



सत्यमेव जयते

भारत सरकार/GOVERNMENT OF INDIA
पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय
MINISTRY OF ENVIRONMENT, FOREST & CLIMATE CHANGE
क्षेत्रीय कार्यालय, भोपाल/ REGIONAL OFFICE, BHOPAL
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BHOPAL - 462016 (M.P.)
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File No. 6-MPR027/2023-BHO/017

Dated : 23/03/2026.

To,

The Additional Director General of Forests (FC)
Ministry of Environment, Forest & Climate Change
Indira Paryavaran Bhawan
Jor Bagh Road, Aliganj
New Delhi - 110 003.

Sub: Site Inspection for Proposal for seeking prior approval of the Central Government under Section 2 (1) (ii) of the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980 for diversion of 8.0357 ha forest area for proposed 3rd railway line between Jujharpur (Km. 750+000 and Dodharamohor (Km. 792+650) section in favour of Central Railway CST Mumbai in the State of Madhya Pradesh (Online proposal No. - FP/MP/RAIL/150074/2021)

Ref. : REC meeting dated 30.01.2026.

Sir,

With respect to the subject and reference cited above, the Site Inspection Report of Regional Office, Bhopal in respect of 8.0357 ha forest area for proposed 3rd railway line between Jujharpur (Km. 750+000 and Dodharamohor (Km. 792+650) section in favour of Central Railway CST Mumbai in the State of Madhya Pradesh is submitted herewith for further necessary action.

Encl : As above.

Yours faithfully

(Rajesh Darade)

Assistant Inspector General of Forests(C)

Copy to:

Shri Suneet Bhardwaj, AIGF, Ministry of Environment, Forest & Climate Change (FC Division), Indira Paryavaran Bhawan, Jor Bag Road, Aliganj, New Delhi.

**FIELD INSPECTION REPORT OF RAJESH DARADE, IFS AIGF (C),
RO BHOPAL**

Ref: REC meeting dated 30.01.2025.

Date of Inspection: 12.02.2026

Officers present at the time of inspection:-

1. Rajesh Darade, Assistant Inspector General of Forests (C), Regional Office, MoEF&CC, Bhopal.
2. Shri. Brajendra Tiwari Range Officer, Range Bhoura
3. Shri Kamlesh Chouhan Dy.Range Officer
4. Shri Sanjay Yadav Forest Guard
5. Shri Vinay Srivastava, Senior Section Engg. / W/Betul.
6. Shri Pranay Wankhede, Senior Section Engg. / W/Betul

