

ANNEXURE-21

Suitability Certificate form Divisional Forest Officer that the land identified for Compensatory afforestation is Suitable for raising plantation.

CERTIFICATE

This is to Certify that I have visited the offered land at Gogala Village S.Y NO-400.401 and 404 ta.Dholera, Dist-Ahmedabad 15.50 Ha on Date-05/06/2023 being offered and found that land is suitable for Compensatory afforestation this land said to be Proposed to be purchased for the said purpose by DHOLERA SPECIAL INVESTMENT REGIONAL DEVELOPMENT AUTHORITY to be given Forest Department is said to be under Process...

This is to certify that I Gogala village S.Y NO-400 (0.1588 ha) and 399 (0.3407 ha) total-0.500 Ha. Dholera, District-Ahmedabad 0.500 ha has visited the land offered on Date- / /2024 and found that the land for compensatory afforestation could not be taken up for Plantation as it is Come Under River Area Therefore in Total 16.00 Ha Area Proposal by Dholera SIR, Out Of 16.00 Ha area 15.50 Ha area Suitable for Raising Plantation In CAMPA

Place-Ahmedabad

Date-

(Dr. Priyanka Chhot)
Dy. Conservator of Forests
Social Forestry Division
Ahmedabad

DHOLERA SPECIAL INVESTMENT REGIONAL DEVELOPMENT AUTHORITY

UDYOG BHAVAN, BLOCK No.11-12, 3RD FLOOR, SECTOR-11, GANDHINAGAR(382 017)

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CLARIFICATION TOWARDS REC COMMITTEE OBSERVATIONS FOR CA LAND

The 15th Regional Empowered Committee (REC) meeting was held on 11/12/2023 at REC office Gandhinagar during which, the proposal for “diversion of 15.50 Ha. Reserved Forest Land for construction of new railway line between Bhimnath and Dholera” in village Ottariya was discussed. The REC committee vide their letter dated 21/12/2023 addressed to Addl. Chief Secretary (Forests), Govt. of Gujarat, raised the following observations:

- 1) Alternative alignments, comparative statement and justification for locating the project in forest land shall be duly certified by the concerned DCF and user agency.
- 2) As per DSS there is a river in the proposed CA land. Thus, the state government is requested to submit the revised CA area along with all the details i.e. CA maps, KML file, CA scheme and suitability certificate etc.

With reference to the observation point no. (2), DSIRDA would like to provide its clarification as under:

- 1) DSIRDA has offered 16 Ha. land in Gogla Village for compensatory afforestation purpose. The revenue survey nos. 399, 400, 401 & 404 have the current ownership in the name of DSIRDA. These survey numbers are located within a large land parcel (Gogla Village revenue survey number 407 admeasuring 2964.53 Ha.) which belongs to the forest department. Thus, the survey numbers 399, 400, 401 & 404 are surrounded by the large land parcel of the belonging to the forest department. DSIRDA believes that the land offered for CA purpose from the survey numbers 399, 400, 401 & 404 would ultimately add up to the large land parcel area of survey number 407 and will become a consolidated part of it. And thus, the suitability of CA land is established in terms of continuation.
- 2) Also, as the survey numbers 399, 400, 401 & 404 are located within large land parcel survey number 407, and therefore DSIRDA believes that the land characteristic is of similar nature for all these survey numbers
- 3) Before offering the survey numbers 400, 401 & 404 of Gogla village for CA purpose, DSIRDA had conducted a site visit on 05/04/2023 with the team of Forest Dept. representatives available locally at Dholera along with the Range Forest Officer (RFO). After the site visit, the RFO vide their letter dated 13/04/2023 (copy attached herewith) recommended their no-objection and acceptance towards the proposed CA land parcels of survey numbers 400, 401 and 404. Thus, DSIRDA only after acceptance of the land suitability from Forest Dept. personnel, had uploaded the CA land maps on Parivesh Portal for further approval process. The Deputy Conservator of Forest (Social Forestry), Ahmedabad, vide their letter dated 24/05/2023 (copy attached) had also given their acceptance to DSIRDA for the survey numbers 400, 401 &

404 of Gogla village proposed for CA purpose and also conveyed DSIRDA to pay the applicable processing and registration fees which DSIRDA have already paid. The DCF (social forestry) have already provided their suitability certificate annexure-20 and 21 (copy attached) for the proposed CA land and are uploaded on the Parivesh Portal.

