

APPENDIX

(See Rule 6)

FORM - 'A'

**Form for seeking prior approval under section 2 of the proposals
by the state Governments and other authorities**

PART - I

(To be filled up by user agency)

1 Project details :

- (i) **Short narrative of the proposal and project/scheme for which the forest land is required :-**
This proposal has been proposed under withdrawn proposal no. **FP/JH/ROAD/20887/2016**. The proposal No. **FP/JH/ROAD/20887/2016** for forest land diversion for Gua Link Road (Hathi Chowk to Gua) was uploaded Online on 8.8.2016. Many objections were raised by the forest department time to time in installment and their compliance were made by the User Agency in time and ultimately the proposal was send by PCCF(Nodal officer) Jharkhand vide Letter No. 1108 Dt. 19.12.16 to the State Government for final decision. But objection regarding number of trees had been raised by the forest department during discussion with higher officials of both the departments. It is important to mention here that the list of trees submitted with the withdrawn proposal was as per direction of D.F.O. Saranda within proposed ROW for NPV calculation and not for felling. The number of trees to be felled is very less and well within permissible limit of 50 trees per hectare as per MoEF (FC Division) circular dated 3.1.2005. A high level team of R.C.D. and forest department officials visited on 23.1.17. The team found as per actual site condition that the earlier proposed ROW of 20m can be reduced up to 14m to minimize felling of trees. But by doing so some technical compromise may have to do with the provisions made in the D.P.R. and for storage of construction materials, disposal of surplus materials and for movement of construction machinery, forest land may be used beyond 14m. During discussion with the deputy secretary, Forest department, he advised to withdraw the previous proposal and re upload the new proposal by keeping 14m ROW and taking only those number of tress which will have to be felled. And accordingly this proposal is being uploaded online with a humble request to kindly grant permission as soon as possible.

Gua Link Road (Hathi Chowk to Gua) Originating from Hathi Chowk (Baraiburu) and Terminating at Gua, connects Saidal - Chhota Nagra - Manoharpur Road Hatgamhariya - Noamundi - Bara Jamda - Baraiburu Road Gua – Salai Road and Saidal – Kiriburu Road. This road has utmost importance from the point of view that it will connect West Singhbhum (Chaibasa) District Head quarter via other roads. More-so-over there are numerous mines operating in the surrounding areas through which this road passes. The road will cater to the needs of the mines to the extent transportation of minerals from the said mines which will benefit the financial growth of West Singhbhum District as well as the surrounding areas. Additionally the area is extremely extremist affected zone and the road will serve in proper policing and in maintaining proper Law & Order in this sensitive zone. If this road is constructed **it will prove to be part of an important inter-state road corridor directly connecting West Singhbhum (Chaibasa) to adjacent state of Orrisa.** This road is

popularly known as lifeline of Saranda. Surrounding backward villages Baraiburu, Bichaikiri, Gua, Thakura, Leping, Gangda, Ghatkuri, Pechahatu, Hakahata, Roam, Bundu, Duia, Dodari, Salai, Mamar etc. will be benefitted from this road. After reconstruction of this road, iron ore mines of SAIL, TATA and other companies will be benefitted in so many ways resulting in upliftment of this development lagging zone and finally it will help in the economical growth of entire nation.

This road is a very old existing road of Road Construction Department constructed prior to 1980 and known as State Highway “51” which is evident from the map (Annexure – VIII) and the Topo sheet (Annexure – X) showing the road passing through the said forest portion which is annexed with this proposal. In fact the records of acquisition of land for the purpose of the road (State Highway 51) shows that the land was acquired during the year 1973 to 1975 and the road was constructed during this period which is vindicated by the Topo sheet no F45H8 of Survey of India annexed with this proposal which are based on survey of 1976-77. Meaning thereby any how, the road was constructed before 1980.

As per requirement of the road several Civil Engineering Structures like Culverts, Bridges and Retaining / Guard wall were constructed at the time of construction of the original road i.e. before 1980. Without construction of these Civil Engineering structures it could not have been possible to construct the existing road before 1980. The top width of Culverts varies from 10 to 15m, Bridges width at the top of both sides Protection work is 17m and the av. width at top surface of road between toe of hill and outer face of Retaining / Guard wall is 12m. The width at the bottom of foundation will be more than the width above mentioned. Hence the average minimum width at the top surface of structures and protection works comes to 13.5m and at the bottom of foundation it will be 15.5m. The fact is absolutely clear that the average land up to 15.5m meters width was broken in the said protected/reserve forest portion before 1980. These existing Civil Engineering structures at so many locations can be inspected even today. These existing structures were constructed as per the requirement of the road structure which are representative samples that the land up to 15.5m meters width in the said protected/reserve forest portion has already been broken prior to 1980.

