

कार्यालय वनमंडलाधिकारी (सामान्य) वनमंडल नर्मदापुरम

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नर्मदापुरम दिनांक #ApprovedDate#

प्रति,

अपर प्रधान मुख्य वनसंरक्षक (भू प्रबंध)
मध्य प्रदेश भोपाल

विषय :- बैतूल एवं होशंगाबाद (नर्मदापुरम) जिले में जुझारपुर से ढोडरामोहार के मध्य तीसरी रेलवे लाइन के निर्माण हेतु उत्तर बैतूल वनमंडल की 1.2496 हेक्टेयर वनभूमि एवं होशंगाबाद वनमंडल की 6.7861 हेक्टेयर कुल 8.0357 हेक्टेयर वनभूमि सेन्ट्रल रेलवे, नागपुर डिविजन बैतूल को उपयोग पर देने बाबत।
FP/MP/RAIL/150074/2021

संदर्भ :- 1.भारत सरकार, पर्यावरण एवं जलवायु परिवर्तन मंत्रालय क्षेत्रीय कार्यालय भोपाल का पत्र क्र/6-एमपीआर/027/2023-बीएचओ(E-217728) दिनांक 16.02.2026
2.आपका पत्र क्रमांक/एफ-5/1211 दिनांक 18.02.2025
2.उप मुख्य अभियंता (निर्माण) मध्य रेलवे, नागपुर डिविजन बैतूल मध्य प्रदेश का पत्र क्रमांक/ ET-NGP/3rd Line/Forest/ दिनांक 20.03.2026

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उपरोक्त विषयान्तर्गत निवेदन है कि इटारसी एवं नागपुर रेलवे लाइन के अन्तर्गत जुझारपुर से चिचौड़ा के बीच प्रस्तावित तृतीय रेलवे लाइन प्रस्ताव अंतर्गत भारत सरकार के संदर्भित पत्र द्वारा 08 बिंदुओं पर जानकारी चाही गई है।

इस संबंध में उप मुख्य अभियंता (निर्माण) मध्य रेलवे, नागपुर डिविजन बैतूल मध्य प्रदेश के संदर्भित पत्र द्वारा 08 बिंदुओं की जानकारी प्रस्तुत की है। आवेदक द्वारा प्रस्तुत जानकारी पर अधोहस्ताक्षरकर्ता का अभिमत निम्नानुसार है-

क्र	भारत सरकार द्वारा चाही गई जानकारी	आवेदक विभाग द्वारा प्रस्तुत जानकारी	अधोहस्ताक्षरकर्ता का अभिमत
1	The proposed 3rd railway line is a linear project; however, the State Government has submitted the proposal in a fragmented manner. The Regional Office, Bhopal sought justification for the isolated forest land polygons proposed for diversion. In response, the State Government informed that the forest patches were jointly inspected with the Forest Department and only those patches deficient in width for construction of the 3rd railway line were proposed for diversion. The State Government further stated that the forest patches not included in the diversion proposal are under Railway ownership; however, no documentary evidence has been furnished in support of this claim. Moreover, as per DSS analysis and the forest compartment boundary available therein, it is observed that the User Agency has not submitted complete KML files for the forest land falling within the forest compartment. As a result, the proposed KML file of the forest land appears disjointed and non-contiguous. The State Government is, therefore, requested to furnish correct	In this regard, it is submitted that vide reference letter No. 3 dated 22/05/2024, 25 Nos. of Railway Land Plans duly certified by the Revenue Department were submitted by the Railway, the hard copies of which have been deposited in the office of APCCF (Land Management), Bhopal. Further, the KML file showing the existing ROW of Railway owned land from Jujharpur to Dodharamohar is also submitted herewith for kind perusal.	आवेदक विभाग द्वारा रेलवे विभाग के मानचित्र उपलब्ध कराये है परंतु रेलवे की भूमि के मालिकाना हक से संबंधित कोई दस्तावेज उपलब्ध नहीं कराये है। आवेदक विभाग द्वारा disjointed and non-contiguous एरिया की KML परिवेश पोर्टल पर प्रस्तुत की है। वनक्षेत्र से गुजर रही पूर्ण रेलवे लाइन की KML प्रस्तुत नहीं की है।