- 4) The REC vide their observation point no. 2 above have stated that there is a river in the proposed CA land. However, DSIRDA would like to request REC to re-consider their observation as there is no flowing river in the said land parcels. DSIRDA also requests to refer the Survey of India Topo Sheet uploaded on Parivesh Portal for the proposed CA land area for the land characteristic type mentioned for the proposed CA land. Thus, from the Google Earth imagery it appears that there is flowing river in the proposed CA land but DSIRDA believes that the flowing marks are made due to the storm water runoff during the monsoon season. As there is currently no vegetation in the proposed CA land area and the area is mostly flat, it is evident that the storm water runoff follows the paths of natural contours and channels created over the years. Elevation difference in the area also contributes in creation of channels marks during monsoon season.

With the above clarification, DSIRDA requests Forest Department and REC Committee to accept the proposed CA land and provide their clearance for the project. The Bhimnath-Dholera Freight Rail line is of high importance for the development of Dholera Special Investment Region (DSIR). Recently, the Government of India has approved establishment of India's first Semiconductor Fab facility at DSIR with total outlay of Rs. 91,000 crores and therefore the demand for providing rail based transport service to DSIR is now of utmost importance and priority for Government of Gujarat as well as Government of India. DSIR at present has no direct rail connectivity and in order to facilitate industries with a rail based service that could be used to transport raw material, construction material and heavy equipment's, finished goods and manpower, it is highly required to start implementation of Bhimnath-Dholera rail project at earliest which can be made possible only after according forest clearance. DSIRDA requests to grant the forest clearance for the project at earliest.


Additional Collector
DSIRDA

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Dholera Special Investment Regional
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ALIGNMENT JUSTIFICATION

The Government of India under the National Industrial Corridor Development Program has envisaged development of industrial corridors around the Dedicated Freight Corridor (DFC) alignment. The Delhi-Mumbai Industrial Corridor (DMIC) is one of the industrial corridors being developed under this national program. Dholera Special Investment Region (DSIR) located in Gujarat is one of the largest node being developed on the verge of smart greenfield industrial city on the DMIC corridor and it is one of the ambitious project that adopts next generation infrastructure and smart technologies for improved living standards.



Fig.1 - Development of new Industrial Cities/Nodes along the Delhi-Mumbai Industrial Corridor

DSIR is a greenfield industrial city planned and located approximately 100 kms. south-west of Ahmedabad. Dholera Special Investment Regional Development Authority (DSIRDA) has the responsibility of planning and

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Additional Collector
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development of DSIR and functions of administration, planning and development of land within DSIR.

The Government of Gujarat on 6th Jan. 2009 enacted legal framework for Special Investment Region (SIR) in the state and accordingly the formation of Dholera SIR was approved by Government of Gujarat in 2010. DSIR is planned with mixed land use including industrial, residential, re-creational, social and tourism etc. to cater the requirement of industries as well as residents of DSIR in future. The objective is to make a liveable city rather than an industrial cluster only.

The development plan of DSIR was approved by the state government in 2012 in which the freight rail connectivity to DSIR through new greenfield Bhimnath-Dholera Rail Line was provisioned and the alignment was planned in coordination with the Indian Railways for connectivity of DSIR with the existing rail network and the proposed Western Dedicated Freight Corridor. As the project was approved by Ministry of Railways for implementation under the Non-Government Railway Model, Dholera SIR as a project proponent prepared the Detailed Project Report (DPR) of the Bhimnath-Dholera freight rail line under the guidance of Western Railways.

