

BEFORE THE NATIONAL GREEN TRIBUNAL
WESTERN ZONE BENCH, PUNE

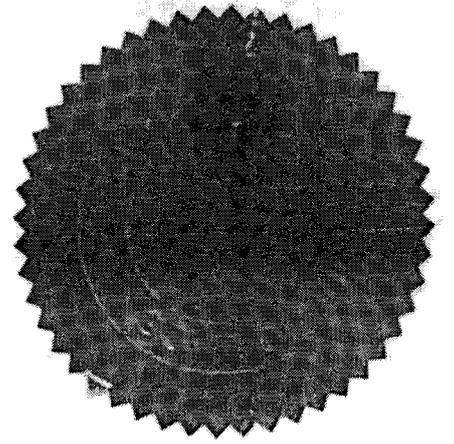
ORIGINAL APPLICATION NO.40 OF 2020 (WZ)

Mr. Ganesh Borhade (Ahmednagar-Maharashtra).....Applicant

Versus

Union of India through Secretary,
MoEF&CC & Ors.

.....Respondents



ADDITIONAL AFFIDAVIT ON BEHALF
OF RESPONDENT NO.2

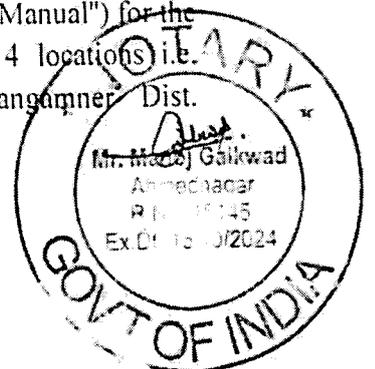
I, Suvarna Ravindra Mane, age 40, occupation-Government service at present working as Deputy Conservator of Forests, Ahmednagar, do hereby state on solemn affirmation that, I have been authorized by Respondent no.2 to file this affidavit in view of directions given by this Hon'ble Tribunal vide order dated 21.11.2023.

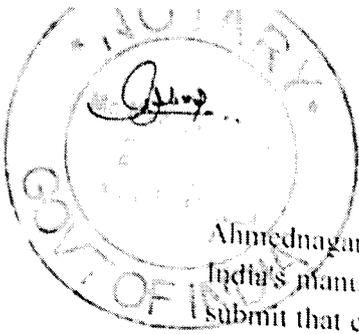
1. I say and submit that I have gone through order dated 21.11.2023 passed by this Hon'ble Tribunal in O.A.No.40/2020. By said order dated 21.11.2023 this Hon'ble Tribunal has directed this respondent to provide specific dimensions of underpasses to built /construct at the respective locations along with the sketch.
2. I say and submit that by virtue of order dated 11.08.2023 passed by Hon'ble Tribunal the joint site visit report of DCF Ahmednagar along with Manager (T) NHAI, PIU, Pune and independent Engineer dated 02.09.2023 has been filed before this Hon'ble Tribunal. In the said report the underpasses to be set up at four locations i.e. Malwadi, Khandarmalwadi, Dolsane and Velhale, the height is proposed to be 4 mtrs., 2 mtrs, 2 mtrs and 3 mtrs respectively. However it has been submitted on behalf of respondent no.2 that they were not in agreement with said heights mentioned in paragraph no.3 and in tabular form of the report dated 02.09.2023.
3. I say and submit that this Hon'ble Tribunal after taking and consideration the heights of underpasses as mentioned in report dated 02.09.2023 and the submissions subsequently advanced before this Hon'ble Tribunal has directed respondent no.2 to provide specific dimensions of the underpasses to built / constructed at the respective locations along with the sketch.
4. I say and submit that by strictly adhering to the directions given by this Hon'ble Tribunal vide order dated 21.11.2023 this respondent desire to rely upon "Eco Friendly Measures to Mitigate, Impacts of Linear Infrastructure on Wildlife, published in 2016" (In short referred as " Wildlife Institute of India's Manual") for the purpose of specific dimensions of underpasses to be set up at 4 locations i.e. Malwadi, Khandarmalwadi, Dolsane and Velhale, Taluka Sangamner, Dist.

BEFORE ME

Mr. **MARUJ GAIKWAD**
Advocate & Notary Public
287, Bishop Lloyd Colony,
E.A.No.1, Ahmednagar

1





Ahmednagar. Accordingly all underpasses should be made as per Wildlife Institute of India's manual for linear projects mentioned in chapter no 7 and 8. I further say and submit that chapter no 7 and 8 of Wildlife Institute of India's Manual, are relevant and same is in respect of designing the underpasses. Mitigation Measures for Connecting Landscapes and Species. The General rules for maintaining habitat connectivity across the landscape, underpass heights (figure 8.2) as related to animals and diagrammatic representation of isolated and wall type piers (figure 8.3) along with this sketch has also been given in Wildlife Institute of India's manual for linear projects. **Here to marked and annexed at Exh.R-1 is copy of chapter no. 7 and 8 (page no 71 to 78) of Wildlife Institute of India's manual for linear projects.**

- 5. The Wildlife Institute of India's Manual for linear projects is mandatory to Forest department and User Agency. Therefore all specific dimensions of underpasses should be made as per manual. So the user agency follow the said manual while constructing the underpasses.

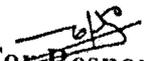
PRAYER :

Therefore, in the light of the facts and circumstances of the case, the respondent No.2 most humbly prays that this Hon'ble Tribunal be pleased to pass appropriate orders and dispose of the Original Application, on account of compliance by the Respondent no.2.

Hence, this affidavit.

Place : Ahmednagar

Date : 10/ 02/2024


For Respondent no.2

VERIFICATION

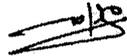
I, Suvarna Ravindra Mane, age 40, occupation-Government service at present working as Deputy Conservator of Forests, Ahmednagar, do hereby state on solemn affirmation that, the contents of this reply on behalf of the respondent no. 2, mentioned in paragraph no 1 to 5 are true and correct to the best of my knowledge and same are based on the records maintained in the office and I have signed this on 10th day of February 2024.

