

Subject : Appeal to reject the proposal of "Diversion of Total 5.5 ha of forest land for laying of concrete road from Kattinahole to Kodachadri hill tip in Karnataka."

Reference : Decision of State Board of Wildlife, Karnataka taken in its 15th meeting held on 19th January, 2021.

Para wise Remarks Submitted is as follows,

Date : 21.02.2022

S.No	Observations made in the representation	Reply by the User Agency
1	The road from Kattinahole to Kodachadri Hill Top passes through Kodachadri Reserve Forest, Chakra State Forest and Madibare Reserve Forest. However, in the notifications of Kodachadri Reserve Forest, Chakra State Forest and Madibare Reserve Forest, there is no mention of Right of Way for this road and instead it is mentioned as Foot Path only. Hence the existing road itself is illegal and therefore the present proposal amounts to formation of new road. <u>Hence, any attempt to recommend this proposal would be in clear violation of Recommendations of the sub-committee on Guidelines for roads in Protected Areas which states "New roads shall not be proposed in National Parks and Sanctuaries".</u>	The proposed project is on the existing route to Kodachadri hill top that is in existence from the past and have been used by the people to reach the Kodachadri hill top and the same finds a mention as a cart-track admitted as right of way in the notifications.
2	Section 29 of the Wildlife (Protection) Act, 1972 mandates "No person shall destroy, exploit or remove any wildlife including forest produce from a sanctuary or destroy or damage or divert the habitat of any wild animal by any activity whatsoever or divert, stop or enhance the flow of water into or outside the sanctuary, except under and in accordance with a permit granted by the Chief Wildlife Warden, and no such permit shall be granted unless the State Government being satisfied in consultation with the Board that such removal of wildlife from the Sanctuary or the change in the flow of water into or outside the sanctuary is necessary for the improvement and better management of wildlife therein, authorizes the issue of such permit". <u>Hence, any attempt to recommend this proposal would be contrary to wildlife (Protection) Act, 1972 as the present road is mainly proposed to facilitate tourists/trekkers/pilgrims apart from providing a calm and peaceful place for urban dwellers (which is evident from the justification provided by the user agency) which is definitely not necessary for the improvement and better management of wildlife therein. Instead, the road if constructed would endanger the wildlife in the region especially Lion tailed macaque which are the Endangered species and facing threat from habitat loss.</u>	State Board of Wildlife in discharge of its duties under Sec 8 WLPA 1972 can provide report (recommendation or otherwise) to facilitate the NBWL to discharge its duties under Sec 5C WLPA 1972. It is not a case of issuance of permit under Sec 29 of WLPA 1972.
3	The Forest (Conservation) Act, 1980 permits only unavoidable use of forest land for various developmental purposes. Being this state, construction of cement concrete road on forest land that too in the Wildlife Sanctuary and Eco sensitive zone is definitely not an unavoidable situation since this project is purely intended to promote tourism which is not in consonance with Forest (Conservation) Act, 1980.	Section 2 of the Forest Conservation act 1980 mandates that, inter alia, prior approval of the central government is required for diversion of forest lands for non-forestry use. Accordingly, the said proposal is under the consideration of the competent authorities as per the due procedure established by law.
