



कार्यालय वन वृत्त, बैतूल (म.प्र.)

कार्यालय :- टेलीफोन/फैक्स (07141) 234396 ccf.btl@mp.gov.in

क्रमांक/मा.चि./ 1281

बैतूल दिनांक - 21/8/25

प्रति,

अपर प्रधान मुख्य वन संरक्षक,
(भू-प्रबंध)
वन भवन म.प्र. भोपाल

विषय :- बैतूल एवं होशंगाबाद (नर्मदापुरम) जिले में जुझारपुर से ढोढरामोहार के मध्य तीसरी रेल्वे लाईन के निर्माण हेतु वनमंडल की 1.2496 हे. वनभूमि एवं होशंगाबाद वनमंडल की 6.7861 हे. कुल 8.0357 हे. वनभूमि सेन्ट्रल रेल्वे नागपुर डिवीजन बैतूल को उपयोग पर देने बाबत । प्रकरण क्रमांक / FP/MP/RAIL/150074/2021।

संदर्भ :- वनमंडलाधिकारी उत्तर बैतूल सा. वनमंडल का पृ. क्रमांक 1345 दिनांक 13.08.2025।

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उपरोक्त विषयांतर्गत संदर्भित पत्र के तारतम्य में निवेदन है कि, आपके पत्र क्रमांक /एफ-5/1211/ई-0107/2025 दिनांक 16.07.2025 से चाही गयी जानकारी वनमंडलाधिकारी उत्तर बैतूल सा. वनमंडल द्वारा वांछित जानकारी आपकी ओर प्रेषित करते हुए इस कार्यालय को पृष्ठांकित किया गया है, जो आपकी ओर आवश्यक कार्यवाही हेतु सादर संलग्न संप्रेषित है।

सहपत्र:- उपरोक्तानुसार।

(बासु कनौजिया)

वनसंरक्षक

वन वृत्त बैतूल

बैतूल, दिनांक - 21/8/25

पृष्ठा. क्र./मा.चि./ 1282

प्रतिलिपि:- 1. . वनमंडलाधिकारी उत्तर बैतूल सा. वनमंडल की ओर संदर्भित पत्र के तारतम्य में सूचनार्थ अग्रेषित।

वनसंरक्षक

वन वृत्त बैतूल

कार्यालय वनमंडलाधिकारी उत्तर बैतूल (सा0) वनमंडल

07141-234204(कार्यालय), E-Mail -- dfotnbtetul@mp.gov.in

क्रमांक/मा0चि0/2025 / 1344

बैतूल, दिनांक/ 13/08/2025

प्रति,

अपर प्रधान मुख्य वन संरक्षक,
(भू-प्रबंध) म.प्र. भोपाल

विषय :-

बैतूल एवं होशंगाबाद (नर्मदापुरम) जिले में जुझारपुर से ढोढरामोहार के मध्य तीसरी रेल्वे लाईन के निर्माण हेतु वनमंडल की 1.2496 हे. वनभूमि एवं होशंगाबाद वनमंडल की 6.7861 हे. कुल 8.0357 हे. वनभूमि सेंट्रल रेल्वे नागपुर डिवीजन बैतूल को उपयोग पर देने बाबत। प्रकरण क्रमांक/FP/MP/RAIL/150074/2021

संदर्भ :-

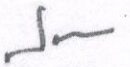
- 1- भारत सरकार पर्यावरण वन एवं जलवायु परिवर्तन मंत्रालय क्षेत्रीय कार्यालय भोपाल का पत्र क्रमांक/ 6 एमपीआर 027/2023 — बीएचओ दिनांक 08.07.2025
- 2- आपका पत्र क्रमांक/ एफ- 5/1211/ई- 0107/2025 दिनांक 16.07.2025
- 3- मुख्य अभियंता (निर्माण) सेंट्रल रेल्वे नागपुर डिवीजन बैतूल के पत्र क्रमांक/ ET-NGP/3rd Line/Forest date 30.07.2025
- 4- इस कार्यालय का पत्र क्रमांक/ माचि./ 2025 / 3362 दिनांक 20.05.2025

