

**GOVERNMENT OF ANDHRA PRADESH
FOREST DEPARTMENT**

From

Sri A.Chandra Sekhar, SFS.,
District Forest Officer,
Chittoor East (WL) Division,
CHITTOOR.

To

The Chief Conservator of Forests,
Wildlife Management Circle,
TIRUPATI.

Sir,

Rc.No.930/2018/D, Dt.07.09.2022

Sub:- APFD FCA 1980– Proposals for diversion of forest land for construction of six-lane road from Chennai-Chittoor-Thachur section of NH-716B in favour of PD, NHAI-PIU, Chennai – DGPS Survey data of the degraded Forest land identified for CA submitted for verification and authentication – Authentication maps communicated – Part-I proposals submitted by the User Agency – Part-II proposals submitted – Certain information called for by the GoI – Information submitted - Reg.

- Ref:-**
1. PCCF, A.P., Guntur, Ref.No. EFS02-15034/135/2018-FCA SEC-PCCF/FCA-1, Dt: 07.03.2022 communicated through the CCF, WLM Circle, Tirupati Rc.No. Rc.No.133/2020/M1, Dt.29.01.2022.
 2. DFO, Chittoor East Rc.No.930/2018/D, Dt.27.01.2022.
 3. PD, NHAI-PIU-Chittoor, NHAI/PIU-CTR/17002/Forest/P-III/CTR-TCR/2022/190, Dt.21.03.2022.
 4. DFO, Chittoor East Rc.No.930/2018/D, Dt.01.04.2022 & 16.04.2022.
 5. DFO, Chittoor East Rc.No.930/2018/D, Dt.20.04.2022. (letter to UA).
 6. Forest Range Officer, Puttur Rc.No.138/2019/PTR, Dt.06.05.2022.
 7. DFO, CTR/E Rc.No.930/2018/D, Dt.20.05.2022.
 8. GoI, MoEF & CC, Integrated Regional Office, Vijayawada F.No.4-APB182/2022-VIJ/493, Dt.05.08.2022 communicated in GoAP., Memo No. 1487/Section.II/2022/1767199, EFS&T (Sec.II) Dept. Dt.12.08.2022 communicated in Prl. CCF., A.P., Guntur Rc. No. EFS02-15034/135/2018-FCA SEC-PCCF/FCA-1, Dt.23.08.2022 communicated in CCF, WLM Circle, TPT Rc. No. 133/2020/M1, Dt.26.08.2022.
 9. NHAI/PIU-CTR/1700/FOREST/Pkg.-III/CTR/2022/647, Dt.02.09.2022.
 10. DFO, CTR/E Rc.No.930/2018/D, Dt.03.09.2022.
 11. FRO, Puttur Rc. No. 138/2019/PTR, Dt.05.09.2022.

❦

In obedience to the ref. 8th cited, it is submitted that the Government of India vide GoI, MoEF&CC, Integrated Regional Office, Vijayawada F.No.4-APB182/2022-VIJ/493, Dt.05.08.2022 has called for the following information in respect of the proposals under F (C) Act,1980 of Chennai-Chittoor-Thachur Section of NH-716B.

- i) Map clearly depicting the alternative routes examines along with the note on each such alternative examines (includes actual forest area involved, number of trees to be felled, cost, displacement of people, if any etc.,)
- ii) Authenticated Beat map clearly depicting the RF boundary and the road alignment proposed for diversion.

(P.T.O)

Further, it is submitted that, on receipt of the said communication, instructions have been issued to the Forest Range Officer, Puttur Range vide ref. 10th cited to submit the information / maps for the above points in consultation with the User Agency. Accordingly, the Forest Range Officer, Puttur Range has submitted that the Forest Section Officer, Nagalapuram Section has verified all the alternative routes with reference to the options exercised by the User Agency through their letter dated 02.09.2022. Out of the 5 options exercised by the User Agency, the option No.2 of the proposal submitted by the User Agency is having shortest distance passing in the Reserves Forest and also having minimal disturbance to the Forests i.e., (i) Forest area involved : 4.54 Ha.; (ii) No. of trees to be felled : 809 Nos.; (3) Cost : Rs.30,54,849/- (value of tree growth as per Offence FSR 2022-23) and (4) Displacement of people : NIL.

Accordingly, the following maps in six (6) sets each along with note submitted by the User Agency are submitted herewith:-

- (i) Map clearly depicting the alternative routes examines along with the note submitted by the user agency.
- (ii) Beat map clearly depicting the RF boundary and the road alignment proposed for diversion.

It is submitted that the proposed 4.54 Ha. area is falling in Compt. No. 297, Pulikundram RF, Pulikundram Beat of Puttur Range. Further, it is submitted that, as per the topo sheet map, the proposed area of diversion is falling outside the Reserve Forest area. But, as per the Gazette Notification of Pulikundram RF, the entire proposed area is falling inside the Pulikundram RF.

In view of the above, it is recommended for consideration of the proposal U/s 2 of Forest (Conservation) Act,1980 for diversion of forest land for construction of six-lane road from Chennai-Chittoor-Thachur section of NH-716B in favour of Project Director, NHAI-PIU, Chennai.

This is submitted for favour of kind information and necessary action.

Yours faithfully,

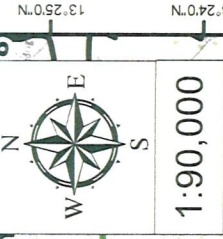
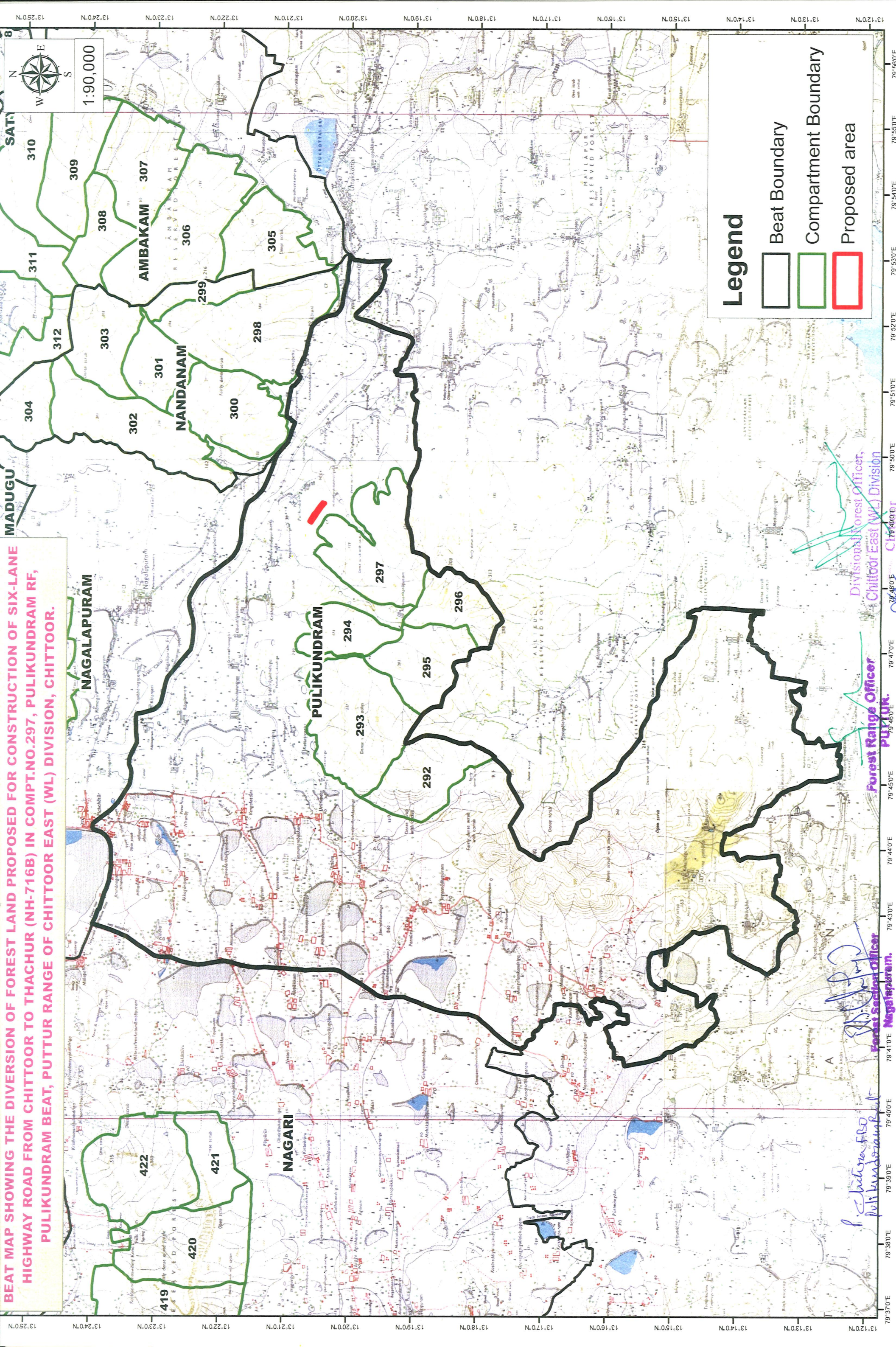
District Forest Officer,
Chittoor East (WL) Division,
CHITTOOR.

