

## FORM- A.

### Form for seeking prior approval under section 2 of the proposal by the State Government and other authorities.

#### (FOREST CONSERVATION ACT, 1980)

#### PART-I.

*(To be filled by User Agency)*

##### 1. Project details:

###### **(i).Short narrative of the proposal and project/scheme for which the forest land is required.**

The proposed construction of road from Sophaka Village to Chewabhanjyang passing through the Barsey Rhododendron Sanctuary is to provide road connectivity to the Indo-Nepal border at Chewabhanjyang in West Sikkim. The road would be a life line for mobility of the Sashastra Seema Bhal (SSB) & the Sikkim Armed Police (SAP) for international security. These security personnel's have been posted to secure these areas from intruders from Nepal and other nearby country like Bangladesh through West Bengal. Besides, that the illicit collection and inter-State mobility of valuable animal & medicinal products, being the area is boon for natural resources are checked and control by constant surveillance and patrolling by wildlife and forest officials with active participation of members of the Eco-development Committees and to provide viable source of transportation for essential commodities arms & ammunition required by SSB, SAP and wildlife & forest officials and also to ensure effective management system for conservation of Wildlife, Environment & Ecology.

###### **(ii). Map showing the required forest land, boundary of adjoining forest on a 1;50,000 or 1,25000 Scale map**

Map enclosed.

###### **(iii).Cost of the project:** Rs. 30.00 Crores funded by Boarder Area Development Project.

###### **(iv). Justification for locating the project in forest area.**

The justification for the construction of Sophaka- Chewabhanjyang road passing through the Barsey Rhododendron Sanctuary in West Sikkim is required to be drawn on the surface for linking Uttarey Sophaka to Indo-Nepal Border at Chewabhanjyang. The Roads & Bridges Department had conducted intensive studies to draw different route alignments to ensure minimum environmental and social impact for construction of the road to avoid the use of Forest land. The proposed route alignment is finalized having least environmental and social impact using bare minimum forest land. The Department had also avoided densely wooded forest areas to reduce risk and threat to forest, wildlife ecology & human population due to fragmentation of habitats for the construction of road. The forest land involved for final route alignment of the road construction interconnecting the two terminating

stations from Uttarey Sophaka to Chewabhanjyang is unavoidable, involved bare minimum number of trees for felling and requirement for site specific components has been involved.

**(v). Cost benefit analysis: Enclosed.**

**(vi). Employment likely to be generated:**

Adequate employment opportunities are generated by engaging skilled and unskilled workers for construction of road. 30-40% project cost would be spent for providing services and employment to the local people as a alternative source of income in such a remote and arduous climatic condition areas.

**2. Purpose wise breakup of the total land required:**

(a). Reserved Forest/KBR:	8.63 km or 14.24 Ha.
(b). Wildlife Sanctuary:	5.82 km or 9.58 Ha.
(c). Muck Dumping Yard(RF):	2.00 Ha.
	<hr/>
	<b>Total = 25.82 Ha.</b>
(d). Private Land:	5.42 km or 8.94 Ha .

**3. Details of displacement of people due to the project, if any families**

- (a). No of family: Not Applicable.(NA)
- (b). Number of Schedule Castes/Scheduled Tribe families: NA
- (c). Rehabilitation Plan: NA

**4. Whether Clearance under Environment (Protection) Acts, 1986.required? N.A**

**5. Undertaking to bear the raising and maintenance of compensatory afforestation and or panel compensatory afforestation as well as cost of protection and regeneration of safety as per the scheme prepared by the state Government to be enclosed).**

Enclosed.

**6. Details of Certificate/Documents enclosed as required under the instructions.**

(a). Project Copy	05 ( five ) sets.
(b). Topo Sheet-1=1,25,000 Scale with details.	05 ( five ) sets
(c). Undertakings-Enclosed.	05 (five ) sets.
(d) Joint Inspection Report.	05 (five ) sets.

Date: January, 2016.  
Name: M.B.Gurung.  
Designation: Secretary,  
Address: Roads & Bridge Department.

Principal Chief Engineer-cum-Secretary  
Roads & Bridges Department  
Government of Sikkim  
Gangtok, East Sikkim

**State Serial No. of proposal:**

**(To be filled up by the Nodal Officer with date of receipt.)**