

F. No. 8-09/2013-FC

The State Government of Rajasthan vide their letter No. F 14(NH) 2011/Vasu-FCA/Pramuvans/141 dated 2.01.2013 submitted a proposal seeking prior approval of the Central Government under Section- 2 of the Forest (Conservation) Act, 1980 for diversion of 273.762 ha of forest land for up -gradation and realigning (construction of new by passes) of existing 2-lane road to 4/6 lane Road NH-12 Km. 256/500 to 346.539 (Chainage 0/00 to 88.090) regarding Kota to Jhalawar, Rajasthan.

The Region Office of this Ministry located at Lucknow carried out the Site Inspection of the area and submitted a report to this Ministry vide letter dated 29.05.2013.

The fact related to the proposal as contained in the State Government letter dated 2.01.2013 and site inspection report of the Regional Office are presented below:

FACT SHEET

1.	Name of the Proposal	Diversion of 273.762 ha of forest land for up -gradation and realigning (construction of new by passes) of existing 2-lane road to 4/6 lane Road NH-12 Km. 256/500 to 346.539 (Chainage 0/00 to 88.090) regarding Kota to Jhalawar, Rajasthan.
2.	Location (i) State (ii) District	Rajasthan a) Kota b) Jhalawar
3.	Particulars of Forests: (i) Name of Forest Division and Forest area involved. (ii) Legal status/Sy.No. (iii)Map	a) Kota Forest Division 135.08 Ha. b) Jhalawar Forest Division 138.68 Ha. a) Kota Forest Division:- Reserve Forest Block and Protected Forest Block. (Kheda Jagpura, Lakhawa, Kasara Phuta, Aalniya, Kasar-B, Mansana, Masalpura A&B. b) Jhalawar Forest Division:- Reserve Forest Block and Protected Forest Block Masalpura B, Harigarh, Bagher. i. SOI toposheet enclosed (Pg 58-62/c) ii. 10 Km Radius Map – not enclosed iii. Digital GPS map – Not enclosed iv. Forest Cover Map – Not enclosed.
4.	Topography of the area	-
5.	(i) Geology (ii) Vulnerability to erosion	(ii)Erosion is negligible.

6.	<p>(i) Vegetation</p> <p>(ii) Density</p> <p>iii) No. of trees to be felled</p>	<p>The proposed area is a typical ecosystem of dry deciduous shrub forest where the big trees are not in existence. Important species are <i>Proposopis</i>, <i>Anogissus pendula</i>, <i>Diospyros melanoxylon</i>, <i>Lannea grandis</i>, <i>Acacia nelotica</i>, <i>Zizyphus species</i>, <i>butea frondosa</i>, etc.</p> <p>a) Kota Forest Division:- 0.1 to 0.3 (Approx) b) Jhalawar Forest Division:- 0.1 to 0.3 (Approx)</p> <p>Total number of trees – 20349 (including all girth classes) Kota - 8130 Trees Jhalawar -12219 Trees</p>
7.	Whether area is significant from wildlife point of view	<p>a) Kota Forest Division- No b) Jhalawar Forest Division - Yes</p>
8.	Whether forms part of National park, Wildlife Sanctuary, Biosphere Reserve, Tiger Reserve, Elephant Corridor, etc. (if so, details of the area and comments of the Chief Wildlife Warden	<p>a) Kota Forest Division- No b) Jhalawar Forest Division - No</p>
9.	Whether any RET species of flora and fauna are found in the area. If so details thereof	<p>a) Kota Forest Division- Not sighted b) Jhalawar Forest Division – Chinkara the State animal and black buck roams visit in the proposed area along the Panther and other Wildlife.</p>
10.	Approximate distance of the proposed site for diversion from boundary of forest.	<p>a) Kota Forest Division- No b) Jhalawar Forest Division - No</p>
11.	Whether any protected archaeological/ heritage site/defence establishment or any other important monuments is located in the area.	No such site/ establishment are located in the area.
12.	Whether any work of in violation of the Forest (Conservation) Act, 1980 has been carried out (Yes/No). If yes details of the same including period of work done, action taken on erring officials. Whether work in violation is still in progress.	No violation has been carried out by User Agency.
13.	Whether the requirement of forest land as proposed by the	Kota Till Mandana the proposal coincides with the