Encls: as above,

Copy to the NHAI, PIU, Chennai, SRI Towers, 3rd Floor, DP-34 (SP) Industrial Estate, Guindy, Chennai – 600032 chennaipiu@gmail.com for information.

Copy to the Project Director, NHAI, PIU, Door No.2-1273/1F, B.V.Reddy Colony, Chittoor– 517001 for information.

BEAT MAP SHOWING THE DIVERSION OF FOREST LAND PROPOSED FOR CONSTRUCTION OF SIX-LANE HIGHWAY ROAD FROM CHITTOOR TO THACHUR (NH-716B) IN COMPT.NO.297, PULIKUNDRAM RF, PULIKUNDRAM BEAT, PUTTUR RANGE OF CHITTOOR EAST (WL) DIVISION, CHITTOOR.



Legend

- Beat Boundary
- Compartment Boundary
- Proposed area

MADUGU

SATY

NAGALAPURAM

AMBAKAM

NANDANAM

PULIKUNDRAM

NAGARI

Divisional Forest Officer,
Chittoor East (WL) Division

Forest Range Officer
Pulikul.

Forest Section Officer
Nagalapuram.

Chittoor FSO
Pulikul.

13°25'0"N 13°24'0"N 13°23'0"N 13°22'0"N 13°21'0"N 13°20'0"N 13°19'0"N 13°18'0"N 13°17'0"N 13°16'0"N 13°15'0"N 13°14'0"N 13°13'0"N 13°12'0"N

79°37'0"E 79°38'0"E 79°39'0"E 79°40'0"E 79°41'0"E 79°42'0"E 79°43'0"E 79°44'0"E 79°45'0"E 79°46'0"E 79°47'0"E 79°48'0"E 79°49'0"E 79°50'0"E 79°51'0"E 79°52'0"E 79°53'0"E 79°54'0"E 79°55'0"E 79°56'0"E



TOPO MAP SHOWING THE ALIGNMENT CHITTUR-THACHUR (FROM CH 0+000 TO CH 126+578)



LEGENDS:

- OPTION-1
- OPTION-2 (RECOMMENDED)
- OPTION-3
- OPTION-4
- OPTION-5
- RESERVE FOREST
- STATE BOUNDARY - TAMILNADU

SCALE 1:50000 (A1 Sheet)

A. Chandra
Project Director
M&T, PU, Chittoor

Divisional Forest Officer,
Chittoor East (WL) Division
Chittoor

Arjun
Forest Range Officer
Nagalapuram

Forest Range Officer
PUTTUR.

P. Krishna FBO
Forest Section Officer
Nagalapuram.

Pulikundram Beel

GOVERNMENT OF ANDHRA PRADESH
FOREST DEPARTMENT

From
Sri S.Ashok Kumar Yadav,
Forest Range Officer (FAC),
Puttur Range.

To
The District Forest Officer,
Chittoor East (WL) Division,
CHITTOOR.

Rc.No.138/2019/PTR, Dt.05.09.2022

Sir,

Sub:- APFD FCA 1980- Proposals for diversion of forest land for construction of six-lane road from Chennai - Chittoor - Thachur Section of NH-716B in favour of PD, NHAI-PIU, Chennai - DGPS Survey data of the degraded Forest land identified for CA submitted for verification and authentication - Authentication maps communicated - Part-I proposals submitted by the User Agency - Part-II proposals submitted - Certain information called for - Submitted - Reg.



- Ref-
1. PCCF, A.P., Guntur, Ref.No. EFS02-15034/135/2018-FCA SEC-PCCF/FCA-1, Dt: 07.03.2022 communicated through the CCF, WLM Circle, Tirupati Rc.No. Rc.No.133/2020/M1, Dt.29.01.2022.
 2. DFO, Chittoor East Rc.No.930/2018/D, Dt.27.01.2022.
 3. PD, NHAI-PIU-Chittoor, NHAI/PIU-CTR/17002/Forest/P-III/CTR-TCR/2022/190, Dt.21.03.2022.
 4. DFO, Chittoor East Rc.No.930/2018/D, Dt.01.04.2022 & 16.04.2022.
 5. DFO, Chittoor East Rc.No.930/2018/D, Dt.20.04.2022. (letter to UA).
 6. Forest Range Officer, Puttur Rc.No.138/2019/PTR, Dt.06.05.2022.
 7. DFO, CTR/E Rc.No.930/2018/D, Dt.20.05.2022.
 8. NHAI/PIU-CTR/1700/FOREST/Pkg.-III/CTR/2022/647, Dt.02.09.2022 along with GoI, MoEF & CC, Integrated Regional Office, Vijayawada F.No.4-APB182/2022-VIJ/493, Dt.05.08.2022.
 9. DFO, CTR/E Rc. No. 930/2018/D, Dt.03.09.2022.

(15/09/2022)

In obedience to the ref. 9th cited, it is submitted that the user agency i.e., the PD, NHAI-PIU, Chennai has exercised the 5 alternative routes as directed by the Govt. of India vide ref. 8th cited and the same has produced before the Forest Range Officer, Puttur Range on 05.09.2022. On receipt of the said report of the user agency, instructions have been issued to the Forest Section Officer, Nagalapuram Section to verify the alternative routes with reference to the field condition. Accordingly, the Forest Section has submitted that the route at Sl. No.2 of the proposal is the shortest distance passing in the Reserves Forest and also having minimal disturbance to the Forests as detailed below:

- | | | |
|-------|---------------------------|-------------------|
| (i) | Forest area involved | :: 4.54 Ha.; |
| (ii) | No. of trees to be felled | :: 809 Nos.; |
| (iii) | Cost | :: Rs.30,51,849/- |
| (iv) | Displacement of people | :: NIL. |

Accordingly, the following maps are submitted herewith;

- i) Map clearly depicting the alternative routes examined along with the note submitted by the user agency.
- ii) Beat map clearly depicting the RF boundary and the road alignment proposed for diversion. It is submitted that the proposed 4.54 Ha. area is falling in Compt. No. 297, Pulikundram RF, Pulikundram Beat of Puttur Range..

This is submitted for favour of information and necessary action.

Yours faithfully,


Forest Range Officer (FAC),
Puttur Range.

5-9-22

Copy submitted to the Sub Divisional Forest Officer, Tirupati for information and necessary action.



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन एवं राजमार्ग मंत्रालय)

परियोजना कार्यान्वयन इकाई : चित्तूर.

National Highways Authority of India

(Ministry of Road Transport & Highways)

Project Implementation Unit - Chittoor.

ड. नं. 2-1273/1F, बी. वी. रेड्डी कॉलोनी, चित्तूर, आंध्र प्रदेश - 517001

D. No. 2-1273/1F, B. V. Reddy colony, Chittoor, Andhra Pradesh - 517001

दूरभाषा Tel : 08572 - 357715 ई-मेल E-mail : chittornhai@piu@gmail.com, piuchittoor@nhai.org



NHAI/PIU-CTR/17002/Forest/Pkg-III/CTR/2022/647

Date:02.09.2022

To
The Divisional Forest Officer (East),
Chittoor East (WL) Division, Chittoor District.
Andhra Pradesh.

Sub: NHAI-PIU-Chittoor-Diversion of 4.54 Ha of forest land in Compartment No. 297, Pulikundram RF/ Pulikundram Beat, Puttur Range of Chittoor East (WL) Division for construction of six-lane highway-road from Chittoor to Thatchur (NH-716B) from Km 0.000 (Bangalore-Chennai Expressway) to Km. 126.550 (Chennai Peripheral Road) in Chittoor District in Andhra Pradesh and Tiruvallur District in Tamil Nadu - **Online Submission of proposal - Compliance - Reg.**

Ref: Govt. Memo. No.1487/Section.II/2022/1767199, dt: 12.08.2022

Sir,

This has reference to Govt. Memo cited above, wherein requested to furnish the following documents for further consideration of the proposal. In this regard, para wise compliance is hereby furnished for taking further necessary action.

- (i) Map clearly depicting the alternative routes examined along with the note on each such alternative examined (includes actual forest area involved, number of trees to be felled, cost, displacement of people, if any, etc.,)

Reply: DPR Consultant proposed five alignment options by developing a matrix, considering the Natural Environment, Biological Environment, Physical Environment, Social Environment and Engineering details as the governing aspects. A scoring criterion developed based on the attributes assigned to each aspect. A map clearly showing the alternative routes are enclosed as Annexure-A. The Matrix for individual aspects for all proposed options of alignment is given in Appendix- 1 to 5 of Annexure-B. The summary score details are given in Table-1.