4	One of the actions required which has been emphasized in National Wildlife Action Plan (2017-31) is " <u>Secure wildlife Corridors and also draw appropriate plans for their management including prevention of ecologically unsustainable activities</u> ". Hence, any attempt to recommend the present road project proposal would be contrary to National Wildlife Action Plan (2017-31) as the forest region in an around the proposed project area is an important wildlife corridor and needs protection from such ecologically unsustainable projects. The forest areas in and around proposed project area are crucial for the movement of large mammals and of greater importance in order to minimize human-wildlife conflict.	National Wildlife Action plan NWAP (2017-2031) is a policy document of the Government of India and the policy stipulations in the said plan, act as guiding light to all the stake holders in achieving the objectives of Nation's development along with that of conservation. The NWAP has very well recognised the challenges in reconciling the needs of the people for livelihood and development with that of conservation and therefore have fixed actionable items to the concerned ministries to integrate the concern of the wild animals and corridor connectivity in their projects at the planning stage and adopt appropriate designs and technological solutions to deal with the expected problems. Accordingly, this project is conceived after having integrated the concerns of wildlife and its habitat by including wildlife conflict mitigation plan.
5	In the case of <u>Jairaj A.P. versus The Chief Conservator of Forests (Wildlife) Thiruvananthapuram and others (AIR 1996 Ker 362)</u> . Honourable High Court of Kerala in its judgment dated 7 th February, 1996 (Ref f) had observed that " <u>The requirement in Section 2 for prior approval of Central Government must be strictly construed as any relaxation of it would be perilous to the fast-depleting forest wealth of the country. One of the directive principles of State Policy is to "safeguard the forests and wildlife of the country" (Article-48A of the constitution). One of the fundamental duties of every citizen of India is to protect and improve forest (Article 51-A Clause (a)). So clearance of forest area should be allowed only as a stark exception. When Parliament insisted that such clearance can be made only with the prior permission of Central Government the rule should be rigorously followed. Forest wealth is already an endangered bounty of nature</u> " which was reiterated by Honourable High Court of Karnataka in the case of <u>Gateway Hotels & Gateway Resorts Ltd. Vs Nagarahole Budakattu Hakku Sthapana Samiti. Hence, any attempt to recommend the present road project proposal on forest land would be contrary to the observations of various Honorable High Courts in their judgments/Orders related to the provisions of Forest (Conservation) Act, 1980. Also, it is the responsibility of the State Government to Safeguard the forests and wildlife as per the Article 48A of the Constitution and hence it is necessary to reject the present proposal.</u>	Section 2 of the Forest Conservation act 1980 mandates that, inter alia, prior approval of the central government is required for diversion of forest lands for non-forestry use. Accordingly, the said proposal is under the consideration of the competent authorities as per the due procedure established by law.
6	National Forest Policy, 1988 a law of the land as per the directions of the Hon'ble Apex Court of India in its orders dated 6 th July 2011 in paragraph 32(i) (page 381 of SCC) in <u>Lafarge Umiam Mining Pvt. Ltd., in T.N.Godavarma Thirumulpad v. Union of India & Ors. [(2011)] 7 SCC 338</u> . The policy stipulates that Forest Management should take special care of the needs of	National Forest Policy, 1988 is a policy document and the policy stipulations provides the framework for consideration for all stake holders including the competent authorities while disposing any forest related matter as per the due procedure established by law. Any and all