	user agency in col. 2 of Part-I is unavoidable and barest minimum for the project, if no recommended area item-wise with details of alternatives examined.	existing alignment due to which the need of forest land is unavoidable. From Mandana to Jhalawar, new forest area is involved which fragment the valuable forest. Hence rest of the project is rejected for the welfare of forest and wildlife. The original alignment goes through the Darra sanctuary for approximately 6 Km. This alignment shall be used for the expansion. Jhalawar The proposed road from Kota to Jhalawar passes through the Reserve Forest Block Masalpura-B, Harigarh & Bagher Blocks of Jhalawar Division in a length about 20 kms., which Separates th entire blocks in two Parts. The forest area comprises of Ronjh & Cheela in shape of trees & bushes and there is a good root stock of Dhok & Khair. The area is habitat of Chinkara, Black-buck, Panther and other wild animals. New forest area is involved which fragments the valuable forest hence the project is rejected for the welfare of forest and wildlife. The original alignment goes through the Darra sanctuary for approximately 6 Km.
14.	Whether clearance under the Environment (protection) Act, 1986 is required?	Yes
15.	Compensatory Afforestation	
	(i) Details of non-forest area/degraded forest area identified for CA, its distance from adjoining forest, number of patches, size of each patches.	Kota Land allotment is yet to be done by the District Collector. Once the process is completed the details will be provided. Jhalawar Land allotment is yet to be done by the District Collector. Once the process is completed the details will be provided.
	(ii) Map showing non-forest/degraded forest area identified for CA and adjoining forest boundaries.	Once the complete allotment process is over the details will be shown in the GT sheet.
	(iii) Detailed CA scheme including species to be planted, implementing agency, time schedule, cost structure, etc.	-do-
	(iv) Total financial outlay for CA	Kota:- The Total Financial out lay for compensatory afoorestation for 65.34 ha is 65.34 x Rs. 90,200 = Rs. 5893668/-, which is as per the prevailing rate of the state. Jhalawar:- 138.68 x Rs. 90,200 = Rs.

		1,25,08,936/- The Total Financial out lay for compensatory afforestation is as per the prevailing rate of the state.
	(v) Certificate from the competent authority regarding suitability of the area identified for CA and from management point of view.	Land is yet to be allotted
16.	Catchment Area Treatment	NA
17.	Rehabilitation of Oustees	NA
	a) No of families involved b) Category of families c) Details of rehabilitation plan	Not applicable. Not applicable. Not applicable.
18.	Cost Benefit Ratio	-
19.	Total Cost of the Project	510.14 Croes
20.	Recommendation i. DFO ii. CCF iii. Nodal Officer iv SG	Yes (pg 9/n) Rejected (Pg 23/c) Rejected Rejected
21.	District Profile (i) Total Geographical area of the district (ii) Total Forest area/Divisional Forest area (iii) Total area diverted since 1980 (iv) Total CA stipulated since 1980 (Forest land) a) Forest land including penal Compensatory Afforestation. b) Non forest land (v) Progress of Compensatory Afforestation as on date	----- Kota (5198.14 Km ²) Jhalawar (6291.50 Km ²) Kota (1310.04 Km ²) Jhalawar (1318.07 Km ²) Kota:- 28(27.13 Km ²) Jhalawar:- 1035.9748 Ha 123 cases Kota:- 820.155 Ha. Jhalawar:- ----- Kota:- 401.00 Ha. Jhalawar:- 3110.98 Ha. Kota:- 1112.89 Ha. Jhalawar:- 536.62 Ha. Kota:- 1573.73 Ha. Jhalawar:- -----