Table-1: Summary Details of Matrix

Scoring Criterion	Total Weight	Option-1	Option-2	Option-3	Option-4	Option-5
		Score	Score	Score	Score	Score
Natural Environment	80	34	32	29	34	29
Biological Environment	80	7	7	6	7	5
Physical Environment	50	-	-	-	-	-
Social Environment	60	23	15	23	16	12
Engineering	130	110	88	121	102	108
Total	400	174	142	179	159	154

S The Score criteria to illustrate impact category adopted are as below:

Score	Score Limit (%)	Impact Category
Less than 120	<30	Low
120 to 200	30 - 50	Medium
200 to 320	50 - 80	High
More than 320	>80	Very High

It is evident from results that Option 2 score has less impact among all the 5 options. The alignment comparative summary statements are given in Table-2 of Annexure-B. Annexure-B submitted in TOR for obtaining EC Clearance is hereby enclosed.

(ii) Authenticated beat map clearly depicting the RF boundary and the road alignment proposed for

Reply: Authenticated beat map to be provided by the Forest Department (DFO Chittoor East)

Yours faithfully



(R. PRASANTH)

DGM (T) & Project Director

Copy submitted to:

1. IRO, MoEFF&CC Vijayawada for kind information.
2. RO, NHAI, Vijayawada for kind information.
3. PCCF Guntur/Nodal Officer for kind information.
4. Copy to CCF Tirupati for information.

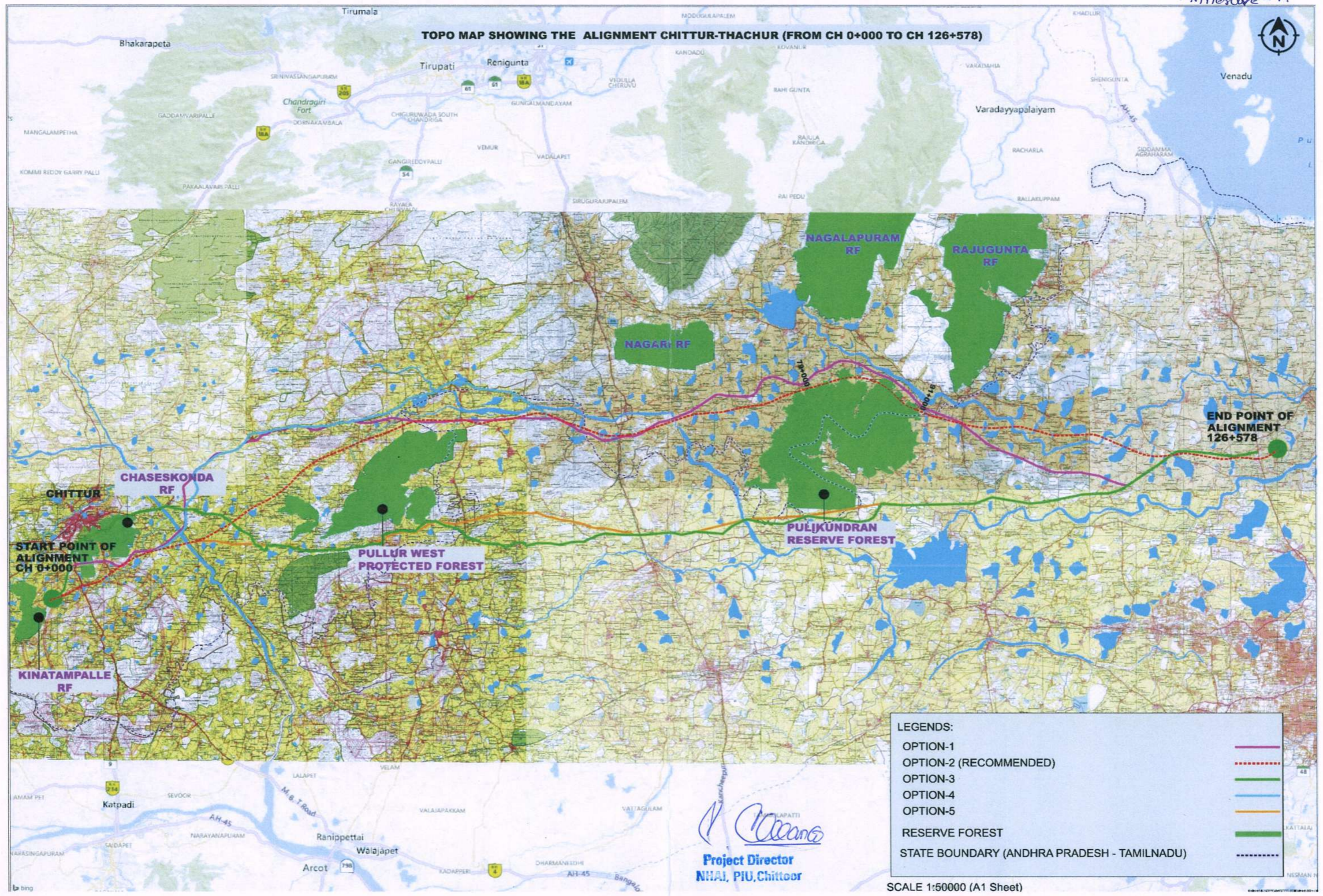


Figure 1: Option 2: Final Alignment

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ANALYSIS OF ALTERNATIVES

INTRODUCTION

The Ministry of Road Transport and Highways (MORT&H), Government of India has proposed “Bharat Mala Pariyojana” an Umbrella scheme of road development project through National Highways Authority of India (NHAI), National Highway and Industrial Development Corporation (NHIDC) and state Public Works Departments (PWD) at an estimated cost of INR 5,35,000crores. This focuses on optimizing efficiency of freight and passenger movement across the country by bridging critical infrastructure gaps through effective interventions like development of economic corridors, inter-corridor, national corridors efficiency improvement, border & international connectivity roads, coastal & port connectivity roads and expressways.

In pursuance of the above program, NHAI appointed M/s Louis Berger Consulting Private Limited, New Delhi as Consultants to carry out the Consultancy Services for preparation of DPR for the project. The Letter of Acceptance was communicated vide NHAI letter NHAI/Planning/ EC/2016/DPR/Lot 3/ Ap. Knt. Goa &KL/Package 1/98598 dated 21/04/2017. The contract agreement signed on 11/5/2017 vide letter NHAI/planning/EC/2016/DPR/Lot 3/AP, Karnataka, Goa &KL, / Package 1/99575 dated 11/05/2017 with immediate commencement date

A meeting held with NHAI on 28/12/2017 regarding optimizing the project road stretches and it deliberated to alter the start & end to Chittoor – Thatchur. The proposed finalized alignment jointly inspected with PD/PIU/Chennai on 07/01/2018 &11/01/2018. Further, a meeting was held in MORTH for optimizing the Bharatmala economic corridors and it was intimated to us that Chittoor – Thatchur Greenfield alignment will be consider (copy enclosed) contrary to Puttur - Janappanchatram section (AP SH 4421 & TN SH 51). Eventually the Puttur stretch dropped from our scope of work.

The proposed alignment declared as National Highway 716B as per MORT&H Gazette notification S O NO 646E dated 29/02/2018.

PROJECT DESCRIPTION

The proposed Chennai – Kurnool economic corridor starts from Chennai, terminates in Kurnool, and pass through Puttur, Renigunta, Kadapa and Nandyal. It noted that the section from Nagari to Renigunta has developed under NHDP. Therefore, if Nagari- Chennai (Thatchur) with a spur to Chittoor section were develop as part of Chennai – Kurnool corridor, it would offer alternative connectivity between Chennai and Bangalore/Chittoor. Further the container traffic originating from Bangalore and bound towards the ports of Kamarajar and Kattupalli currently passes through the congested Chennai bypass and the Tamil Nadu state is developing the northern port access road from Thatchur to Kamarajar (Ennore) and Kattupalli ports. Therefore, Chittoor – Thatchur Greenfield alignment will provide direct port connectivity to Bangalore and Chittoor contrary to Puttur – Uthukkottai (AP SH 4421) & Uthukkottai – Janappanchatram (TN SH 51) considered in Inception report. Accordingly this route is notified in Government of India Gazette as NH 716B

CURRENT CONNECTIVITY STATUS TO THESE PORTS

- 1 At present Bangalore & north India traffic, negotiate through existing NH 48 and through Chennai city to reach Kamarajar & Kattupalli ports.
- 2 Andhra Pradesh & Karnataka traffic negotiate through existing NH 40 and joins NH 48 in Walajahpet and through Chennai city to reach Kamarajar & Kattupalli ports

- 3 Andhra Pradesh traffic negotiate through existing NH 716 and joins NH 48 in Sriperumbudur and through Chennai city to reach Kamarajar & Kattupalli ports
- 4 Traffic from and to these ports create congestion in and around Chennai city
- 5 Growth of these ports is also constraint on these account
- 6 There is imminent need for alternate connectivity bypassing Chennai city to avoid traffic congestion in the city

ADVANTAGES OF THIS ALIGNMENT

- 1 The proposed greenfield alignment will provide direct connectivity to Kamarajar (Ennore) and Kattupalli ports through Bangalore – Chennai expressway
- 2 The alignment will ensure seamless connectivity without mixing with Chennai city traffic
- 3 This route will decongest Chennai city from port bound heavy truck traffic
- 4 This corridor will provide connectivity to Ponneri Smart City and Mahindra World City
- 5 Improve air quality due to reduction in truck traffic through Chennai city
- 6 Will provide connectivity to SEZs and other industrial estates in the vicinity of port
- 7 Sri City will get better connectivity from Bangalore, Chittoor, Kadapa and Tirupati etc.
- 8 Total distance through this alignment will be shortened by about 30km resulting in huge saving in VOC (vehicle operating cost)

OPTION STUDY OF ALIGNMENT

Five options for the proposed route are consider for study considering same start and ends. Terrain, geometric details, land requirements, number of affected settlements, social and environment impacts on proposed alignments including merits and demerits of alignment studied for all proposed options. The details given below.