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विषयांतर्गत इस कार्यालय के संदर्भित पत्र के तारतम्य में निवेदन है कि भारत सरकार पर्यावरण वन एवं जलवायु परिवर्तन मंत्रालय भोपाल के पत्र दिनांक 08.07.2025 के बिंदु क्रमांक — 3 के संबंध में मुख्य अभियंता (निर्माण) सेंट्रल रेल्वे नागपुर डिवीजन बैतूल के संदर्भित पत्र दिनांक 30.07.2025 से जानकारी प्रस्तुत की गई है, जिसमें रेल्वे विभाग द्वारा सबवे निर्माण के दौरान अंजाने में उल्लंघन होना लेख किया गया है और इस संबंध में कोई स्पष्टीकरण नहीं है यह भी रेल्वे विभाग द्वारा लेख किया गया है।

अतः रेल्वे विभाग द्वारा प्रस्तुत प्रतिवेदन की छायाप्रति अग्रिम आवश्यक कार्यवाही हेतु संलग्न सादर सम्प्रेषित है।

संलग्न :- उपरोक्तानुसार।


(नवीन गर्ग)

भा.व.से.

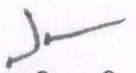
वनमण्डलाधिकारी

उत्तर बैतूल (सा0) वनमंडल
बैतूल दिनांक/ 13/08/2025

पृ.क्रं./मा.चि./2025 / 1345

प्रतिलिपि :-

- 1- वन संरक्षक बैतूल वृत्त बैतूल की ओर सूचनार्थ सादर सम्प्रेषित।
- 2- मुख्य अभियंता (निर्माण) सेंट्रल रेल्वे नागपुर डिवीजन बैतूल की ओर सूचनार्थ प्रेषित।


वनमंडलाधिकारी
उत्तर बैतूल (सा0) वनमंडल

Central Railway

No.ET-NGP/3rd LINE/FOREST---



Office of the
Deputy Chief Engineer Const.
Betul @ Nagpur
Dt: 30/07/2025

To,
DFO Narmadapuram

Sub: Diversion of 8.0357 Ha (1.2496 hect. DFO Betul North and 6.7861 hect. DFO Narmadapuram) forest land for construction of 3rd Railway line for the section, Itarsi-Nagpur Railway Line between Jujharpur to Dodramohar Proposal No. FP/ MP/ RAIL/150074/2021).

- Ref:** 1) APCCF Bhopal Letter No. एफ-5/1211/E-0107/2025 dated 16/07/2025.
2) This office Letter No. ET/NGP/3rd Line/WLC dated 13/05/202 .
3) This office Letter No. ET/NGP/3rd Line/Forest/--- dated 21/03/2025.
4) This office Letter No. ET/NGP/3rd Line/Forest--- dated 08/05/2025.
5) DFO North Betul Letter No. मा.चि. /2025/3362 dated 20/05/2025.

In connection with the above subject the recent EDS raised by your office on 29/07/2025 for the point wise submission regarding the letter issued by Govt. of India 08/07/2025 and vide above Reference No. 1.

The point-wise remarks as under.

Point No. 1: - The area proposed for NBWL clearance for critical zone is total 287.64 hect. with breakup as 132.7 hect. for Tiger corridor no 1, 47.56 hect for Eco-Sensitive zone and 102.81 hect for Tiger corridor no 2 which is affecting the critical zone length of 9.76 km, 2.79 km and 4.792 km respectively along the 3rd and 4th line project (above ref-03)

The Diversion of Forest land is proposed under 03 Nos of different proposals as 1st proposal for 8.0357 hect., 2nd proposal for 3.6122 hect and 3rd proposal for 21.3983 hect Forest area. In this matter, it is explained that the issue of need for Wildlife Clearance arose when 1st proposal scrutinized at Govt. of India Bhopal, but meanwhile Railway has applied 02 new proposals for the same 3rd Railway line project between Jujharpur, (Km 751.1) to Chichonda (Km 911.7) section of length 168.6 km. As two tiger corridors and one Eco-Sensitive Zone are falling within this section covering total length of 9.767km, 2.79km and 4.792km respectively and this total length of critical zone 17.35km is passing through the Railways ROW which is worked out as 287.64 hect.

