

BY SPEED POST



GOVERNMENT OF GOA
Office of the Principal Chief Conservator of Forests
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No. 6-857-2022-23/FD/2634

Dated: 14/09/2022.

Bhadra 23, Saka 1944.

To,
The Dy. Director General of Forests (Central)
Ministry of Environment, Forest & Climate Change,
Government of India, Integrated Regional Office,
Kendriya Sadan, IVth Floor, E & F Wings,
17th Main Road, IInd Block, Koramangala,
Bangalore, 560 034.

Sub: - Diversion of 31.53 Ha of forest land for four laning of existing
Goa/Karnataka border-Panaji section of NH4A from Km 97.000 to
153.075 in the State of Goa on BOT (Toll) basis under the NHDP-III
(Anmod to Panaji section), Public Work Department, Ponda-Goa –reg

Ref: MoEF&CC letter No. 4-GOC1239/2020-BAN/69 dated 12.05.2020.

Sir,

I am directed to refer to the letter under reference to the above-cited subject, and
to furnish herewith the requisite information for further necessary action in the matter:

Sr. No.	Observation of MoEF&CC, Bangalore	Reply
1.	The status of land acquisition in non-forest portion of the road may be furnished. If the land acquisition is not yet started, the timeline required by the User Agency for completing the same be furnished	The processes of land acquisition in non-forest land portion has already been initiated. It will take approximately 4-6 months to complete the process.
2.	The existing road already supports heavy traffic and double laning of railway line is also in the pipeline. Therefore, feasibility of restricting the road to existing width or at least minimizing the requirement of widening in Western Ghat portion may be considered. Accordingly,	a. As the existing road is lane configuration with two way traffic, the movement of the vehicles is slow. Thus leading to higher vehicular emission and noise pollution in the forest region, which will have adverse impact on the wildlife.

	<p>what would be the forest land required?</p>	<ul style="list-style-type: none"> b. As the road is only two lane configuration, it is not able to meet the present day traffic needs as well as it is a hindrance to future traffic movement. c. In order to accommodate the future traffic, to reduce the vehicle emission and number of accidents, the project needs to be widened to four lane. d. However, as per the Indian roads congress standards of clause no 2.3 of SP 84- 2014 minimum right of way (RoW) of 60 m should be available for development of a lane highway. In this proposal, Right of Way considered is 30 to 45 m only.
3.	<p>The user agency has submitted another proposal for diversion of 32.085 ha of forest land for four lanning of existing Goa/Karnataka Boarder (Anmod) - Mollem section of NH-4A from Km 84.133 to Km 97.000 in the state of goa in favour of the Executive Engineer WD XV (NH) Ponda justification for submitting separate proposal for the same road may be furnished,</p>	<p>Two separate proposals for forest area involving wildlife sanctuary and forest area without the wildlife area are submitted. This is to enable the construction of widening of the existing road outside the wildlife sanctuary even if the clearance from NBWL takes more time. Even in the present context, the widening of the NH-4A is considered in the stretches wherever is it required</p>
4.	<p>Why non-forest land is not being proposed as the project is being implemented by the State authority</p>	<ul style="list-style-type: none"> a. This is a Government of India Project under the Ministry of Road Transportation and Highways. b. The role of the State Government in this project is only implementation in nature. c. As per the provision of the Forest (Conservation) Act, 1980, Central Government organisation are exempted from providing non-forest land to compensate the forest land diverted for non-forestry purpose. However, the cost of the Compensatory afforestation has to be borne


		by the User Agency. Please refer to the attached letter from MORTH approving the alignment of the Project (Enclosed as Annexure-I)
5.	Details of the area and cost of structure coming in the alignment of the road (Departmental Structure) may be given.	Enclosed as Annexure-II
6.	Cost Benefit Ratio analysis may be done as per the guideline issued under the Forest (Conservation) Act, 1980 (Annexure-III of the comprehensive Guidelines)	Enclosed as Annexure-III
7.	In part-II of the proforma proposal, the number of trees to be felled is mentioned as "NIL" whereas the proposal involves felling of 8102 trees. Therefore, the same may also be incorporated in the Part-II of the proforma proposal, including girth wise details.	<p>The forest land in the proposal was re-verified and enumeration of the trees is re-examined once again and found that 7724 nos. trees is required to be felled in forest land. Earlier, it was mentioned that 8102 nos. of trees were found in the forest land proposed for diversion, but no enumeration list substantiating above number of trees was available, therefore enumeration was done afresh.</p> <p>The girth wise enumerated details of 7724 nos. of trees has been incorporated in Part-II of the proposal (Copy enclosed as Annexure-IV).</p>
8.	Duration of the project may be informed.	Two Years
9.	PCCF has proposed 3% additional amount of the project cost from the User Agency. Comments of the State Government and the user agency as the guidelines issued under the Forest (Conservation) Act, 1980 restrict levying on such additional amount. The State may also elaborate on the activities proposed with the amount.	In similar proposal regarding "Four Laning of existing NH-4A" State Board of Wildlife recommended additional amount of 3% of project cost to Forest Department of Goa to utilize this money for eco-restoration, prey augmentations, reducing public dependence on forest and promoting traditional livelihoods in and around the Protected Area. This area being of similar in nature 3% additional amount of project cost

		is proposed to take up above – mentioned work.
10.	With regard to the widening of 4A in the State of Karnataka has observed that the length of the widening of NHA which is being taken up may be more than 100 km stretch over Karnataka and Goa and has raised the issue of requirement of Environmental Clearance for the project, clarification in this regard may be provided by the User Agency.	<p>a. The entire length of NH-4A is 153 Km connecting NH-17 near Panaji with NH-4 near Belgaum. However, the length of NHA in the State of Goa is 69 KM and that too only 53 Km is to be upgraded since 16 KM of stretch is already upgraded and put in use.</p> <p>b. In the present context, the widening of the NH-4A is considered in the stretches where ever it is required.</p> <p>c. The proposed widening is less than 40m considering the eco-sensitivity of the region.</p> <p>d. Whatever widening is being proposed is the barest minimum required for easy passage of traffic in the region.</p>
11.	Mitigation measures as approved by the Chief Wildlife Warden for the portion of land in Eco-Sensitive Zone to Protected area.	The User Agency undertakes to comply with all mitigation measures approved by Chief Wildlife Warden.

Further User agency vide letter dated 24.06.2022 (copy enclosed) as **Annexure-V**) has informed that with the help of consultant, undertake to give the presentation of project as per the convenience of office of MoEF&CC, IRO, Bangalore. The point wise reply furnished by the User agency w.r.t observation of the IRO, MoEF&CC, Bangalore is also enclosed for kind information & ready reference as **Annexure-VI**.

In this regard it is kindly requested that the case may be considered for grant of Stage-I approval please.

Yours faithfully,


 (Ms. Nabanita Ganguly, IFS)
 Dy. Conservator of Forest
 Monitoring & Evaluation

“Swachh Bharat, Swachh Goa”
“Clean India,Clean Goa”