Option 1

The option starts from km 152.000 of Bangalore Chennai Expressway near Chittoor (Mapakshi), crosses existing km 153.600 of NH 4 near Chittoor district Collector office and meets existing SH 54 (MDR 4607) near GD Nellore. The proposed alignment follows the existing SH 54 until Ripunjararajapuram and diverts on Greenfield and crossing SH 108, NH 716 and Nagalapuram Road near Nindra avoiding Pulikundram Reserve Forest. The proposed alignment crosses SH 50 near Uthukkottai and matches with Chennai Peripheral Road in Kanigaipair on SH 51. The total length of this alignment will be 137.200km approximately.

Option 2

The option starts from km 152.000 of Bangalore Chennai Expressway near Chittoor (Mapakshi) and follows green field line crossing Chittoor Ponnai road, SH 108 and NH 716. The alignment crosses Nagalapuram road near Nindra encroaching part of Pulikundram Reserve Forest. The alignment crosses the SH 50 near Uthukkottai in Tamil Nadu and matches with Chennai Peripheral Road at Kanigaipair on SH 51 after crossing SH 50A. The total length comes out to be 126.550 Km.

Option 3

The option starts from km 152.000 of Bangalore Chennai Expressway near Chittoor (Mapakshi), crosses km 11.000 of SH 54 (MDR 4607) near GD Nellore and follows existing road up-to Krishnajammapuram and after this place, the alignment follows Greenfield, crossing SH 108, Nochilli road, NH 716, Vanjeri road. The route crosses the SH 50 near Uthukkottai and matches with Chennai Peripheral Road at Kanigaipair in SH 51 after crossing SH 50A. The total length comes out to be about 131.930 km.

Option 4

The option starts from km 152.000 of Bangalore Chennai Expressway near Chittoor (Mapakshi) and follows green field line crossing Chittoor Ponnai road. It further passes through Nallarallapalle, crosses Chittoor Road and meets existing SH 54 (MDR 4607) near Kotagaram. The proposed alignment follows the existing SH 54 till Eduvaripalle/Pallipattu and diverts on Greenfield bypassing Palipattu. It passes near Nediyaam, Moolanatham, Melapattu and crosses NH 716 near Veera Kaveri Raja Puram. It further crosses NH 50A, Tirupati Road and matches with Chennai Peripheral Road at Kanigaipair in SH 51 after crossing SH 50A. The total length comes out to be about 132.300 km.

Option 5

The option starts from km 152.000 of Bangalore Chennai Expressway near Chittoor (Mapakshi), follows Greenfield alignment and crosses existing NH-4 near Gangasagaram. It further crosses Chittoor Ponnai Road near Ayanavedu. It runs almost parallel to Alignment Option 3 mentioned above from Thugundram to Krishnajammapuram. The option matches with Chennai Peripheral Road at Kanigaipair in SH 51 after crossing SH 50A. The total length comes out to be about 123.00 km.

Further, a matrix has developed considering the Natural Environment, Biological Environment, Physical Environment, Social Environment and Engineering details as the governing aspects. A scoring criterion developed based on the attributes assigned to each aspect. The alignment options given in **Figure 1**. The Matrix for individual aspects for all proposed options of alignment given in **Annexure 1 to 5**. The summary score details are given in **Table-1**.

Table-1: Summary Details of Matrix

Scoring Criterion	Total Weight	Option-1	Option-2	Option-3	Option-4	Option-5
		Score	Score	Score	Score	Score
Natural Environment	80	34	32	29	34	29
Biological Environment	80	7	7	6	7	5
Physical Environment	50	-	-	-	-	-
Social Environment	60	23	15	23	16	12
Engineering	130	110	88	121	102	108
Total	400	174	142	179	159	154

The Score criteria to illustrate impact category adopted are as below

Score out of 360	Score Limit (%)	Impact Category
Less than 120	<30	Low
120 to 200	30 – 50	Medium
200 to 320	50-80	High
More than 320	>80	Very High

It is evident from results that Option 2 score has less impact. The alignment comparative summary statement given in **Table-2. b**

Table-2: Alignment option comparison

S. No.	Description	Option 1	Option 2	Option 3	Option 4	Option 5
1	Starting (km)	0.000	0.000	0.000	0.000	0.000
2	Ending (km)	137.200	126.550	131.930	132.300	123.000
3	Length of Alignment (km)	137.200	126.550	131.930	132.300	123.000
4	Built-up stretch	Nil	Nil	Nil	Nil	Nil
5	Terrain	Plain/Rolling	Plain/rolling	Plain/Rolling	Plain/Rolling/hilly	Plain/Rolling/hilly
6	Design Speed achievable (kmph)	60-80	100	100	80-100	80-100
7	Geometries	The horizontal and vertical geometry will not achieve optimum as the route follow the existing state highway that has very poor geometry at built up locations.	This alignment be likely not to comprise good horizontal and vertical geometrics Sight distances as per geometric requirements in curves will achieved.	The horizontal and vertical geometry will not achieve optimum Sight distances as per geometric requirements in curves may not achieved	The horizontal and vertical geometry will not achieve optimum Sight distances as per geometric requirements in curves may not achieved	The horizontal and vertical geometry will not achieve optimum Sight distances as per geometric requirements in curves may not achieved
8	Existing Land use pattern through proposed alignment	Built up/ Agricultural land/ Forest Land	Agricultural land/ Forest Land	Agricultural Land / Forest Land	Built up/ Agricultural land/ Forest Land	Built up/ Agricultural land/ Forest Land
9	Proposed right of way (m)	60	70	60	60	60
10	Total Additional land required (Ha)	960.400	591.6388	923.510	926.100	861.000
11	No of affected Settlements	8	Nil	11	17	7
12	Social Impact	Widening of existing carriageway and geometrical	Not significant	Widening of existing carriageway and geometrical improvements need	Alignment is passing through number of built-up areas which leads	Alignment is passing through number of built-up areas which leads to huge

S. No.	Description	Option 1	Option 2	Option 3	Option 4	Option 5
		improvements need eviction of structures		eviction of structures and passing through hills	to huge amount of demolition of existing structures	amount of demolition of existing structures
13	Environmental Impact	Improved air quality	The proposed alignment passes through Pilikundram Reserve Forest and Forest Clearances will envisaged. Improve air quality due to reduction in truck traffic through Chennai city	Improved air quality		
14	Proposed improvement as per Manual	Four/Six lane divided carriageway	Four/Six lane divided carriageway	Four/Six lane divided carriageway	Four/Six lane divided carriageway	Four/Six lane divided carriageway
15	Merits		Travel time reduced for the movement of Goods to Chennai port Industries coming up in Renigunta and Kuppam will get connectivity to Sri city through Chittoor, Bangalore and beyond. The alignment will provide direct connectivity to Kamarajar (Ennore) and Kattupalli ports through Bangalore – Chennai expressway The alignment will ensure seamless connectivity for Bangalore traffic without mixing with Chennai city traffic This route will decongest Chennai city from port bound			

S. No.	Description	Option 1	Option 2	Option 3	Option 4	Option 5
			heavy truck traffic and also Improve air quality due to reduction in truck traffic through Chennai city			
16	Demerits	Alignment is passing through 8 nos. of built up area, forest areas and flood plains.	This alignment also pass close to some water bodies where structure arrangement is envisaged	Following existing road and acquiring land through the existing road will be tedious.	Huge land acquisition in built-up area	Huge land acquisition in built-up area
17	Recommendation	Not Recommended	Recommended	Not Recommended	Not Recommended	Not Recommended