Title of the Project:		Proposal for seeking approval of the Central Government under Van (Sanrakshan evam Samvardhan) Adhiniyam, 1980 for diversion of 8.0357 ha forest area for proposed 3rd railway line between Jujharpur (Km.750+000) and Dodharamohor (Km.792+650) section in Favour of Central Railway CST Mumbai in the State of Madhya Pradesh. (Online proposal No. - FP/MP/RAIL/150074/2021)														
1.	Legal status of the forest land proposed for diversion:	Reserved and Protected Forest Land														
2.	Item-wise break-up details of the forest land proposed for diversion:	<table border="1"> <thead> <tr> <th>Sr. No.</th> <th>Component</th> <th>Forest Division</th> <th>Forest Range/ Forest Comp. no.</th> <th>Area (ha)</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Construction of 3rd railway line between Jujharpur</td> <td>Narmadapuram and North Betul</td> <td>Bhoura (RF-155) and Itarsi (RF-129, PF-131, PF-136) & Suktawa (PF-</td> <td>1.2496</td> </tr> </tbody> </table>					Sr. No.	Component	Forest Division	Forest Range/ Forest Comp. no.	Area (ha)	1.	Construction of 3rd railway line between Jujharpur	Narmadapuram and North Betul	Bhoura (RF-155) and Itarsi (RF-129, PF-131, PF-136) & Suktawa (PF-	1.2496
Sr. No.	Component	Forest Division	Forest Range/ Forest Comp. no.	Area (ha)												
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		(Km.750+00 0) and Dodharamo hor (Km.792+65 0) section	44,46,79,93,96, RF-47)	6.7861	
		Total			8.0357 Ha
3.	Whether proposal involves any construction of buildings (including residential) or not. If yes, details thereof:	No			
4.	Total cost of the Project at present rates:	37317 Lakhs (as submitted in Parivesh portal)			
5.	Wildlife:	<ul style="list-style-type: none"> <i>i.</i> Panthera tigris <i>ii.</i> Panthera pardus <i>iii.</i> Bos gaurus <i>iv.</i> Rusa unicolor <i>v.</i> Axis axis <i>vi.</i> Melursus ursinus <i>vii.</i> Cuon alpinus <i>viii.</i> Hyaena <i>ix.</i> Sus scrofa <i>x.</i> Macaca mulatta <i>xi.</i> Etc. 			
6.	Vegetation:	<p>Eco-Class: III and Canopy Density 0.4 to 0.6 (as per Part-II on Parivesh Portal)</p> <p>The main species found in the area are as follows: -</p> <ul style="list-style-type: none"> <i>i.</i> <i>Tectona grandis</i> <i>ii.</i> <i>Terminalia tomentosa</i> <i>iii.</i> <i>Butea monosperma</i> <i>iv.</i> <i>Lannea coromandelica</i> <i>v.</i> <i>Adina cordifolia</i> <i>vi.</i> <i>Murraya koenigii</i> <i>vii.</i> <i>Acacia ferruginea</i> <i>viii.</i> <i>Other misc. Species</i> 			

7.	Background notes on the proposal:	<p>The Itarsi-Nagpur broad gauge double line is a key segment of the high-density Rajdhani corridor connecting New Delhi with Chennai, Secunderabad, Bengaluru, and Thiruvananthapuram. The section passes through Narmadapuram (Hoshangabad), Chhindwara, and Betul districts of Madhya Pradesh and Nagpur district of Maharashtra. It is a fully electrified (25 kV AC) double-line route carrying heavy passenger and freight traffic between North and South India.</p> <p>As the section is operating at saturated capacity, additional Mail/Express and freight trains cause congestion and delays. To enhance carrying capacity, the Government of India has approved construction of a third line between Jujharpur (Km 750+000) and Dodharamohar (Km 792+650), to be implemented by Central Railway, Nagpur Division.</p>								
8.	Compensatory Afforestation:	<p>As per SIR/Part-II</p> <table border="1" data-bbox="611 857 1469 992"> <thead> <tr> <th data-bbox="611 857 823 925">Forest Division</th> <th data-bbox="823 857 1046 925">Forest Range</th> <th data-bbox="1046 857 1321 925">Forest Compartment</th> <th data-bbox="1321 857 1469 925">Area in ha</th> </tr> </thead> <tbody> <tr> <td data-bbox="611 925 823 992">North Betul</td> <td data-bbox="823 925 1046 992">Bhaura</td> <td data-bbox="1046 925 1321 992">PF-392</td> <td data-bbox="1321 925 1469 992">20.00</td> </tr> </tbody> </table>	Forest Division	Forest Range	Forest Compartment	Area in ha	North Betul	Bhaura	PF-392	20.00
Forest Division	Forest Range	Forest Compartment	Area in ha							
North Betul	Bhaura	PF-392	20.00							
9.	Whether proposal involves violation of Forest (Conservation) Act, 1980 or not. If yes, a detailed report on violation including action Taken against the concerned officials:	<p>Yes</p> <p>The necessary prior approvals for such constructions i.e. subway were not obtained from the MoEF&CC, thus resulting in violation of the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980.</p>								
10.	Whether proposal involves rehabilitation of displaced persons. If yes, whether rehabilitation plan has been prepared by the State Government or not:	No								
11.	Reclamation Plan: (If applicable,	Not applicable.								

