

कार्यालय-अपर प्रमुख वन संरक्षक एवं नोडल अधिकारी, वन संरक्षण,  
इन्दिरानगर फॉरेस्ट कालोनी, उत्तराखण्ड, देहरादून।

E-mail : nodalofficerddn@gmail.com

Phone/ Fax: 0135-2767611

संख्या:- १५११ /FP/UK/ROAD/151113/2022 देहरादून: दिनांक: २१ अप्रैल, 2023

सेवा में,

अपर प्रमुख वन संरक्षक,  
भारत सरकार,  
पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय,  
क्षेत्रीय कार्यालय (उत्तर-मध्य क्षेत्र),  
25-सुभाष रोड़, देहरादून।

विषय :- जनपद बागेश्वर अन्तर्गत राष्ट्रीय राजमार्ग सं० 309 ए० के कि०मी० 133.00 से 170.00 (बेरीनाग-चकोड़ी-काण्डा-बागेश्वर-ताकुला) दो लेन में चौड़ीकरण हेतु 22.112 है० वन भूमि का गैर वानिकी कार्यो हेतु राष्ट्रीय राजमार्ग खण्ड, लोक निर्माण विभाग को प्रत्यावर्तन के सम्बन्ध में (प्रस्ताव संख्या -151113/2022)।

संदर्भ:- भारत सरकार वन एवं पर्यावरण मंत्रालय क्षेत्रीय कार्यालय देहरादून का पत्रांक सं० RO-DDN/REC/1-2014/Vol-6/1709 dt. 06-03-2023।

महोदय,

विषयांकित प्रकरण पर भारत सरकार के उपरोक्त सन्दर्भित पत्र के सम्बन्ध में वन संरक्षक, उत्तरी कुमांऊ वृत्त, उत्तराखण्ड, अल्मोड़ा के पत्रांक 2775/12-1(2) दिनांक 06.04.2023 से प्राप्त आख्या के क्रम में निम्नानुसार प्रेषित की जा रही है :-

1.	The project cost may be verified by the State Govt./User Agency.	CF has been inform that the sanction civil construction cost is Rs. 347.33cr. Attested copy of the project sanction awarded by Ministry of road Transport and Highway Government of India is attached herewith.
2.	The DFO is required to submit the clarification/document regarding the requirement of wildlife Management Plan and Soil Moisture Conservation Plan. The concerned plan should be as per the prevailing guideline.	CF has been inform that the proposed project envisages upgradation of Bageshwar - Takula- Almora section of NH309A to 2 lane configuration. The project will invariably lead to increase in vehicular traffic and vehicle speed as mentioned by project proponent in the justification of the need of the present project. This would have direct impact of wild animals in form of increased wildlife accidents, habitat degradation during construction, obstruction to wildlife movement etc. Obstruction to wildlife movement leads to them venturing into human habitation which leads to increase in crop loss, livestock depredation, and human injury/casualty. The proposed project lies in the Bageshwar Range. As per the data compiled of Human Wildlife Conflict incidents of division Bageshwar range is hotspot of Human Wildlife Conflict. Therefore, wildlife mitigation plan has been prepared as per the "Eco friendly measures to mitigate impacts of linear infrastructure on wildlife" guidelines prepared by Wildlife Institute of India, Dehradun adopted to the site specific condition of the proposed road. Springs are the primary source of water for fulfilling requirements related to drinking, household activities and irrigation in many households in the Uttarakhand. The

		<p>profound dependence of hill communities on springs makes their conservation and rejuvenation a basic facet of water security.</p> <p>Construction/Upgradation of road adversely affects the existing watershed and springs. This is negative consequence on water security of the area. Soil and Moisture conservation mitigates the negative effect on road construction on the villages falling in watershed of the road. Three microwatershed namely Beghar, Bhatkhola, Kunkhet and 18 Naula and 17 Dhara along the road have been identified for treatment. An integrated microwatershed treatment approach has been used for treatment instead of standalone plan.</p> <p>MoEFCC vide its letter no. <b>FC-11/43/2021-FC Dated: 7th June, 2022</b> has issued guidelines for "Charging of a lump sum amount of the project cost towards the cost of implementation of the Wildlife Management Plan and lump sum amount of the project cost towards the cost of implementation of Soil and Moisture Conservation Plan - reg". Effort has been made to follow above guidelines.</p>
3.	If the project is a by bypass of Chardham Pariyojna and of strategic importance then sufficient documentay proo in this regard is required to submitted.	<p>CF has been inform that the project is a feeder route to NH-87 Ext.(New-109)(Joyolikot- Almora-Dwarahat-Chaukhutiya-Gairsain-Karanprayag) &amp; NH-109k (Bageshwar-Bajnath-Gwaldam-Tharali-Simli) which is further connect to Chardham yatra locations. Tourists and localite of Bageshwar Pithoragarh districts will be benifited from this.</p> <p>This route is a feeder link route that connects NH-309(Tanakpur-Pithoragarh-Askot) at Ghat (Pithoragarh) which is strategic route connecting to Indo- China Border. (Attached copy of Minuted of Standing finance committee (SFC) for 2-Lane widening of NH-309A is attached herewith.)</p>

अतः वन संरक्षक/प्रभागीय वनाधिकारी द्वारा प्रेषित प्रतिउत्तर के क्रम में प्रश्नगत प्रकरण पर वन संरक्षण अधिनियम 1980 के अन्तर्गत यथोचित कार्यवाही करने का कष्ट करें।

संलग्नक-यथोपरि।

भवदीय,

(एस0एस0 रसाईली)

अपर प्रमुख वन संरक्षक एवं  
नोडल अधिकारी, वन संरक्षण।

पत्र संख्या 2411 / FP/UK/ROAD/151113/2022 / दिनांकित।

प्रतिलिपि:- निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।

- वन संरक्षक, उत्तरी कुमाऊ वृत्त, उत्तराखण्ड, अल्मोड़ा के पत्रांक 2775/12-1(2) दिनांक 06.04.2023 के क्रम में।
- प्रभागीय वनाधिकारी, बागेश्वर वन प्रभाग, बागेश्वर।

(एस0एस0 रसाईली)

अपर प्रमुख वन संरक्षक एवं  
नोडल अधिकारी, वन संरक्षण।

efc