	(a) Forest land	Kota:- 401.00 Ha. Jhalawar:- 121 Ha.
	(b) Non-forest land	Kota:- 1112.89 Ha. Jhalawar:- 10.343 Ha
22.	Specific recommendations of the DCF for acceptance or otherwise of the proposal with reasons	<p>Kota</p> <p>The project starts near Kota urban and till Mandana it coincides with the existing alignment. The project is recommended from Kota to Mandana (Km 256.550 to 276.35, i.e. Chainage 0 to 19.80, Area = 65.34 ha) and rest of the proposal in Kota District is rejected (Km 290.8 to 308.24, i.e. Chainage 34.250 to 51.690, Area = 69.74 ha) for the benefit of forest and wildlife. The existing alignment passes approximately 6 Kms through the Darra sanctuary. Instead of using this portion, new alignment is proposed by the user agency, which will run approximately 36 Km through the undisturbed forest area. For this an elevated road shall be constructed in the existing alignment near Darra by using modern technologies so that the huge irreparable losses may be averted. Beyond Mandana the alignment proposed through Kanwas and Chakdhulet via the road will reach to Jhalawar. This deliberated to avoid the Darra Sanctuary and to overcome the time involvement for clearing the proposal under the aegis of FCA. The proposal area consists of one of the largest forest blocks of Kota division. This project intends to break to a length of at least 15 Km. Very few hamlets are found in this region and the forest area ultimately connect the gargon Fort of Jhalawar forest division. This area is home of state animal Chinkara and black buck since vast forest area is available for its free movement. The boundary of Darra sanctuary is located just 3-4 Km and one location it is hardly 200 meters from the proposed alignment, which will be of great concern from wildlife management of view in the upcoming future.</p> <p>The existing alignment connects the proposed Mukundra National park and Jhalawar forest area</p>

and it will definitely act as a buffer area for the future protected area management.

Losses Due to the Proposed alignment:-

- Breaking of vast forest areas into pieces which lead to fragmentation of habitat.
- Restriction of migration of much wildlife includes state animal Chinkara and Black buck.
- The proposal is currently inviting encroachment threats due to the expected increase in the land cost.
- There will be a huge illegal mining problem due to opening of new forest area.
- Continuous forest area will be unavailable for the protected area if notified later.
- The present road cannot be stopped. Opening of new area will augment the pressure on forest area and the protected area.
- One of the potential forest blocks for Joint Forest Management and interests of huge no of villages will be affected since lot of villages will be affected since lot of VFPMC's are actively protecting the forest area and the protected area.

A recommendation also sent by CCF, Kota for using the existing alignment and the idea also reiterated by the Additional Chief Secretary (Forest and Environment, Government of Rajasthan) during his visit on 14.08.11. So it is recommended to divert the forest area from Anantpura to Mandana using the existing alignment for National Highway-12 widening keeping the increasing traffic density as well as development of the region. In addition to that the forest area will be broken into pieces at various instances. In order to protect the remaining area from various pressures, boundary wall is proposed and it should encircle the whole remaining area. The points are Jagpura Kasir 'B' (Alaniya Nursery) Mandana. The Boundary Wall is very much necessary. Since the areas are very much vulnerable to encroachments it is proposed that with boundary wall condition imposed these

portion may also be sanctioned. The condition of construction of boundary wall by the user agency protection and better management of forest of the region. The construction of boundary wall shall be done by the user agency while executing the road work. Some of the assets created by the department also intersecting because of the alignment and due to that those assets are prone to damage. To compensate these, the condition of construction of Nakha buildings at Lakhawa and Kesarfuta by the user agency shall be imposed. Keeping all these concerns, the forest area from Anantpura to Mandana (Km 256.550 to 276.35, i.e. Chainage 0 to 19.80, Area = 65.34 ha) is recommended for sanction due to its coincidence with the existing alignment and rest of the project is rejected keeping the interests of forest and wildlife as well upcoming biosphere reserve.

Jhalawar

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The existing alignment connects the proposed Mukundra National park and Jhalawar forest area and it will definitely act as a buffer area for the future protected area management.

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	<p>recommended to divert the forest area from Anantpura to Mandana using the existing alignment for National Highway-12 widening keeping the increasing traffic density as well as development of the region. In addition to that the forest area will be broken into pieces at various instances. In order to protect the remaining area from various pressures, boundary wall is proposed and it should encircle the whole remaining area. The points are Jagpura Kasir 'B' (Alaniya Nursery) Mandana. The Boundary Wall is very much necessary. Since the areas are very much vulnerable to encroachments it is proposed that with boundary wall condition imposed these portion may also be sanctioned. The condition of construction of boundary wall by the user agency protection and better management of forest of the region. The construction of boundary wall shall be done by the user agency while executing the road work. Some of the assets created by the department also intersecting because of the alignment and due to that those assets are prone to damage. To compensate these, the condition of construction of Nakha buildings at Lakhawa and Kesarfuta by the user agency shall be imposed. Keeping all these concerns, the forest area from Anantpura to Mandana (Km 256.550 to 276.35, i.e. Chainage 0 to 19.80, Area = 65.34 ha) is recommended for sanction due to its coincidence with the existing alignment and rest of the project is rejected keeping the interests of forest and wildlife as well upcoming biosphere reserve.</p>
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Site inspection report

The site inspection of the above mentioned proposal was carried out by the undersigned on 09.05.2013. During site inspection following officers were present:

1. Chief Conservator of Forests, Kota
2. DFO, Kota
3. DFO, Jhalawar
4. Project Director, NHAI.- Kota section
5. Project Director, NHAI- Jhalawar section

The site inspection report in the prescribed format is furnished herewith.