Place : Ahmednagar

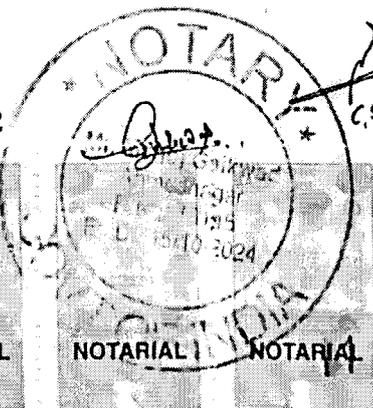
Date : 10/ 02/2024

S.No./M.Y.G./NT/A/2024...

BEFORE ME


For Respondent no.2
Solemnly affirmed before me by Suvarna Ravindra Mane who is identified before me by Shivaji S. Mane whom I personally know.


Mr. Manoj Gaiwad
Advocate & Notary Public
87, Bishop Lloyd Colony,
Savedi, Ahmednagar



NOTARIAL NOTARIAL NOTARIAL NOTARIAL NOTARIAL

0 FEB 2024

The design and number of structures to improve the permeability of road and rail corridors must facilitate animal movement across these corridors and maintain habitat connectivity across the landscape.

The siting and design of animal passages must consider the specific requirements and behaviour of target species; where communities of animals may be affected, passages will need to be designed and managed to accommodate multiple species with different needs.

The siting and design must also consider site-specific variables such as vegetation, topography and hydrology. The types and levels of disturbance must be taken into account too: traffic (vehicles, trains) noise and vibrations may discourage wild animals from using crossing structures.

The following sections focus on the design of underpasses as the predominant structural form of mitigation of impacts of roads and railways on wildlife.

DESIGNING AN UNDERPASS

A crossing structure will only be effective if it is accessible and acceptable to the species that will potentially utilise it: its design and size can greatly influence its use.

The body size of the animal and its behaviour (e.g. solitary or group living, diurnal or nocturnal) will influence the design of the structure. In general, the bigger these structures, the more they are used (Goosem 2001). Where there is little or no research available to determine the appropriate dimensions of a crossing structure for a specific species—particularly if that animal is threatened or rare—the design should err on the side of caution and cater for relatively large animals.

Structures with greatest use have heights at least equal to their width, and openings that allow unobstructed view of habitat (Goosem & Weston 2002). Reed (in Watson & Klingel 2000) recommends that underpasses have an 'openness ratio' or index of at least 2.0 to be effective (openness ratio is calculated by dividing the cross-sectional

FACTORS FOR ENHANCING PERMEABILITY OF CROSSING STRUCTURES



- The following points should be kept in mind when determining the location of crossing structures:
- Surveys alongside the linear infrastructure should be carried out by suitably qualified people to assess use of the habitat by animals and identify areas used as crossing zones.
 - Wildlife professionals, ecologists and locals familiar with the landscape and its animals should be consulted to help undertake faunal surveys.
 - Forest cover and habitat maps of the area should be used: they are helpful in narrowing down areas likely to be used by animals.
 - Unique local conditions such as natural drainage lines and forest edges are indicative of probable crossing zones, but their use will

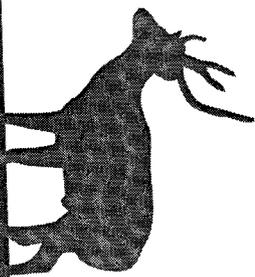
- depend on the particular behavioural traits of animal species.
- Various methods may be used to determine patterns of animal movement (pathways or trails). They include radio telemetry, sign surveys, camera trapping, capture-mark-recapture approaches, track beds and the mapping of historic crossing zones.
- Historic data (observational data or from radio-tagged individuals) of animal crossing zones should be explored when available.
- Although hotspots of road kills are indicative of areas of animal use, they overestimate the extent of the animal crossing zones. They should therefore be used only as a last resort and an auxiliary source of information.

SPACING OF WILDLIFE CROSSINGS

Terrain, habitat type, levels of human activity, climate and species behaviour *per se* are some of the factors that influence wildlife movements and ecological flows. For this reason, the spacing of wildlife crossings on a given section of road or railway will depend largely on the variability of landscape, terrain, densities of animal populations, the prevalence of critical wildlife habitat intersecting the transport corridor, and the requirements of different species for habitat connectivity. Other factors that must be considered while locating animal crossings are animal home range sizes, migration patterns and the goals of mitigation. A range of types and sizes of wildlife crossing should be provided at frequent intervals along the road or railway. It may be appropriate to install several structures in one location to reduce competition between individuals, predator attraction, travel time to a safe crossing and habituation time (Barnes 2007), as well as increase connectivity incrementally (Jaeger 2007).

PLEASE NOTE

It is dangerous to assume that there is no need for building crossing structures if no animals are seen crossing the road or are not found killed. Animal evidence may not be available as the population may have been virtually wiped out because of frequent road kills.



PLANNING THE APPROACH TO A WILDLIFE CROSSING

The approach to an animal crossing is a crucial factor in determining its use. Approaches should mimic the routes and places where animals are most comfortable crossing a transport corridor. Structures should be designed to enable animals to view the horizon from a distance and see habitat on the opposite side of the corridor. Road cuts, steep drop-offs and cliffs may dissuade animals from making a successful crossing. Structures should be designed as flat and straight as the terrain permits: crossings with a steep grade reduce the openness of structures, and 'dog-leg' designs or staggered crossings prevent animals from seeing the receiving habitat. Appropriate use of vegetation (trees, shrubs and grasses) can play a significant role in enhancing the naturalness of an engineered structure.

MAKING THE APPEARANCE OF WILDLIFE CROSSINGS ATTRACTIVE

The more naturally a wildlife crossing fits into the surrounding area, the more likely it will be that animals will use it.

USING SUITABLE SUBSTRATES

Finding a suitable substrate or bottom material is one of the biggest challenges in designing wildlife crossings. The bottom of structures should, as far as possible, have similar substrates to that which would occur naturally in the absence of the structure.

Table 7.1. 'Good Practice' guidance in the form of Do's and Don'ts for avoiding and regulating the impacts of linear infrastructure projects.