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	wildlife conservation, and forest management plans should include prescriptions for this purpose. It is especially essential to provide for "corridors" linking the protected areas in order to maintain genetic continuity between artificially separated sub-sections of migrant wildlife. <u>Hence, any attempt to recommend the present road project proposal would be contrary to the national forest policy.</u>	such conditions that will be levied by the concerned authorities in pursuance of the law of the land while disposing the present application under the Forest Conservation act 1980 will be adhered to.
7	Increased vehicles' movement in the wildlife rich areas is an interference with the animals' activities such as searching for prey, mating, and seeking cover. There have been numerous studies in Africa and our country on how does an increased tourism can affect the animal behaviour and survival of the species.	The proposed road is already being closed from dawn to dusk by the state forest department and the present project does not propose to alter the existing set up. Also the present project helps in bringing down the harmful effects of vehicle movement in unpaved mud road like the dust pollution and erosion of unpaved routes. Also regulations can be taken up in the project proposed area with suitable staff from local panchayats and local committees involved in eco-tourism activities to keep a check on the waste and litter generated in the area.
8	Greater tourism can affect the local vegetation as well. It is an undisputed fact that the distribution of parthenium in forest areas is resultant of vehicle movements (Seeds' dispersal is through the tyres). It is needless to say the effect of litter and human waste on Eco sensitive zones if we increase tourism.	As per the final notification of Mookambika Wildlife Sanctuary zone widening and strengthening of existing road and construction of new road shall be done with mitigation methods. Therefore, according to the aforesaid description the present road project which proposed in the Mookambika wildlife sanctuary is not contrary to the provision of the environment protection act 1986.
9	Environment (Protection) Act, 1986 was enacted to provide for the protection and improvement of environment and for matters connected therewith. The main purpose for declaring Eco-Sensitive Zones (which are notified as per the provisions of Environment (Protection) Act, 1986) around National Parks and Sanctuaries is to create "Shock Absorber" for the protected Areas. Unfortunately, the present road project which is proposed within the Mookambika Wildlife Sanctuary and its Eco Sensitive Zone, defeats the very purpose of Environment (Protection) Act, 1986. <u>Hence, any attempt to recommend the present road project proposal would be contrary to the provisions of Environment (Protection) Act, 1986</u>	The proposed road project in limits of Sagar Forest Division is also a development of the existing road and it will not defeat the objectives of the plan.
10	One of the main objectives of the Working Plan of the Sagar Forest Division 2011-12 To 2020-21 is to "Conserve the ecologically sensitive and bio-diversity rich forest areas of the division". <u>However, the present road project which is proposed within the Eco Sensitive Zone of Mookambika Wildlife Sanctuary, defeats the objectives of the working plan.</u>	This road project is not a part of bigger tourism circuit but required since road needs urgent repair.
11	Further, though this present road proposal looks like a stand-alone project, however this is not true. Because, this road project is part of bigger tourism circuit which has been planned to make Kodachadri a tourism hub. Example, already the Detailed Project Report to connect Kodachadri through Ropeway is underway clearly indicating the larger tourism plans in this ecologically fragile region.	Eco tourism in the project proposed area is a regulated activity as per the approved eco-sensitive zone of the Mookambika Wildlife Sanctuary.
12	There are lots of detrimental effects, that pose serious effects on wildlife conservation efforts by increasing the tourism in Wildlife Sanctuaries, Eco Sensitive Zones. Example, we are witnessing increased human animal conflicts due to unregulated and illegal constructions near Bandipur National Park in Kannianpura elephant corridor. Any new activities/infrastructure like construction of rooms/cottages/lodges infringes the well-being on the wildlife by adding pressure on available water, disturbance and not permitted as per the statutory provisions of law. Hence any infrastructure for eco-tourism may be considered beyond the eco-sensitive zones and must avoid the wildlife corridors. Therefore, the precious forests of Western Ghats should not be sacrificed for such projects and must be strongly discourages. Hence, there is no doubt that the project is one amongst the series of ill planned and improperly cited tourism development projects resulting in fragmentation of prime forest of western gnat. Already the State has witnessed major disaster recently mainly in Western Ghats in terms of floods/landslides. In case if the present tourism project is approved, surely it will have everlasting and adverse direct, indirect and cumulative environmental and social impacts as the forest areas around the proposed project site are heavily fragmented.	The present project proposal seeking diversion of forest land for development of existing mud road to cement concrete road and will help in improving the livelihood of the local communities from the revenues earned.
13	In conclusion, the present project proposal seeking diversion of forest land for construction of new cement concrete road will not help in improving the livelihoods of the local communities. Instead, the project is meant to promote urban tourism which is against the objective of sustainable tourism. The project will also have negative impact on rich bio-diversity of the region and may also result in landslides in such an ecologically fragile region. Further, the project proposal if approved would be contrary to wildlife (Protection) Act, 1972, Forest (Conservation) Act, 1980. Forest conservation rules, 2003, National Wildlife Action Plan (2017-31) Judgments/Orders of Honorable Supreme Court, various Honorable High Courts, recommendations of Subcommittee of MoEF, Environment (Protection) Act, 1986, objectives of the Working Plan of the Sagar Forest Division 2011-12 to 2020-21)	


