

OFFICE OF THE DIVISIONAL FOREST OFFICER,
MARWAH FOREST DIVISION

Ph./Fax No.:01995-259372
Email Id: dfomarwah@gmail.com

The Conservator of Forests,
Chenab Circle, Doda

No: 2002-08/MFD

Dt: 26-09-19.

Sub: Technical feasibility report of Ikhala Block boundary Kishtwar to Lopara (part – II) Km – 54/0/0-67/0 for alternate alignment and the original alignment is the only feasible alignment thereof.

Sir,

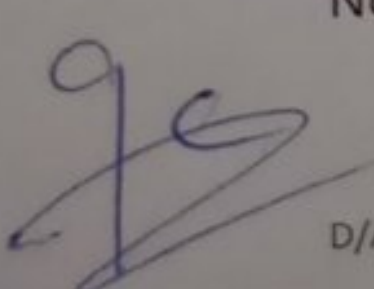
In continuation to this office letter No. 1893-97/MFD Dt. 23.09.2019, undersigned would like to apprise your goodself that the indenting agency (PMGSY) has submitted the indent of road in piece meal title of which is as.

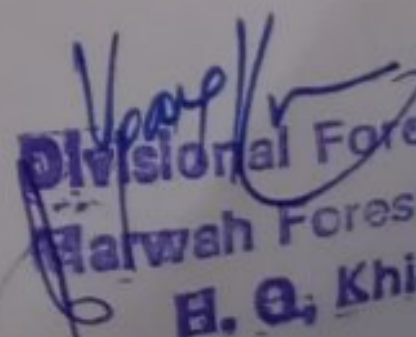
- i) Nowpachi to Deherna upto Hanzal – Package No. JK04-166 Phase – X (Part I).
- ii) Lopara to Hanzal KM 54/0 to 67/0 - Package No JK04-167 Phase - X (Part II).

The proposal for the construction of motorable road from Nowpachi to Deherna upto Hanzal (Parti I) was deferred in 113th FAC Meeting held on 11.03.2019 with the directions that User Agency be asked to examine the possibilities of realignment of the road so as to reduce tree felling to a bare minimum.

The User Agency through Executive Engineer, PMGSY Division Marwah vide his No. EE/PWD/M/1445-48 Dt. 20.09.2019 clarified that there is no feasibility of alternate area by which the tree felling reduce to a bare minimum and accordingly this Division vide No. 1893-97/MFD Dt. 23.09.2019 submit a report to your good office. The same is enclosed herewith and marked as **Annexure "A"**.

Another part of the proposal moved by the User Agency, titled of which is Lopara to Hanzal (KM 54/0 to 67/0) Package No. JK04-167 Phase X, the proposal duly prepared stands submitted by this office for accord of Forest clearance. The proposal is lying in the office of Chief Conservator of Forests, Jammu. The Worthy Chief Conservator of Forests, Jammu vide his No. CCF-J/FCA/1564-66 Dt. 05.11.2018 raised some observations and also asked to assess the cost of trees at revised rates by following Govt. order No. 10-FST of 2018 Dt. 09.01.2018. The observations stands clarified and a report alongwith required document stands furnished by this office to your goodself vide this office No. 258-60/MFD Dt. 10.05.2019. The same is enclosed herewith and marked as **Annexure "B"**.


D/Arvind1/FCA/Conservator


Divisional Forest Officer
Marwah Forest Division
H. Q. Khistwar

Since the FAC has deferred a part of the proposal (Nowpachi to Deherna upto Hanzal) in 113th Meeting held on 11.03.2019, because numerous of trees coming under the alignment so another part of the proposal shall likely to be deferred if placed before the FAC as in this proposal 2418 trees/poles (920 trees, 738 poles & 760 saplings) coming in 6.1775 Ha. Forest land.

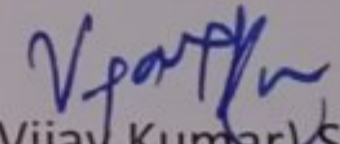
Being numerous trees/poles coming under the alignment, this Division vide No. 331-33/MFD Dt. 21.05.2019 asked the User Agency to explore the possibility of alternate alignment so as to reduce trees felling to a bare minimum. Accordingly, the Executive Engineer, PMGSY Division Marwah vide letter No. EE/PWD/M1470-73 Dt. 25.09.2018 submit a detailed report which is enclosed herewith and marked as **Annexure "C"**.

