

Forest Diversion Proposal under FC Act, 1980

(Construction of 400 kV Quad D/C Udupi - Kasargode Transmission Line)

JUSTIFICATION FOR LOCATING OF THE PROJECT IN FOREST AREA

1. PROJECT BACKGROUND

Udupi – Kasargode 400kV (Quad) D/c line was planned for improving reliability of power supply & stability in Northern area of Kerala and relieving congestion between S1 (Andhra Pradesh, Telangana & Karnataka) – S2 (Tamil Nadu & Kerala) corridor. The above transmission scheme was agreed in the 35th meeting of Standing Committee on Power System Planning of Southern Region (SCPSPSR) held on 4th January, 2013. In the 31st meeting of Empowered Committee (EC) held on 25.02.2013 the above scheme was recommended for implementation through TBCB. Udupi – Kasargode 400kV (Quad) D/c line is passing through the reserve forest and deemed forest areas of Mangalore and Kundapur Forest Divisions in Dakshina Kannada District of the State of Karnataka.

2. JUSTIFICATION

Three alternative route corridors were studied largely by maximizing linear sighting opportunities, such as following existing roadways and power line corridors, negotiation with river, railway, road, electric power, and telephone line crossing and least crossing of notified/ reserved forest areas. All efforts have been made to provide minimum numbers of angle points and utmost care have been taken on the ground with possible angle of deviation. Similarly, power line crossings have been fixed as close as possible to the right angle but not less than the 60-degree crossing.

The line passes through Mangalore and Kundapur Forest Divisions of the state of Karnataka. Every effort has been made to avoid forest area but considering the technical feasibility of the route alignment the forest area could not be avoided completely. The alignment with minimum crossing of the forest & having minimum length has been selected as the proposed alignment. After detailed analysis, it was observed that Alternative-1 among the 3 alternative routes has the minimum involvement of forest area and is best suitable for construction point of view. Alternative-1 is also best in terms of approachability for construction as well as maintenance purpose. Keeping the above points in consideration, Alternative - 1 is proposed as the final route alignment.

Comparative Statement for Alternative-1, 2, 3 Routes: -

Comparative Statement of 3 Alternative Routes			
Description	ALT-1 (Proposed Route)	ALT-2	ALT-3
Bee Line Length (Km)	54.057 Km.	54.057 Km.	54.057 Km.
Total Line Length (Km)	68.254 Km.	72.395 Km.	66.037 Km.
Length of Transmission Line in Forest Area (Km)	6.756 Km.	7.284 Km.	7.301 Km.
Forest Area (Ha.)	31.079 Ha.	33.506 Ha.	33.584 Ha.
Density of Forest Area	Moderate	Moderate	Moderate
Protected Area	NA	NA	NA
Places of Archaeological Importance	NIL	NIL	NIL
Places of historical / cultural / religious / tourist importance	NIL	NIL	NIL
Line Pass through any Town/ City	No	No	No
Line Pass through any Defense establishments	No	No	No

3. LEGAL FRAMEWORK

The Prior approval of the Government of India under Section 68 of the Electricity (Supply) Act, 2003 for the subject project has been obtained vide MoP's letter dated 18.01.2019. It is proposed to execute the transmission scheme as provision contained in the Indian Electricity Act, 2003 and the rules made there under and the Electricity (Supply) Act, 1910 and 1948, in so far as these are applicable.

4. ENVIRONMENTAL RISK

Transmission line Projects are environment friendly and do not involve any disposal of solid effluents and hazardous substance in land, air and water. Moreover, in forest area, trees are felled only at the tower spotting area and below conductors to facilitate tower erection and stringing work. On completion of construction activity, only one strip is maintained for O&M purpose and natural regeneration of vegetation is allowed in rest of the corridor area. Therefore, the actual loss of forest is minimal as it is restricted to some selected area only. However, as per the requirement of Forest (Conservation) Act, 1980 approval of Ministry of Environment, Forests & Climate Change, Govt. of India for diversion of forest land shall be taken

before construction of line in forest area. Further, compensatory afforestation shall be done in double the degraded forest land to compensate the loss of vegetation, due to diversion of forest.

5. CONCLUSION

The route alignment has been made with a goal of avoiding the Forest and Wildlife area. After detailed analysis, it is observed that the Alternative-1 (Proposed Route) has the least route length and forest area involvement. **Hence, the Alternative -1 (Proposed Route) has been selected as final route as it contains minimum forest area and has least No. of trees to be felled.**

Place: Kasaragod

Date: 16.11.2021

Signature & Seal:



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