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पर्यावरण एवं वन मंत्रालय,
पूर्वी क्षेत्रीय कार्यालय
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तार - पर्यावरण, भुवनेश्वर

No.5-BHA200/2013-BHU

08.10.2013

SPEED POST

To

Shri T.C. Nautiyal,
Assistant Inspector General of Forests (FC),
Ministry of Environment & Forests,
Paryavaran Bhawan,
C.G.O. Complex, Lodi Road,
New Delhi - 110 003.

Sub: Site inspection report in respect of diversion of 127.20 ha of forest land for strengthening and widening of NH-106, Birpur-Bihpur in Saharsa, Supaul and Madhepura districts, Bihar.

Sir,

With reference to the subject cited as above, I am directed to inform you that the site inspection of the above mentioned project was carried out by the undersigned on 04.09.2013. The site inspection report along with the relevant enclosures is enclosed herewith for favour of kind information and necessary action.

Encl: As above

Yours faithfully,



(SUMAN MOHAPATRA)
CONSERVATOR OF FORESTS (C)

RECOMMENDATIONS OF THE ADDITIONAL PRINCIPAL CHIEF CONSERVATOR OF FORESTS (CENTRAL) FOR DIVERSION OF 127.20 HA OF FOREST LAND FOR STRENGTHENING AND WIDENING OF NH-106, BIRPUR-BHIPUR (0.00-136.00 KM) IN SAHARSA, SUPAUL AND MADHEPURA DISTRICTS.

The instant proposal is for diversion of 127.20 ha of forest land for strengthening and widening of NH-106, Birpur-Bihpur in Saharsa, Supaul and Madhepura districts by NH Works Circle, Road Construction Department, Bihar. It is observed that the road is for the public utility and will facilitate the communication system of the regions and will be beneficial to the people of the state.

On perusal of the records and the site inspection report of the Conservator of Forests (Central), the following observations are made:

1. **Greening plan and maintenance:** The user agency should ensure plantation of adequate number of trees as well as their maintenance as per advice of the Forest Department and guidelines of NHAI so that a continuous long green belt can be maintained. Preference should be given to indigenous tree species like Ber, Peepal, Imli, Jamun, etc. so that food will be available to the wild animals and birds apart from shelter to the birds.
2. **Transplantation of trees up to 40 cm girth :** Trees having girth up to 40 cm should not be felled as far as possible, rather they should be transplanted to nearby suitable places with utmost care under the supervision of State Forest Department. Trees of height above 12m should be protected with fencing around them.
3. At least 20 nos. of bus bays should be constructed at suitable places on road side. Parking bays, toilets, especially for the women, should be provided along the road at appropriate places.
4. For construction of road, digging of soil should not be carried out within 100m from the road.

The diversion of 127.20 ha of forest land for this project is hereby recommended for consideration.



(J.K. Tewari)
Addl. PCCF (Central)

SITE INSPECTION REPORT IN RESPECT OF DIVERSION OF 127.20 HA OF FOREST LAND FOR STRENGTHENING AND WIDENING OF NH-106, BIRPUR-BHIPUR (0.00-136.00 KM) IN SAHARSA, SUPAUL AND MADHEPURA DISTRICTS.

The site inspection of the above project was carried out by me on 04.09.2013 along with Shri Saroj Paswan, Range Officer, Birpur and Shri Naveeri Kumar Singh, Executive Engineer, NH Division, Madhepura.

1. Legal status of the forest land proposed for diversion:

As reported by the Divisional Forest Officer, Saharsa Forest Division, Saharsa, the legal status of forest is road & canal side Notified Protected Forest.

2. Item-wise break-up details of the forest land proposed for diversion:

Total forest land proposed for diversion is 127.20 ha. The entire forest land will be used for strengthening and widening of the Road.

3. Whether proposal involves any construction of buildings (including residential) or not. If yes, details thereof:

As stated in Point No 2.