1. Legal status of the forest land proposed for diversion:

The proposed forest land for diversion is 273.762 ha, the details of forest land involved as given in proposal is furnished as follows:

District	Kilometer Chainage		Total Forest land (ha)	Legal status	
	From	To		RF (ha)	PF(ha)
	00	45.655	135.08	116.05	19.030
Kota	00	45.655			
Jhalawar	45.655	88.090	138.682	71.33	67.325
Total	From Km. 256.5 to Km 346.539=90.039 Km		273.762	187.38	86.382

On scrutiny of the area worked out there is minor mistake in area calculation. In Kota district the reserve forest involved is 122.46 ha and protected forest is 12.62 ha. The total remains 135.08. Whereas in Jhalawar the total area is 138.092 and the protected forest is 66.762 ha whereas RF remain the same. The total area as per the calculation is 273.172.

2. Item wise break up details of the forest land proposed for diversion:

The project stretch Kota (Km 256.550) to Teendhar (Km 346.540) has been divided in four stretches

Sl.No.	Stretch	Length (km)	Remarks
1.	Km.256.550 to Km. 289.560 (Darrah)	33.934	Existing two lane is proposed for four lane.
2.	Km. 289.560 to Km.60.102 SH01(Bagher)	37.912	New Alignment- two lane
3.	Km. 60.102 to Km.67.683 (Mandawar)	7.554	Existing two lane proposed for strengthening & improvement
4.	Km.0.263 village road to Km347 of NH-12 (Teendhar)	8.690	Local village road proposed for widening up gradation and strengthening

The following structures are proposed on during construction of the road.

Sr.No.	Name of structures	Number
1.	Toll Plaza	2
2.	Truck Lay by	1
3.	Bus bay (on either side)	5
4.	Reconstruction of Culverts	32
5.	Widening of Culverts	17
6.	Minor bridge	42
7.	New culverts	96
8.	Retained culverts	8

3. Whether proposal involves any construction of buildings (including residential) or not. If yes, details thereof:

Two toll plazas are proposed for construction the detail of which is not furnished with the proposal.

4. **Total cost of project at present rates:**
Rs. 510.14 crores.

5. **Wildlife**
Whether forest area [proposed for diversion is important from wildlife point of view or not:

The proposed widening and realignment of the road was taken up NHAI by avoiding the existing Kota – Jhalawar road as it is through Darra wildlife sanctuary. It is informed that at the time of preparation of proposal the proposed alignment is having status of reserve forest. However the area which is proposed for construction of road is now part of the project tiger and is declared as Tiger Reserve having critical Tiger Habitat as well as buffer area vide Government Notification No. P3(8) Van /2012 dated 09.04.2013 as Mukundra Hills Tiger Reserve. This Tiger reserve is having the status of sanctuary as per the Wildlife Act-1972 therefore the proposed area also now a protected area for which approval of NBWL as well as Hon'ble Supreme Court will be required.

6. **Vegetation:**
Total number of trees to be felled:
20349
Kota -8130 and Jhalawar -12219

Effect of removal of trees on the general ecosystem in the area:

The proposed area is a typical eco system of dry deciduous shrub forest where the big trees are not in existence. However the area is a very good eco system where the herbivore – Black buck, Chinkara, Blue Bull etc are available. Taking into consideration the richness of the eco system, the proposed site is declared as Tiger reserve. The proposed road if constructed would bifurcate the Tiger Reserve area in two parts and will have adverse impact on the general eco system and in particular to the Tiger Reserve.

Important species:

Prosopis, Anogissus pendula, Diospyros melenoxylon, Lannea grandis, Acacia nilotica, Zizyphus species, butea frondosa. Etc.

Number of trees to be felled of girth below 60 cm.

Kota – Not given
Jhalawar- 10300

Number of trees to be felled of girth above 60 cm.