Project phase	Do's	Don'ts
Planning and design phase	<ol style="list-style-type: none"> 1. Organise a good team of professionals to review technical, financial and environmental/ecological aspects of the project. 2. Include an ecologist/wildlife expert on the team if the linear development would be routed through forested sections and natural landscapes. 3. Avoid aligning roads and railway line along or through sensitive habitats (wildlife movement corridors, flight paths of birds, areas of high biodiversity values, specialised habitats e.g. pools, dens, roosting sites, caves etc.). 4. Identify feasible alternatives of alignment to review the merits of different sites to arrive at the least impact options. 5. Conduct a rigorous assessment of impacts on key wild species of animals and plants and habitats to integrate any special considerations in design features and structures. 6. Plan appropriate designs that facilitate animal movements 7. Include estimates of costs for constructing mitigation structures in the financial proposal to avoid cost overrun. 8. Prepare a schedule for implementation of mitigation measures, and institutional responsibilities for mitigation measures. 	<ol style="list-style-type: none"> 1. Do not undermine the importance of inter-agency coordination 2. Do not avoid consultation with wildlife experts and conservation agencies to understand challenges for wildlife that may come in way of environmental decision-making 3. Do not avoid field based surveys for generating primary information for impact assessment reports as a weak EIA would lead to subsequent delays in the implementation of the project 4. Do not split sections of the same road, rail or pipeline passing through different land use or states as separate projects for ease of implementation as this may pose difficulties in assessing the landscape level impacts on wildlife habitats and species with large home ranges 5. Do not plan mitigation structures around a single species but around all species of conservation importance in a landscape 6. Do not suggest mitigation measures without considering local ecology. Measures suitable for implementation in one landscape may not work in another site with different ecological conditions
Construction phase	<ol style="list-style-type: none"> 1. Recommend construction schedule to avoid breeding/migration season of important species. 2. Take care to avoid direct impacts to land, water and habitats of wild animals due to labour camps, storage sheds and parking lots. 3. Initiate construction of mitigation structures along with road/rail upgradation projects so that damage/loss during this phase are minimised. Install sufficient drainage works under all access roads to avoid flooding land and damaging streams. 4. Protect top soil and implement measures to control soil erosion. 5. Avoid/minimise removal of natural vegetation. 6. Take measures to prevent animal injuries and mortality during earthwork, clearing of vegetation, and managing pools and streams. 7. Enforce good behaviour by construction workers to prevent illegal hunting, fishing and pilferage of resources. 8. Restore cleared areas wherever possible 	<ol style="list-style-type: none"> 1. Do not add to direct and physical impacts by careless material management and inducing avoidable disturbance 2. Do not violate conditions and specifications agreed upon as part of mitigation. 3. Do not dump/stack construction material inside sensitive habitats. 4. Do not dispose debris and other excavated material near water bodies and in valley bottoms. 5. Do not wash vehicles or change lubricants in waterways or wetlands.
Operation and monitoring	<ol style="list-style-type: none"> 1. Conduct independent regular site inspections to ensure compliance with all EMP provisions, particularly in sensitive areas. 2. Implement an evidence-based system of collection, collation and analysis of data to assess efficacy of mitigation measures. Use audio-visual tools for generating more convincing evidence. 	<ol style="list-style-type: none"> 1. Do not forget to draw a schedule for maintenance of crossing structures such as drains and culverts to ensure their functionality. 2. Do not justify lack of manpower and financial resources to neglect/avoid monitoring.

References:

- Barnes, D. 2007. Fauna use of underpasses. Cornell Wagner, Brisbane.
- Clevenger, A. P. and N. Walitto. 2000. Factors influencing the effectiveness of wildlife underpasses in Banff National Park, Alberta, Canada. *Conservation Biology* **14**: 47-56.
- Goosem, M. 2001. Effects of tropical rainforest roads on small mammals: inhibition of crossing movements. *Wildlife Research* **28**: 351-364.
- Goosem, M. and N. Weston. 2002. Under and over. *Wildlife Australia* **39**: 34-37
- Jaeger, J. 2007. Effects of the configuration of road networks on landscape connectivity. Pages 267-280 in C. L. Irwin, D. Nelson and K. P. Dermott, editors. Proceedings of the 2007 International Conference on Ecology and Transportation. Center for Environment, North Carolina State University, Raleigh, North Carolina, USA.
- Watson, M. and J. Kingel. 2000. Literature summary assessing methods for reducing deer-vehicle accidents. New Mexico Department of Fish and Game Website. Available from: <http://www.wildlife.state.nm.us/conservation/habitat/handbook/DeerVehicleAccidents.html>. (accessed October 2015).

LANDSCAPE-SPECIFIC MEASURES

Landscape connectivity is the degree to which habitats across the landscape are connected, facilitating wildlife movement and other ecological flows.

The following aspects and concepts need to be considered when locating and designing linear infrastructure and deciding on appropriate measures to mitigate impacts:

- 1) The concept of 'minimum viable population', which sets – and respects – a lower limit on the population size or numbers of individuals of a species (including their genetic diversity) to make sure that species will survive in the long term.
- 2) Source-sink dynamics of the landscape, which identifies the critical elements and quality of different ecosystems and habitats on which the persistence of wildlife depends, and describes how variation in habitat quality may affect the population growth and decline of organisms.
- 3) Metapopulation structure, which considers the geography of, and relationship between, different populations of the same species, to ensure the persistence of that species.
- 4) The 'Allee effect' with respect to the behavioural ecology of the species, habitat matrix and its porosity to the taxa (corridors for movement). This effect considers the correlation between population size or density, and the mean fitness of individual animals of a population or species, recognising that fitness tends to decline in smaller populations.
- 5) Mitigation measures should be designed and implemented to meet the collective needs of all target taxa and biodiversity values of the landscape: designing for the biggest or most demanding species will often ensure that the needs of other species would simultaneously be met. However, in certain cases, additional measures may be required for particular taxa or functional groups to provide for specific needs: e.g. structures designed for elephants will serve the purpose for most terrestrial mammalian species but may not be effective for strictly arboreal taxa, or for reptiles and amphibians; special mitigation measures will still be needed for them.