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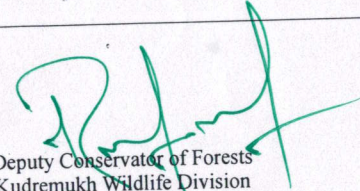
Subject : Appeal to reject the proposal of "Diversion of Total 5.5 ha of forest land for laying of concrete road from Kattinahole to Kodachadri hill tip in Karnataka."

Reference : Decision of State Board of Wildlife, Karnataka taken in its 15th meeting held on 19th January, 2021.

S.No	Observations made in the representation	Reply by the user agency	Remarks of the DCF
1	<p>The road from Kattinahole to Kodachadri Hill Top passes through Kodachadri Reserve Forest, Chakra State Forest and Madibare Reserve Forest. However, in the notifications of Kodachadri Reserve Forest, Chakra State Forest and Madibare Reserve Forest, there is no mention of Right of Way for this road and instead it is mentioned as Foot Path only. Hence the existing road itself is illegal and therefore the present proposal amounts to formation of new road. <u>Hence, any attempt to recommend this proposal would be in clear violation of Recommendations of the sub-committee on Guidelines for roads in Protected Areas which states "New roads shall not be proposed in National Parks and Sanctuaries".</u></p>	<p>The proposed project is on the existing route to Kodachadri hill top that is in existence from the past and have been used by the people to reach the Kodachadri hill top and the same finds a mention as a cart-track admitted as right of way in the notifications.</p>	<p>Reply furnished by user agency may be accepted. Kodachadri and Chakra RF notifications finds mention of Cart-tracks admitted as right of way at S. No's 2 and 5 respectively in the list of rights admitted.</p>
2	<p>Section 29 of the Wildlife (Protection) Act, 1972 mandates "No person shall destroy, exploit or remove any wildlife including forest produce from a sanctuary or destroy or damage or divert the habitat of any wild animal by any activity whatsoever or divert, stop or enhance the flow of water into or outside the sanctuary, except under and in accordance with a permit granted by the Chief Wildlife Warden, and no such permit shall be granted unless the State Government being satisfied in consultation with the Board that such removal of wildlife from the Sanctuary or the change in the flow of water into or outside the sanctuary is necessary for the improvement and better management of wildlife therein, authorizes the issue of such permit".</p> <p><u>Hence, any attempt to recommend this proposal would be contrary to wildlife (Protection) Act, 1972 as the present road is mainly proposed to facilitate tourists/trekkers/pilgrims apart from providing a calm and peaceful place for urban dwellers (which is evident from the justification provided by the user agency) which is definitely not necessary for the improvement and better management of wildlife therein. Instead, the road if constructed would endanger the wildlife in the region especially Lion tailed macaque which are the Endangered species and facing threat from habitat loss.</u></p>	<p>State Board of Wildlife in discharge of its duties under Sec 8 WLPA 1972 can provide report (recommendation or otherwise) to facilitate the NBWL to discharge its duties under Sec 5C WLPA 1972. It is not a case of issuance of permit under Sec 29 of WLPA 1972.</p>	<p>Reply furnished by the user agency may be accepted.</p>
3	<p>The Forest (Conservation) Act, 1980 permits only unavoidable use of forest land for various developmental purposes. Being this state, construction of cement concrete road on forest land that too in the Wildlife Sanctuary and Eco sensitive zone is definitely not an unavoidable situation since this project is purely intended to promote tourism which is not in consonance with Forest (Conservation) Act, 1980.</p>	<p>Section 2 of the Forest Conservation act 1980 mandates that, inter alia, prior approval of the central government is required for diversion of forest lands for non-forestry use. Accordingly, the said proposal is under the consideration of the competent authorities as per the due procedure established by law.</p>	<p>Reply furnished by the user agency may be accepted.</p>
4	<p>One of the actions required which has been emphasized in National Wildlife Action Plan (2017-31) is "Secure wildlife Corridors and also draw appropriate plans for their management including prevention of ecologically unsustainable activities". Hence, any attempt to recommend the present road project proposal would be contrary to National Wildlife Action Plan (2017-31) as the forest region in an around the proposed project area is an important wildlife corridor and needs protection from such ecologically unsustainable projects. The forest areas in and around proposed project area are crucial for the movement of large mammals and of greater importance in order to minimize human-wildlife conflict.</p>	<p>National Wildlife Action plan NWAP (2017-2031) is a policy document of the Government of India and the policy stipulations in the said plan, act as guiding light to all the stake holders in achieving the objectives of Nation's development along with that of conservation. The NWAP has very well recognised the challenges in reconciling the needs of the people for livelihood and development with that of conservation and therefore have fixed actionable items to the concerned ministries to integrate the concern of the wild animals and corridor connectivity in their projects at the planning stage and adopt appropriate designs and technological solutions to deal with the expected problems. Accordingly, this project is conceived after having integrated the concerns of wildlife and its habitat by including wildlife conflict mitigation plan.</p>	<p>Reply furnished by the user agency may be accepted. Also, in order to keep the impacts minimal, the undersigned have listed out a set of conditions in their site inspection report sent already. Those and other such conditions if any that will be levied by the concerned authorities will have to be followed by the user agency to keep the impacts at its minimum.</p>

