



Government of India  
Ministry of Environment, Forest and Climate Change  
(Wildlife Division)

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Indira Paryavaran Bhawan  
Jor Bagh Road, Aliganj  
New Delhi 110 003  
Date: 21.01.2020

F.No.6-154/2019 WL

To

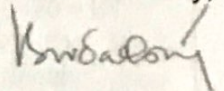
All Members  
Standing Committee of NBWL

**Sub:** Minutes of 56<sup>th</sup> Meeting of the Standing Committee of National Board for Wild Life- reg.

Sir / Madam,

Kindly find enclosed copy of the Minutes of 56<sup>th</sup> Meeting of the Standing Committee of National Board for Wild Life held on 17<sup>th</sup> December 2019 through Video Conference under the chairmanship of Hon'ble Union Minister of Environment, Forest and Climate Change.

Yours faithfully,

  
(Dr Pasupala Ravi)  
Scientist C

**Encl:** As above

**Distribution**

- (1) Secretary, MoEF&CC
- (2) DGF&SS, MoEF&CC
- (3) ADGF(WL), MoEF&CC
- (4) ADGF(FC), MoEF&CC
- (5) Member Secretary, NTCA
- (6) Director, WII, Dehradun
- (7) Director, GEER Foundation, Gandhinagar, Gujarat
- (8) Prof. R. Sukumar, Member, NBWL
- (9) Dr. H.S. Singh, Member, NBWL
- (10) Pr. Secretary, Dept. of Envi., Forest, Science & Tech., Govt. of Andhra Pradesh
- (11) Shri Noyal Thomas, IGF & Director (PE)

**Copy to**

- (1) PS to Hon'ble MoEF&CC
- (2) PS to Hon'ble MoSEF&CC
- (3) PPS to DGF&SS, MoEF&CC
- (4) PPS to Addl.DGF(WL), PPS to IGF(WL)
- (5) CWLW Assam / CWLW Bihar / CWLW Goa / CWLW Gujarat / CWLW Jharkhand / CWLW Madhya Pradesh / CWLW Rajasthan / CWLW Telangana / CWLW Tripura / CWLW Uttarakhand



- (6) It is advised that the CWLW, Uttarakhand in consultation with the field unit and WII decide upon the exact location of this 705 m structure or may break down into smaller structure with a span of not less than 50 m at any given location.
- (7) In the last stretch of the road after Sigaddi Sot, since this portion is passing through forested area, therefore speed breakers need to be constructed at any interval of every 250 – 300 m.
- (8) No traffic should be allowed on this road in between sunset and sunrise as vehicular traffic at night (when animal movements are high) might cause collisions and wildlife mortality.
- (9) No construction work should be permitted within forest at night. Labour camps should be established at least 1.0 km away from the forest. Local Forest Range Officer should monitor and ensure that no labour gets involved in extraction of forest products.
- (10) The materials for road work (including the top soil) should be procured from outside the forest area. The user agency should not use any fire hazardous materials, heavy machinery, etc., during the road work.
- (11) The Chief Wildlife Warden, Uttarakhand State should constitute a Monitoring Committee comprising of the members from NTCA, Uttarakhand Forest Department, user agency to oversee the compliance of the conditions recommended herein and submit a report to NTCA during and after completion of the construction work.

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

- (c) 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*.
- (d) 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.
- (e) The project proponent will comply with all the conditions imposed by the State Chief Wildlife Warden and the NTCA.
- (f) 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.

#### 56.4.2 Proposal for construction of Naudkhal Mala 7.0 km to Kota motor road, Stage-I under PMGSY, Uttarakhand State

The IGF(WL) briefed the Standing Committee and stated that the proposal is for use of 7.465 ha of reserve forestland from Rajaji National Park for construction of Naudkhal Mala 7.0 km to Kota motor road. He stated that the State Chief Wildlife Warden has recommended the proposal without imposing conditions.



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.

#### **56.4.3 Proposal for construction of 200 m double lane RCC bridge on Been river at Gagabhogpur for all weather connectivity, Uttarakhand**

The proposal for use of 0.51 ha of forestland from Rajaji National Park for construction of 200 m double lane RCC bridge on Been river at Gagabhogpur for all weather connectivity was received from the State Government of Uttarakhand, and was circulated amongst the Members of the Standing Committee on 20/12/2019 for the appraisal. The State Chief Wildlife Warden has recommended the proposal with following conditions.

- (1) This bridge connects the Chilla side to the Rishikesh on the existing road. However during night time traffic should be regulated. This road should be used for the bonafied purpose of the local villagers only. In emergency situation only this should be open after seeking permission from Director / CWLW.
- (2) Camera should be placed in the proposed bridges for monitoring the wildlife movement as well as unauthorized entry of people in to the park area at the cost of user agency.
- (3) Regular patrolling should be done on this road, particularly during night time and the expenditure incurred should bear by the user agency.

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.