MITIGATION MEASURES FOR CONNECTING LANDSCAPES AND SPECIES

08



General rules for maintaining habitat connectivity across the landscape:

The general guidelines set out below to maintain connectivity across an identified species corridor are based on species ecology, such as home range and habitat use pattern, species communities across different landscapes and other ecological information.

- i. If the width of the corridor through forest habitat is 1 km or less, the construction of flyovers should be undertaken in such a way that the entire stretch of forest remains connected.
- ii. If the width of the corridor is 1-2 km, one underpass of 750 m should be provided across the landscape. The exact location of the underpass should be based on topographic features of the area and information about customary animal crossing zones. This 750 m stretch of elevated road could also be divided into two parts of minimum 300 m each, located within that corridor. Their location would depend upon the terrain, characteristics of the particular species and its movement patterns.
- iii. If the width of the corridor is 3 km or more, or if the forest landscape is to be dissected by either a new road or the upgrading of an existing road, 300 m underpasses are suggested within every km stretch of the road. The exact location of the underpass should be based on topographic features, crossing zones, and the particular ecological requirements of the affected species.
- iv. Other than maintaining connectivity for larger mammalian species, for amphibians or reptiles across the landscape, small pipe culverts or bridges should be constructed in every 100 m stretch of road.

Table 8.1 summarises and Figure 8.1 illustrates the above points.

Landscape characteristic	Design measures for maintaining connectivity
Connectivity across 1 km species corridor	Entire 1 km stretch to be connected
Connectivity across 1-2 km species corridor	750 m underpass either as one structure or two 300 m each depending upon terrain and other conditions are suggested
Connectivity across 3 km species corridor or across the forest landscape to be divided by either a new road or upgrading of existing road	300 m underpasses are suggested at every km of the road
For smaller species such as amphibians and reptiles	Small pipe culverts or bridges at every 100 m stretch of the road are suggested

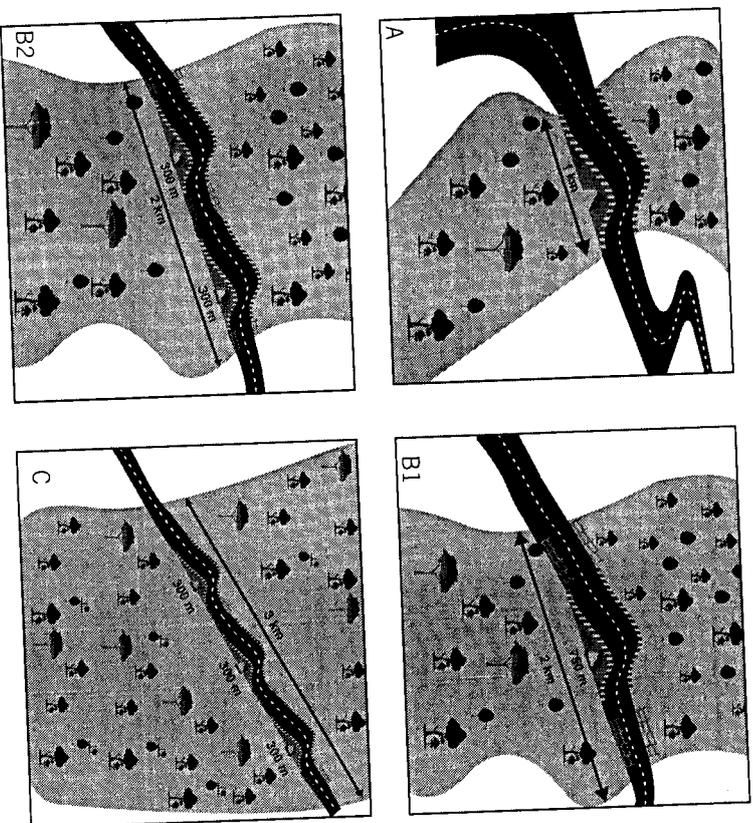


Figure 8.1. Underpass specifications suggested for different lengths of wildlife corridors: A) 1 km flyover for 1 km wide corridor; B1) one 750 m underpass, or B2) two underpasses of 300 m each for 2 km wide corridor; and C) 3 underpasses of 300 m each for a 3 km wide corridor.

SPECIES-SPECIFIC MEASURES

It is important to consider, and design wildlife crossings and animal passages to cater for, all of the species using the area affected by linear infrastructure, to improve the efficiency and effectiveness of mitigation solutions.

The following section focuses on the use of underpasses as a principal measure to mitigate negative impacts of roads and railways on terrestrial mammals.

However, it is useful to note that these underpasses would also be used by other animal taxa.

Underpasses for terrestrial mammals

The following minimum design requirements of underpasses for specific terrestrial mammal species are based on the effectiveness of underpasses for mule deer, which have a shoulder height of 106 cm (Reed et al. 1975; Reed et al. 1979; Reed 1981; Ward 1982; Olbrich 1984; Reed & Ward 1987; Foster & Humphrey 1995; Putnam 1997).

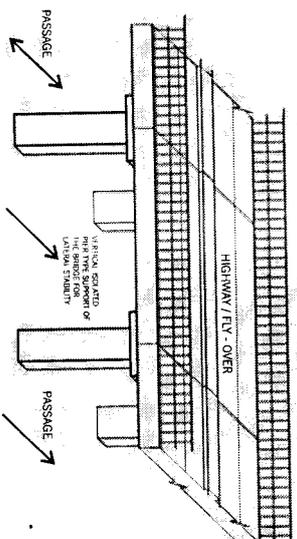
- For chital, with a shoulder height of up to 75 cm, an openness index of 0.52 (metric) is needed.
- For sambar, with a shoulder height up to 160 cm, an openness index of 1.12 (metric) is needed.
- For gaur, shoulder height up to 175 cm, an openness index of 1.22 (metric) is needed.

