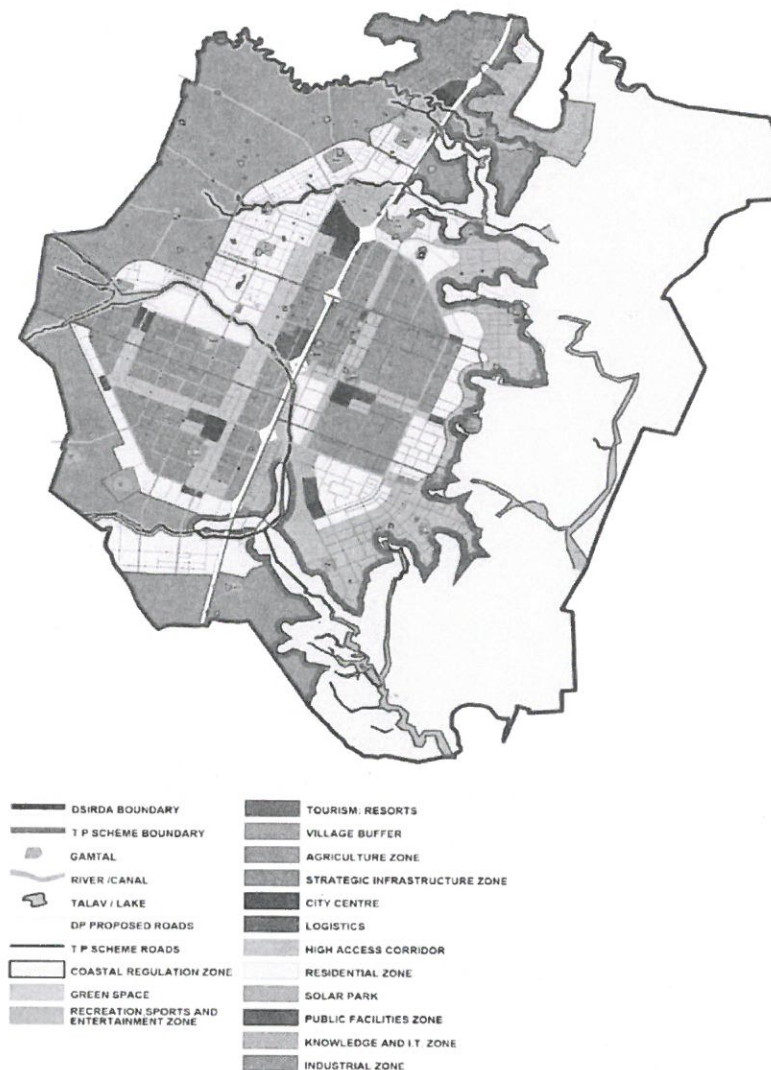


Figure 1-2: Development Plan of DSIR

Dholera is planned with mixed of land uses including industrial, residential, recreational, mixed use, tourism etc. to cater the requirement of industries as well as to the people and their families who work for the industries. The idea is to make a livable city rather than just another industrial cluster. The development plan of Dholera is shown in Figure 1.1.

The developable area in DSIR is divided into six (6) Town Planning Schemes. Figure 1-2 the six town planning schemes of the proposed DSIR development which is to be developed in three phases over 30 years of time.