D.F.O. Saranda did not agree to accept these facts as clear in discussion with him on 16.7.2016 in his office at Chaibasa. Hence proposal for diversion of forest land has been made as per following calculation with a request to forest official to inspect jointly the above enumerated facts and then decides the actual ROW which may be incorporated later on also.

It is interesting and important point to attract the attention of Forest Department official that this proposed road is a part of Old State Highway No. “51” and the minimum ROW accepted in forest part by D.F.O. for rest part of this old constructed road before 1980 is 12m. But on what basis the D.F.O. does not accept the minimum 12m ROW for this stretch, I do’t understand, he accept only 10m existing ROW. In the interest of timely completion of project without any delay, proposal for permanent diversion of forest land has been made as per the existing 10m ROW provided by D.F.O. saranda and the calculation is as follow with a humble request to the higher official of forest department to accept minimum ROW 12m and accordingly required ROW may be increased to accommodate the forest land area applied for permanent diversion. However, in order to find a way out, forest land diversion area is being calculated by assuming 10m existing broken ROW before 1980 as per direction of D.F.O. Saranda as follow:-

- (i) From Ch. 0.0 to 4300m
 $4300 \times [14\text{m (required ROW width)} - 10\text{m (av. existing ROW as per D.F.O. Saranda)}] = 17200 \text{ Sqm.} = 1.72 \text{ Hect.} \dots\dots\dots(\text{A})$
- (ii) Add additional 6m width for 19nos. culverts between Ch. 0.00m to 4300m for approaches = $19 \times 40\text{m} \times 6\text{m} = 4560 \text{ Sqm.} = 0.456 \text{ Hect.} \dots\dots\dots(\text{B})$
- (ii) Add additional 6m width for 3nos. bridges between Ch. 2100 to 3025 for approaches = $3 \times 100\text{m} \times 6\text{m} = 1800 \text{ Sqm.} = 0.18 \text{ Hect.} \dots\dots\dots(\text{C})$

Therefore total land required for diversion = A+B+C = 1.72+0.456+0.18 = 2.356 Hect.

- (ii) **Map showing the required forest land, boundary of adjoining forest on 1:50000 scale map :-** Topo sheet no F45H8 of survey of India has been enclosed. The proposed project road has been marked on the topo sheet & signed by the undersigned.
- (iii) **Cost of the Project :-** The project cost Rs. 3638.903 Lacs for Gua Link road (Total Length 6.865 Km.). Photocopy of Administrative approval enclosed. Cost of the trees to be cut can be added in the total cost only after getting the value from you.
- (iv) **Justification for locating the project in forest area :-** As a very old existing black top road (Prior to 1980) is already passing through the said forest portion which is the shortest distance road for Manoharpur and is presently in dilapidated condition. Only reconstruction as proposed will serve the purpose of surrounding villagers and heavy loaded minerals vehicles movement from adjoining mines benefiting the Govt. exchequer.

As per my information there is no any National park, National Sanctuary, Wildlife Sanctuary and National Monuments for a long-long distance (even upto a distance of more than 10Km.) from this road alignment. Since this Road project is situated at the average altitude of of 400 m above AMSL and does not fall under ecologically sensitive area/zone and the forest land nearby of this road alignment has been leased to different mining companies also. And hence this road does not located wthin protected area.

- (v) **Cost benefit analysis :-**Not required up to 20 hectares of forest land diversion vide Annexure VI(a) of guidelines & clarification published by ministry of forest & environment, New Delhi. If this dilapidated existing road is reconstructed to double lane standard with required protection work as per site requirements as already earlier done in the existing road also and improved horizontal & vertical geometric designs, it will serve large number of BPL population & Tribal population deprived of smooth and uninterrupted communication. After reconstruction of the road Chaibasa District head quarter will be directly connected to the surrounding villages & various mines headquarters via Hatgamhariya - Noamundi - Bara Jamda Road. The villagers of the adjoining area will be benefitted with better educational & health facilities. The road will also provide better marketing access to the agricultural and handicraft produce of the adjoining localities resulting in elevating poverty and ultimately reducing extremist activities in the area. The road will also prove to be of importance from strategic point of view.

If this proposed existing road presently in dilapidated condition is not reconstructed, a much longer distance will have to be travelled by the heavy loaded minerals vehicles coming from adjoining mines and villagers also, costing the Govt. exchequer dearly.

