

Chronology of events on the Campaign for closure of MM Road through Nagarahole Tiger Reserve

- 2001 World Bank approves funding to the PWD dept for up gradation of several State highways and District Roads under the 'Karnataka Highway Improvement Project' (KSHIP)
- 2001 CWLW grants a Letter of Understanding to KSHIP for up gradation of the Mysore – Mananadawadi Road (SH 17D) designated as Corridor 10 A without analyzing the negative impact. No effective mitigation measures imposed either
- 2003 Project implementation commences. Other roads taken up initially
- 2006 KSHIP commences work on the Corridor 10 A outside the Reserve with a clear strategy to force a *fait accompli* to secure permissions for up gradation of the stretch that runs inside the Reserve. Upgraded road is completed on both sides till the boundary of the Reserve in violation of the FC Act which specifies that work must not start on projects involving both forest and non-forest land till forest clearance is obtained.
- 2007 Standing Committee of the NBWL clears proposals, despite Wildlife First's objections and without appropriate mitigation measures including closure of the road between dusk and dawn.
- 28th Nov 2007** Conservationist and Wildlife First's senior campaigner VT Ravindra files an application before CEC seeking closure of road between dusk and dawn and implementation of mitigation measures suggested along with construction of overpasses at scientifically identified locations along the crucial elephant migratory path around Balle that connects two elephant populations of over 2000 animals.
- Jan 2008 Work commences inside the Reserve. During the CEC hearing MoEF states that all permissions have not been granted as yet. **CEC asks MoEF to direct PCCF Karnataka to impose a stay on construction. Work stops.**
- Feb –Mar 2008 KSHIP officials and contractor try their best to vacate stay. Get several letters written to CEC seeking vacation of stay. CEC decides to conduct site inspection on **3rd-4th March 2008**, and invites Wildlife First to participate in the proceedings. Henchmen of KSHIP contractors/ officials organize a mob which attempts to assault Wildlife First trustees KM Chinnappa and Praveen Bhargav and the applicant. Police intervene to prevent assault but proceedings are disrupted and Wildlife First could not participate fully in the site inspection other than presenting its views at one location. CEC takes strong exception.
- Wildlife First submits a detailed complaint to the Chief Secretary on the incident and demands deterrent action against the culprits. A letter is also sent to the World Bank President demanding action.
- 5th May 2008** CEC after hearing all parties sends its Recommendations to the SC which is fully accepted. The key recommendations include –
- 1. Closure of traffic between 6 pm and 6 am.**
 2. Construction of overpasses and underpasses to serve as animal crossings
 3. Consider the development of an alternative road from Damankatte to Udbur which will divert traffic from the National Park for 10 km.

4. Constitution of Monitoring Committee to oversee implementation of recommendations and mitigation measures.

August 2008 Subsequent to the CEC Recommendations Mysore Deputy Commissioner based on a letter by State Board Member Sanjay Gubbi conducts proceedings and also issues orders imposing ban on traffic between 6 pm and 6 am.

10th Nov 2008 Supreme Court accepts CEC recommendations and NBWL recommendations and passes final orders. The CECs recommendations based on the Application of Wildlife First Senior Campaigner VT Ravindra now becomes a deemed order of the Supreme Court