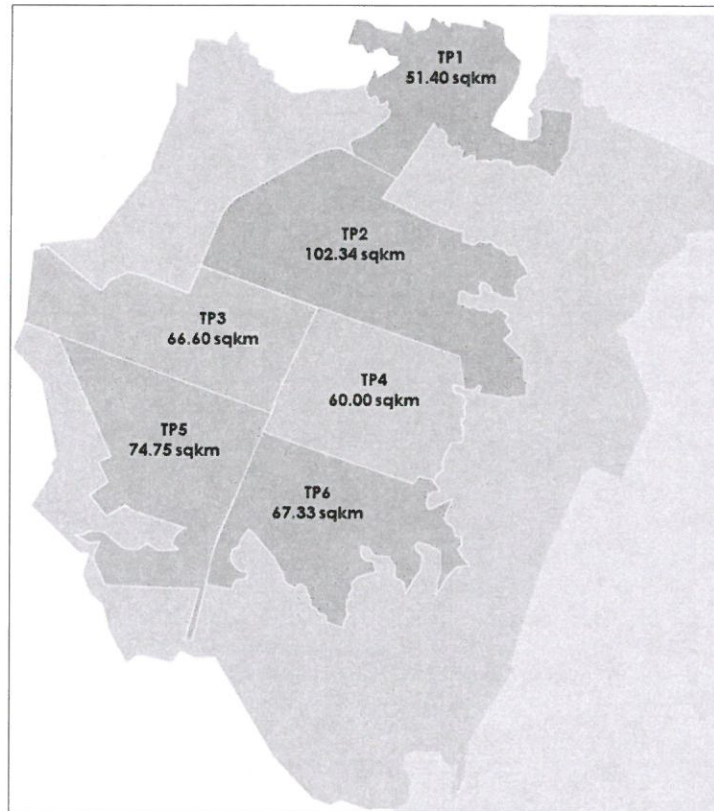


Figure 1-2: Town Planning Schemes in DSIR

For trigger development, an Activation Area is identified which acts as a catalyst for further investments and attracts local and global investors. The Activation Area is spread across an area of approximately 22.5 sq. km. (part of phase I – 159 sq. km.) with 72 kms of road network and has an optimum mix of land use comprising of industrial, residential, mixed use, recreation and tourism. The Activation Area is approximately 5% of the total developable area of the city. It can cater to a residential population of 1.2 lakhs with an employment of approximately 80,000 persons by 2020-22. Construction of trunk infrastructure which includes roads, underground services as well as water treatment plant, sewage treatment plant, common effluent treatment plant and power transmission is in full pace and will be completed by December 2019.

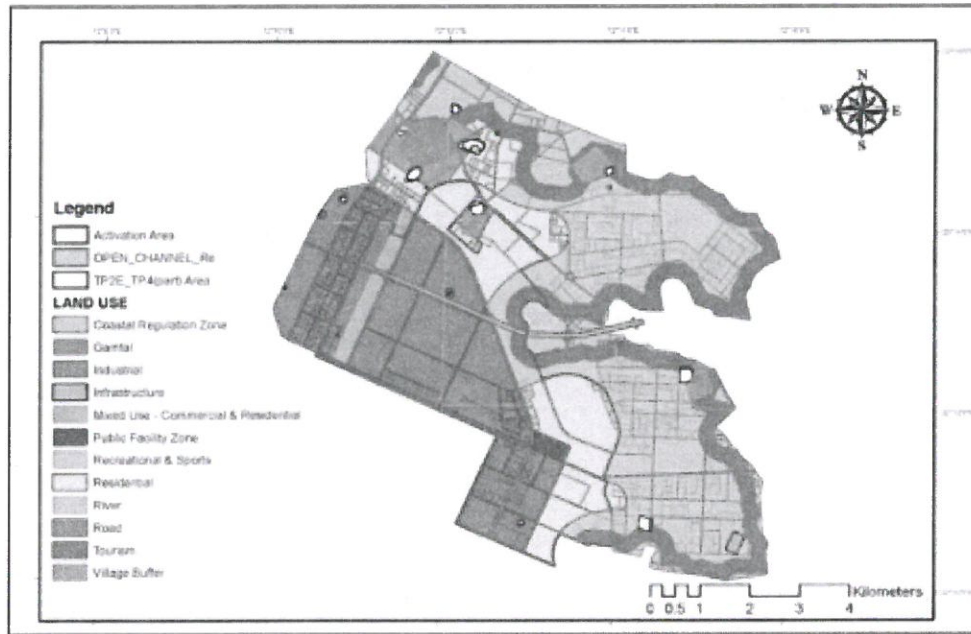


Figure 1-3: Land-use Map of TP2E+TP4 (part)

Rail Connectivity

This investment node planned along with the influence of DFC in the DMIC region is linked with various state highways to the ports in Gujarat but lacks a viable rail connection. The nearest International Airport is at Ahmedabad. Government of Gujarat, through the Dholera International Airport Company Limited (DIACL) has plans to develop another International Airport in the North-East of the proposed investment region. DSIR is also connected to Delhi and Mumbai via NH8 & DMIC. Hence, there is a need of rail freight feeder connection from Dholera SIR with the proposed DFC.

With DSIR has huge potential for the supply and demand of freight traffic with its proposed development by DSIRDA. DICDL is hence, immensely interested in the railway connectivity between Bhimnath and Dholera Special Investment Region (DSIR). Thus, have developed a Detailed project report for Bhimnath- Dholera rail line. The implementation of rail line will be taken up by DICDL through Non-Governmental Railway (NGR) model.