Kota – Not given
Jhalwar -1919

7. **Background note on the proposal:**

Ministry of Road Transport and Highways (MORTH) has taken up the expansion and widening of NH-12 from Jaipur to Jhalawar in the state of Rajasthan on BOT

basis. The right of way is 16 meters and total length 331.89 Km. This entire length is taken up in four parts

1. Jaipur to Devli 148 Km. –No forest land is involved in this and the work is in progress.
2. Devli to Kota by pass with NH-76 – 83 Km. in this case no diversion of forest is required in Bhilwara district. However diversion of land has been applied for Bundi and Kota division.
3. Junctions of Kota Bye pass to Km. 256.5 of Kota Jhalawar Road – 12 Km. – this part has already been constructed under the East West Corridor development programme.
4. From Km. 256.5 of Kota to Km. 346.539 Teendhar Jhalawar approximately 90.039. The proposal of which is under consideration.

This portion is already having a road of 57 Km from Km. 289.5 to Km. 347 which passes through the Darrah Wildlife Sanctuary from Km. 291 to 298. The NHAI proposes to avoid this wildlife sanctuary and new alignment is proposed which starts from left side of the Darrah village to Rajpura, Hicher, Harigarh, Bagher, Mandwar to Teendhar. Total length worked out is 52 Km.

However after the proposal is being prepared this proposed new alignment has been declared as Tiger reserve having the status of Sanctuary and is now a protected area.

8. **Compensatory afforestation:**
No compensatory afforestation is proposed in the proposal. However an undertaking has been given that NHAI will provide non forest land for compensatory afforestation and required fund as per the estimate prepared by forest department along with NPV and other conditions as stipulated by MOEF.
9. **Whether proposal involves rehabilitation of displaced persons. If yes, whether rehabilitation plan has been prepared by the State Government or not:**
No
10. **Reclamation plan:**
Not required.
11. **Details on catchment and command area under the project:**
Not required.
12. **Recommendation of the Principal Chief Conservator of Forests/ State Government:**
The proposal is not recommended by the State Government.
13. **Utility of the project:**

The proposed widening and new alignment of NH-12 from Kota to Jhalawar is required as the remaining portion of NH-12 from Jaipur to Kota is already under construction and if this portion is being constructed it will have thorough link with Jhalawar and have connectivity with Madhya Pradesh.

14. Numbers of Scheduled Caste/ Scheduled Tribes to be benefited by the project:

It has not been worked out in the proposal however the labourers engaged for the work would be mainly from the SC/ST/ backward class.

**15. Whether land being diverted has any socio – cultural/ religious value:
Whether the land under diversion forms part of any unique eco – system:**

The proposed area is not having any social cultural or religious value. However the area is an unique eco system which is now a part of the Tiger Reserve which is notified recently by the State Government of Rajasthan vide their No. P3(8) Van /2012 dated 09.04.2013.

16. Situation w.r.t any P.A.

The proposed widening and new alignment of NH-12 is taken up by NHAI on the ground to avoid the wildlife sanctuary which requires approval of NBWL and Hon'ble Supreme Court. However the proposed alignment has also now been declared as Tiger Reserve. The entire area of the proposed new alignment is although looking barren with very less vegetation density / tree cover. However, the area is reported to be a very good habitat for the herbivore – Chinkara, Black buck, Neel Gai etc. The NTCA has selected the area for tiger reserve taking into consideration its potential as a habitat for Tiger. The proposed alignment is through the Tiger Reserve demarcated, will disturb the protected area.

17. Any other information relating to the project:

1. The State Forest Department has not recommended the proposed new alignment which starts from Darrah to Teendhar. The forest department has recommended to widen and strengthen the existing alignment which is having about 7 Km through the wildlife sanctuary and forest area affected is only 6 to 7 Km in length. Whereas the proposed alignment which is about 37 Km through new forest area will bifurcate the reserve forest block in two pieces which will invite the problem of encroachment and will hinder the movement of wild animal.
2. The forest department is in favour of strengthening and widening of existing road only and has proposed to develop two to three high rise elevated road (flyover) which will facilitate the easy movement of wild animal.
3. The existing road will continue to be used by heavy traffic by going to Jhalawar – Kota through Ramganj Mandi Modak and Suket which are big town having economical importance and mining areas.
4. The railway line also passing through along the existing road so the disturbance to the wildlife will not be reduces by shifting the alignment to the new forest area.
5. With the construction of proposed new alignment the existing road of NH-12 through Darrah Wildlife sanctuary will continue to operate. As such a new opening is proposed through a reserve forest which is a good habitat of animals and which is also now a part of Tiger Reserve.

