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**CITIZEN PETITION TO SHRI NITIN GADKARI, HON'BLE MINISTER FOR  
ROAD TRANSPORT AND HIGHWAYS, GOVT. OF INDIA**

**CITIZENS OF DEHRADUN OPPOSE THE RISPANA - BINDAL ELEVATED  
CORRIDOR (RBEC) PROJECT**

November 28, 2025

by

Dehradun Citizen Forum (DCF)  
dooncitizensforum@gmail.com

Respected Hon'ble Minister Sir,

We, the citizens of Dehradun under the banner of the Dehradun Citizens Forum (DCF), write this petition with deep concern for the future of our beloved city Dehradun and the larger Doon Valley, a valley already choking under unplanned growth, traffic congestion, and ecological stress.

The proposed 26 Kilometre Rispana-Bindal Elevated Corridor (RBEC) threatens to destroy what little remains of our rivers, open spaces, and environmental balance. We are not against progress but we are against the kind of development that buries rivers in concrete and displaces thousands of families in the name of speed or traffic congestion.

We humbly urge you to review and reconsider this project, for the following reasons:  
**Environmental, Geological & Safety Concerns**

1. **Built on Fault Lines:**

Dehradun sits right between the Main Boundary Thrust (MBT) and Himalayan Frontal Thrust (HFT) which are both active fault lines. This region falls in Seismic Zone IV, meaning it's highly earthquake-prone. Constructing massive elevated roads over soft alluvial riverbeds is like placing concrete pillars on sand — dangerous, unstable, and potentially catastrophic.

2. **Liquefaction Risk:**

The Rispana and Bindal rivers flow through layers of sand, gravel, and silt. During even a moderate earthquake, the ground here can behave like a liquid which is a phenomenon called *liquefaction*. In such an event, the pillars of the elevated road could sink, tilt, or collapse, endangering lives and property around it.



3. **Flood Danger Multiplied:**

Every monsoon, Dehradun faces flash floods along Rispana and Bindal. We recently witnessed the wrath of the monsoon on September 15 and 16, 2025. Placing hundreds of pillars in the riverbeds will choke their flow, increase water levels, and flood low-lying neighbourhoods such as Dalanwala, Race Course, and Inder Road. Instead of reducing risk, this project will make floods worse.

4. **Groundwater Recharge Blocked:**

The riverbeds of Rispana and Bindal are *natural sponges* that recharge our groundwater. When they are sealed under concrete, this natural recharge stops which is a serious concern in a city already running out of clean groundwater.

5. **City Will Get Hotter:**

Massive elevated structures trap heat. Instead of restoring green zones, the project will turn Doon into a heat island that will be hotter in summer, with poorer air quality and less rain infiltration. The once salubrious town of Dehradun witnessed temperatures going up to 43 degrees in the summer of 2024.

**Legal, Social & Procedural Gaps**

6. **No Detailed Project Reports (DPR) or Environmental Impact Assessment (EIA):**

Despite the scale and impact of this project on our city—its people, rivers, forests, and homes—**no Environmental Impact Assessment (EIA) or Detailed Project Report (DPR)** has been made public. No clear maps have been shared, nor have the names or numbers of those who stand to be displaced been disclosed.

The proposed 26 km Elevated Road Project, split into two stretches of 15 km and 11 km, will cut across the length of Dehradun, permanently altering its skyline. By constructing elevated corridors directly on and along the riverbeds, the project effectively converts Rispana and Bindal into concrete channels, destroying their natural character, these living rivers will cease to flow.

7. **Citizens kept in dark:**

Section 8(9) clearly mandates that all public hearing proceedings must be video recorded, transcribed, and submitted along with the final SIA Report and Social Impact Plan. However, none of the hearings held had any official video recordings; attendees only observed officials taking handwritten notes. This clear violation of the government's own guidelines raises serious questions about the basis on which the final SIA report was authenticated and subsequently uploaded.



## 8. **Flawed Social Impact Assessment (SIA):**

Public hearings were conducted without proper announcements in localities or online, leaving many directly affected residents unaware until after the hearings had passed. Section 8(8) of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2014 requires that public representatives, local voluntary organisations, and the media be invited.