1.4 Profile of Dholera SIR

Gross Area : About 920 Sq.Km

Developable area : About 422 Sq.Km

Boundaries

North, West : River Sukhbhadar

South : River Utavali

East : Gulf of Khambat

District : Ahmedabad

Talukas : 1no

Villages : 22 Nos

Rivers : Lilka, Utavali, Adhiya

Proposed Road connecting to external Towns : Ahmedabad, Bhavnagar, Rajkot

RL Variation : 4.00 to 9.00 meters

Rain fall per annum : Average 700 to 800 mm

- Lateral Distributions from Vallabhipur Branch

Nearby Towns :

North - Ahmedabad

South - Bhavnagar

East - Vadodara

West - Rajkot

Ground water Depth below ground level - 2 to 3 meters

Usability - Non usable due to saline ingress

Soil Type - Soft clay, Silty clay and Clayey and expansive

Depth of Soil - About 25m

SBC - 4 T/m²

'N' Value - 12 to 30 for depth up to 10m

Flooding - During monsoon part of area prone to flooding

2 TRAFFIC DEMAND AND SALIENT FEATURES OF THE PROJECT

2.1 Route Alignment:

The proposed route is having following features:

- a) Existing Bhimnath station to Proposed Dholera Terminal Station –30.017 Km.
- b) Y-Connectivity towards Tagdi station (Botad-Ahmedabad line) Near Bhimnath Station – 2.054 Km.
- c) Two new Crossing stations have been proposed namely Nabhoi station and Dholera logistic Hub station at chainage 9.418 km and 20.407 km respectively.
- d) One Terminal Station has been proposed namely Dholera Terminal Station at chainage 27.558 km.
- e) The minimum and maximum inter distance between the proposed crossing stations are 7.151 km and 10.989 Km.
- f) Total 9 curves are proposed along the alignment, including the Y-Connectivity towards Tagdi. The maximum degree of curvature is adopted as 2.917 degrees to suit site conditions.
- g) Land required for construction is approx. 184.56 Hectares inclusive of provision for future electrification and doubling.
- h) All the bridge foundations and sub-structures on the proposed new BG line will be suitable for 32.5T Axle loading and provided with ballasted deck as per extant guidelines of Railway Board. Superstructures of major bridges have been proposed to suit for 32.5T DFC loading.
- i) Track structure has been proposed with 60 kg prime quality, grade 880 Rails on PSC sleepers with sleeper's density of 1660 Nos per km on main line and 1540 Nos per km on loop line. Ballast cushion of 350 mm on main line and 250 mm on loop line has been proposed. Track structure presently suits for 25T Axle loading and shall be upgraded to 32.5T Axle loading in future.

2.2 Salient Features

1. Total Route Length
 - Bhimnath – Dholera –30.017 Km
 - Y- Connectivity towards Tagdi – 2.054 Km
2. Ruling Gradient - 1 in 200 Compensated
3. Bridges

Description	Nos.
Major Water way Bridges	6
Minor Water way Bridges	46
RUB	13
Canal Bridge	1

Total	66
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4. Proposed Stations: Total 2 Crossing stations and 1 Terminal station are proposed. The two new crossing stations are proposed at Nabhoi Station and Dholera Logistic Hub. A Terminal station has been proposed as Dholera Terminal Station.
5. The proposed corridor between Bhimnath – Dholera has a total length of 32.071 Route Km. The section is proposed to be Non-electrified section, with future provision for electrification after the gauge conversion of Botad – Ahmedabad line.

2.3 Power Supply and System of Traction

- a) The proposed corridor between Bhimnath – Dholera has a total length of 32.071 Route Km. The section is proposed to be Non-electrified section, sine the connecting section of Botad-Ahmedabad is non-electrified. However, there is provision in design for future electrification after the gauge conversion of Botad – Ahmedabad line.
- b) Necessary modifications to the power line crossings of 11/33Kv line for future OHE have been considered.
- c) Electric power supply system including transmission line from SEB Grid substation & modification in Grid Substation have also been considered.