Figure 8.2 shows the required underpass height in relation to animal size. In landscapes where

sambar, gaur and tiger are the largest animals present, a minimum underpass height of 5 m would be acceptable if the viaduct were 300 m long and the span of the underpass were 28–30 m. For any other underpass with a viaduct of less than 300 m, and in landscapes where elephant and rhino are the largest animals in the community, the minimum height of the underpass should be 6–8 m to provide an openness ratio that could provide an optimum passage for these animals.

While approaching the underpass, the animal should preferably be able to view the horizon across the underpass in order to perceive any risks and opportunities on that side. Although a structure 5 m high and passage with a viaduct length of 300 m should be able to provide this view, a 7 m high passage would provide a more liberal view created by a higher openness ratio.

The design of the walls and the piers of an underpass can significantly improve the acceptability of passage structure by animals. Isolated piers are more favourable than wall-type piers: wall-type piers reduce lateral visibility and increase tunnel effects, especially for species that move in groups, such as chital. The inclusion of a cross beam at the top of isolated piers further improves their acceptability. Figure 8.3 shows line drawings and constructed animal underpasses with wall type and isolated piers.



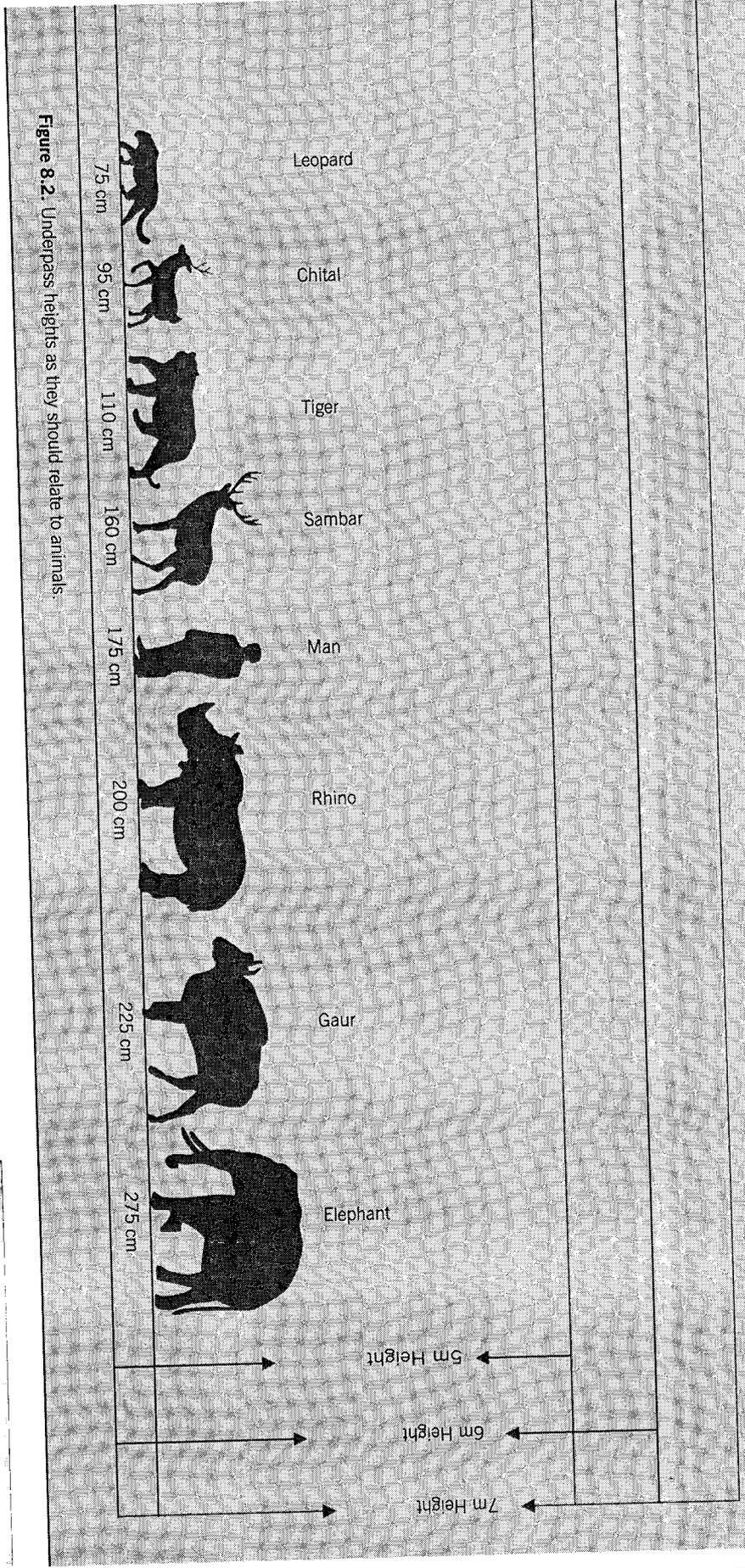


Figure 8.2. Underpass heights as they should relate to animals.

