



Office of
EXECUTIVE ENGINEER, SUNDERNAGAR DIVISION
Himachal Pradesh Public Works Department Sunder
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No.PW-SNR-WA-R-27-2024-
To

18629-31

Dated:- 13-03-2024

✓ The Divisional Forest
Officer, Suket Forest
Division, Sunder Nagar.

The Divisional Forest
Officer, Karsog Forest
Division, Karsog.

Subject:-

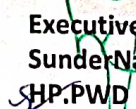
Diversion of 33.3292 ha of forest land in favour of HPPWD for the construction of Slapper to Tatapani road(Km.8/500to61/600)within the jurisdiction of Suket and Karsog Forest Divisions, Distt. Mandi, Himachal Pradesh. Re-submission of proposal after attending observations thereof.

Sir,

Please refer to your office letter under reference on the subject cited matter. In this regard, it is submitted that the observations pertain to this office are being attended as under: -


Sr. No	Observation raised	Reply of User Agency
1	In reference to the observation No-7, Reply Not accepted, State Govt is required to fill the complete details of violation in Sr. No-11 (a,b,c) of Part-II of Karosg and Suket Forest Division.	This observation pertains to your office
2	In reference to the observation No-9, Reply Not accepted, as per the Google earth observation, 02 CA site (DPF Jartu-7a (07 ha) and DPF Hara (10 ha)) is crossing the existing road. Therefore, protection measures to be adopted to ensure the survival of plants duly authenticated by DFO concerned may be submitted.	This observation pertains to your office
3	In reference to the observation No-12, Reply Not accepted, As per the DSS analysis, that Most of the dumping site is in very steep slope/adjacent to the bank of Satluj river/Barrage from where debris can be easily rolled down into downhill side/ into the barrage and may cause heavy landslide. Some of the dumping sites are proposed in the dense patch of the forest. Also, DSS report mentioned, total 0.88145 ha area/vegetation has already been effected/destroyed.	In reference to the observation raised, it is submitted that the single lane road is already constructed and now the double laning of the road is proposed to be done. The road alignment is going above the river and no other non forest land is available. The 39 no's. of dumping sites has been proposed as the strata of the hill is loose and occurrence of landslides are often during the rainy season. And during the recent monsoon in the period of Aug-Sept, the State had suffered massive Land slide in over all State and

	Therefore, State Govt. shall explore to shift the dumping sites to Non-forest land.	in this reach also. As far as the report of DSS mentioning "total 0.88145 ha area/vegetation has already been effected/destroyed." It is informed that most of the muck as seen in the KML is actually due to occurrence of landslides and not due to cutting/ widening work .
4	In reference to the observation No-15, Reply Not accepted, Administrative approval of the extant proposal has been submitted in place of Guidelines/administrative approval of MORTH, which is not clarified. In administrative approval, road has been approved for 0/00 to 68/00. However as per the A-1 (iii) the road named SLAPPER TATAPANI ROAD KM.8/500 TO 61/600. State Govt may clarify the same. Also provide the copy of administrative approval of 07- meter carriageway/12 m RoW issued by MoRTH for construction of proposed.	In this regard it is submitted that the 68 km of length of road was taken for administrative approval. the proposal was initially proposed for 68 km and the start point was proposed at coordinate 76°51'48.71"E, 31°25'8.32"N. but due to the security concerns raised by the Officials of the Slapper Hydro Project and the local people of village Harnora, Gamohu and Dhawal, the proposal was revised and the start point of the road was finalized at Coordinate 76°52'38.86"E, 31°24'37.12"N. Hence the start point was taken from Km 8/500. Further to reduce the forest area to barest minimum and to achive the shortest alignment to connect Tatapani the length was further reduced by Km 6/400.(i.e Km 68/00 to 61/600) So the name of the road "SLAPPER TATAPANI ROAD KM.8/500 TO 61/600" is proposed.
5	Upon perusal of the KML file through time line tool of Google earth, km section 27/330 to 30/250, it seems that the diversion area has already been broken. In addition, there is glaring observation of too much destruction of vegetation due to muck dumping downside the hill and ultimately in river Satluj after 2020. Therefore, State Govt may justify and clarify the same.	As per the km section 27/330 to 30/250 has already been approved by vide letter no FFE-B-F(2)-6/2017 (FCA) dated 17-05-2018. FROM km .25/490 TO 30/690. Further as per the observation raised regarding the muck as seen in the KML in the km section 27/330 to 30/250. It is submitted that it is actually due to the occurrence of Land Slide caused by heavy rains after the Year 2020-21. It is not due to the dumping of Muck.


Executive Engineer,
SunderNagar Division,
HP.PWD SunderNagar.

Copy to the following for information and necessary action:-

1. The Assistant Engineer, Kangoo Sub Division, HPPWD Kangoo for information and necessary action.


Executive Engineer,
SunderNagar Division,
HP.PWD SunderNagar.