While public representatives were being invited, it was deeply disappointing to read the news report published in the *Times of India* on September 8, 2025 (enclosed), which alleged that officials failed to conduct the public hearing properly and that incidents of misconduct and manhandling took place.

THE TIMES OF INDIA, NEW DELHI / DEHRADUN,  
MONDAY, SEPTEMBER 8, 2025

# 'Our concerns are not being addressed at all'

## Rispana-Bindal Project Hearings Not Being Done Properly: Locals

Tannayee Tyagi  
@timesofindia.com

Dehradun: Residents have accused officials of conducting sham public hearings on the proposed Rispana-Bindal elevated corridor, alleging their concerns are being ignored and their questions left unanswered. Fresh hearings that began on Aug 27 have triggered outrage after earlier sessions were rescheduled on the high court's direction. The court, acting on a PIL filed by a Dehradun-based social activist, had flagged procedural lapses in the project's social impact assessment.

Trilochan Bhatt, who alleged he was assaulted during Saturday's hearings at Kanwali Road, said, "When we put forth our questions, councillors accused us of being outsiders. Their bouncers misbehaved and manhandled people. What is the point of a public hearing when the public is treated so brutally? There is a lot of political interference."

Virendra Kumar, a retired PWD engineer from Doon Vihar, said authorities were not coming prepared with technical responses. "We raised several concerns, but received no replies. It seems the govt is bent on pursuing this project regardless of our objections."

Our houses have been marked for demolition while our neighbours' maps were approved in July. There is no coordination between agencies. Bindal corridor is densely populated, the river has sharp curves, and the preliminary survey was done without informing us. People who have lived here for 15-20 years are suddenly being told to leave.

Residents attending the hearings also said no clear assurances have been provided on issues such as rehabilitation or compensation. "This is a very arbitrary process. Land acquisition hearings should address public concerns. We have urged authorities to conduct them properly but to no avail," Kumar said.

Videos now circulating on social media show locals being pacified by councillors rather than officers providing concrete answers. Residents have written to the district administration and Union minister Nath Gadkari, flagging concerns about the process. Social activists continue to protest, warning of large-scale ecological damage to Dehradun's rivers.

The Rs 6,200cr project involves constructing a 26km-long elevated corridor, requiring nearly eighty-eight hectares of land. It is expected to displace about 2,500. The hearings are being conducted by the Sadar Sub-divisional magistrate Gaurav Kumar's office. While Kumar could not be reached, a junior officer, requesting anonymity, said, "Public concerns raised in the hearings are being noted, and answers will be provided as per procedure."

Project involves constructing a 26km-long elevated corridor, requiring nearly 88 hectares of land and is expected to displace about 2,500



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## 9. **Rules Ignored:**

The law clearly says public representatives and *independent experts* must be part of the assessment committee. That never happened. The ordinary voices of citizens from Dehradun were simply left out.



## **Social & Economic Impacts**

### **10. Thousands Face Displacement:**

Nearly 3,000 families along Rispana and Bindal are at risk of losing their homes. Most have lived or have been allowed to be there for decades, paying taxes and utilities. Yet there's no clear relocation plan for where they will go or how they'll be compensated.

### **11. Livelihoods and Local Economy on the Line:**

Small vendors, tea sellers, and shopkeepers along the rivers will be wiped out. The city's informal workers — its real backbone — will lose everything. The other aspect which has been overlooked completely is that local purchases made by tourists will be bypassed affecting the local economy.

### **12. Basic Services Will Suffer:**

Construction of this scale means years of dust, blocked roads, and damaged infrastructure. Debris from excavations and its disposal is a major contributor. As per our rough estimates, this would generate thousands of cubic meters of several lakh tonnes of debris from excavation sites. This would further entail involvement of several thousand truck trips to remove debris or bring construction material over the years. This movement of heavy trucks through the city will obstruct public movement for several years and will add to health risks from air pollution.

### **13. Contradiction with Government's Own Mission:**

Just a few years ago, under the BJP's Rispana Rejuvenation Mission (2018), the government *promised to restore these rivers* under Namami Gange. How can the same government now approve a project that buries them?

### **14. Loss of Natural Floodplains:**

Floodplains act as buffers that absorb heavy rain. Covering them with roads and pillars will only ensure that floodwaters find their way into homes instead.