	submit details and Financial allocation:	
12.	Details on catchment and command area under the project:	Not applicable.
13.	Cost benefit ratio:	-
14.	Recommendations of the Principal Chief Conservator of Forests/State Government:	Recommended
15.	Utility of the Project:	The proposed third line will significantly enhance route capacity, reducing congestion and minimizing train delays. It will improve punctuality and operational efficiency for both passenger and freight services. The project will also strengthen north-south freight connectivity, supporting faster movement of goods and boosting regional economic growth. Additionally, it will enhance overall safety and reliability of railway operations on this high-density corridor.
16.	Whether land being diverted has any socio cultural/religious value:	No.
17.	Situation w.r.t. Any P.A.	The proposed area is a part of Satpura Melghat Tiger Corridor. Forest Comp. no. P-129, P-44 & P-46 of Itarsi Range are coming directly under the corridor, whereas compartment Nos. P-131, P-136 of Itarsi Range is situated around the corridor is reported.
18.	Any other information relating to the Project:	-
19.	Specific comments/ observation of inspecting officer	

INSPECTION OF THE PROPOSED DIVERSION AREA

The instant proposal pertains to the construction of a 3rd railway line, whereas two railway lines have already been established. The vegetation is represented by a diverse assemblage of native tree is mentioned in column no. 06 and the wildlife present in and around the proposed area, as indicated in Column No. 05 of the proposal and as

confirmed during site inspection through interaction with local forest officials, comprises common forest fauna of the region.

The Regional Empowered Committee (REC) examined the proposal for diversion of forest land under the Van (Sanrakshan Evam Samvardhan) Adhiniyam, 2023, in its meetings held on 29.01.2024, 12.07.2024, and 29.01.2025. After detailed scrutiny of the facts related to the proposed diversion area and the Compensatory Afforestation (CA) land, the Committee recorded its observations and recommendations in the Minutes of the Meetings (MoM).

As observed from available Google Earth imagery reviewed during scrutiny of the proposal and REC meetings, construction of the subway commenced in the latter part of 2021. **Accordingly, the violated area required site inspection as directed. Based on the above observations, it is evident that forest land cover altered without prior approval of the Central Government. No effective action by the Forest Department was observed to prevent the non-forestry use of forest land while the application was under consideration for approval. Subsequently, the State Government identified the responsible person for the violation in its reply vide letter dated 18.12.2025.**

- The Railway Department presented the year 1986 ROW (Right of Way) map in the Divisional Forest Office through the Executive Engineer (Construction), Betul. The said map was examined.
- During the inspection, representative from Railway department no any authenticated documents were provided for subway construction. Furthermore, in the proposal submitted under the Forest (Conservation) Act, 1980, no mention of the ROW has been made in the attached KML file; only the applied area has been shown.
- During inspection, it was found that the old railway line, including the railway track on both sides and the subway, extends up to a width of 58 meters. The approach road to the subway on both sides, including the old

railway bridge, was measured to be 57.9 meters in width.

- Further, on the eastern side of the railway bridge, construction was found within 4 meters inside the forest boundary at the beginning of the approach road, and on the western side, construction was found within 6.4 meters inside the forest boundary at the beginning of the approach road.
- It was found that all construction work on the down track side was carried out within the ROW, whereas on the up-track side, construction was carried out unauthorized on forest land measuring 3 meters in width and 122 meters in length.
- It was found and also reported that a total of 0.0366 ha of forest land was used for construction by the Railway Department.

As per the provision, User Agency (CPSU-Railway) are entitled to provide degraded forest land under the control and management of forest department, as specified under sub rule (1), (4) and (5) of Rule 13 of the Van Sanrakshan Evam Samvardhan) Rules 2023 for the purpose of undertaking Compensatory Afforestation.