2.4 Signalling and Telecommunication

- a) All stations shall be “B” class with standard –III interlocking having Electronic Interlocking, Multi Aspect LED based Color Light Signals, electrically operated points with DC machines and DC track circuiting / MSDAC for detection of track section.
- b) For Block working, it is proposed to provide UFSBI token less Block instrument along with bell equipment as per latest RDSO specification. The block instrument shall be connected to the interlocking system.
- c) In order to improve system reliability, the provision of integrated power supply system has been considered. This will have an added advantage of ensuring uninterrupted power supply round the clock, preventing signal going blank.
- d) Provision of optical fiber-based communication system has been planned for complete section.

2.5 Operations

For operations, trains will be worked under absolute block system. Trains in the block section will be worked with the help of Block Proving Axle Counters (BPAC) & system to be set up in the station master’s office at each station. Further, for controlling the movement of trains in the block section corridor, each station is connected internally, and at the same time connected with central control office at Ahmedabad. The section

control will further be assisted by the Deputy Control at commercially important stations.

Adequate facilities have been proposed along the railway route and at stations to cater to both passenger and freight traffic with loading facilities also proposed at Dholera Logistic Hub station. The Line Capacity has been worked out to be 39 trains per day with maintenance block of 2 hrs.

2.6 Project Cost

Total project cost has been estimated based on detailed quantity estimation carried out as per proposed design and rates have been taken from Last Accepted Rates of RVNL for the gauge conversion project of Botad-Ahmedabad. Total project cost including soft costs has been estimated to be 394.69 crores, which amounts to 12.31 crores per km. The project is proposed to be carried out in 2 phases of Bhimanth to Dholera Logistic Hub and Dholera Logistic Hub to Dholera Terminal Station. Cost of Phase 1 and Phase 2 of the project is 321.03 Cr. and 73.67 Cr. respectively including soft costs of project management consultancy, insurance and preliminary expenses.

2.7 Traffic Estimation

Traffic estimation has been carried out based on similar assumptions of W.R. DPR and Halcrow reports since in the present no industrial freight traffic is prevalent in the region. Project rail traffic for Bhimnath Dholera section is shown below-

Particulars	UoM	2024	2029	2034	2039	2044	2050
Total Container Traffic	In Tonnes	11,49,005	24,90,454	56,08,431	65,80,843	90,54,988	90,54,988
Total Container Traffic	In TEU	47,875	1,03,769	2,33,685	2,74,202	3,77,291	3,77,291
Total Container Traffic	In No. of Rakes	531.95	1,152.99	2,596.50	3,046.69	4,192.12	4,192.12
Total Container Traffic	Rakes Per Day	1	3	7	8	11	11
Total Non-Container Traffic	In Tonnes	12,28,247	27,92,327	64,32,269	75,47,520	1,03,85,099	1,03,85,099
Total Container Traffic	In Wagons	18,609.80	42,307.98	97,458.62	1,14,356.37	1,57,349.99	1,57,349.99
Total Container Traffic	In No. of Rakes	321	729	1,680	1,972	2,713	2,713
Total Container Traffic	Rakes per Day	1	2	5	5	7	7
Total No. of Rakes		2	5	12	14	19	19

Government of Gujarat has also formed a Special Purpose Vehicle (SPV) – Dholera Industrial City Development Ltd. (DICDL) by equity participation from Dholera Special Investment Regional Development Authority (DSIRDA) and Delhi Mumbai Industrial

Corridor Corporation Limited (DMICDC) for expediting the project and providing technical and administrative assistance.

This rail line from Bhimnath to Dholera SIR is a project of national importance. The same will be useful to cater the development of Dholera SIR in future.



COST BENEFIT ANALYSIS

Not Applicable

The demanded area is less than 20 Hectares.

Place: Gandhinagar

Date:



(Parul Mansata)
Deputy Collector
DSIRDA

**THE BREAKUP FOR THE FOREST AREA REQUIRED FOR BHIMNATH TO DHOLERA RAIL
LINE IS AS PER DETAILS GIVEN BELOW**

<u>S.No</u>	<u>Declared as Protected Forest</u>	<u>Rail line Chainage in Km</u>	<u>Location</u>	<u>Area of the Proposed Crossing</u>			
				<u>Length (m) * 1 Side</u>	<u>Width of Crossing (m)</u>	<u>Area of Pipe Laying (Sqm)</u>	<u>Area in Hectare</u>
1	Bhimnath to Dholera	2.785	In the Survey No 284 of Otariya village	2785	55	15500	15.50

Place: Gandhinagar

Date:


(Parul Mansata)
Deputy Collector
DSIRDA

**STATEMENT SHOWING THE DETAILS OF NON-FOREST AREA INVOLVED IN THE
PROPOSAL**

Non-forest area involved in this rail line project under Ahmedabad Dist. is 144.35 Ha.