### **15. Violation of Urban Planning Rules:**

As per planning norms, a 30-metre buffer must be kept free on both sides of water bodies. The RBEC completely ignores this, setting a dangerous precedent for every future city project.

### **16. Permanent Ecological Damage:**

Once destroyed, river ecosystems do not return easily. The biodiversity that exists — birds, fish, frogs, and trees will vanish forever.



## **Economic & Planning Concerns**

### **17. Exploding Project Cost:**

The cost has jumped from ₹4,500 crore to over ₹6,200 crore in three years — a 40% increase, without any public justification. Should taxpayers pay for a project that creates more problems than it solves? This cost will only go up with escalations. In comparison, the 26 km, four-lane RBEC project, currently estimated at ₹6,200 crore but likely to escalate to ₹8,000–10,000 crore or even more by completion reflects poor economic rationale. The contrast becomes starker when seen alongside the Delhi-Dehradun Expressway, a 210 km, six-lane highway with a 14 km elevated stretch, being executed by NHAI at a total cost of around ₹12,000 crore. This comparison clearly underscores that the RBEC project represents a case of flawed planning and bad economics.

### **18. Ignored mobility Alternatives:**

The Uttarakhand Metro Rail Corporation Limited's Mobility Plan (2024) offers a cheaper, greener, and smarter way forward with electric buses, ropeways, widening existing roads, cycling tracks, and pedestrian-friendly zones at half the cost.

### **19. Will Not Solve Local Traffic Woes :**

Experts agree that elevated roads rarely reduce congestion—instead, they simply shift traffic jams a few kilometres ahead. The proposed 11 km and 15 km elevated corridors over the two rivers will ultimately empty onto, or near, the already overburdened Mussoorie Diversion Road. This road is heavily used by local residents commuting between Dehradun and Mussoorie for work, supplies, and leisure. Dehradun's narrow internal roads are equally incapable of handling the additional feeder load from these elevated corridors.

The project fails to address its core objective of decongesting Dehradun due to fundamental flaws in its design and alignment. Beginning at Rispana Bridge and Kargi Chowk and terminating near Max Hospital and Nagal Bridge, the route will create severe bottlenecks due to the funneling of high-speed elevated traffic into already constrained roads—without easing congestion within city limits.

Key intersections such as Saharanpur Chowk, Balliwala, Ballupur, Darshan Lal Chowk, Survey Chowk, and Araghar will continue to face heavy traffic. Likewise, residents travelling east-west or north-south to major destinations like Paltan Bazaar, Doon Hospital, Astley Hall, and the District Courts will find the elevated corridor unusable for routine commuting. As a result, the project risks defeating its very purpose: improving urban mobility and reducing congestion in Dehradun.



**20. Existing Routes Already Serve the Purpose:**

The Dehradun-Mussoorie Ropeway, together with the four existing approach roads — Rajpur, Kimadi, Maldevta, and Misrajpatti — already ensure adequate connectivity between the plains and the hills. The proposed elevated corridor is therefore redundant and counterproductive.

**21. A Better Vision Is Possible:**

Imagine a *Blue-Green Corridor* with restored rivers, walking paths, bus lanes, cycle tracks, and tree belts. A city built around nature, not over it. That is the Doon we want and that is the Doon that will be consistently popular with high end tourists as well.

**Our Collective Appeal**

Hon'ble Minister Sir. We humbly urge you to use your wisdom and experience to pause and review this project that is being planned by the Uttarakhand government with the active support of NHA.

We request:

- A complete halt to further clearances for the Rispana-Bindal Elevated Corridor
- Revival of the Rispana River Rejuvenation Mission and implementation of the UKMRC Mobility Plan as the real, sustainable alternative.

We believe in progress however this must not come at the cost of rivers, environment, homes, and public trust.

We look to you, Minister Sir, to safeguard the future of Dehradun and to help us build a city that breathes, flows, and lives.