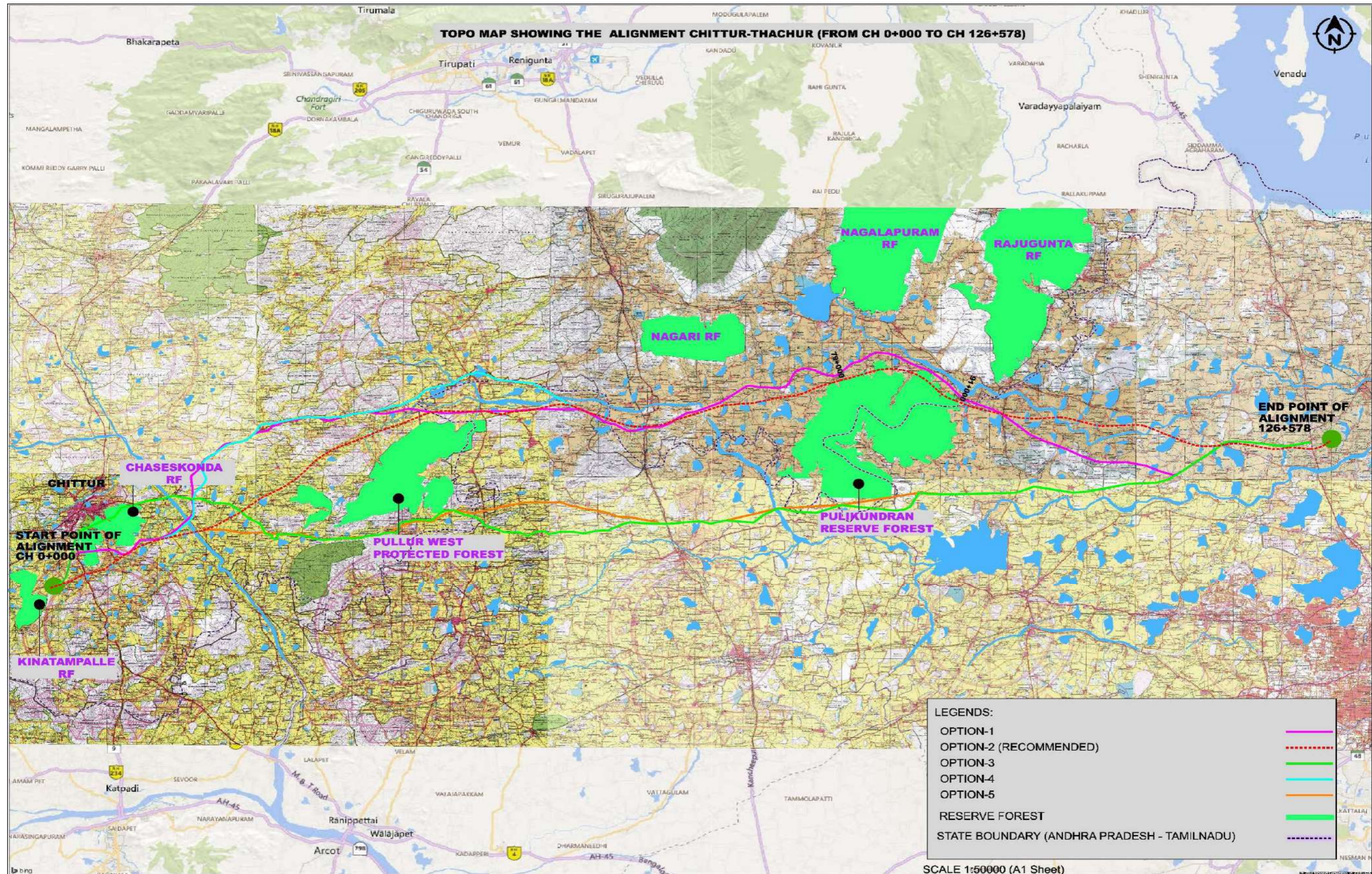


Figure 1: Option 2: Final Alignment

Appendix-1 Natural Environment

Attributes	Scoring Criteria		Score	Total Weight of Attribute	Option-1	Option-2	Option-3	Option-4	Option-5	
					Score	Score	Score	Score	Score	
Topography	Plains	-	0	10	5	5	5	5	5	
	Rolling terrain	-	5							
	Flood plains/coastal belt	-	10							
	Hilly/mountainous terrain	Up-to 100% of Project Length		10	10	1	1	1	1	1
		Up-to 50% of Project Length		5						
		Up-to 25% of Project Length		1						
		Nil		0						
	CRZ Area	CRZ -I		10	10	0	0	0	0	0
		CRZ -III		5						
		CRZ -III/IV		1						
Nil			0							
Vulnerability to natural hazards (as earthquakes, floods, landslides, Tropical cyclone winds, storm surges, tsunami or volcanic eruptions and climate changes etc.)	Not prone to any Hazard	-	0	5	3	1	1	3	1	
	Rare occurrence	-	1							
	Prone to natural disasters/risks	-	3							
	Highly prone to natural disasters (regular occurrence)	-	5							
Surface water resources	Number (average) of water bodies per km (rivers, canals, reservoirs, lakes and ponds) – Crossings as well as water bodies within ROW.	5 or less	1	5	1	1	1	1	1	
		6 to 10	2							
		11 to 15	3							
		16 to 20	4							
		21 or more	5							
Affected Surface Area of Water bodies	Reservoir/Lake/Pond	>1 ha.	10	10	10	10	10	10	10	
		Up-to 0.5 ha.	5							
		Up-to 0.1 ha.	1							
		if No	0							
	Canal/River/Stream	>3 ha.	10	10	5	5	5	5	5	
		Up-to 1.5 ha.	5							
		Up-to 0.3 ha.	1							
		if No	0							
Drainage Conditions	Over-topping and/or water logging within RoW (average number of such instances per km)	2 or less	1	5	2	2	1	2	1	
		3 to 4	2							
		5 to 6	3							
		6 to 7	4							
		7 or more	5							
Ground water resources	Availability/Grey/Black	Available	1	5	3	3	3	3	3	
		Grey	3							
		Black	5							
Materials Availability	Availability of Boulder/Sand/Earth	Within 50 km	1	5	1	1	1	1	1	
		50 to 100 km	2							
		100 to 200 km	3							
		More than 200 km	5							
Soil Erosion	Is soil erosion an issue in/along the sub-project road?	No Erosion	0	5	3	3	1	3	1	
		To some extent	1							
		Critical	3							
		Very critical	5							
Total		-		80	34	32	29	34	29	

Appendix-2: Biological Environment

Attributes	Scoring Criteria		Score	Total Weight of Attribute	Option-1	Option-2	Option-3	Option-4	Option-5
					Score	Score	Score	Score	Score
Protected Areas (PA) under Wildlife Conservation Act	National Park	-	10	10	0	0	0	0	0
	Tiger Habitat	-	10						
	Wildlife Sanctuary/Marine Sanctuary	-	8						
	Conservation Reserve/Biosphere, Wetland	-	6						
	Projects Falls within 10Km Boundary of PA/ Wildlife Corridor in other type of Forests Area	-	2						
	None	-	0						
Forests Area	Reserved Forest	Up-to 20 ha	1	10	1	2	1	2	1
		Up-to 40ha	2						
		up-to 50 ha	4						
		up-to 60 ha	6						
		upt0100 ha	8						
		More than 100 ha	10						
	Protected Forest	up-to 20 ha	1	10	1	1	1	1	1
		up-to 40ha	2						
		up-to 50 ha	4						
		up-to 60 ha	6						
		upt0100 ha	8						
		More than 100 ha	10						
	Forest Type Area (FCA Applicable), Forest Type Area (FCA Applicable), Government Land Notified under FCA Act as Protected Forest for Management Purpose	up-to 20 ha	1	10	1	1	1	1	1
		up-to 40ha	2						
		up-to 50 ha	4						
		up-to 60 ha	6						
		upt0100 ha	8						
		More than 100 ha	10						
Trees	Felling of trees from forest area	Up-to 100 Trees/Km	1	10	2	2	1	2	1
		Up-to 200 Trees/Km	2						
		Up-to 300 Trees/Km	4						
		Up-to 400 Trees/Km	6						
		More than 500 Trees/Km	8						
		More than 1000 Trees/Km	10						
	Local Law applicable for felling of trees Non Forest Land	50 Trees/Km	1	10	2	1	2	1	1
		100 Trees/Km	2						
		200 Trees/Km	4						
		Up-to 300 Trees/ Km	6						

Attributes	Scoring Criteria	Score	Total Weight of Attribute	Option-1	Option-2	Option-3	Option-4	Option-5	
				Score	Score	Score	Score	Score	
		Up-to 400 Trees/ Km	8						
		More than 500 Trees/Km	10						
Mangroves	Area	No CRZ	0	10	0	0	0	0	
		Up-to 2 ha.	2						
		up-to 5ha	5						
		More than 10 ha	10						
	No of Mangroves	up-to 50 ha	2	10	0	0	0	0	
		Up-to 100 ha	5						
		More than 200 ha	10						
Total	-	-	-	80	7	7	6	7	5