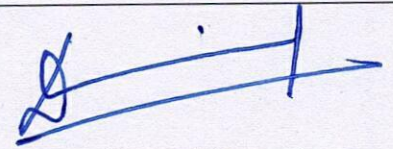
In case of violation, the concern User Agency (Railway) liable to provide non-forest land equal to the area of the forest land without due approval of the Central Government. In case User Agency fails to provide non-forest land equal to the area of the forest land diverted with out approval of Central Government, the User Agency shall deposit an amount equivalent to two times the net present value (NPV) of the forest land use or diverted in violation of the said Adhinyam.

During such a site visit, based on the assessment of environmental damage in the forest area (the trees felled during the construction of the subway) additional penalty shall be imposed on the User Agency (Railway).

The disciplinary action shall be taken against concern State Forest Officials by the State Forest Department. The disciplinary action shall be taken against concern Railway Officials by the Railway Department.

As per provisions, compensatory afforestation at ten times the affected area is required; therefore, against 0.0366 ha of forest land diverted, 0.366 ha of land is required for plantation.

20.	Comments Of Assistant Inspector General of Forests (C) along with detailed reasons:	Taking into consideration, the observations as illustrated above and the project is recommended for approval subject to imposition of penal provisions as per guideline of the comprehensive Handbook, 2023 in the light of the violations committed.
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**Rajesh Darade
Assistant Inspector General of Forests (C)
Regional Office, Bhopal**

21.	Comments and Recommendation of Deputy Director General of Forests, Regional Office Bhopal	Enclosed
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**S. Senthil Kumar
Dy. Director General of Forests (Central)
Regional Office, Bhopal**

FIELD INSPECTION PHOTOGRAPHS



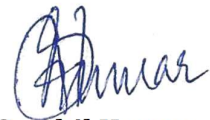


21 : Recommendation of the DDGF

Project : **Proposal for seeking approval of the Central Government under Van (Sanrakshan evam Samvardhan) Adhinyam, 1980 for diversion of 8.0357 ha forest area for proposed 3rd railway line between Jujharpur (Km.750+000) and Dodharamohor (Km.792+650) section in Favour of Central Railway CST Mumbai in the State of Madhya Pradesh. (Online proposal No. - FP/MP/RAIL/150074/2021)**

1. Analysis of Google Earth imagery reveals that subway construction commenced in late 2021, prior to obtaining statutory clearance and no effective preventative action was taken by the Forest Department while the application was under consideration.
2. The Railway Department, through the Executive Engineer (Construction), Betul, submitted a **1986 Right of Way (ROW) map** for examination. However, no authenticated documents were provided to justify the subway construction during the inspection and the proposal submitted under the *Forest (Conservation) Act, 1980*, failed to include the ROW in the attached KML file; only the applied-for area was demarcated.
3. The old railway line, tracks, and subway span a width of **58 meters**. The approach roads and the old bridge measure **57.9 meters** in width. In addition, a construction on the eastern side extends **4 meters** into the forest boundary; on the western side, it extends **6.4 meters**. While construction on the "down track" side remained within the ROW, unauthorized construction occurred on the "up track" side, covering a strip of forest land **3 meters wide and 122 meters long**.

It is confirmed that the Railway Department has utilized 0.0366 ha of forest land without prior approval of the Central Government, in violation of the provisions of the Van (Sanrakshan Evam Samvardhan) Adhinyam, 1980. Accordingly, it is recommended that the User Agency shall either provide equivalent non-forest land under the control of the Forest Department or, in its absence, deposit an amount equal to two (2) times the Net Present Value (NPV) of the forest land so used. In addition, the User Agency shall bear the full cost of compensatory afforestation, including maintenance for a period of ten (10) years, as per an approved site-specific scheme. The non-forest land provided shall be duly transferred and mutated in favour of the State Forest Department or notified as forest land, prior to grant of Final (Stage-II) approval under the Van (Sanrakshan Evam Samvardhan) Rules, 2023 and relevant guidelines.



S. Senthil Kumar
Dy. Director General of Forests (Central)
Regional Office, Bhopal