


FORM- A

Form for seeking prior approval under section 2 of the proposals by the state Government and other authorities Forest (Conservation) (Act 1980)

PART A

1	<p>Project Details :-</p> <p>(i) Short narrative of the proposal and project / scheme for which the forest land is required.</p>	<p>The proposed Ropeway Project at Pelling has been initiated as a new tourism value addition for West Sikkim. Pelling is the second important tourist destination in Sikkim after Gangtok. The Hill-top proposed to be connected by the Ropeway is one of the important places of tourist interest due to presence one of the oldest monasteries of Sikkim known as Sangacholing monastery built in 17th Century and 108 feet high Statue of lord Chenranji. The proposed Ropeway would be highly instrumental in promoting the tourism activities at this place and rendering high socio-economic benefits to this region including employment generation.</p> <p>Lower Terminal Point (LTP) of the proposed Ropeway has been earmarked near Pelling S.S School and its upper station will be at the hill-top near Sangacholing Monastery. The approach road to the LTP falls under Forest Land and the current proposal is for diversion of 0.12 ha forest land to connect the LTP since the other alternate location for LTP station is not feasible due to technical reasons.</p>
2	<p>(ii) Map showing the required forest land, boundary of adjoining forest on a 1: 25000 scale map.</p>	<p>Enclosed AS DRAWING -1</p>
3	<p>(iii) Cost of Project</p>	<p>Rs. 108.39 Cr</p>
4	<p>(iv) Justification for locating the project in forest area</p>	<p>Pelling is located at the Hill Top at an altitude of 7200 ft above MSL and the maximum area in and around Pelling is covered in pine forest. Further, the proposed Ropeway is the area specific project and the selection of take-off station and landing space has been based on technical studies and project requirements conducted by the experts. Therefore, there is no alternate option other than to have project terminal station partly on private land and partly on the RF. As such, in view of technical reasons, the construction of approach road falling under RF has been proposed.</p>

5	(v) Cost Benefit analysis (to be enclosed)	-NA-
6	(vi) Employment likely to be generated.	<p>During the constructions of the project the following skilled and unskilled labors will be deployed including the employment likely to be generated after its completion</p> <p>During Construction:</p> <ol style="list-style-type: none"> 1. Skilled = 1500m/days 2. Unskilled= 6000 m/days <p>After Construction: (operation & Maintenance)</p> <ol style="list-style-type: none"> 1. Skilled= 25 nos 2. Unskilled= 40 nos
7	(vii) Purpose-wise break up of total land required	Approach road at Lower Terminal Point of the proposed Ropeway = 0.12 ha
8	(viii) Undertaking to bear the cost raising and maintenance of compensatory afforestation and/ or penal compensatory afforestation as well as the cost protection and regeneration of safety Zone etc, as per the scheme prepared by the state government (undertaking to be enclosed)	Enclosed
9	(ix)Details of certificates/ document enclosed as requires under the instruction	<ol style="list-style-type: none"> 1) Joint Inspection Report 2) Topo Sheet (1:25000 Scale) 3) Certificate of Undertaking from Head of the Department 4) Brief report of the project.


 HEAD OF THE DEPARTMENT
 TOURISM & CIVIL AVIATION DEPARTMENT
 Govt of Sikkim
 Gangtok

Date:-

Place:-

State serial No. of proposal
 (to be filled by the Nodal officer with the date of receipt)