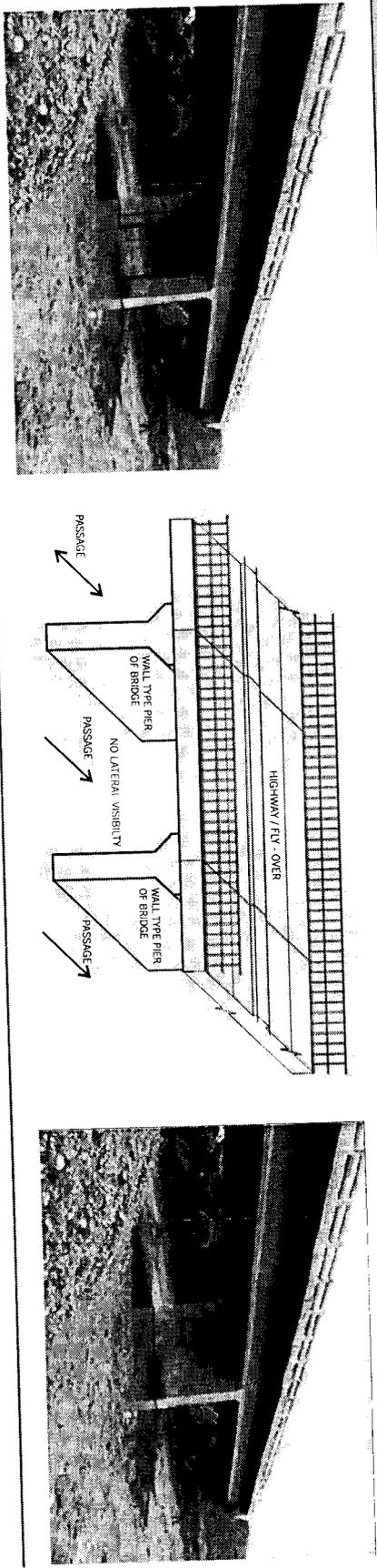


Figure 8.3. Diagrammatic representation of isolated and wall type piers. Source: Adapted from Singh et al. 2010. Illustration by Niharika Saxena.

	प्रधान मुख्य वनसंरक्षक सामाजिक वनीकरण म.रा.पुणे.	
	मध्यवर्ती इमारत पुणे- 411001	
	दुरध्वनी - 020-26126324 E-mail Id- pccfsfm@gmail.com	

पत्र/ई-मेल

विषय : राष्ट्रीय हरित न्यायाधिकरण पश्चिम क्षेत्र, पुणे येथे
दाखल मुळ अर्ज क्र. 40 /2020 गणेश सुरेश
बो-हाडे विरुद्ध भारत सरकार व इतर
जा क्र. कक्ष-1/योजना/प्र.क्र. / 1793 /2023-24
पुणे 411 001 दि. 12/12/2023

प्रति,

प्रकल्प संचालक,

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, स नं.134/1 बायफ कॅम्पस,

डॉ.मणिभाई देसाई नगर, वारजे, पुणे - 4110 58.

संदर्भ : 1. सामाजिक वनीकरण विभाग, पुणे यांचेकडील पत्र क्रमांक अ/साववि/योजना/महामार्ग/ 386,
दिनांक 09.11.2023.2. विभागीय वन अधिकारी, सामाजिक वनीकरण विभाग, अहमदनगर यांचेकडील साववि/योजना/
518, दिनांक 06.12.2023.3. राष्ट्रीय हरित न्यायाधिकरण, पश्चिम क्षेत्र, पुणे यांचेकडील मुळ अर्ज क्रमांक 40 /2010 बाबत
दिनांक 21.11.2023 रोजीचा निकाल.

4. या कार्यालयाचे पत्र क्रमांक कक्ष-1/योजना/प्र.क्र./1767, दिनांक 07.12.2023.

5. या कार्यालयाचे पत्र क्रमांक कक्ष-1/योजना/प्र.क्र./1770, दिनांक 07.12.2023.

भारतीय राष्ट्रीय महामार्ग प्राधिकरण यांचे सहभागाने राष्ट्रीय महामार्गावर सामाजिक वनीकरण विभागांतर्गत रस्ता दुतर्फा वृक्ष लागवडीची कामे नियोजित आहेत. संदर्भ क्रमांक 04 व 05 चे अनुषंगाने या कार्यालयाचे मिवाडा खात्यावर पाठविणेबाबत सुचित केले होते तरी सदर रक्कमेत विभागीय वन अधिकारी, सामाजिक वनीकरण विभाग, अहमदनगर यांच्या बाबतीत किरकोळ सुधारणा आवश्यक असल्याने संदर्भ क्रमांक 04 व 05 ग्राह्य धरण्यात येऊ नये. सुधारीत रक्कमाबाबतचा तपशील खालील प्रमाणे पाठविण्यात येत आहे.

2.00 प्रकरणी वादी श्री. गणेश बो-हाडे यांनी हरित न्यायाधिकरण 2010 च्या कलम 14 व 20 अंतर्गत मूळ अर्ज क्रमांक 40 / 2020 राष्ट्रीय हरित न्यायाधिकरण, पश्चिम, पुणे न्यायालयाने दिलेल्या निकालाचे अनुषंगाने खालील नमूद विभागनिहाय रक्कम बाबत अटल आनंद घन वन योजनेतर्गत भारतीय राजमार्ग प्राधिकरण (NHAI) यांचेमार्फत कामे करण्यासाठी या कार्यालयातील बँक खात्याचा तपशील खालील प्रमाणे आहे. (सोबत बँक पासबुकची छायांकित प्रत जोडली आहे.)

Bank Name : MAH EKATMIK PADIK JAMBEN VIKAS YANTRANA

Account No : 11099464025

MICR Code : 411002002

IFSC Code : SBIN0000454

			(रुपये लाखात)
अ.क्र.	विभागाचे नाव	पाच वर्षासाठी मागणी करण्यात आलेली एकूण रक्कम (लक्ष)	शेरा
1	विभागीय वन अधिकारी, साव वि, पुणे	1091.00	उपरोक्त संदर्भ क्रमांक 01 नुसार
2	विभागीय वन अधिकारी, सामाजिक वनीकरण विभाग, नाशिक	354.34	उपरोक्त संदर्भ क्रमांक 02 नुसार
3	विभागीय वन अधिकारी, सा.व.वि. अहमदनगर	896.00	
एकूण		2341.34	

वरील नमुद रक्कम कृपया उपरोल्लेखित बँक खात्यावर त्वरित पाठविण्यात यावी.


(विवेक खांडेकर)

अपर प्रधान मुख्य वनसंरक्षक, (मुख्यालय)

सामाजिक वनीकरण, महाराष्ट्र राज्य, पुणे

प्रतिलिपी : वनसंरक्षक, सामाजिक वनीकरण, पुणे / नाशिक यांना माहिती व आवश्यक कार्यवाहीस्तव अग्रेषित.