Appendix-3: Physical Environment

Attributes	Scoring Criteria		Score	Total Weight of Attribute	Option-1	Option-2	Option-3	Option-4	Option-5
					Score	Score	Score	Score	Score
Air Quality	Respirable PM10	More than Permissible limit i.e. 100 µg/m3	5	5	-	-	-	-	-
		Up-to 50 µg/m3	2						
		Up-to 20 µg/m3	0						
	Respirable PM 2.5	More than Permissible limit i.e. 60 µg/m3	5	5	-	-	-	-	-
		Up-to 30 µg/m3	2						
		Up-to 10 µg/m3	0						
	SO2/Nox	More than Permissible limit i.e. 80 µg/m3	5	5	-	-	-	-	-
		Up-to 40 µg/m3	2						
		Up-to 20 µg/m3	0						
	CO (1 Hr. Monitoring)	More than Permissible limit i.e. 4000 µg/m3	5	5	-	-	-	-	-
		Up-to 2000 µg/m3	2						
		Up-to 1000 µµ/m3	0						
CO (8 Hr. Monitoring)	More than Permissible limit i.e. 2000 µg/m3	5	5	-	-	-	-	-	
	Up-to 1000 µg/m3	2							
	Up-to 250 µ.C43/m3	0							
Ground Water	Limit as per IS 10500:2012	If 4 Parameters are above desirable limit	5	5	-	-	-	-	-
		If 2 Parameters are above desirable limit	2						
		All within Permissible Limit	0						
Surface Water	Limits as per IS:2296 Class C Limits	If 4 Parameters are above desirable limit	5	5	-	-	-	-	-
		If 2 Parameters are above desirable limit	2						
		All within Permissible Limit	0						
Noise	Day Time (Ambient Noise) in Residential/Commercial/Silent (Noise Level in dB (A) for continuous 24 hours at 1 hour interval)	More than Permissible Limit i.e.65dB	5	5	-	-	-	-	-
		Up-to 50% of Permissible Limit i.e.32dB	2						
		Up-to less than 50 % of Permissible Limit	0						
	Night Time (Ambient Noise) in Residential/Commercial/Silent (Noise Level in dB (A) for continuous 24 hours at 1 hour interval)	More than Permissible Limit i.e.55dB	5	5	-	-	-	-	-
		Up-to 50% of Permissible Limit i.e.27dB	2						
		Up-to less than 50 % of Permissible Limit	0						
Soil		Saline/Highly Alkaline/Highly Acidic	5	5	-	-	-	-	-
		Moderate	2						
		Within 50% of Permissible Limit	0						
Total	-	-		50	-	-	-	-	-

Appendix-4: Social Environment

Attributes	Scoring Criteria		Score	Total Weight of Attribute	Option-1	Option-2	Option-3	Option-4	Option-5
					Score	Score	Score	Score	Score
People	No of Families Affected/Km	>25	5	5	5	1	5	2	2
		Up-to 10	2						
		<5	1						
Agriculture	Affected Area/Km	>2 ha.	10	10	1	5	1	5	1
		Up-to 1 ha.	5						
		Up-to 0.2 ha.	1						
		if No	0						
Settlements	Total length of settlement sections (both towns and villages) abutting the road corridor	10 km or less	2	10	4	2	4	2	2
		10 to 20 km	4						
		20 to 30 km	6						
		30 to 40 km	8						
		40 km or more	10						
Sensitive Receptors	Number (total) of sensitive receptors within RoW (such as educational and health facilities)	10 or less	1	5	2	1	2	1	1
		11 to 20	2						
		21 to 30	3						
		31 to 40	4						
		41 or more	5						
Drinking water sources	Total number of drinking water sources (wells, hand pumps, community water points/taps etc.) with in RoW	10 or less	1	5	2	1	2	1	1
		11 to 20	2						
		21 to 30	3						
		31 to 40	4						
		41 or more	5						
Religious Structures	Number (total) of religious structures (temples, shrines, mosque, Church, Gurudwara) with in RoW	10 or less	1	5	2	1	2	1	1
		11 to 20	2						
		21 to 30	3						
		31 to 40	4						
		41 or more	5						
Cultural Heritage Site	Number (total) of cultural properties (protected/unprotected archeological monuments) within RoW.	2 or less	1	5	1	1	1	1	1
		3 to 5	2						
		6 to 8	3						
		8 to 10	4						
		More than 10	5						
Market Places	Number (total) of weekly market places/haats; grain/fruit/ vegetable/ fish market; cattle market	5 or less	1	5	2	1	2	1	1
		6 to 10	2						
		11 to 15	3						
		16 to 20	4						
		21 or more	5						
Common Property Resources	Number (total) of CPRs (such as pastures/gauchar lands; seating areas of the community; cremation/burial grounds etc.) within/along the RoW	5 or less	2	10	4	2	4	2	2
		6 to 10	4						
		11 to 15	6						
		16 to 20	8						
		21 or more	10						
Total	-	-	-	60	23	15	23	16	12

Appendix-5 Engineering Aspects

Attributes	Scoring Criteria	Score	Total Weight of Attribute	Option-1	Option-2	Option-3	Option-4	Option-5
				Score	Score	Score	Score	Score
Road Length, (Km)	Total length of the Road	10 km or less	3	15	15	15	15	15
		10 to 20 km	6					
		20 to 30 km	9					
		30 to 40 km	12					
		40 km or more	15					
Geometrical Elements	Horizontal and Vertical (Curvature)	Nil	0	15	12	0	15	6
		5 or less	3					
		6 to 10	6					
		11 to 15	9					
		16 to 20	12					
Road Safety		21 or more	15	15	10	5	15	10
		High	5					
		Moderate	10					
Operational	Connectivity / Access	Low	15	10	7	5	5	7
		Better	5					
		Moderate	7					
Construction Time		Low	10	10	7	5	10	7
		<30 Months	5					
		up to 36	7					
Muck/blasting/ disposal	Cutting/ drilling/ blasting / Disposal	>36 Months	10	5	5	1	3	3
		Low	1					
		Moderate	3					
Underpass (No.)	VUP/LVUP/SVUP	High	5	10	10	10	10	10
		10 or less	4					
		11 to 20	6					
		21 to 30	8					
Interchange	Number (total) of Road Junctions	31 or more	10	10	10	10	10	10
		10 or less	2					
		11 to 20	4					
		21 to 30	6					
Railway Crossing	Number (total) of RUB/ROB/At Grade	31 or more	8	10	4	4	4	4
		Nil	0					
		2 or less	4					
		3 to 4	6					
		5 to 7	8					
Major Bridge	Number (total) of Bridges incl. bridges on Water Bodies	8 or more	10	10	10	10	10	10
		2 or less	4					
		3 to 5	6					
		6 to 8	8					
Minor Bridge	Number (total) of Bridges incl. bridges on Water Bodies	More than 8	10	10	10	10	10	10
		5 or less	4					
		6 to 10	6					
		11 to 15	8					
Total Cost of Structures	Civil Cost (Crores)	15 or more	10	5	5	5	5	5
		Up-to 300	2					
		300 to 6000	3					
		6000 to 1000	4					
Total Construction Cost	Civil Cost (Crores)	1000 or more	5	5	5	5	5	5
		Up-to 500	2					
		500 to 1000	3					
		1000 to 1500	4					
Total	-	1500 or more	5	130	110	88	121	102
		-	-					
		-	-					



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
(सड़क परिवहन एवं राजमार्ग मंत्रालय)
परियोजना कार्यान्वयन इकाई : चित्तूर.
National Highways Authority of India
(Ministry of Road Transport & Highways)
Project Implementation Unit - Chittoor.



ड. नं. 2-1273/1F, बी. वी. रेड्डी कॉलोनी, चित्तूर, आंध्र प्रदेशा - 517001
D. No. 2-1273/1F, B. V. Reddy colony, Chittoor, Andhra Pradesh - 517001
दूरभाषा Tel : 08572 - 357715 ई-मेल E-mail : chittornhai@piu@gmail.com, piuchittoor@nhai.org

NHAI/PIU-CTR/17002/Forest/Pkg-III/CTR/2022/651

Date:03.09.2022

To
The Divisional Forest Officer (East),
Chittoor East (WL) Division, Chittoor District.
Andhra Pradesh.

Sub: NHAI-PIU-Chittoor-Diversion of 4.54 Ha of forest land in Compartment No. 297, Pulikundram RF/ Pulikundram Beat, Puttur Range of Chittoor East (WL) Division for construction of six-lane highway-road from Chittoor to Thatchur (NH-716B) from Km 0.000 (Bangalore-Chennai Expressway) to Km. 126.550 (Chennai Peripheral Road) in Chittoor District in Andhra Pradesh and Tiruvallur District in Tamil Nadu - Online Submission of proposal - Compliance - Reg.

Ref: 1. T/O Lr no NHAI/PIU-CTR/17002/Forest/Pkg-III/CTR/2022/647, dt:02.09.2022.
2. Govt. Memo. No.1487/Section.II/2022/1767199, dt: 12.08.2022

Sir,

In continuation this office letter under reference 1st cited, wherein para wise compliance report was submitted for further action. In this regard, it is to further inform that during EAC Meeting, a lengthy discussion was held for the present alignment and EAC recommended the proposal. Accordingly, EC also approved conditionally on 19.12.2021 with a request to submit Forest Clearance stage-I approval for issuing formal letter. An e-mail received from the Scientist 'E' MoEF&CC is hereby enclosed for ready reference.

Yours faithfully

(R. PRASANTH)

DGM (T) & Project Director

Copy submitted to:

- 1.IRO, MoEFF&CC Vijayawada for kind information.
- 2.RO, NHAI, Vijayawada for kind information.
- 3.PCCF Guntur/Nodal Officer for kind information.
4. Copy to CCF Tirupati for information.