The road will not only benefit the tribal and economically backward villages lying by the side of the road but it will serve number of villages in the vicinity of the stretch of the said road. Moreover as this road will join Hatgamhariya - Noamundi - Barajamda - Baraiburu road and become part of an interstate road via NH-75 (Ext.) and other link roads that joins Chaibasa to Orrisa and benefiting West Singhbhum district enormously. A large number of population will be benefited by this road.

- (vi) **Employment Likely to be generated :-** Employment of about 3,00,000 Mandays will be generated in the locality during construction of the road.
2. **Purpose-wise break-up of the total land required :-** The road in subject is a very very old black top road which is constructed prior to 1980. The fact is evident from the Topo sheet no. F45H8 of survey of India enclosed (Annexure – X) which is based on the survey of the year 1976 – 77 and the road map showing State Highway '51" before 1980 (Annexure – VIII).

As per requirement of the road several Civil Engineering Structures like Culverts, Bridges and Retaining / Guard wall were constructed at the time of construction of the original road i.e. before 1980. Without construction of these Civil Engineering structures it could not have been possible to construct the existing road before 1980. The top width of Culverts varies from 10 to 15m, Bridges width at the top of both sides Protection work is 17m and the av. width at top surface of road between toe of hill and outer face of Retaining / Guard wall is 12m. The width at the bottom of foundation will be more than the width above mentioned. Hence the average minimum width at the top surface of structures and protection works comes to 13.5m and at the bottom of foundation it will be 15.5m. The fact is absolutely clear that the average land up to 15.5m meters width was broken in the said protected/reserve forest portion before 1980. These existing Civil Engineering structures at so many locations can be inspected even today. These existing structures were constructed as per the requirement of the road structure which are representative samples that the land up to 15.5m meters width in the said protected/reserve forest portion has already been broken prior to 1980.

D.F.O. Saranda did not agree to accept these facts as clear in discussion with him on 16.7.2016 in his office at Chaibasa. Hence proposal for diversion of forest land has been made as per following calculation with a humble request to the higher forest official to inspect jointly the above enumerated facts and then decides the actual ROW which may be incorporated later on also.

In the interest of timely completion of project without any delay, proposal for permanent diversion of forest land has been made as per the existing ROW provided by D.F.O. saranda and the calculation annexed as Annexure – IIA & IIB

3. **Details of displacement of people due to the project, if any :-**
(i) **Number of Families :-** None as there is no habitation in the required portion of the project road passing through forest area.
(ii) **Number of Schedule cast Schedule Tribe families :-** None
(iii) **Rehabilitation Plan. (To be enclosed) :-** Not required.
4. **Whether clearance under Environment (Protection) Act, 1986 required ? (Yes/No) :-** No

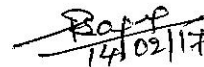
5. **Undertaking :-** I, as an Executive Engineer of Road Division, Manoharpur under Road construction department, Jharkhand Ranchi, do hereby undertake that the State Government will bear the cost of raising and maintainance of compensatory afforestation as well as cost for protection and regeneration of safety zone etc. as per the scheme prepared by the State Government.

Undertaking is enclosed in separate sheet.

6. **Details of Certificates / documents enclosed as required under the instructions :-**

- (i) Undertaking (Annexure – I)
- (ii) Land Schedule for forest land diversion (Aneexture – IIA & IIB)
- (iii) Cost benefit Analysis (Annexure – III)
- (iv) Trees List (Annexure – IV)
- (v) Bearings (Annexure – V)
- (vi) Authority Letter (Annexure –VI)
- (vii) Photocopy of A.A. (Annexure –VII)
- (viii) Road map showing State Highway “51” before 1980 (Annexure-VIII).
- (ix) Alignment Plan on Google Earth (Annexure –IX)
- (x) Topo sheet enclosed. The proposed road has been marked on the Topo sheet and signed (Annexure-X)
- (xi) Alignment Plan (Annexure – XI)
- (xii) Alignment on village map (Annexure – XII)
- (xiii) Geo Reference Map (Annexure – XIII)

Signature



RAJEEV KUMAR SINGH

Executive Engineer

RCD, Road Division manoharpur

Address (of User Agency)

Date :-

Place :- Manoharpur

State serial No. of proposal

(To be filled up by the Nodal Officer with date of receipt)

(Annexture – I)

UNDERTAKING

On behalf of the Governor of Jharkhand, I, as an Executive Engineer, RCD, Road Division Manoharpur do hereby undertake that the State Government will bear the cost of 6compensatory aforstation and the amount of NPV as per rule and your demand for the reconstruction of Gua Link Road (MDR -187) (Hathi chowk (Baraiburu) to Gua).