With hope and respect,

Citizens of Dehradun  
Dehradun Citizens Forum (DCF)  
Dehradun, Uttarakhand

ANAND  
(ANAND NAUTIYAL)

B. Jain  
(BHARTI P. JAIN)

S. Chatterjee  
(S. Chatterjee)

C. Ramana Kumar  
(C. RAMANA KUMAR)

Saymhan Mendiratta  
(ANISH LAL)

Note: The attached annexures provide additional details.



## ANNEXURE 1

Citizen Review of Social Impact Assessment and Social Impact Management Plan reports uploaded on the website of the District Magistrate, Dehradun, on 13.08.2025 for BINDAL 4 LANE ELEVATED ROAD REPORT and RISPANA 4 LANE ELEVATED ROAD REPORT

We have gone through the Social Impact Assessment and Social Impact Management Plan reports uploaded on the website of the District Magistrate, Dehradun, on 13.08.2025 and wish to make the following points with particular reference to the proposed Bindal and Rispana Elevated Corridor Reports.

1. There is no questionnaire in the report that was used to speak to 1616 families in the Bindal Elevated Corridor report. In fact, the entire report is based on discussions with 1616 families but the 187 page SIA report does not carry even one questionnaire.
2. There is no questionnaire in the report that was used to speak to 1165 families in the Rispana Elevated Corridor report. In fact, the entire report is based on discussions with 1165 families but the 81 page SIA report does not even carry the questionnaire.
3. The costs and requirements of rehabilitation, resettlement and other measures that would be required for this project are not available in the reports.
4. There are no details for any sites for rehabilitation and resettlement in the reports.
5. There is no numerical data on the actual traffic problems of Dehradun and how this project will address those problems, other than vague statements that it will solve traffic jams and is better than having more flyovers.
6. There is no comparison of this project with better alternatives such as increased public transport, better traffic management, or alternate routes outside of the city to reach the hill areas.
7. There is no data or mention of any study on the impact this project will have on the Dehradun-Mussoorie road or on the town of Mussoorie.
8. There are no maps in the report.
9. There is no information on the impact of this project on the rivers and on floods, and the overall, holistic impact that will have on the city of Dehradun.
10. There is no information on how this project relates to the Comprehensive Mobility Plan, 2024; the Dehradun 2041 Draft Master Plan for Dehradun; or any of the other policies that apply to the city.
11. . The Social Impact Assessment Reports in question are full of sweeping statements but are without any scientific or survey based assessments.

### KEY HIGHLIGHTS:

However, given even the information contained within this report and in the public domain, we wish to highlight the following:



A. The majority of the public interviewed in the report expressed deep concern about the impact this project will have on air pollution, water, waste management and on housing, among other concerns. No steps have been proposed by the government to address these concerns.

B. In the case of Bindal. Many respondents have voiced their concerns. 70.1% i.e 1133 of the 1616 respondents in SIA said that the project will be bad for the environment. Similarly, 817/1616 i.e. 50.6% and 986/1616 i.e. 61% have called the project bad for air and forests. 1230/1616 i.e. an alarming 76.1% have said that the project will have a negative impact on their health.

B. In the case of Rispana, many respondents have voiced their concerns. In fact, the final summary Talike 6.13 informs us that of the 1165 families, 573 (49%) have called it bad whereas only 359 (31%) have called it good. The balance 197 (17%) families have called it normal whereas 36 (3%) said that they cannot comment or cannot say. This is the clearest indication that the number of respondents/families who have called it bad far exceeds those calling it good.

C. A huge number of people will need to be displaced for this project.

D. The government has recently introduced registration requirements in Mussoorie to regulate tourist traffic. However, in addition to this project, there is now a ropeway and other road projects planned to reach Mussoorie which will increase tourist traffic. In addition, till date there is no information on how this will affect the road to Mussoorie, which already experiences major traffic jams. As such there is no clear benefit to anyone from this project.

#### SUMMING UP:

Summing up, we wish to submit that this report and the process of these public hearings does not meet the basic requirements of transparency or of the law. It appears to be a superficial exercise to produce a report that will favour the project.

In light of all of the above we wish to state that it is very clear that this project is not in the public interest and it would constitute a waste of public funds as well as an anti-people measure. It has harmful consequences for the city/towns of Dehardun and Mussoorie as well as for the rivers and for the local people who will be affected by it.