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन एवं राजमार्ग मंत्रालय)

परियोजना कार्यान्वयन इकाई : चित्तूर.

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(Ministry of Road Transport & Highways)

Project Implementation Unit - Chittoor.

ड. नं. 2-1273/1F, बी. वी. रेड्डी कॉलोनी, चित्तूर, आंध्र प्रदेश - 517001

D. No. 2-1273/1F, B. V. Reddy colony, Chittoor, Andhra Pradesh - 517001

दूरभाषा Tel : 08572 - 357715 ई-मेल E-mail : chittornhai@piu@gmail.com, piuchittoor@nhai.org



NHAI/PIU-CTR/17002/Forest/Pkg-III/CTR/2022/647

Date:02.09.2022

To
The Divisional Forest Officer (East),
Chittoor East (WL) Division, Chittoor District.
Andhra Pradesh.

Sub: NHAI-PIU-Chittoor-Diversion of 4.54 Ha of forest land in Compartment No. 297, Pulikundram RF/ Pulikundram Beat, Puttur Range of Chittoor East (WL) Division for construction of six-lane highway-road from Chittoor to Thatchur (NH-716B) from Km 0.000 (Bangalore-Chennai Expressway) to Km. 126.550 (Chennai Peripheral Road) in Chittoor District in Andhra Pradesh and Tiruvallur District in Tamil Nadu - Online Submission of proposal - Compliance - Reg.

Ref: Govt. Memo. No.1487/Section.II/2022/1767199, dt: 12.08.2022

Sir,

This has reference to Govt. Memo cited above, wherein requested to furnish the following documents for further consideration of the proposal. In this regard, para wise compliance is hereby furnished for taking further necessary action.

- (i) Map clearly depicting the alternative routes examined along with the note on each such alternative examined (includes actual forest area involved, number of trees to be felled, cost, displacement of people, if any, etc.,)

Reply: DPR Consultant proposed five alignment options by developing a matrix, considering the Natural Environment, Biological Environment, Physical Environment, Social Environment and Engineering details as the governing aspects. A scoring criterion developed based on the attributes assigned to each aspect. A map clearly showing the alternative routes are enclosed as Annexure-A. The Matrix for individual aspects for all proposed options of alignment is given in Appendix- 1 to 5 of Annexure-B. The summary score details are given in Table-1.

Table-1: Summary Details of Matrix

Scoring Criterion	Total Weight	Option-1	Option-2	Option-3	Option-4	Option-5
		Score	Score	Score	Score	Score
Natural Environment	80	34	32	29	34	29
Biological Environment	80	7	7	6	7	5
Physical Environment	50	-	-	-	-	-
Social Environment	60	23	15	23	16	12
Engineering	130	110	88	121	102	108
Total	400	174	142	179	159	154

S The Score criteria to illustrate impact category adopted are as below:

Score	Score Limit (%)	Impact Category
Less than 120	<30	Low
120 to 200	30 - 50	Medium
200 to 320	50 - 80	High
More than 320	>80	Very High

It is evident from results that Option 2 score has less impact among all the 5 options. The alignment comparative summary statements are given in Table-2 of Annexure-B. Annexure-B submitted in TOR for obtaining EC Clearance is hereby enclosed.

(ii) Authenticated beat map clearly depicting the RF boundary and the road alignment proposed for

Reply: Authenticated beat map to be provided by the Forest Department (DFO Chittoor East)

Yours faithfully



(R. PRASANTH)

DGM (T) & Project Director

Copy submitted to:

1. IRO, MoEFF&CC Vijayawada for kind information.
2. RO, NHAI, Vijayawada for kind information.
3. PCCF Guntur/Nodal Officer for kind information.
4. Copy to CCF Tirupati for information.

418104/2021/IA_III

From : Amardeep Raju (ad.raju@nic.in)
To : ramjee.verma@gov.in
Cc :
Subject : Fwd: De-listing of proposals
Date : Mar 09 2021 10:37 AM

please put up on efile for appraisal of JS(SKB)

From: "Sujit Kumar Bajpayee" <sujit.baju@gov.in>
To: "Amardeep Raju" <ad.raju@nic.in>
Sent: Monday, March 8, 2021 4:47:05 PM
Subject: Fwd: De-listing of proposals

Sujit Kumar Bajpayee
 Joint Secretary
 Govt. of India
 Ministry of Environment, Forest & Climate Change
 135, Prithvi Wing, 1st Floor
 Indira Paryavaran Bhawan
 Jor Bagh Road, New Delhi-110003
 Office Tel: 011-24695324

From: biswajit@nhai.org
To: "vikash kumar53" <vikash.kumar53@nic.in>, "Amardeep Raju" <ad.raju@nic.in>
Cc: "Anil kumar" <anil.kumar@nic.in>, "Sujit Kumar Bajpayee" <sujit.baju@gov.in>, "RAJESH PRASAD RASTOGI" <rp.rastogi@gov.in>, "Ramjee Verma" <ramjee.verma@gov.in>, "P.Balakumar" <p.balakumar01@govcontractor.in>
Sent: Monday, March 8, 2021 3:44:41 PM
Subject: RE: De-listing of proposals

Sir,

Present status of pendency is in advance level.

NHAI has already submitted undertaking for the following projects that NHAI will construct the road within the forest patches till Stage I Clearance and working permission. In this regard MoEF&CC may issue formal Environment Clearance letter as per existing O&M circular of IA division and FC Division. The O&M circular is attached for your references and issue of EC letter.

Regards

Dr. B Mukhopadhyay

From: vikash.kumar53@nic.in [mailto:vikash.kumar53@nic.in]
Sent: 08 March 2021 15:16
To: Amardeep Raju <ad.raju@nic.in>
Cc: Anil kumar <anil.kumar@nic.in>; Sujit Kumar Bajpayee <sujit.baju@gov.in>; RAJESH PRASAD RASTOGI <rp.rastogi@gov.in>; Ramjee Verma <ramjee.verma@gov.in>; P.Balakumar <p.balakumar01@govcontractor.in>; Mukhopadhyay Dr.Biswajit , GM (Env.) <biswajit@nhai.org>
Subject: Re: De-listing of proposals

Respected Sir,

Mentioned Three Proposal status is Marked as "**FC Awaited**" (This will help in tracking the proposals which pending due to Forest Clearance)
 Now these will not appear in active pendency list.

Thanks & Regards,
 Vikash Kumar
 SCIENTIST B
 Environment Informatics Division
 Indira Paryavaran Bhawan
 Ext: 5358

418104/2021/IA_II
 From: Amardeep Raju" <ad.raju@nic.in>

To: "Anil kumar" <anil.kumar@nic.in>, "vikash kumar53" <vikash.kumar53@nic.in>

Cc: "Sujit Kumar Bajpayee" <sujit.baju@gov.in>, "RAJESH PRASAD RASTOGI" <rp.rastogi@gov.in>, "Ramjee Verma" <ramjee.verma@gov.in>, "P.Balakumar" <p.balakumar01@govcontractor.in>, biswajit@nhai.org

Sent: Friday, March 5, 2021 12:18:54 PM

Subject: De-listing of proposals

Sir,

The following proposals are considered in the Ministry and HMEFCC has approved the proposals, however, Stage-1 forest clearance are awaited in the proposals.

NIC is requested to kindly de-list the proposals. The proposals may be relisted by Proponent as soon as state 1 forest clearance is obtained by them.

EC letters shall be issued thereafter.

regards

S. No	Proposal No	Subject	Approved by HMEFCC
11	IA/HR/NCP/141416/2020	Development of Haryana Section from Km 0+000 to Km 135+056 of Delhi-Amritsar-Katra Expressway	17.11.2020
2	IA/DL/MIS/104396/2019	Development of Urban Extension Road-II (NH-344M) from design chainage Km 0.000 to Km 38.111 in the state of NCT of Delhi, Development of link road (new NH-344P) (Km 0.000 to Km 29.600) between Bawana Industrial Area Delhi (from Km 7.750 of UER II) till bypass of NH-352A at village Barwasni Sonipat, Haryana in the state of NCT of Delhi/Haryana and Development of link road (new NH-344N) (Km 0.000 to Km 7.500) between Dichaon Kalan till Bahadurgarh Bypass/NH-10 in the state of NCT of Delhi/Haryana	24.12.2020
3	IA/AP/MIS/75727/2018	Construction of 6-lane highway from Chittoor to Thatchur from Design Ch. 0+000 to Ch. 126+550 of newly declared National Highway NH-716B in the state of Andhra Pradesh and Tamil Nadu under Bharatmala Pariyojana	19.12.2021

Amardeep Raju
 Scientist E
 Ministry of Environment, Forest and Climate Change
 Indira Paryavaran Bhawan,
 Jor Bagh Road, New Delhi

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F. No. 11-63/ 2012-FC
Government of India
Ministry of Environment and Forests
(FC Division)

Paryavaran Bhawan,
CGO Complex, Lodhi Road,
New Delhi - 110 510.
Dated: 7th January, 2013

To

The Principal Secretary (Forests),
All State / Union Territory Governments

Sub: Guidelines for diversion of forest land for non-forest purposes under the Forest (Conservation) Act, 1980 - Modification in para 4.4 and 2.2 (iii) thereof.