Place: Gandhinagar

Date:


(Parul Mansata)
Deputy Collector
DSIRDA

DHOLERA SPECIAL INVESTMENT REGIONAL DEVELOPMENT AUTHORITY

UDYOG BHAVAN, BLOCK No.11-12, 3RD FLOOR, SECTOR-11, GANDHINAGAR(382 017)

PHONE: (079) 232 40150 – 2 - 4 , FAX : (079) 232 48443

ANNEXURE-9

The new rail line of length 32 kilometres is proposed between Bhimnath and Dholera Special Investment Region in Gujarat. The rail line will start from existing station named Bhimnath in Polarpur village in Barwala taluka in Botad District. The rail line terminates at Logistic Hub in Dholera Special Investment Region in Ahmedabad District. The rail line of 2.785 km length passes through protected forest i.e. revenue survey no 284 in Otariya village in Ahmedabad district/ It requires diversion of 15.5 Ha of forest area. The justification of the route selected is explained in detail as below:

JUSTIFICATION FOR ROUTE SELECTION

In consideration of the requirements of Environmental Parameters, construction methodologies to be adopted for different terrain encountered en-route, design and engineering factors, availability of logistic support during construction, operation and maintenance of new railway line from Bhimnath to Dholera Special Investment Region (DSIR), various feasible routes were identified by Consultant M/s. Aarvee Associates Architects Engineers & Consultant Pvt. Ltd. , based on the desk study conducted on Google Earth, relevant topo-sheets of Survey of India.

The study was subsequently supplemented with field reconnaissance and data collection along the feasible routes. Finally the optimum route was arrived after conducting the Multi Criteria Analysis to compare the various parameters based on their relative importance index

Essential key parameters that differentiate the performance of alignment options have been identified and assessed in a consistent and objective manner. The key parameters considered for assessment have further been categorized as cost incurred and DSIR compatible parameters.

Regarding finalization of connectivity route, the following points have been noted while finalizing the route: -

- Rail route has been finalised in such a way that minimum forest land will be utilised as well as tree cutting will be avoided.
- Compliance with environmental regulations
- Safety of people and property
- Shortest possible route length

- Avoiding of mining protected and reserved forest archaeological and other sensitive areas.
 - Minimizing road, rail, rivers and flood prone areas.
 - Minimum route distance to meet existing railway network of Western Railways (WR) outside of Dholera SIR.
 - Minimum changes in the Corridors designated for Railways within Dholera SIR in line with TP Scheme of DSIR.
 - Latest guidelines of Indian Railways in respect of design criteria.
 - Route crossing minimum no. of roads and water bodies/streams.
 - Constructability and maintainability by limiting heights of embankments and depths of cuttings.
- Based on the above, detailed route survey has been carried out to finalise the exact corridor for new railway line from Bhimnath to Dholera Special Investment Region(DSIR)

Place: Gandhinagar

Date:



**CERTIFICATE FOR MINIMUM USE OF FOREST LAND TO BE SUBMITTED BY THE
AGENCY, GIVING DETAILS OF AREA AND TRESS INVOLVED ALTERNATIVES
EXAMINED AND REASONS FOR THEIR REJECTION DULY COUNTERSIGNED BY DCF
(IN THE PRESCRIBED FORMAT).**

This is to certify that Dholera special investment regional development authority has proposed minimum forest area for diversion for construction of railway line. From the total 32 km of railway line, only 2.78 km of length is passing through the protected forest which s approximately 8.5% of the total length.

Dholera special investment regional development authority has proposed this rail line with shortest distance and only one revenue survey no declared as protected forest is required for diversion, which cannot be avoided.

Place: Gandhinagar

Date:


(Parul Mansata)
Deputy Collector
DSIRDA

ANNEXURE-11

**UNDERTAKNG BY USER AGENCY TO BEAR THE COST OF COMPENSATORY
AFFORESTATION DULY COUNTERSIGNED BY THE DCF (IN THE PRESCRIBED FORMAT)**

Certified that Dholera Special Investment Regional Development Authority (DSIRDA), agrees to make payment of cost towards compensatory afforestation if any as per norms of Central and State Govt.