## **ANNEXURE 2**

### **ABOUT DEHRADUN CITIZENS FORUM**

#### **About Dehradun Citizens Forum**

Our vision is to make the Dehradun Citizens Forum (DCF) the go-to place for addressing the many environmental and civic issues of Dehradun. Our goal is to be the "Bridge" (Setu) connecting citizens and citizen groups with the Uttarakhand state government, political leadership, administrative leadership, and various government departments in Dehradun. We believe that the Dehradun Citizens Forum has the potential to fill the existing gaps making a lasting impact on sustainable development in Dehradun.

In line with this vision, the forum aims to connect the well-meaning individuals of Dehradun, urging diverse sections of society to join hands; be it institutions, groups, individuals, young or old, retirees, professionals, heritage conservationists, teachers, activists, green crusaders, media personnel, writers, journalists, artists, social workers, philanthropists, entrepreneurs, start ups, environmentalists, scientists, local businesses, shop owners, doctors, CAs, officials and anyone and everyone else who has a stake in the city.

We aspire to build the Dehradun Citizens Forum as a flat, democratic community driven initiative by its members and coordinators who work in different teams. Forgoing traditional hierarchical positions like President or Secretary, the forum is envisaged as a community that is truly for the many people and by the many people of Dehradun.

Currently, more than 500 citizens of Dehradun are associated with the Dehradun Citizens Forum.

**Email Id : [dooncitizensforum@gmail.com](mailto:dooncitizensforum@gmail.com)**



Blind as a bat, message... over to them by staff at a Po... ny to Dr. Bhat, in...

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## '61% of India now lies in moderate to high hazard zones'

Continued from P 1

The seismic atlas, one of the most significant shifts in India's seismic hazard assessment in decades, because it replaces the older Himalayan arc as a zone where rupture is likely to propagate southwards until it intersects the Himalayan Frontal Thrust, which in Dehradun region begins near Nainital, a shift that senior scientists said has brought consistency to the entire Himalayan corridor, particularly in areas that earlier saw sharp changes in hazard levels due to administrative boundaries, rather than geological reality. Under the new map, towns situated along any boundary separating two categories will now automatically be placed in the higher risk zone to ensure that planners and engineers do not rely on outdated assumptions about local hazard.

It is a shift from the Himalayan arc, which remained the updated zonation as part of the revised Earthquake Design Code, said the map had been built using internationally accepted probabilistic seismic hazard assessment (PSHA) methods that incorporate detailed data on active faults, the

maximum potential magnitude on each fault, the distance in which ground shaking diminishes with distance, the seismic regime of each region and the likelihood underlying various terrains. These inputs replace the earlier approach, which relied heavily on known epicentres and magnitudes of past earthquakes, broad geological features, soil classifications and historical damage surveys, and which often led to zone adjustments around industrial townships or large cities without fully accounting for fault-specific seismic potential.

BIS said the new zonation provides a clearer understanding of the peak ground accelerations that can be expected during future earthquakes and urged that all new structures and infrastructure projects adopt the 2025 version instead of the 2010 map so that safety standards reflect the current assessment of seismic activity. The shift assumes particular importance because nearly three-fourths of India's population now lives in seismically active zones, and the overall proportion of land falling under moderate to high hazard categories has increased from 59% to 61%.

### UPDATED ZONATION



The revised design code introduces sweeping safety requirements for both structural and non-structural elements, with the latter receiving focused attention for the first time because components such as parapets, eardrums, overhead tanks, facade panels, electrical lines, lifts and suspended fixtures frequently fail during earthquakes even when the main structural frame survives. Under the

new norms, all heavy non-structural components exceeding 1% of a building's total weight must be securely anchored and braced to prevent internal collapses that endanger occupants, a requirement that engineers said would significantly reduce avoidable injuries during moderate earthquakes.

For buildings located close to active faults, the code mandates that structural design must consider severe pulse-like ground motions characteristic of near-fault earthquakes, and introduces updated limits relating to displacement, ductility and energy dissipation to prevent catastrophic failures. It also includes new provisions to address liquefaction risks, soil flexibility and site-specific response spectra, ensuring that structural performance reflects the actual behaviour of the ground beneath each development rather than generic assumptions applied across entire districts.