	प्रधान मुख्य वनसंरक्षक सामाजिक वनीकरण म.रा.पुणे.	
	मध्यवर्ती इमारत पुणे- 411001	
	दुरध्वनी - 020-26126324 E-mail Id- pccfsfm@gmail.com	

पत्र/ई-मेल

विषय : राष्ट्रीय हरित न्यायाधिकरण पश्चिम क्षेत्र, पुणे येथे दाखल मुळ अर्ज क्र. 40 /2020 गणेश सुरेश बो-हाडे विरुद्ध भारत सरकार व इतर
जा क्र. कक्ष-1/योजना/प्र.क्र. / 1770 /2023-24
पुणे 411 001 दि. 07/12/2023

प्रति,

प्रकल्प संचालक,

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, स नं.134/1 बायफ कॅम्पस,

डॉ.मणिभाई देसाई नगर, वारजे, पुणे - 4110 58.

संदर्भ : 1. सामाजिक वनीकरण विभाग, पुणे यांचेकडील पत्र क्रमांक अ/साववि/योजना/महामार्ग/ 386, दिनांक 09.11.2023.

2. वनसंरक्षक, सामाजिक वनीकरण नाशिक यांचेकडील पत्र क्रमांक कक्ष-2/रोहयो/310, दिनांक 16.11.2023.

3. राष्ट्रीय हरित न्यायाधिकरण, पश्चिम क्षेत्र, पुणे यांचेकडील मुळ अर्ज क्रमांक 40 /2010 बाबत दिनांक 21.11.2023 रोजीचा निकाल.

4. या कार्यालयाचे पत्र क्रमांक कक्ष-1/योजना/प्र.क्र./1767, दिनांक 07.12.2023.

भारतीय राष्ट्रीय महामार्ग प्राधिकरण यांचे सहभागाने राष्ट्रीय महामार्गावर सामाजिक वनीकरण विभागांतर्गत रस्ता दुतर्फा वृक्ष लागवडीची कामे नियोजित आहेत. संदर्भ क्रमांक 04 चे अनुषंगाने रक्कम रुपये 1228.42 लक्ष या कार्यालयाचे मिवाडा खात्यावर पाठविणेबाबत सुचित केले होते तरी सदर रक्कमेत सुधारणा आवश्यक असल्याने संदर्भ क्रमांक 04 ग्राह्य धरण्यात येऊ नये. सुधारीत रक्कमाबाबतचा तपशील खालील प्रमाणे पाठविण्यात येत आहे.

2.00 प्रकरणी वादी श्री. गणेश बो-हाडे यांनी हरित न्यायाधिकरण 2010 च्या कलम 14 व 20 अंतर्गत मूळ अर्ज क्रमांक 40 / 2020 राष्ट्रीय हरित न्यायाधिकरण, पश्चिम, पुणे न्यायालयाने दिलेल्या निकालाचे अनुषंगाने खालील नमूद विभागनिहाय रक्कम बाबत अटल आनंद घन वन योजनेतर्गत भारतीय राजमार्ग प्राधिकरण (NHAI) यांचेमार्फत कामे करण्यासाठी या कार्यालयातील बँक खात्याचा तपशील खालील प्रमाणे आहे. (सोबत बँक पासबुकची छायांकित प्रत जोडली आहे.)

Bank Name : MAH EKATMIK PADIK JAMEEN VIKAS YANTRANA

Account No : 11099464025

MICR Code : 411002002

IFSC Code : SBIN0000454



Social Forestry Maharashtra Forest Dept <pccfsfm@gmail.com>

राष्ट्रीय हरित न्यायाधिकरण पश्चिम क्षेत्र, पुणे येथे दाखल मुळ अर्ज क्र. 40/2020 गणेश सुरेश बोन्हाडे
विरुध्द भारत सरकार व इतर.

1 message

Social Forestry Maharashtra Forest Dept <pccfsfm@gmail.com>

7 December 2023 at 17:36

To: pune@nhai.org

Cc: CF Pune <jdsfdpun@gmail.com>, CF Nashik <jdsfdnashik@gmail.com>

Please Find Attachment.

Thanks & Regards

PCCF SF MS PUNE

 Letter No 1770 Date 07.12.2023.pdf
441K

	प्रधान मुख्य वनसंरक्षक सामाजिक वनीकरण म.रा.पुणे. मध्यवर्ती इमारत पुणे- 411001 दुरध्वनी - 020-26126324 E-mail Id- pccfsfm@gmail.com	
---	--	---

पत्र/ई-मेल

विषय : राष्ट्रीय हरित न्यायाधिकरण पश्चिम क्षेत्र, पुणे येथे दाखल मुळ अर्ज क्र. 40 /2020 गणेश सुरेश बो-हाडे विरुद्ध भारत सरकार व इतर.

जा क्र. कक्ष-1/योजना/प्र.क्र. / 1953 /2023-24
पुणे 411 001 दि. 02/01/2024

प्रति,

प्रकल्प संचालक,

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, स नं.134/1 बायफ कॅम्पस,

डॉ.मणिभाई देसाई नगर, वारजे, पुणे — 4110 58.

संदर्भ : या कार्यालयाचे पत्र क्रमांक कक्ष-1/योजना/प्र.क्र./1793, दिनांक 12.12.2023.

भारतीय राष्ट्रीय महामार्ग प्राधिकरण यांचे सहभागाने राष्ट्रीय महामार्गावर सामाजिक वनीकरणाच्या खाली नमुद रस्ता दुतर्फा वृक्ष लागवडीची कामे नियोजित आहेत.

अ.क्र.	विभागाचे नाव	पाच वर्षासाठी मागणी करण्यात आलेली एकूण रक्कम (लक्ष)	शेरा
1	विभागीय वन अधिकारी, साव वि, पुणे	1091.00	
2	विभागीय वन अधिकारी, सामाजिक वनीकरण विभाग, नाशिक	354.34	
3	विभागीय वन अधिकारी, सा.व.वि. अहमदनगर	896.00	
एकुण		2341.34	

2.00 प्रकरणी वादी श्री. गणेश बो-हाडे यांनी हरित न्यायाधिकरण 2010 च्या कलम 14 व 20 अंतर्गत मूळ अर्ज क्रमांक 40 / 2020 राष्ट्रीय हरित न्यायाधिकरण, पश्चिम, पुणे न्यायालयाने दिलेल्या निकालाचे अनुषंगाने भारतीय राजमार्ग प्राधिकरण (NHAI) यांचेमार्फत कामे करण्यासाठी या कार्यालयातील बँक खात्याचा तपशील संदर्भीय पत्रान्वये उपलब्ध करून देण्यात आला आहे.

अह्यापही

3.00 तरी उपरोक्त नमुद रक्कम या कार्यालयाचे मिवाडा खात्यावर जमा करण्यात आली नाही. करिता पुढील नियोजित कामांच्या अनुषंगाने उपरोक्त नमुद रक्कम रुपये 2341.34 लक्ष इतकी तात्काळ जमा करण्याबाबतची कार्यवाही करण्यात यावी.



(विवेक खांडेकर)

अपर प्रधान मुख्य वनसंरक्षक, (मुख्यालय)
सामाजिक वनीकरण, महाराष्ट्र राज्य, पुणे

प्रत : या कार्यालयातील लेखा कक्ष यांना माहिती व आवश्यक कार्यवाहीस्तव रवाना.

2.00 उपरोक्त नमुद मिवाडा खात्यात जमा झाल्यास तात्काळ योजना कक्षास अवगत करण्यात यावे.



Social Forestry Maharashtra Forest Dept <pccfsfm@gmail.com>

राष्ट्रीय हरित न्यायाधिकरण पश्चिम क्षेत्र, पुणे येथे दाखल मुळ अर्ज क्र. ४०/२०२० गणेश सुरेश बोन्हाडे
विरुध्द भारत सरकार व इतर

1 message

Social Forestry Maharashtra Forest Dept <pccfsfm@gmail.com>
To: pune@nhai.org

2 January 2024 at 18:24

Please Find Attachment.

Thanks & Regards

PCCF SF MS PUNE

 Letter No 1953 Date 02.01.2024.pdf
287K



प्रधान मुख्य वनसंरक्षक सामाजिक वनीकरण म.रा.पुणे.

मध्यवर्ती इमारत पुणे- 411001

दुरध्वनी - 020-26126324 E-mail Id- pccfsfm@gmail.com



पत्र/ई-मेल

विषय : राष्ट्रीय हरित न्यायाधिकरण पश्चिम क्षेत्र, पुणे येथे दाखल मुळ अर्ज क्र. 40 /2020 गणेश सुरेश बो-हाडे विरुद्ध भारत सरकार व इतर.

जा क्र. कक्ष-1/योजना/प्र.क्र. / 2237 /2023-24
पुणे 411 001 दि. ०४ /02/2024

प्रति,

प्रकल्प संचालक,

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, स नं.134/1 बायफ कॅम्पस,
डॉ.मणिभाई देसाई नगर, वारजे, पुणे - 4110 58.

- संदर्भ : 1. या कार्यालयाचे पत्र क्रमांक कक्ष-1/योजना/प्र.क्र./1767, दिनांक 07.12.2023.
2. या कार्यालयाचे पत्र क्रमांक कक्ष-1/योजना/प्र.क्र./1770, दिनांक 07.12.2023.
3. या कार्यालयाचे पत्र क्रमांक कक्ष-1/योजना/प्र.क्र.1793, दिनांक 12.12.2023.
4. या कार्यालयाचे पत्र क्रमांक कक्ष-1/योजना/प्र.क्र./1953, दिनांक 02.01.2024

उपरोक्त संदर्भीय पत्र क्रमांक 01 ते 04 ची छायांकित प्रत सोबत सहपत्रित करण्यात येत आहे.

भारतीय राष्ट्रीय महामार्ग प्राधिकरण यांचे सहभागाने राष्ट्रीय महामार्गावर सामाजिक वनीकरणाच्या खाली नमुद रस्ता दुतर्फा वृक्ष लागवडीची कामे नियोजित आहेत. त्यानुसार संदर्भीय पत्र क्रमांक 01 व 02 अन्वये या कार्यालयाचे मिवाडा खात्याचा तपशील देऊन रक्कम रुपये 2308.51 लक्ष इतकी रक्कम या कार्यालयाचे मिवाडा खात्यावर जमा करणेबाबत कळविण्यात आले होते तथापी सदर रकमेत सुधारणा आवश्यक असल्याने संदर्भ क्रमांक 01 व 02 ग्राह्य धरण्यात येऊ नये असे कळविण्यात आले व तदनंतर सुधारीत रक्कम रुपये 2341.34 लक्ष इतकी रक्कम या कार्यालयाचे मिवाडा खात्यात जमा करणेबाबत संदर्भ क्रमांक 03 कळविण्यात आले होते, त्याबाबतचा तपशील खालील प्रमाणे आहे. तथापी सदर रक्कम या कार्यालयाचे मिवाडा खात्यावर जमा झाली नसल्याचे कारणाने संदर्भ क्रमांक 04 अन्वये स्मरणपत्र देऊन सदर रक्कम या कार्यालयाचे मिवाडा खात्यावर जमा करणेबाबत कळविण्यात आले आहे.

अ.क्र.	विभागाचे नाव	पाच वर्षासाठी मागणी करण्यात आलेली एकूण रक्कम (लक्ष)
1	विभागीय वन अधिकारी, साव वि, पुणे	1091.00
2	विभागीय वन अधिकारी, सामाजिक वनीकरण विभाग, नाशिक	354.34
3	विभागीय वन अधिकारी, सा.व.वि. अहमदनगर	896.00
एकूण		2341.34



Social Forestry Maharashtra Forest Dept <pccfsfm@gmail.com>

राष्ट्रीय हरित न्यायाधिकरण पश्चिम क्षेत्र, पुणे येथे दाखल मुळ अर्ज क्र.४०/२०२० गणेश सुरेश बोऱ्हाडे
विरुद्ध भारत सरकार व इतर.

1 message

Social Forestry Maharashtra Forest Dept <pccfsfm@gmail.com>
To: pune@nhai.org

8 February 2024 at 18:02

Please Find Attachment.

Thanks & Regards

PCCF SF MS PUNE

 Letter No 2237 Date 08.02.2024.pdf
2857K