5	<p>In the case of <i>Jairaj A.P. versus The Chief Conservator of Forests (Wildlife) Thiruvananthapuram</i> and others (AIR 1996 Ker 362). Honorable High Court of Kerala in its judgment dated 7th February, 1996 (Ref f) had observed that “<i>The requirement in Section 2 for prior approval of Central Government must be strictly construed as any relaxation of it would be perilous to the fast-depleting forest wealth of the country. One of the directive principles of State Policy is to “safeguard the forests and wildlife of the country” (Article-48A of the constitution). One of the fundamental duties of every citizen of India is to protect and improve forest (Article 51-A Clause (a)). So clearance of forest area should be allowed only as a stark exception. When Parliament insisted that such clearance can be made only with the prior permission of Central Government the rule should be rigorously followed. Forest wealth is already an endangered bounty of nature</i>” which was reiterated by Honorable High Court of Karnataka in the case of <i>Gateway Hotels & Gateway Resorts Ltd. Vs Nagarahole Budakattu Hakku Sthapana Samiti. Hence, any attempt to recommend the present road project proposal on forest land would be contrary to the observations of various Honorable High Courts in their judgments/Orders related to the provisions of Forest (Conservation) Act, 1980. Also, it is the responsibility of the State Government to Safeguard the forests and wildlife as per the Article 48A of the Constitution and hence it is necessary to reject the present proposal.</i></p>	<p>Section 2 of the Forest Conservation act 1980 mandates that, inter alia, prior approval of the central government is required for diversion of forest lands for non-forestry use. Accordingly, the said proposal is under the consideration of the competent authorities as per the due procedure established by law.</p>	<p>Reply furnished by the user agency may be accepted.</p>
6	<p>National Forest Policy, 1988 a law of the land as per the directions of the Hon’ble Apex Court of India in its orders dated 6th July 2011 in paragraph 32(i) (page 381 of SCC) in <i>Lafarge Umiam Mining Pvt. Ltd., in T.N.Godavarman Thirumulpad v. Union of India & Ors. [(2011)] 7 SCC 338</i>. The policy stipulates that Forest Management should take special care of the needs of wildlife conservation, and forest management plans should include prescriptions for this purpose. It is especially essential to provide for “corridors” linking the protected areas in order to maintain genetic continuity between artificially separated sub-sections of migrant wildlife. <i>Hence, any attempt to recommend the present road project proposal would be contrary to the national forest policy.</i></p>	<p>National Forest Policy, 1988 is a policy document and the policy stipulations provides the framework for consideration for all stake holders including the competent authorities while disposing any forest related matter as per the due procedure established by law. Any and all such conditions that will be levied by the concerned authorities in pursuance of the law of the land while disposing the present application under the Forest Conservation act 1980 will be adhered to.</p>	<p>Reply furnished by the user agency may be accepted.</p>
7	<p>Increased vehicles’ movement in the wildlife rich areas is an interference with the animals’ activities such as searching for prey, mating, and seeking cover. There have been numerous studies in Africa and our country on how does an increased tourism can affect the animal behavior and survival of the species.</p>	<p>The proposed road is already being closed from dawn to dusk by the state forest department and the present project does not propose to alter the existing set up. Also the present project helps in bringing down the harmful effects of vehicle movement in unpaved mud road like the dust pollution and erosion of unpaved routes.</p>	<p>Reply furnished by the user agency may be accepted. To keep a tab on the vehicle movement – the timings of entry and exit is already regulated, and a set of conditions dealing with regulation of vehicle numbers is enlisted in the site inspection / recommendation report sent already. The same may be approved by the competent authorities with or without any additional conditions as they deem fit. Also, plastic waste security deposit shall be enforced for all visitors and vehicles to keep a check on such activities. The same can be further used to incentivise the localities to keep the area clean.</p>
8	<p>Greater tourism can affect the local vegetation as well. It is an undisputed fact that the distribution of parthenium in forest areas is resultant of vehicle movements (Seeds’ dispersal is through the tyres). It is needless to say the effect of litter and human waste on Eco sensitive zones if we increase tourism.</p>	<p>Also regulations can be taken up in the project proposed area with suitable staff from local panchayats and local committees involved in eco-tourism activities to keep a check on the waste and litter generated in the area.</p>	<p>Reply furnished by the user agency may be accepted. To keep a tab on the vehicle movement – the timings of entry and exit is already regulated, and a set of conditions dealing with regulation of vehicle numbers is enlisted in the site inspection / recommendation report sent already. The same may be approved by the competent authorities with or without any additional conditions as they deem fit. Also, plastic waste security deposit shall be enforced for all visitors and vehicles to keep a check on such activities. The same can be further used to incentivise the localities to keep the area clean.</p>
9	<p>Environment (Protection) Act, 1986 was enacted to provide for the protection and improvement of environment and for matters connected therewith. The main purpose for declaring Eco-Sensitive Zones (which are notified as per the provisions of Environment (Protection) Act, 1986) around National Parks and Sanctuaries is to create “Shock Absorber” for the protected Areas. Unfortunately, the present road project which is proposed within the Mookambika Wildlife Sanctuary and its Eco Sensitive Zone, defeats the very purpose of Environment (Protection) Act, 1986. <i>Hence, any attempt to recommend the present road project proposal would be contrary to the provisions of Environment (Protection) Act, 1986</i></p>	<p>As per the final notification of Mookambika Wildlife Sanctuary zone widening and strengthening of existing road and construction of new road shall be done with mitigation methods Therefore, according to the aforesaid description the present road project which proposed in the Mookambika wildlife sanctuary is not contrary to the provision of the environment protection act 1986.</p>	<p>The provisions of the eco-sensitive zone notification should be complied with.</p>