The updated norms also tighten performance expectations for critical infrastructure, such as hospitals, schools, bridges, pipelines and major public buildings, which must remain functional after a major earthquake to support emer-

gency response and continuity of essential services. Engineers said this requirement aligns India with global best practices that prioritise resilience in essential facilities rather than mere survival of the structural frame.

Another major addition to the 2025 map is the introduction of an "exposure window" that accounts for population density, infrastructure concentration and socio-economic vulnerability using the probabilistic exposure and multi-hazard assessment (PEMA) method. This ensures that seismic zoning captures not just the physical hazard but also the degree of potential impact on communities, especially in urbanising regions where even moderate shaking can trigger widespread disruption due to high occupancy and dense construction.

While the Himalayan region witnessed sweeping reclassification under the new map, the southern peninsula saw only minor scientific refinements, with its overall hazard profile remaining broadly unchanged because the tectonic regime there has shown relatively stable behaviour compared with the northern arc.

## New seismic map: Entire Himalayan arc now in highest danger zone

### 'Radical' Update Sees Zone VI Introduced

Gaurav Taiwar 25-Nov-25  
@timesofindia.com 1/2

Dehradun: India has released a radically updated seismic zonation map under the new Earthquake Design Code, placing the entire Himalayan arc in a newly introduced highest-risk Zone VI for the first time, reshaping the country's understanding of earthquake exposure by showing that 61% of India now lies in moderate to high hazard zones, a shift that redefines how buildings, infrastructure and urban expansion must respond to the persistent tectonic stresses beneath some of the most densely populated regions in the subcontinent.

Vineet Gahalaut, director of the Wadia Institute of

### FAULT LINES

- > 75% of India's population in seismically active regions
- > 59% to 61% of landmass now under seismic risk
- > 200 years since major quake in central Himalayas
- > Fault proximity clause: Pulse-like tremors must be factored in
- > New structural & safety rules applicable. Zero-failure standard - hospitals, bridges, schools must stay functional
- > 1% weight threshold: Heavy non-structural parts must be anchored
- > PEMA index added: Risk now includes popn & infra exposure

Himalayan Geology and former director of the National Centre for Seismology, said the updated map finally brought much-needed uniformity to the Himalayan belt, which earlier remained split across Zones IV and V despite sharing the same underlying tectonic threat.

He said previous versions underestimated the risks posed by long-unruptured fault segments, especially the central Himalayan

stretch that has not produced a major surface-rupturing event in almost two centuries. "The earlier zonation did not fully account for the behaviour of these locked segments, which continue to accumulate stress," he said, adding that the new framework adopted a more scientific, data-driven approach to seismic classification across the region.

Continued on P 5



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# FAULT LINES

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➤ 75% population of India's population in seismically active regions