As the 3rd and 4th line project is linear & continues and bifurcating the above mentioned critical zone of STR and MTR the Wildlife Clearance is mandatory for entire length of project that in 168.6km.

Hence in the light of above fact, in spite of going for Wildlife Clearance for each diversion proposal separately the total area for NBWL is proposed as 287.64 hect jointly for all the three diversion proposals (vide ref 2 as above).

Point No. 2: - Regarding the ownership of railway land within the forest area that has not been included in the diversion proposals, the certified land plan of Railways owned land were prepared and jointly duly got certified by concerned Revenue authorities during 2007-2009. For all the locations where the

Forest patches are falling in the Railways owned land, for all three diversion proposals, kindly observe the 25 Nos of xerox copies of these certified land plans, (as above ref 4 dt. 08/05/2024) which were submitted as a proof of Railways ownership (sample Xerox copy of land plan is attached for example).

The Railways land plans consist of varying width of ROW, are marked with proposed Diversion patches which are planned as per toe width required for proposed 3rd line construction and where the sufficient land width is available no diversion proposal made and hence tried to minimize the loss of Forest.

As per available information, for the complete section for which the diversion proposals are applied the Railways ROW which is submitted through above mentioned 25 Nos of xerox copies of land plans is acquired up to year 1919, that is during British Era and since then no further land diversion has been done for Railways for which diversion records can be submitted for your further reference.

The above issue with, as an example is self-explanatory by the caption quoted by DFO North Betul (copied and pasted below) during the report for his DSS analysis vide Letter as above reference no 5.

"Area covered by the Itarsi-Betul Public Works Department road and Itarsi-Nagpur section of the G.I.P. Railway line passing through this block was disforested under Notification No. 1324, dated the 15th January, 1907, and No. 12, dated the 8th January 1910, respectively, and is, therefore, not included in the figure."

The above mentioned notification No. 12, 8th January 1910 is clearly establishing the ownership of the Railway Department (which was at that time called Great Indian Peninsula Railway Company) over the said forest block area.

Point No. 3:- Regarding the violation of the Forest Conservation Act, 1980, for the construction of the subway, it is to state that the subway was constructed under the policy of eliminating existing level crossing gates, which are considered critical accident-prone zones for Railway traffic. Further, it is to convey that the existing road has been passing through the forest area for a long time, and in order to provide a diversion road as a subway, it is required to bend it at 90 degrees at four locations to accommodate it within the existing marginal Railway Right of Way (ROW).

However, these sharp bends at all four locations are accident-prone. To facilitate smooth traffic movement at these bends, it is standard practice to provide extra curvature. During this exercise, aimed at ensuring subway traffic safety, the boundary of the forest may have been unknowingly encroached upon, as there was no clear physical demarcation between forest and Railway land due to the presence of similar old vegetation and topography in the area.

As such the slight unknowing violation is observed while construction of the said subway and Railway has no further explanation regarding this issue.

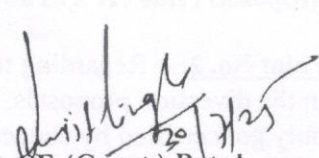
This fact has been brought out during DFO North Betul visit on 03/05/2025 and accordingly Divisional authorities of Central Railway Maintenance Department have been informed.

Hence with the above compliances EDS has been closed for your further kind perusal please.

Da as above.

Copy to,

- 1) APCCF Bhopal land management for kind information please.
- 2) DFO North Betul for kind information please.


Dy. CE (Const.) Betul