The User Agency in said letter has concluded that existing alignment is only feasible for construction of motorable road Lopara to Hanzal and Nowpachi to Deherna upto Hanzal on right bank of river Marusudar and there is no other feasible alignment available.

Hence report is submitted for your information & kind perusal, please.

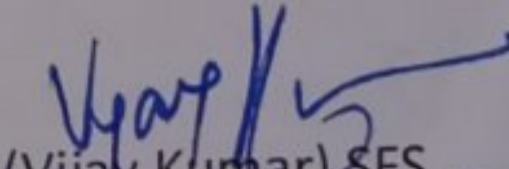
Yours faithfully,

Encls: 7 Leave.


(Vijay Kumar) SFS
Divisional Forest Officer,
Marwah Forest Division
Jammu & Kashmir
H. Q. Khistwar

Copy alongwith enclosures submitted to:

1. The Pr. Chief Conservator of Forests, J&K Govt. Srinagar.
2. The Chief Conservator of Forests, Jammu.
3. The District Development Commissioner, Kishtwar.
4. The Executive Engineer, PMGSY Division, Marwah. This is in reference to his No. EE/PWD/M/1470-73 Dt. 25.09.2019.
- 5-6. Copy to Range Officer, Dachhan & Marwah for information & necessary action. They are directed to impart necessary directions to their field functionaries to remain vigilant and ensure that no violation of Forest Conservation Act shall take place in any case which please note.


(Vijay Kumar) SFS
Divisional Forest Officer,
Marwah Forest Division
Jammu & Kashmir
H. Q. Khistwar

Annexure "A" (i)

OFFICE OF THE DIVISIONAL FOREST OFFICER, MARWAH FOREST DIVISION

The Conservator of Forests,
Chenab Circle, Doda

No:- 1893-77/MFD

Dt:- 23-09-19.

Sub: - Proposal to allow use of 7.36 Ha. Forest land for the construction of motorable road from Nowpachi to Dehrna upto Hanzal- **Deferred in 113th FAC Meeting Dt. 09/03/2019.**

Ref.: PCCF J&K Govt. Srinagar's No. PCCF/FCA/2977/3309-13 Dt. 16/09/2019.

Sir,

The above titled proposal regarding use of 7.36 Ha. Forest land of this Division for use in the construction of motorable road from Nowpachi to Dehrna upto Hanzal was deferred in 113th FAC Meeting held on 09/03/2019 and user Agency was asked to examine the possibilities of realignment of the road so as to reduce tree felling to a bare minimum.

The user Agency through Executive Engineer, PMGSY Division, Marwah vide letter No.EE/PWD/M/1445-48 Dt. 20/09/2019 (Photo copy enclosed) has reported that the possibility of realignment / alternate alignment of said road was explored but while inspection they tried in upper as well as on lower contour of the existing alignment but after inspection it was found that in these two alignments equivalent forest trees get involved.

Another alternate alignment on the right bank of Marusdar river involves more length of 4 km in addition to the original length of 18 km, also involves more financial implication of Rs. 10 to 15 crores. But, even than the crop/trees in the said area shall remain almost same.

Hence, there is no feasibility of alternate area by which the tree felling reduce to a bare minimum.

The report of Executive Engineer addressed to this Office vide his No. EE/PWD/M/1445-48 Dt. 20/09/2019 is enclosed herewith for ready reference, please.

Encl. one.

Yours faithfully,

Vijay Kumar
(Vijay Kumar) SFS

Divisional Forest Officer,
Marwah Forest Division

Copy submitted for favour of information & kind perusal to:

1. The Principal Chief Conservator of Forests, J&K Govt., Srinagar.
2. The Chief Conservator of Forests, Jammu.
3. The District Development Commissioner, Kishtwar.
4. The Executive Engineer, PMGSY Division Marwah. This also disposes his No. EE/PWD/M/1445-48 Dt. 20/09/2019.