	and complete details in this regard.		
2	The State Government has further submitted that a portion of the land proposed for diversion is under Railway ownership. The instant proposal pertains to the construction of a 3 rd railway line, whereas two railway lines have already been established. The State Government shall clarify whether the establishment of the existing railway lines involved any violation of the provisions of the Van (Sanrakshan evam Samvardhan) Adhiniyam, 1980. Further, a detailed chronology of the establishment of the existing railway lines, along with documentary evidence and details of approvals, if any, granted earlier by the Ministry, is required to be submitted by the State Government.	In this regard, it is submitted that vide reference letter No. 4 dated 14/08/2023, it was mentioned at Point No. 09 that the existing Track No. 1 (Up Main Line) from Nagpur to Itarsi was constructed in the year 1919 and Track No. 2 (Down Main Line) was constructed in the year 1986. It is further submitted that the construction of both the above railway lines were carried out within the Railway owned land / existing Railway Right of Way (ROW).	आवेदक विभाग द्वारा वनसंरक्षण अधिनियम 1980 के बाद 1986 में निर्मित ट्रेक नम्बर 2 (Down Main Line) की अनुमति के कोई अभिलेख प्रस्तुत नहीं किये हैं।
3	The proposed area falls within the Satpura-Melghat Tiger Corridor. The State Government was requested to furnish details regarding the extent of the proposal area falling within the tiger corridor. In response, the State Government submitted fragmented patches falling within the corridor for Forest Clearance. Further, the State Government has submitted a proposal for diversion of 287.64 hectares for NBWL clearance. The State Government is requested to provide the present status of the wildlife clearance proposal.	In this regard, it is submitted that the related wildlife proposal (WL/MP/RAIL/468116/2024) was discussed in the meeting held on 19/01/2026. The Standing Committee of NBWL decided to constitute a Site Inspection Committee comprising representatives from the Ministry, Wildlife Institute of India(WII), National Tiger Conservation Authority (NICA), State Forest Department, and the User Agency for appraisal of the proposal, and the proposal was deferred. Subsequently, a joint inspection was carried out on 15/03/2026 in the presence of all the above-mentioned members, and the report of the said inspection was received on 20/03/2026. In compliance with the recommendations given in the report, necessary modifications will be carried out in the wildlife overpass based on the study conducted by SFRI.	सहमत। Wildlife proposal (WL/MP/RAIL/468116/2024) के संबंध में दिनांक 15.03.2026 को संयुक्त निरीक्षण किया गया था परंतु अधोहस्ताक्षरकर्ता को संयुक्त निरीक्षण के बारे में बिल्कुल समय पर बताया गया जिससे संयुक्त निरीक्षण में उपस्थित नहीं हो सके। संयुक्त निरीक्षण के बाद संयुक्त निरीक्षण में उपस्थित समस्त अधिकारियों के साथ मीटिंग में अधोहस्ताक्षरकर्ता उपस्थित थे। संयुक्त निरीक्षण की रिपोर्ट एवं SFRI की रिपोर्ट इस कार्यालय को प्राप्त नहीं हुई है।
4	The REC sought No Objection Certificates (NoCs) from NHAI for locations where the proposed railway alignment intersects with NHAI infrastructure. The State Government has submitted the NoC from NHAI. However, details of any prior approvals granted by the Ministry to NHAI, if applicable, are also required to be submitted by the State Government.	In this regard, it is submitted that wherever the proposed railway alignment intersects with NHAI infrastructure, the No Objection Certificate (NoC) has been obtained by the Railway from NHAI vide letter No. NHAUPU/BPL/NII-69/Itarsi-Betul/2023/24045 dated 23/10/2023. Further, the information regarding any prior approval granted by the Ministry to NHAI, is not available with Railway.	प्रधान मुख्य वनसंरक्षक (वन्यजीव) एवं मुख्य (वन्यजीव) अभिरक्षक म.प्र. भोपाल पृष्ठांकन क्रमांक / व.त.अ.1 / म.प्र.रा.व.प्रा.बो. / 121/ 25.07/ 9768 दिनांक 17.11.2025 द्वारा सतपुड़ा-मेलघाट टाइगर कॉरिडोर के अंतर्गत इटारसी-बैतूल एन.एच.-46 (पुराना एन.एच.-69) को चार लेन चौड़ीकरण हेतु नर्मदापुरम वनमण्डल की 44.945 हे. तथा उत्तर बैतूल वनमण्डल की 56.525 हेक्टेयर कुल 101.47 हेक्टेयर प्रभावित वनभूमि भारतीय राष्ट्रीय