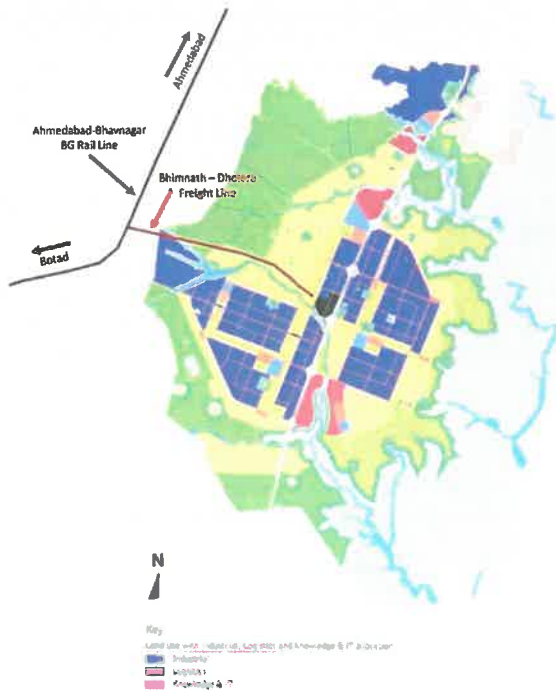


Fig.2 - Industrial landuse in DSIR and connectivity of Bhimnath-Dholera Rail Line

The metropolitan cities of Ahmedabad and Bhavnagar are connected by a western railway line that passes through towns of changodar, bavla, dholka, arnej, dhandhuka, polarpur, botad, vallabhipur, dhola, sihor etc. But there is no direct rail connectivity in DSIR and therefore to cater the logistic movement demand of DSIR industries, the Bhimnath-Dholera freight rail line is planned. This rail line starts from the existing station named 'Bhimnath' located on the Ahmedabad-Bhavnagar line in Botad District and connects DSIR passing through 5 villages of Botad and 4 villages of Ahmedabad district.

Initially, the alignment was proposed by Indian Railways after conducting detailed ground surveys and field level tests. During the DPR preparation stage, the alignment was just improvised in consideration of the proposed town planning and development schemes of DSIR. In consideration of the requirements of environmental parameters, construction methodologies to be adopted for different terrain en-route, design and engineering factors, availability of logistic support during construction, operation and maintenance, and freight rail design parameters for the new rail line from Bhimnath to DSIR, feasible routes were identified during the DPR preparation stage. The study was subsequently supplemented with field reconnaissance surveys and data collection along the feasible routes and after detailed deliberations with Western Railways, the optimum route was arrived after conducting multi-criteria analysis to compare various parameters based on their relative importance index.

Essential key parameters that differentiate the performance of alignment options were identified and assessed in a consistent and objective manner. The key parameters considered for assessment were further categorized w.r.t. to cost and DSIR developments. The alignment was finalized based on below:

- Utilize minimum forest land and avoid tree cutting to extent possible
- Compliance with environment regulations

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- Safety of people and property
- Shortest possible route length
- Avoiding archaeological, protected forest, mining and other sensitive areas
- Minimizing road, rail, river and flood prone areas
- Minimum route distance to meet existing rail network of western railway
- Minimum changes in alignment for DSIR with proposed town planning scheme
- Latest guidelines from Indian Railways for design criteria
- Minimum crossing of water bodies/streams, roads etc.
- Constructability and maintainability by limiting heights of embankment and depths of cutting.

ALTERNATIVE ALIGNMENT ANALYSIS

Western Railways (W.R.) had earlier prepared a Preliminary Engineering-cum-Traffic Survey Report for Gauge Conversion between Botad & Bhimnath with Extension from Bhimnath to Dholera in February 2012. However, later W.R. had initiated Gauge Conversion of Botad-Ahmedabad Railway line in 2015 which did not include extension of Bhimnath to Dholera. Further, as part of its Pink Book Item No. 03# of 2017-18 Western-Railway has prepared a DPR for providing New BG Line Between Bhimnath-Dholera (Km 27.99) and Railway Board has granted 'in-principle' approval to the project. However, in the DPR prepared by W.R., the alignment suggested was not in-line with the DSIR development plans. A review of the DPR prepared by western railways was done with respect to town planning schemes of DSIR and it was identified that the proposed Town Planning Scheme and Masterplan for Dholera Special Investment Region has not been accounted by W.R. in its DPR alignment between Bhimnath and Dholera and the proposed alignment was infringing with the development proposals of DSIR. The project was approved for implementation under non-government railway model, and therefore the DPR was updated with alignment as per DSIR development proposals. Two alignment proposals were conceptualized for developing rail connectivity in line with DSIR overall master plan and TP Schemes.