14/02/17

Executive Engineer

RCD, Road Division Manoharpur.

(Annexure – IIA)

Calculation of Forest Land Area for proposed permanent diversion in Gua Link Road
(MDR-187) (Hathi Chowk (Baraiburu) to Gua)

Sl. No.	Chanage	Total Length (m)	Required width (m)	Available broken width as per D.F.O. Saranda (m)	Difference in width to be taken for diversion (m)	Total Area of forest land to be taken for diversion (Hectare)	Nature of Land	Remarks
1	2	3	4	5	6 (4-5)	7 (3 X 6)	8	9
1	0.0 To 4300	4300	14	10.0	4.0	1.72	Notified Forest	For Road
2	For culverts at Ch. 50,145,432,565, 803,940,1132,1179, 1500,1573,1625, 1777,2439,2625, 2848,3641,3717, 3925,3981m.	760	6	-	6	0.456	Notified Forest	For 19 nos. culverts at Ch.50,145,432,565,803, 940, 1132,1179,1500, 1573,1625,1777,2439, 2625,2848,3641,3717, 3925,3981m., extra 6m width for approaches =760x6m = 4560 sqm.= 0.456 Hect.
3	For bridges at Ch. 2250,2480,3000m,	3 X 100 = 300	6	-	-	0.18	Notified Forest	For 3 nos. bridges at Ch. 2250,2480 & 3000m extra 6m width for approaches=300mx6m = 1800 sqm.= 0.18 Hect
4	At Ch. 2250 & 2480m (Temporary Diversion)	2 X100 =200	10	-	10	0.2	Notified Forest	Temporary diversion for making temporary diversion path till construction of 2 nos. bridges between Ch. 2250 & 2480m = 2 x 100m x10m = 2000sqm. = 0.2 Hect


Executive Engineer

RCD, Road Division Manoharpur.

(Annexure – IIB)

**Land Schedule for proposed permanent diversion in Gua Link Road (MDR-187)
(Hathi Chowk (Baraiburu) to Gua), Total Length-6.865 Km.**

Sl. No.	Ma uja	Plot No.	Notified Forest Land Area (Hect)	GM, J.J Land Area (Hect)	GM, Non J.J. Land Area (Hect.)	Raiyati Non J.J land Area (Hect.)	Total Forest Land Area (Hect)	Total Non Forest Land Area (Hect.)	Remarks
1	2	3	4	5	6	7	8 (4+5)	9 (6+7)	10
1	Ghatkuri RF	Notified Forest Ch. 0.0 To 4300m	1.72	0	0	0	1.72	0	
2		Notified Forest For culverts at Ch. 50, 145,432, 565, 803,940, 1132,1179,1500 ,1573,1625, 1777,2439,2625 ,2848,3641, 3717 ,3925, 3981m.	0.456	0	0	0	0.456	0	For. culverts at Ch. 50,145,432,565,803, 940, 1132,1179,1500, 1573,1625,1777,2439, 2625,2848,3641,3717, 3925,3981m., extra 6m width for approaches =760x6m = 4560 sqm.= 0.456 Hect.
3		Notified Forest for bridges at Ch. 2250, 2480, 3000m	0.18	0	0	0	0.18	0	For bridges at Ch. 2250,2480,3000m. extra 6m width for approaches=300mx6m = 1800 sqm.= 0.18 Hect.
4		Notified forest For temporary diversion path at Ch. 2250, 2480m. (Temporary Diversion)	0.2	0	0	0	0.2	0	Temporary diversion for making temporary diversion path till construction of bridges at Ch. 2250, 2480 =200mx10m = 2000 sqm.= 0.2 Hect

Total forest land required for permanent diversion 2.556 – 0.2 = 2.356 Hectares.

Since this road alignment passes through extremely Naxal affected area of West Singhbhum district which is **LWE District** declared by Govt. of India, Ministry of Environment & forest (FC Division) vide his letter dated **13.05.2011**. To facilitate creation of requisite road network to facilitate the security forces to effectively counter Left Wing Extremism, a general approval under section-2 of forest conservation Act, 1980 for construction of 2 lane public roads by Government Departments in LWE affected districts, irrespective of the area of forest land involved has been given vide letter dated **25.02.2016** of Govt. of India, Ministry of Environment, forests & Climate change. There is no need of CA land and Gram sabha, concern letters of dated **25.02.2016**, **4.7.2014** and **05.02.2013** & **16.06.2011** of Govt. of India, Ministry of Environment, forests & Climate change and Ministry of Environment, forests may kindly be referred.


Executive Engineer

RCD, Road Division Manoharpur.