Place: Gandhinagar

Date:



ANNEXURE-12

**UNDERTAKNG BY USER AGENCY TO PAY THE NET PRESENT VALUE (NPV) OF THE FOREST
LAND INVOLVED DULY COUNTERSIGNED BY DCF (IN THE PRESCRIBED FORMAT)**

This is to certify that Dholera Special Investment Regional Development Authority (DSIRDA), hereby agree to abide by all the conditions regarding payment of NPV of the 15.50 Hect. of Forest land diverted for non-forest purpose as per the Hon'ble Supreme Court order dated 30.10.2002 and also gives undertaking that in case of upward revision of rates of NPV as per the order of Hon'ble Supreme Court and/ or as per the order of Government, the same will be paid by us.

Place: Gandhinagar

Date:


(Parul Mansata)
Deputy Collector
DSIRDA

ANNEXURE-13

**UNDERTAKING BY USER AGENCY TO ABIDE BY ANY ADDITIONAL CONDITION
STIPULATED BY THE CENTRAL/ STATE GOVERNMENT OFR THE PROTECTION/
CONSERVATION/ DEVELOPMENT OF FORESTS & WILDLIFE**

Dholera Special Investment Regional Development Authority (DSIRDA), hereby undertakes to abide any additional condition stipulated by the Central/ State Government for the Protection/ Conservation / Development of Forests & Wildlife.

Place: Gandhinagar

Date:



ANNEXURE-14

**STATUS OF ENVIRONMENT & CRZ CLEARANCE UNDER ENVIRONMENT (PROTECTION)
ACT, 1986 WHEREVER REQUIRED**

Environment Clearance is not required for this project.

CRZ Clearance is not required for this project as the rail line is not passing through national parks/
sanctuaries/ coral reefs/ecologically sensitive areas as per EIA notification 2006.

Place: Gandhinagar

Date:



**SPECIES WISE AND GIRTH CLASS WISE ENUMERATION LIST AND ABSTRACT OF
TREES (ABSTRACT TO BE GIVEN AT THE END OF THE LIST) STANDING ON THE
FOREST AREA IN QUESTION NEATLY TYPED OR COMPUTERIZED AND DULY
SIGNED BY DCF.**

To be provided by Forest Department

Place: Gandhinagar

Date:



ANNEXURE-18

**DETAILS OF NON FOREST LAND/DEGRADED FOREST AREA IDENTIFIED FOR
COMPENSATORY/AFFORESTATION VIZ. SURVEY NO/ COMPARTMENT NO/
KHASRA NO./ KHATONI NO, VILLAGE, TEHSIL, DISTRICT ETC. ALONG WITH MAP
IN APPROPRIATE SCALE SHOWING THE BOUNDARIES OF ADJOINING FOREST
AREAS WITH THEIR USE IN DISTINCE COLOURS AND GPS READINGS**

The Non-Forest land of area equivalent to the area required for forest diversion has been identified for compensatory afforestation. The non-forest land admeasuring 15.5 Hectares identified for compensatory afforestation is located adjacent to the reserved forest in the survey no. 264 in Otariya village of Dholera Taluka of Ahmedabad District. The map of non-forest land proposed for compensatory afforestation is attached as annexure.

Place: Gandhinagar

Date:



(Handwritten signature of Parul Manseta)

**(Parul Manseta)
Deputy Collector
DSIRDA**

**DETAILED SCHEME FOR COMPENSATORY AFFORESTATION ON IDENTIFIED NON
FOREST AREA/DEGRADED FOREST AREA AT PREVALENT WAGE RATES DULY
SIGNED BY DCF AND COUNTERSIGNED BY THE CCF/CF CONCERNED. THE CA
SCHEME MUST INCLUDE ALL THE TECHNICAL DETAILS, DETAILS OF WORK
SCHEDULE & TOTAL FINANCIAL OUTLAY.**

Forest department will provide the details (if required)

Place: Gandhinagar

Date:



ANNEXURE-20

**CERTIFICATION FROM THE DCF, THAT NON-FOREST LAND SELECTED FOR
COMPENSATORY AFFORESTRATION IS IN A COMPACT BLOCK AND CONTIGUOUS
TO FOREST AREA OR IN CLOSED PROXIMITY OF FOREST AREA SUITABLE FROM
THE MANAGEMENT AND PROTECTION POINT OF VIEW**