4. Total cost of the project at present rates:

As reported by the User agency in the proposal, the cost of the project is Rs. 592.59 Crores (Package 1), Rs. 791.5 Crores (Package 2) including civil construction, Land acquisition, RAP and Environmental costs.

5. Wildlife:

As reported by DFO, Saharsa Forest Division, the proposed road is not a part of National Park, Wildlife Sanctuary, Biosphere reserve, tiger reserve, elephant corridor.

Whether forest area proposed for diversion is important from wildlife point of view or not:

As reported by DFO, Saharsa Forest Division, the proposed road is not a part of National Park, Wildlife Sanctuary, Biosphere reserve, tiger reserve, elephant corridor.

6. Vegetation:

As reported by DFO, Saharsa Forest Division, Saharsa, the density of vegetation is negligible i.e. 0.2.

a) Total number of trees to be felled:

As reported by the DFO, Saharsa Forest Division, Saharsa, 9014 no. of trees and 17040 plants, totaling to 26054 nos. have been proposed to be felled during the strengthening and widening of NH-106 road project

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with a condition that the user agency will pay for compensatory afforestation for three times of total number of trees & plants to be felled.

Effect of removal of trees on the general ecosystem in the area:

As there is a large number of trees to be felled, it will naturally adversely affect the general ecosystem in the area.

b) Important species:

As reported by the User agency, the predominant species are Amaltas, Amla, Anar, Arjun, Ashok, Babool, Bair, Bargad, Coconut, Eucaliptus, Eucalyptus, Farhar, Guava, Guller, Gulmohar, Imli, Jalabi, Jamun, Kadam, Katahal, Khajoor, Lemon, Lichi, Liptash, Litchi, Mahua, Mango, Masala, Neem, Night Queen, Papular, Pial, Sagwan, Sahtoot, Semal, Supari etc.

Number of trees of girth below 60 cm.

3952 no. of trees, as reported by the User agency.

Number of trees of girth above 60 cm.

5062 no. of trees, as reported by the User agency.

7. Background note on the proposal:

As reported by the User agency, the proposed project is rehabilitation and upgrading to 2-lane/2-lane with paved shoulders of Birpur-Bihpur Section (km 0 to 136) of NH 106 in the state of Bihar. The project road passes through 4 districts of Bihar. The project road crosses the settlements of Simrahi, Pipra, Singeshwar, Madhepura, Udaikishanganj, Phulaur and Supaul in the State of Bihar.

The project Highways starts at km 0 at Bhimnagar and ends at Bihpur km 136 at junction with NH 31 in Bihpur (km 321 of NH31). The road traverses through plain terrain with carriageway widths varying from 3.05 m to 5.5 m. The project Highway has got development throughout its length with more than 88 major and minor habitations covering a length of about 41 km. In general, the existing Right of Way varies from 20m to 24 m.

The horizontal alignment of the road is fluent except sharp curves at few locations. There are 9 major junctions (T junctions). Three National Highways (NH-57, NH-107 and NH 31) and 3 State Highways (SH 76, SH-66 and SH-58) meet the Project Highway at various locations. NH 106 and NH 107 overlap in Madhepura Town in a length of 2 km.

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A total Land Acquisition of 16.251 ha is required for upgradation and construction of Bridges, ROBs and Truck lay bye on NH 106 in Supaul (8.980 ha) and Madhepura (7.271 ha) districts. All this land is agricultural or habitation land. No forest land is involved.

8. Compensatory afforestation

The DFO, Saharsa Forest Division, Saharsa has stated that the Compensatory afforestation will be done in 8 notified protected forest sites. However, details of the area identified has not been provided.

a) Whether land for compensatory afforestation is suitable from plantation and management point of view or not:

Land suitability Certificate has not been submitted.

b) Whether land for compensatory afforestation is free from encroachment/other encumbrances:

Details not furnished.

c) Whether land for compensatory afforestation is important from Religious/Archaeological point of view:

Not reported.

d) Land identified for raising compensatory afforestation is in how many patches, whether patches are compact or not:

A total of 8 notified protected forest sites, as stated by DFO, Saharsa Forest Division, Saharsa (enclosed as Annexure-III).

e) Map with details:

C.A. map not submitted.

f) Total financial outlay:

As stated by the DFO, Saharsa Forest Division, Saharsa, the total financial outlay for Compensatory afforestation scheme is Rs. 27355114/-.