➤ 59% to 61% of landmass now under seismic risk

➤ 200 years since major quake in central Himalayas

➤ **Fault proximity clause:** Pulse-like tremors must be factored in

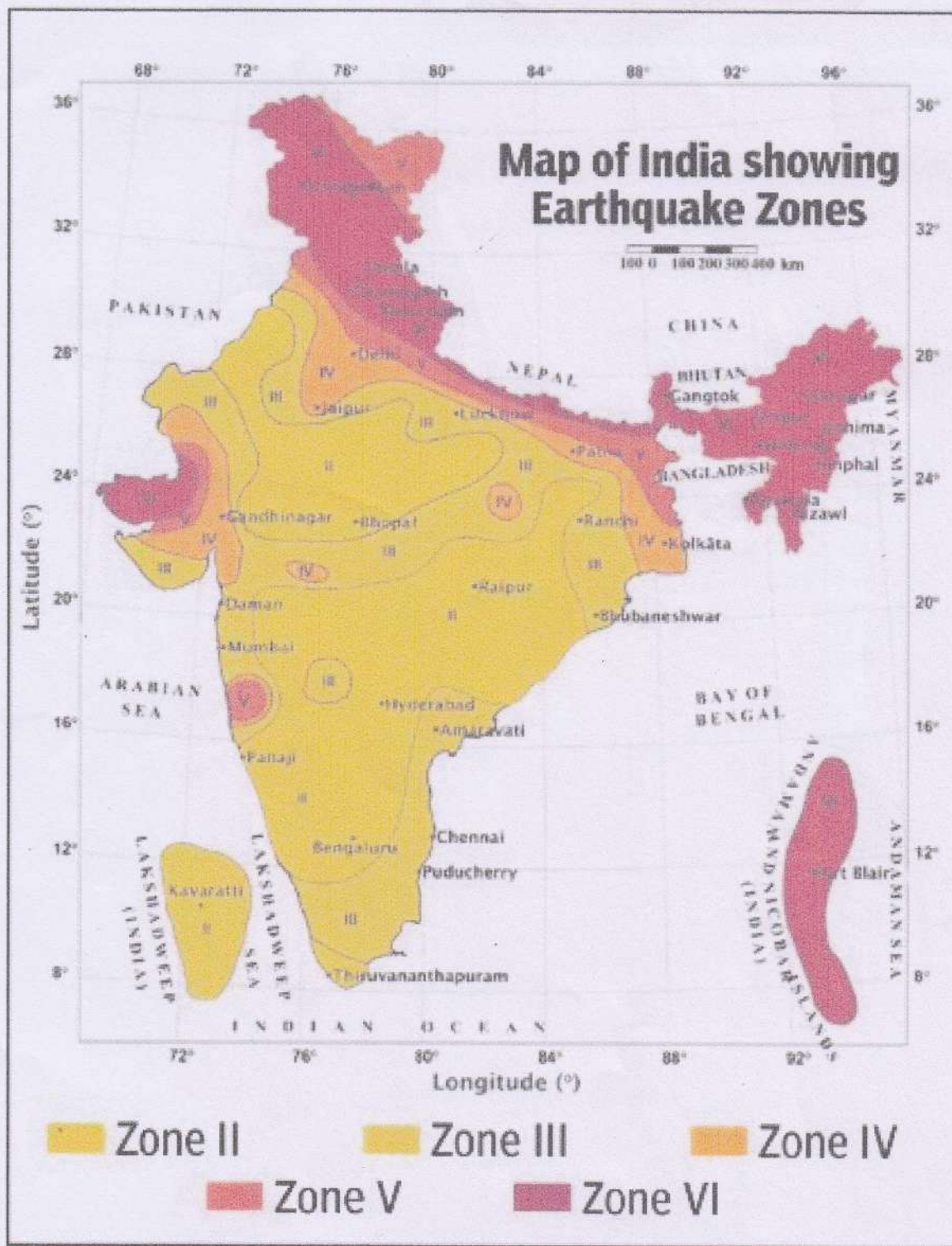
➤ New structural & safety rules applicable. Zero-failure standard – Hospitals, bridges, schools must stay functional

➤ **1% weight threshold:** Heavy non-structural parts must be anchored

➤ **PEMA index added:** Risk now includes population & infrastructure exposure



# UPDATED ZONATION





S.No	Concerned Citizens of Dehradun and Mussoorie	ENDORSED
1	Anoop Nautiyal	ü
2	Anish Lal	ü
3	Bharti P.Jain	ü
4	Jagmohan Mendiratta	ü
5	Ramana Kumar	ü
6	Retu Chatterjee	ü
7	Umesh Kumar Dr	ü
8	Ajai Dayal	ü
9	Florence Pandhi	ü
10	Abhinav Thapar	ü
11	Arunjeet Dhir Dr	ü
12	Kiran Kapoor	ü
13	Radha Chatterjee	ü
14	Madhuanjali	ü
15	Radhesh Lall	ü
16	Niraj Nainwal	ü
17	Mousumy Bhattacharya	ü
18	Maneesh Gera	ü
19	Himanshu Awasthi	ü
20	Ranjona Banerji	ü
21	Rahul Kohli	ü
22	Kush Mohan Joshi	ü
23	HSwetahu Arora	ü
24	Samridhi Sharma	ü
25	Sweta Kataria	ü
26	Sheeba Kant	ü
27	V.K.Bahuguna	ü
28	Kusum Kohli	ü
29	Loveraj Takru	ü
30	Rakesh Kapoor	ü
31	Sam J Dass	ü
32	Kshitij Khanduja	ü
33	Mohit srivastava	ü
34	Sunil Nehru	ü
35	Gajendra Singh Jassal	ü
36	Nimai Chandra Sinha	ü