Forest Department will provide the details (if required)

Place: Gandhinagar

Date:



ANNEXURE-21

**SUITABILITY CERTIFICATE FROM DY.CONSERVATOR OF FOREST THAT THE
LAND IDENTIFIED FOR COMPENSATORY AFFORESTATION IS SUITABLE FOR
RAISING PLANTATION (IN THE PRESCRIBED FORMAT)**

Forest Department will provide the details (if required)

Place: Gandhinagar

Date:



ANNEXURE-22

**DETAILS OF WORK, IF ANY ALREADY COMPLETED WITHOUT PRIOR PERMISSION
FROM GOVERNMENT/ (I.E VIOLATION OF FOREST CONSERVATION ACT/
GUIDELINES)**

No work has been done by the DSIRDA for laying of proposed rail line in the proposed area for diversion.

Place: Gandhinagar

Date:



ANNEXURE-23

**INCASE OF VIOLATION OF FOREST (CONSERVATION) ACT, 1980 AND/OR
GUIDELINES, THE DETIALS OF THE PERSONS RESPONSIBLE FOR VIOLATION**

No Violation of Forest (Conservation) Act 1980 has done by DSIRDA

Place: Gandhinagar

Date:



CERTIFICATION OF DEPUTY CONSERVATOR OF FOREST SHOWING DISTANCE
REGARDING HISTORIC PLACE/ ARCHEOLOGICAL IMPORTANCE.

There is no historical place in the demanded area of diversion.

Place: Gandhinagar

Date:



ANNEXURE-25

**CERTIFICATE OF DEPUTY CONSERVATOR OF FOREST SHOWING DISTANCE
BETWEEN FOREST AREA DEMANDED FOR DIVERSION AND NEAREST WILD LIFE
PROTECTED AREA IN KM (NATIONAL PARK/SANCTUARY/ CONSERVATION
RESERVE/COMMUNITY RESERVE)**

CERTIFICATE

This is to certify that the location/area for diversion 15.50 ha of protected forest land in Ahmedabad district is approx. 21 km away (areal distance) from Velavadar Sanctuary.

Place: Gandhinagar

Date:



CERTIFICATE OF USER AGENCY AND DCF REGARDING COURT CASE

It is hereby certified that no court case is pending regarding proposed rail line from Bhimnath to Dholera for diversion of 15.50 Hect. Of Forest land in favor of Dholera Special Investment Regional Development Authority (Ahmedabad district).

Place: Gandhinagar

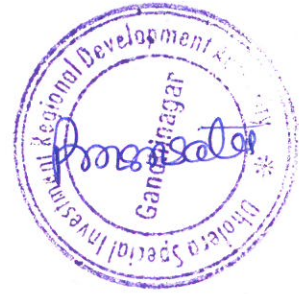
Date:



ANNEXURE-27

CERTIFICATE OF DCF ABOUT OVER LAPPING

This is to certify that the DSIRDA has demanded for diversion of 15.50 ha of protected forest land in Ahmedabad district has not been demanded by any other agency.



**INDEX MAP SHOWING BOTH FOREST AREA FOR DIVERSION AND AREA SELECTED
FOR COMPENSATORY AFFORESTATION**

If required to be provided by Forest Department.

Place: Gandhinagar

Date:



**LAYOUT PLAN OF PROJECT SITE APPROVED BY COMPETENT AUTHORITY (FOR
NON LINEAR PROJECTS)**

The proposed rail line project is linear project. So layout plan of project site is not required.

Place: Gandhinagar

Date:



ANNEXURE-34

GEO REFERNCE DIGITAL MAP IN SHAPE FILE

CD of SHAPE file is attached herewith.

Place: Gandhinagar

Date:



**MAP SHOWING ALTERNATE ROUTES WITH DIFFERENT COLOURS AND
JUSTIFICATION OF SELECTION OF THE PROPOSED ROUTE (IN CASE OF LINEAR
DIVERSION)**

Proposed rail line is passing through Protected Forest (Revenue survey no 284 in Otariya village in Dhanduka Taluka declared as Protected Forest), it is the shortest route and cannot be avoided.

Place: Gandhinagar

Date:

