

भारत सरकार
Government of India
पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय
Ministry of Environment, Forest & Climate Change
राष्ट्रीय व्याघ्र संरक्षण प्राधिकरण
National Tiger Conservation Authority

F. No. 15-21/2017-NTCA

New Delhi, 15th April, 2020

To,

**The Hon'ble Chairman,
National Green Tribunal,
Principal Bench, New Delhi**

Sub: Original Application No.1030/2018 News item published in "The Times of India" authored by Vijay Pinjarkar titled- "String of new road projects in Maha to cut off tiger corridors"- reg.

Ref: Hon'ble National Green Tribunal, Principal Bench, New Delhi order dated 06.01.2020 and this Authority letter even dated 16th November, 2019

Sir,

Reference is invited to the subject and correspondence cited above. In this context, I am directed to forward herewith a copy of modified action plan on behalf of the National Tiger Conservation Authority, MOEF&CC duly approved by Competent Authority (in accordance with above mentioned order) for your kind information and necessary action please.

I am also directed to request for concurring the Modified Action Plan prepared and pass appropriate order to the concerned user agencies and the State Government of Maharashtra for implementing the Modified Action Plan in letter and spirit for maintaining functional connectivity of the tiger corridors.

Encl:Modified Action Plan

Your faithfully

Nishant Verma 15/4/2020
Nishant Verma

Deputy Inspector General of Forests (NTCA)

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Copy for kind information & necessary action please:

- 1.) Chief Wildlife Warden, Govt. of Maharashtra , in reference to this authority letter even number dated January 27th, 2020.
- 2.) The Superintendent Engineer, Ministry of Roads, Transport and Highway (MORTH), in reference to this authority letter even number dated January 27th, 2020.

Copy for kind information:

- 3.) PS to The ADG (PT) & MS (NTCA), New Delhi

B-1 Wing, 7th Floor, Pt. Deendayal Antyodaya Bhawan, CGO Complex, Lodhi Road, New Delhi-110003
बी -1 विंग, सातवां तल, प. दीनदयाल अंत्योदया भवन, सी. जी. ओ. कॉम्प्लेक्स, लोडी रोड, नई दिल्ली-110003

**BEFORE THE NATIONAL GREEN TRIBUNAL
PRINCIPAL BENCH, NEW DELHI
ORIGINAL APPLICATION NO. 1030/2018**

NEWS ITEM PUBLISHED IN "THE TIMES OF INDIA" AUTHORED BY VIJAY PINJARKAR
TITLED
"STRING OF NEW ROAD PROJECTS IN MAHA TO CUT OFF TIGER CORRIDORS"

MODIFIED ACTION PLAN

On behalf of Additional Director General of Forest (Project Tiger) /

Member Secretary, National Tiger Conservation Authority

Ref: Hon'ble NGT Order DT. 06.01.2020 and the Final Action taken Report DT. 16.11.2019 submitted by NTCA.

1. Reference is cited to the above-mentioned order. The Para-8 of the order dated 06.01.2020 of the Hon'ble Tribunal clearly indicates that all mitigation measures as suggested in the report dated 16.11.2019 of NTCA/ MOEF &CC were perused and affirmed by the Hon'ble Tribunal. Project Proponents i.e., MORTH and/or State of Maharashtra were asked to seek variation (if any) within 15 days (w.e.f. 06/01/2020) from the Hon'ble Tribunal regarding mitigation measures as suggested in the report dated 16.11.2019. Till date, the office of NTCA/ MOEF &CC has not received any variation order passed by the Hon'ble Tribunal. Accordingly, all the mitigation measures as suggested in the report dated 16.11.2019 of NTCA/ MOEF &CC have become prerequisite for the execution of all the road stretches.
2. Regarding the reduction of time period of seven years to three years for executing all the mitigation measures on the different road stretches as directed by the Hon'ble Tribunal vide order dated 06.01.2020, the NTCA/MoEF&CC has written to the project proponents viz. MoRTH, State PWD with copy to the Chief Wildlife Warden (CWLW), Govt. of Maharashtra asking for their comments. The Superintendent Engineer, MoRTH has provided a copy of affidavit filed in the Hon'ble tribunal in which MoRTH has provided an option of over- passes (as animal crossing structures) as an alternative to elevated flyovers/underpasses for animals. However, no comments have been received from State PWD and the CWLW, Govt. of Maharashtra in this regard.
3. Now, the NTCA/MOEF&CC suggests the modified Action Plan (for a period of 3 years) prescribing the structural and non-structural mitigation measures as under:

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15/4/2020

2. MODIFIED ACTION PLAN PROVIDING THE PROPOSED MITIGATION STRUCTURES

Structural Mitigation Measures: The structural mitigation measures for the nine roads are as under:

Sl. No	Road details		Corridor Patch				Proposed** * Underpass	Status of concurrence for implementation by user agencies	Recommended for phase wise implementation	Cost Estimates for underpass	Remarks	
	Name	Length of Project	Corridor Number	Approx. Length of Corridor	Approx. Coordinates of the Patch (DD MM SS.SS)							
					Start	End						
1	2	3	4	5	6	7	8	9	10	11	13	
1	Nagbhid -Armori NH 353 D	39.37 km	Patch I	2 km	20 36 01.42 79 47 25.02	26.85 Cr 14.40 Cr	EVL Corridor TCP Corridor	One 300 m One 150 m	Agreed by MoRTH	One 300 m One 150 m Phase* II	26.85 Cr 14.40 Cr	This patch has agriculture area towards north from the midpoint therefore reducing the effective structural and functional connectivity. (See Map II of Annexure-IV)
			Patch II	3 km	20 30 24.18 79 56 11.36	---	TCP Corridor LCP	Not proposed	---	---	---	This is a non-forested patch of corridor overlapping with the major bridge on Wainganga river hence underpass is not proposed.
2	Malewa da-Chimur NH 353	30.535 km	---	---	---	---	None	Not proposed	No mitigation prescribed	-	---	Corridor here is aligned parallel to road. Road does not cross-corridor.

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3	E	Chimur-Warora NH 353 E	51.65 km	Patch I	1.5 km	20 30 29.6 79 18 26.5	56.65 Cr	TCP Corridor EVL Corridor	one 750 m	Agreed by MoRTH	one 750 m (Phase*-II)	56.65 Cr	Therefore, underpass is not proposed. This is pinch point of connectivity between Tadoba Andhari Tiger Reserve and Umred Karhandla Pauni Wildlife Sanctuary. (See Map III of Annexure-IV)
4		Mul-Chandra pur NH 390	39.67 km	Patch I	12.5 km	20 03 03.24 79 39 10.28	116.85 Cr	TCP Corridor EVL Corridor	four 300 m	Not agreed by MoRTH	three 300 m (4 no. of structures in Phase* I)	116.85 Cr	Road in this patch is passing through forest. However, strength of the connectivity is weakened by agriculture and urbanization as one move away from TATR. (See Map IV) of Annexure-IV
				Patch II	16 km	20 00 03.38 79 28 23.5	113.51 Cr 113.51 Cr 58.42 Cr	TCP Corridor EVL Corridor LCP	two 750 m between Chichpalli to Ghantacho wki		2 structures in Phase* I of 750 m each	113.51 Cr	This patch has very strong connectivity towards Indravati and Kawal Tiger Reserve. It also connects to Kanhalgaon and Tipeshwar Wildlife Sanctuary. Local dispersal of tigers towards Chandrapur and
								TCP Corridor EVL Corridor LCP	two 750 m between Ghantacho wki to Lohara		two 750m structures in Phase* I	113.51 Cr	
								TCP	two 300 m		Two structures	58.42 Cr	

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5	Bamni-Navega on NH 353 B	42.25 km	Patch I	1.5 km	19 49 49.82 79 24 43.02	29.21 Cr	TCP Corridor EVL Corridor	one 300 m	Not agreed by MoRTH	One structure of 300 m in Phase* II	29.21 Cr	There is stepping stone connectivity towards Tipeshwar and Kawal through discontinuous forest blocks. (See Map VI of Annexure-IV)	Central Chanda Division as well as FDCM areas as well as Gadchiroli also happens through this patch. (See Map V) of Annexure-IV)
			Patch II	12.5 km	19 47 26.4 79 30 13.1	113.51 Cr 113.51 Cr	TCP Corridor EVL Corridor LCP	two 750 m between Kothari to Ganpur		Two 750m structures in Phase* II	113.51 Cr	This is part of the proposed Kanhalgaon Wildlife Sanctuary approved by State Board of Wildlife. (See map at annexure VIII). This is a continuous patch to the Patch II of Mul-Chandrapur road. This has very high significance for dispersal and distribution of Tigers. (See Map VII) of Annexure-IV)	
6	Gadchiroli-Mul NH 930	41.62 km	Patch I	Fragme nted and	20 06 51.32 79 50 42.81	2.91 Cr	EVL Corridor	one 30 m	Agreed by MoRTH	One 30 m structure in Phase* I	2.91 Cr	Road in this patch is passing through degraded forest	

3. **Non-structural mitigation measures (as part of Modified Action plan)**

These measures are in addition to structural measures recommended and should mandatorily be taken up where recommended structural measures are not yet taken up. The following non-structural mitigation measures are proposed:

- i. **Traffic regulation:** This includes restriction of traffic on road sections frequently used by animals for crossing during certain times of the day, particularly during peak animal activity hours, Barriers may be set-up at entry and exit points of pre-determined road sections where animals are known to cross. This measure would ensure minimal overlap of peak animal and traffic activity periods, thereby reducing the probability of animal-vehicle collisions. Efforts would be made in consultation with the District administration to ensure its implementation.
 - ii. **Speed reduction measures:** These may be imposed in several ways-installations of speed breakers, rumble strips, posting of speed limits through signboards and penalizing of speeding vehicles. Reduction in vehicle speeds gives drivers enough reaction time to brake and avoid possible collisions with animals. However, speed reduction at higher traffic volumes may lead to lesser space between two vehicles or stagnation of traffic, which would ultimately cause the traffic to become a complete barrier for animal movement. The type of traffic (heterogeneity of vehicles) plying on the roads is also an important factor that would influence the effectiveness of such speed regulations. Traffic composed mostly of small vehicles would not pose a barrier to animal movement as compared to traffic composed of majority large vehicles, which could create barrier to animal movement even at low volumes.
 - iii. **Signboards indicating presence of animals / crossing zone:** Installation of signboards at critical vulnerable road stretches would help in informing drivers of animal movement areas so that they may be careful and alert. These signs may be of different types- standard roadside signs with animal silhouettes, overhead signs indicating approaching animal corridor, signs with illuminating material for visibility at night. These boards would additionally help generate awareness about the important issue of animal-vehicle collisions among public.
 - iv. **Monitoring of vulnerable road sections:** In areas with high movement of animals at the roadsides, manual monitoring by forest department staff by patrolling or by use of camera traps to determine movement of animals such as tigers.
 - v. **Verge management:** The roadside verge, i.e. the space on either side of the road corridor may be cleared regularly of vegetation until about a distance of at least 5 m on either side. This would provide better visibility for the animals that are attracted by forage at roadsides, thereby reducing the probability of collision with vehicles.
4. The action taken report finalized as above is submitted for kind perusal of Hon'ble Tribunal with the request to endorse the modified Action Plan and pass appropriate orders to the concerned user agencies for (MoRTH & State PWD) and State Government of Maharashtra for implementing it in letter & spirit.

Dated: 15.04.2020

Nishant Verma 15/4/2020
(Nishant Verma)
Deputy Inspector General of Forest (NTCA)