37	Aditya kapoor	ü
38	Ramesh Khanduri	ü
39	Virendra Kumar	ü
40	Rinku Singh	ü
41	Dilawar Kapur	ü
42	Rajeev sachar	ü
43	Col RN Singh	ü
44	Dr Sumeet Goyal	ü
45	Dr. Yogendra Bhattacharya	ü
46	Hemant Madhukar Kulkarni	ü
47	Neelam Bahukhandi	ü
48	Dharmendra Bhogal	ü
49	Paramjit Singh Kakkar	ü
50	Nitin Shah	ü
51	CA Deepak Ghanshani	ü
52	Ajay Pratap Singh	ü
53	Dhruv Batra	ü
54	Jaya Singh	ü
55	Sarah Dayal	ü
56	Alka Sood	ü
57	Meera Sikand	ü
58	Himanshu Chauhan	ü
59	Patricia Alam	ü
60	Ghayur Alam	ü
61	Manisha Dogra	ü
62	Ankur Narula	ü
63	Namrata Narula	ü
64	Imranul Haque	ü
65	Sunny Sharma	ü
66	Alka Madhan	ü
67	Niilesh Negi	ü
68	Mrunal Rana	ü
69	Harsh Bisht	ü
70	Ruchi Singh Rao	ü
71	Ira Chauhan	ü
72	Neeraj Gupta	ü
73	Ishan Prakash	ü
74	Saanya Gupta	ü



75	Anita Gupta	ü
76	Lt Col Sunny Bakhshi (Retd)	ü
77	Shalini Snehi	ü
78	Vibhanshu Kaparwan	ü
79	Mahabir Singh Rawat	ü
80	Praveen Upreti	ü
81	Kavita Chandna	ü
82	Dinesh Semwal	ü
83	Sarika Dabral	ü
84	Col Anil Nautiyal	ü
85	Pyare Lal	ü
86	Capt. Niraj Chauhan	ü
87	CAPT K J Singh	ü
88	Soham Dutta	ü
89	Dr.Srihari Dutta	ü
90	Zarine Bath	ü
91	Abhishek Bhatt	ü
92	Cdr Ravi Juyal	ü
93	Mrs Nidhi Juyal	ü
94	Anjali Bharthari	ü
95	Sandeep Bijalwan	ü
96	Akshay Tomar	ü
97	Piyush Arora	ü
98	Jaideep Kandhari	ü
99	Shivani Bhardwaj	ü
100	Hitesh Monga	ü
101	Vijay Ramakrishnan	ü
102	Anuj Batra	ü
103	Aradhana Nagrath	ü
104	Nisha Vadehra	ü
105	Picky Singh	ü
106	Taran Gill	ü
107	Prithvi Gill	ü
108	Kunal Agarwal	ü
109	Hitani Agarwal	ü
110	Sumer Singh Gill	ü
111	Saira Gill	ü
112	Ganesh Saili	ü



113	Col. Das	ü
114	Hardip Mann	ü
115	Manmohan Karanwal	ü
116	Prasenjit Singh Roy	ü
117	Tulika	ü
118	Rashmi	ü
119	Shaillendra Karanwal	ü
120	Sunil Prakash	ü
121	Anil Prakash	ü
122	Vinod Kumar Aggarwal	ü
123	Tania Bakshi	ü
124	Rahul Karanwal	ü
125	Archana Singh	ü
126	Prateek Karanwal	ü
127	Abha Saili	ü
128	Pranjul Aggarwal	ü
129	Surbhi Aggarwal	ü
130	Balraj Gill	ü
131	Shiv	ü
132	Anshuman	ü
133	Parmesh Sharma	ü
134	Devansh Aggarwal	ü
135	Siddhant	ü
136	Shashank Raj	ü
137	Prashant	ü
138	Mohit	ü
139	Reena Garg	ü
140	Kalpana Panwar	ü
141	Priti Pundir	ü
142	Aditi Sharma	ü
143	Saumya Prasad	ü
144	Ashish Garg	ü
145	Ravi Shankar Jain	ü
146	Santosh Jain	ü