Sir,

I am directed to say that the Central Government has received representation from various Ministries and user agencies to relax para 4.4 and para 2.2 (iii) of the guidelines issued under the Forest (Conservation) Act, 1980 in respect of linear projects involving use of forest land falling in a portion of their length falling in several Forest Divisions/States.

The issue has been examined in its entirety in considerable depth by this Ministry and after careful considerations; this Ministry hereby takes the following decisions:

1. The following shall be added in para 4.4 of the guidelines for diversion of forest land for non-forest purposes under the Forest (Conservation) Act, 1980:

In the case of linear projects involving use of forest land falling in a portion of their length, pending consideration of approval under the Act, work on non-forest land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Act for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. Details of all such stretches along with alternate alignments identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Act. It is specifically clarified in terms of the Lafarge judgment that commencement of work on non forest land will not confer any right on the user agency with regard to grant of approval under the Act.

The projects involving widening/ upgradation of existing roads will only be allowed to be executed on the entire stretch located in non- forest land, provided the user agency submits an undertaking that execution of work on non-forest land

shall not be cited as a reason for grant of approval under the Act and in case approval under the Act for diversion of forest land is declined, width of the portion of road falling in the forest land will be maintained at its existing level. This will also be incorporated as specific condition of the Environment Clearance. This clarification will not apply to the roads falling in Protected Areas and the eco-sensitive zones around Protected Areas.

2. Similarly, para 2.2 (iii) of the said guidelines shall read as below:

The proposals for linear projects such as roads, railway line, transmission lines etc. may be processed in their entirety. However, to facilitate phased preparation and processing, the proposals seeking prior approval of the Central Government under the Act for such projects may be prepared Forest Division/ state-wise starting from one end from which work on the project is proposed to be initiated. However, a map indicating alignment of the entire project, highlighting the portions passing through forest land, along with a write up on salient features of the entire project and details of approvals already obtained and/ or sought under the Act for other sections of the project, if any, shall be provided in each of such proposals. Wherever the project passes through the forest land, the user agency shall indicate an alternate alignment which may be used if approval under the Act is declined. This will be a specific condition of the Environment Clearance to the project.

Provided further that to prevent occurrence of fait accompli situations, proposals prepared Forest Division/ state-wise shall be considered only if it is certified by the user agency that in case approval under the Act for diversion of forest land required for the remaining portions/stretches falling in other Forest Divisions/states is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. Details of alignments identified to bypass the forest land in these stretches should explicitly be provided in the proposal seeking approval under the Act.

In case of proposals involving widening/ upgradation of existing roads, it shall be certified by the user agency that grant of approval under the Act to the extant proposal shall not be cited as a reason for grant of approval under the Act for diversion of forest land required for other stretches of the project and in case approval under the Act for diversion of forest land is declined, width of the portion of the road falling in the forest land will be maintained at its existing level. This will be a specific condition in the Environment Clearance to be accorded to the project, and this clarification

will not apply to roads located within the Protected Areas and eco-sensitive zones around the Protected Areas where impacts upon wildlife have also to be considered.

This issues with approval of the Hon'ble Minister of State (Independent Charge) for Environment and Forests.

Yours faithfully,

(H.C. Chaudhary)

Assistant Inspector General of Forests

Copy to:-

1. Principal Chief Conservator of Forests, all State/UT Governments.
2. Nodal Officer, the Forest (Conservation) Act, 1980, all State/UT Governments.
3. All Regional Offices, Ministry of Environment & Forests.
4. Joint Secretray in-charge, Impact Assessment Division, MoEF.
5. All Assistant Inspector General of Forests in Forest Conservation Division, MoEF.
6. Director R.O. (HQ), Ministry of Environment & Forests, New Delhi.
7. Sr. PPS to the Secretray, Environment and Forests.
8. Sr. PPS to the Director General of Forests & Special Secretray, MoEF.
9. Guard File.
10. *Monitoring Cell*

(H.C. Chaudhary)

Assistant Inspector General of Forests

J-11015/200/2008-IA.II(M)
Government of India
Ministry of Environment and Forests

Paryavaran Bhawan,
CGO Complex, Lodhi Road,
New Delhi – 110 003.
Dated: 19th March, 2013

OFFICE –MEMORANDUM

Sub.: Consideration of projects for grant of environment clearance under EIA Notification, 2006, which involve forest land – Procedure to be followed – further clarifications.

This Ministry had earlier issued an Office Memorandum vide No. J-11015/200/2008-IA.II (M) dated 31.3.2011 stipulating the procedure to be followed for consideration of projects for environmental clearance, which involve forest land.

2. The sum and substance of the said O.M. 31.03.2011 is that in case a project involves forest land, the project proponent shall first explore feasibility to execute the project without use of forest land. In case it is not feasible to undertake the project without use of forest land, the project proponent shall submit application seeking prior approval under the Forest Conservation Act, 1980 for diversion of forest land before submitting the application for grant of Terms of Reference as per the procedure stipulated in the EIA Notification 2006. The Environment clearance to such projects, as per the guidelines of 31st March 2011, is to be issued only after stage-I approval under the Forest Conservation Act, 1980 for diversion of forest land required for its execution is obtained.
3. The Hon'ble Supreme Court took note of the O.M. dated 31.03.2011 and incorporated it in part-II of their judgment dated 6th July 2011 in I.A.s No. 1868, 2091, 2225-2227, 2380, 2568 and 2937 in the W.P. (Civil) No. 202 of 1995 in the matter of T.N. Godavarman Thirumulpad versus Union of India and others, as one of the guidelines to be followed by the Central Government, State Governments and various other Authorities under the Forest Conservation Act, 1980 and Environment (Protection) Act, 1986 in all future cases so that *fait accompli* situations do not recur.
4. Based on experience gained in implementation of instructions contained in the above referred O.M. and taking into consideration the inputs/ feedback received from various stakeholders as also in light of the said judgment dated 6th July, 2011 of the Hon'ble Supreme Court, this Ministry vide O.M. of even number dated 9th September, 2011 stipulated revised procedure to be followed for consideration of projects for environmental clearance, which involve forest land.
5. This Ministry received representations from various stakeholders to delink grant of Environment clearance from forest clearance in case of linear projects such as roads, transmission lines, pipelines *etc.* involving patches of forest land along their alignment, often stretching to several hundred kilometers.
6. After careful consideration of the matter, this Ministry filed an Interlocutory Application (I.A.), being the I.A. No. 3593 of 2013 in the aforesaid Writ Petition before the Hon'ble Supreme Court to seek their clarification that subject to certain safeguards, guidelines regarding order of priority to be followed in case of grant of approvals under the EIA Notification, 2006 and the Forest (Conservation) Act, 1980 issued by them in their said judgment dated 06.07.2011 would not be applicable to linear projects.

7. The Hon'ble Supreme Court in their order dated 12.3.2013 in the said I.A. was pleased to clarify that their decision in Lafarge Umiam Mining Pvt. Ltd. vs. Union of India [(2011 7 SCC 338] case shall not stand in the way of the Government in making suitable amendments in the guidelines dated March 31, 2011 to deal specially with the linear projects in the nature of roads, pipelines and similar others, as described in the said I.A.

8. Now, therefore, in partial modification of this Ministry's said O.M. of even number dated 9th September 2011, it has been decided that pending grant of stage-I approval under the Forest (Conservation) Act, 1980 for non-forestry use of the forest land, environment clearance to linear projects may be issued subject to the following additional conditions:

- (i) Work on non-forest land may only be executed upto such point (to be selected by the user agency) on either side of forest land if it is explicitly certified by the user agency that in case approval under the Forest (Conservation) Act, 1980 for diversion of forest land is declined, it is technically feasible to execute the project along an alternate alignment without involving diversion of forest land. Details of all such stretches along with alternate alignments identified to bypass the forest land should be explicitly provided in the proposal seeking approval under the Forest (Conservation) Act, 1980 and the EIA Notification, 2006.
- (ii) Commencement of work on non forest land will not confer any right on the user agency with regard to grant of approval under the Forest (Conservation) Act, 1980.
- (iii) The projects involving widening/ upgradation of existing roads will only be allowed to be executed on the entire stretch located in non- forest land, provided the user agency submits an undertaking that execution of work on non-forest land shall not be cited as a reason for grant of approval under the Act and in case approval under the Act for diversion of forest land is declined, width of the portion of road falling in the forest land will be maintained at its existing level.

This issues with approval of the Hon'ble Minister of State (Independent Charge) for Environment and Forests.


(Lalit Kapur)
Director(IA-III)

To

1. All Officers of the IA Division.
2. Chairpersons/ Member-Secretaries of All the SEIAAs/ SEACs.
3. Chairperson, CPCB.
4. Chairpersons/ Member-Secretaries of all SPCBs/ ITP

Copy to:-

1. PS to MEF.
2. PPS to Secretray (E &F)
3. PPS to JS (AT)
4. Website, MoEF.
5. Guard File.