			राजमार्ग प्राधिकरण, भोपाल को उपयोग पर देने की वन्यप्राणी अनुमति की सैद्धान्तिक वन्यजीव अनुमति सशर्त प्रदान की गई है।(छायाप्रति संलग्न है) उक्त अनुमति के आधार पर NHAI द्वारा रेल्वे विभाग को प्रदान की गई NOC की कोई प्रति इस कार्यालय में उपलब्ध नहीं है।
5	The State Government has proposed Compensatory Afforestation (CA) over an area of 20.00 ha. However, as per DSS analysis, the CA area is observed to be 30.103 ha. Accordingly, the State Government is required to submit the correct CA details, along with the complete CA suitability certificate, and upload the same in Part-II of the PARIVESH portal.	This matter pertains to DFO (North), Betul.	यह बिंदु वनमंडल (उत्तर) बैतूल से संबंधित है।
6	As per satellite imagery, pre-plantation work is visible on the proposed CA land. Accordingly, the State Government is requested to submit details of the plantation work, if any, carried out by the State Forest Department.	This matter pertains to DFO (North), Betul.	यह बिंदु वनमंडल (उत्तर) बैतूल से संबंधित है।
7	The State Government has reported a violation of the Van (Sanrakshan evam Samvardhan) Adhinyam, 1980 over an area of 0.0366 ha. Accordingly, the State Government is required to submit a detailed Action Taken Report in accordance with the provisions of the said Adhinyam against the UA and Forest Department officials, who were not able to prevent the non-forestry use of forest land.	In this regard, it is submitted that a meeting was held on 17/12/2025 between DFO (North), Betul and the Executive Engineer (Construction), Betul, Railway. During the said meeting, the land records sought by DFO (North), Betul were submitted by the Railway in the office of DFO (North), Betul on the same date i.e. 17/12/2025 .	यह बिंदु वनमंडल (उत्तर) बैतूल से संबंधित है।
8	The User Agency has not uploaded the KML files for 11.1926 ha of non-forest land involved in the proposal on the PARIVESH portal. Consequently, the complete layout of the proposed railway line cannot be depicted. The State Government is, therefore, required to submit the same.	The details of the KML file of the non-forest land under Railway are provided at Point No. 1 , and the same is being enclosed herewith and forwarded along with this letter.	आवेदक विभाग द्वारा परियोजना में प्रभावित होने वाली फॉरेस्ट लैंड एवं नॉन फॉरेस्ट लैंड की कम्पलीट KML वनमण्डल कार्यालय में उपलब्ध नहीं कराई है।

संलग्न- उपरोक्तानुसार

वनमंडलाधिकारी

वनमण्डल (सामान्य) नर्मदापुरम

#DocumentNumber#/माचि/

नर्मदापुरम दिनांक#ApprovedDate#

- प्रतिलिपि:-** 1 मुख्य वनसंरक्षक, नर्मदापुरम वृत्त नर्मदापुरम की ओर सूचनार्थ प्रेषित।
2 उप मुख्य अभियंता (निर्माण) मध्य रेल्वे, नागपुर डिवीजन बैतूल मध्य प्रदेश की ओर सूचनार्थ प्रेषित।

वन मंडल अधिकारी
वनमंडल (सामान्य) नर्मदापुरम