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:

As stated by the DFO, Saharsa Forest Division, Saharsa, no violation of the Act has been committed.



10. Whether proposal involves rehabilitation of displaced persons. If yes, whether rehabilitation plan has been prepared by the State Government or not :

As reported by the User agency, the displacement of people due to project are as follows:

Number of families	-	274 families
No. of Scheduled Caste	-	256 households
Scheduled Tribe Families	-	6 households

11. Reclamation plan:

Not applicable.

Details and financial allocation:

Not applicable.

12. Details on catchment and command area under the project:

Not applicable.

Catchment area treatment plan to prevent siltation of reservoir:

Not applicable.

13. Cost benefit ratio:

Cost Benefit analysis has been submitted (Annexure-IV).

14. Recommendations of the Principal Chief Conservator of Forests/State Government:

Recommended by CCF-cum Nodal Officer (FC), Bihar, Patna.

15. Recommendations of Additional Principal Chief Conservator of Forests (Central) along with detailed reasons:

Appended separately.

16. Conservator of Forests (Central) shall give detailed comments on whether there are any alternative routes/alignment for locating the project on the non-forest land:

The proposed area is the minimum area of the protected forest which has been identified after considering all the alternatives.

17. Utility of the project:

As reported by the User agency, the benefits of the project will be reduction in cost of travelling & transportation, reduction in travelling time, reduction in accidents due to better service levels of the road and better connectivity from Birpur to Bihpur etc. It is also stated that the project will provide employment opportunity to people, development of tourism, development of local industry, quick transportation of agriculture produce and perishable goods, improved quality of life for people, upliftment of social and educational standard of the people.

Numbers of Scheduled Caste/Scheduled Tribes to be benefited by the project:

As stated by the User agency, the labourers engaged for the construction work would be Scheduled Caste/Scheduled Tribes/Backward classes.

18.

a) Whether land being diverted has any socio-cultural/ religious value:

No.

b) Whether any sacred grove or very old growth trees/forests exist in the areas proposed for diversion:

Not reported.

c) Whether the land under diversion forms part of any unique eco-system:

As stated by the DFO, Saharsa Forest Division, no protected, archaeological/heritage site/defence establishment or any other important monument is located in the area.

19. Situation with respect to any Protected Area:

As reported by DFO, Saharsa Forest Division, the proposed road is not a part of National Park, Wildlife Sanctuary, Biosphere reserve, tiger reserve, elephant corridor. As stated by the DFO, Saharsa, the near protected area is Bhimbandh Wildlife Sanctuary which is about 100 km away from the project site.

20. Any other information relating to the project:

1. FRA Certificate in the prescribed format from Collector-cum-DM has been submitted in respect of Supaul district only. The FRA certificates submitted by Collector/DM in respect of Saharsa and Madhepura are not in prescribed format (Annexure-V, V-A, V-B).

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2. Some re-alignments have been made in the proposal due to excess banking of the road and human habitation. At many places, it was observed that many settlements have come up on the road side which are being treated as encroachment by the User agency. Therefore, no R&R provision has been made for them.
3. Road condition in some portion is extremely bad due to presence of many pot holes.
4. The user agency was instructed to transplant trees on roadside which are of lesser girth to distant places, after widening of roads is complete.
5. By widening of roads, some agricultural lands will be damaged. However, User agency claims that crops have been grown on their land, therefore no compensation will be given to the growers.
6. Topo-sheets & DOPS map are enclosed as Annexure- I, I(A), I(B) & Annexure-II.



(SUMAN MOHAPATRA)
CONSERVATOR OF FORESTS (CENTRAL)