Fig. 3 Alternative alignment proposals

A detailed geometric design was carried out and it was observed that due to long haul freight trains required to be stationed at Dholera Station Terminal, proposed Alignment Alternative 2 will only be technically feasible as Alternative 1 has sharp curves and parallel roads with other developments restricting space for terminal station and loading/ unloading facilities. Subsequently, to adhere to the objective of updating the DPR for the railway alignment in line with the Masterplan and TP scheme of DSIR, the railway DPR was prepared considering Alignment Alternative 2 only even though small section of it passes through the reserve forest land in ottariya village of Dholera taluka. The alignment deliberations were also done with western railways and thereafter DPR was revised and approved.

IMPORTANCE OF BHIMNATH-DHOLERA RAIL LINE FOR DSIR

DSIR is a first greenfield industrial smart city in India. It is certified as platinum rated green city by Indian Green Building Council. It is one of the largest industrial node on Delhi-Mumbai Industrial Corridor. Of the total 422 Sq. Km. Developable area, 110 sq. km. area is earmarked for Industrial establishments (i.e. 26%). At present, a part of TP Scheme is approved and trunk infrastructure has been developed in this 22.5 Sq. Km. area of TP Scheme. The land use in this area is industrial - 52%, residential-28%, high access corridor-4% and remaining for social

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infrastructure and green space. At present, out of total available 1500-acre industrial land in the 22.5 Sq. Km. activation area of Phase-01, about 400 Acre land has already been allotted to industries and proposals for investments in 600-acre land have been received and are under consideration at present. The first anchor industry has already completed its construction and is about to start production by end of June 2024 for the 2GW solar module manufacturing. Recently, the TATA Group has been allotted land of more than 150 acre for establishing India's first large scale semi-conductor manufacturing facility at Dholera. The ground breaking ceremony was held on 13th March 2024 and the construction of the semi-conductor establishment is to commence in the FY 2024.

To improvise the regional connectivity of DSIR by air, road and rail, projects are planned and under execution. The National Highway Authority of India (NHAI) is constructing a greenfield 110 km. long expressway between Ahmedabad to Dholera SIR that would connect both the cities and reduce travel time to a large extent. More than 60% physical work progress has been achieved in the expressway construction till date and is expected to be completed and operational by end of the year 2024. Construction of Dholera International Airport has also commenced and the airport is located just close to the boundary of DSIR region. Completion of phase-1 of the airport is targeted by 2025-26 and will be operational for cargo movement. Bhimnath-Dholera rail line is envisaged as a dedicated freight line to serve DSIR industries for their logistics needs. The freight line shall connect with western railways rail network through which it will get connected with the Western Dedicated Freight Corridor. Thus, dedicated freight rail line will ease of goods movement from time and cost perspective. The nearest ports to DSIR are Bhavnagar and Pipavav port that are well connected by road and rail lines. The Bhimnath-Dholera rail line will also connect DSIR industries with these ports and therefore seaways will also be available for logistic movements.

With a market focus of Defence, Manufacturing, Heavy Engineering, Auto & Auto Ancillaries, Pharma & Bio Tech (Formulation), Semi-Conductor and Electronics and Agro & Food Processing sectors, DSIR has huge potential of freight traffic generation, both, terminating traffic in terms of raw material required and originating traffic in terms of finished freight produced. To provide better transportation connectivity with DMIC, DSIR is immensely interested in New Railway Line Connectivity between Bhimnath and Dholera Special Investment Region. As DSIR is not having any direct rail connectivity, the Bhimnath-Dholera rail line is identified as critical link and an important last mile connectivity project for DSIR and accordingly it was provisioned in the development plan of DSIR in 2012. Its main objective is to cater entire rail based logistic demand of DSIR industries. The rail line shall serve a very important purpose in the coming years.

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