10	One of the main objectives of the Working Plan of the Sagar Forest Division 2011-12 To 2020-21 is to "Conserve the ecologically sensitive and bio-diversity rich forest areas of the division". <u>However, the present road project which is proposed within the Co Sensitive Zone of Mookambika Wildlife Sanctuary, defeats the objectives of the working plan.</u>	The proposed road project in limits of Sagar Forest Division is also a development of the existing road and it will not defeat the objectives of the plan.	No remarks.
11	Further, though this present road proposal looks like a stand-alone project, however this is not true. Because, this road project is part of bigger tourism circuit which has been planned to make Kodachadri a tourism hub. Example, already the Detailed Project Report to connect Kodachadri through Ropeway is underway clearly indicating the larger tourism plans in this ecologically fragile region.	This road project is not a part of bigger tourism circuit but required since road needs urgent repair.	Under Parivesh portal, pertaining to Kollur Wildlife Range currently there is only one FC proposal that is under process. Details are as follows: FP/KA/ROAD/42755/2019 – Reg. Kattinahole Kodachadri Route. Pertaining to ropeway mentioned in the observation, a copy of the order under Sec 28 of WLPA 1972 to conduct survey for topographic mapping along the proposed ropeway alignment from Kolluru to Kodachadri hill issued by Chief wildlife warden on 16.07.2021 is available.
12	There are lots of detrimental effects, that pose serious effects on wildlife conservation efforts by increasing the tourism in Wildlife Sanctuaries, Eco Sensitive Zones. Example, we are witnessing increased human animal conflicts due to unregulated and illegal constructions near Bandipur National Park in Kannianpura elephant corridor. Any new activities/infrastructure like construction of rooms/cottages/lodges infringes the well-being on the wildlife by adding pressure on available water, disturbance and not permitted as per the statutory provisions of law. Hence any infrastructure for eco-tourism may be considered beyond the eco-sensitive zones and must avoid the wildlife corridors. Therefore, the precious forests of Western Ghats should not be sacrificed for such projects and must be strongly discourages. Hence, there is no doubt that the project is one amongst the series of ill planned and improperly cited tourism development projects resulting in fragmentation of prime forest of western ghat. Already the State has witnessed major disaster recently mainly in Western Ghats in terms of floods/landslides. In case if the present tourism project is approved, surely it will have everlasting and adverse direct, indirect and cumulative environmental and social impacts as the forest areas around the proposed project site are heavily fragmented.	Eco tourism in the project proposed area is a regulated activity as per the approved eco-sensitive zone of the Mookambika Wildlife Sanctuary.	The provisions of the eco-sensitive zone notification should be complied with.
13	In conclusion, the present project proposal seeking diversion of forest land for construction of new cement concrete road will not help in improving the livelihoods of the local communities. Instead, the project is meant to promote urban tourism which is against the objective of sustainable tourism. The project will also have negative impact on rich bio-diversity of the region and may also result in landslides in such an ecologically fragile region. Further, the project proposal if approved would be contrary to wildlife (Protection) Act, 1972, Forest (Conservation) Act, 1980. Forest conservation rules, 2003, National Wildlife Action Plan (2017-31) Judgments/Orders of Honorable Supreme Court, various Honorable High Courts, recommendations of Sub-committee of MoEF, Environment (Protection) Act, 1986, objectives of the Working Plan of the Sagar Forest Division 2011-12 to 2020-21)	The present project proposal seeking diversion of forest land for development of existing mud road to cement concrete road and will help in improving the livelihood of the local communities from the revenues earned.	Reply furnished by the user agency may be accepted. The final decision may be taken by the competent authorities in the present proposal under consideration in compliance with WLPA 1972. FCA 1980, FC Rules 2003, NWAP (2017-2031), EPA 1986, Judgements, Case laws and Recommendations of State and National boards of wildlife.


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