6. The NHAI is not in favour of widening and strengthening of existing road through the wildlife sanctuary as the forest department is recommending to have elevated road at two to three places and also to have tunnel or road in deep cut for easy movement of wildlife. This will increase the cost of construction as project has already been awarded on BOT basis on premium, with 25 years concession period. Any change in approved alignment will cost termination of the project resulting in financial loss owing to claim by the concessionaire.

7. During the site inspection alternatives other than the above mentioned two alignment have also been worked out –

Alignment no.3- This alignment has been worked out by the then Nodal Officer of the forest department. The proposed third alignment is through Darrah, Kanwas, Bansaheri, Barkhera, Danta, Nalodi, Kanpura, Chalet, Liaphal, Harigarh, Bagher. At Bagher this road will joint Megahway connecting Jhalawar and Baran. This alignment is not having any impact on Darah Wildlife Sanctuary and will have part of newly created Tiger Reserve in the boarder. It will also provide connectivity to interior villages to Kota and Jhalawar and also help in patrolling to the forest department. Very little or no forest land is involved.

Alignment No.4 – This alignment is through Darrah Canvas, Dhulet Panwar, Bagod, Chamidsa, Haligarh, Bagher. This alignment completely avoids the sanctuary and Tiger Reserve Area and no forest land is also involved. During the site visit this alignment was traverse by the undersigned. The village road is already existing which requires widening and strengthening.

This will however increase the length of the road but will have better connectivity with larger population and with no loss of forest area.

8. During the field visit some local people of Kaliakui Van Protection Committee – led by Shri Kalu Ram Gujar, President met the undersigned and requested to avoid alignment through the reserve forest area. They have requested for the alternative alignment no.3 or 4 instead of the proposed alignment suggested by NHAI.

18. Regional Chief Conservator of Forests shall give detailed comments whether there are any alternative routs/ alignments for location the project on non-forest land:

As mentioned above the NHAI has not worked out the alternative alignment other than the proposed one. The proposed alignment not suitable as from Kota to Jhalawar it passes through the reserve forest block of Masal pur –B, Harigarh and Bagher Block which will separate the entire forest block into two parts. The area is habitat of Chinkara, Black buck, Panther and other wild animal. This will restrict the movement of wild animals. This will also open the area to encroachment threat due to increase in the land cost and will invite illegal mining in the area. Further the existing road can not be stopped therefore the propose alignment will have new opening through the forest which will not be of much use. The NHAI should take into consideration the alignment No. 3 & 4 as mentioned above in para 17 (7) and come up with the revised proposal.

19. Recommendations of Regional Chief Conservator of Forests along with detailed reasons:

The proposal is not recommended for the reason:

1. The proposed alignment from Km. 289.56 to Km. of NH-12 (Darrah) to Km. 60.102 of SH-1 (Bagher) in 37.912 Km. is through the Tiger Reserve which has been notified recently requires approval of NBWL and Hon'ble Supreme Court. The proposed road will break this reserve forest area and Tiger Reserve into two parts leading fragmentation of wildlife habitat. This will restrict the movement of wild animals such as Chinkara and Black Buck, besides increase in threat of encroachment and illegal mining.
2. The existing road through Darrah wildlife sanctuary would continue to operate and can not be stopped. Opening of new area will augment pressure on forest area as well as in the protected area.
3. Other alternatives area also available as mentioned in para 17(7) which involves very little or no forest land / protected areas. The NHAI should explore the possibility of using other alternative alignment.
4. The connectivity in the proposed alignment with other villages is very limited. The alternative alignment would have better connectivity and large number of people will be benefited if alternative alignment is being worked out.

The reason for which the NHAI was proposing the alternative alignment through the reserve forest area to avoid the wildlife sanctuary is no more valid as the proposed alignment is now through the Tiger Reserve area which is having status of the Sanctuary / protected area and the Tiger reserve will be adversely affected by the proposed alignment of the road.

In view of the above facts related to the proposal, if approved the proposal may be submitted to the FAC for its further considerations.