Vijay Kumar
(Vijay Kumar) SFS

Divisional Forest Officer,
Marwah Forest Division

Vijay Kumar
Divisional Forest Officer
Marwah Forest Division

H. O. Khistwar

OF THE EXECUTIVE ENGINEER PMGSY DIVISION MARWAH

Annexure 'A' (iii)

No: EE/PWD/M/1445-48

Dated: 20-09-2019

The Divisional forest officer,
Forest Division Marwah.

Subject: 113th meeting of the forest advisory committee,
The forest conservation act.

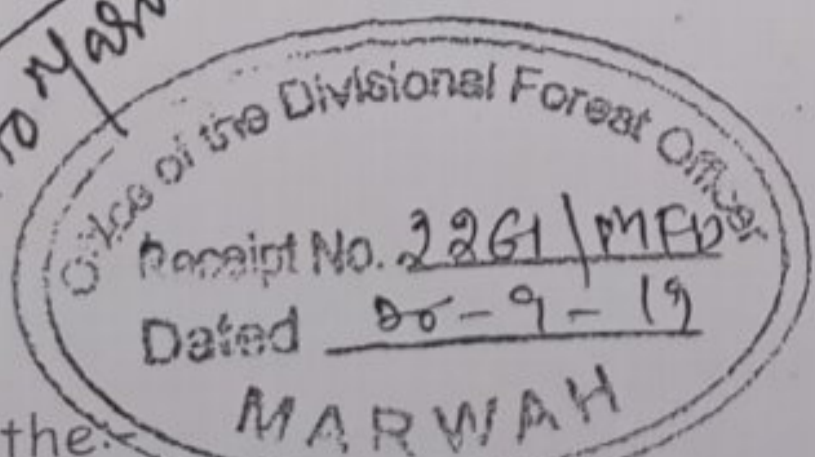
Sir,

In light of the subject & reference cited above where under it has been sought to explore the feasibility of alternate alignment for the construction of Road Nowpachi to Dherna up to Hanzal Package No:-jk04.166 Phase X under PMGSY & accordingly the detailed physical survey was done at site along with the field functionaries of forest deptt to work out the alternate feasible alignment to save the feeling of trees involved in the original alignment & the two alternate alignment available & chosen on which the work for realignment of the said road under subject was done to see and to explore the any other possibility of alternate alignment which is detailed as below.

1. The alternate alignment was tried on upper as well as on lower contour of the original alignment to work out the minimum involvement of forest trees but after detailed inspection it was found that in these two alignments equivalent forest trees gets involved if these two re-alignments on upper as well as lower contour of the original alignment on right bank on river Marusudar is taken.
2. The 2nd alternate re-alignment available only for which the inspection along with forest functionaries was done on the right bank of river Marusudar via Dherna which is involving construction of two no bridges of span each 60mtr & also enhancement of length of road about 4.00kms in addition to the original length of 18.00kms thereby enhancing the cost of the road, project by 10 to 15 crores in addition to the original cost of Rs 847.47lacs together with involving also the forest to the extent of same as in the original & also this alternate re-alignment will get completely submerged under the submergence of the proposed Bursar Pakal Dam Hydro Electric Project which is being on lower contour than the original alignment

In view of the above facts mentioned the original one alignment is the only best feasible alignment for the construction of said road to connect the desired habitations of village HANZAL & ultimately LOPARA Dachhan. It is also worthwhile to mention that the survey for proposed road of Bursar Hydro Electric Project connecting at Bursar Marwah has also been taken on the said original alignment of our road under subject by NHPC authorities.

Yours Faithfully



Divisional Forest Officer
Marwah Forest Division
B. Q. Khistwar

Executive Engineer
PMGSY Division
Marwah

Copy to the:

1. Chief Engineer-PMGSY (JKRRDA) Jammu for favour of kind information, please.
2. District Development Commissioner Kishtwar for favour of kind information please.
3. Superintending Engineer PMGSY Circle Patote for favour kind of information, please.

Annexure "B"

OFFICE OF THE DIVISIONAL FOREST OFFICER, MARWAH FOREST DIVISION

The Conservator of Forests,
Chenab Circle, Doda.

Ph./Fax No.:01995-259372

Email Id: dfomarwah@gmail.com

No.: 258-60 /MFD Dt.: 10/05/2019.

Subject: Proposal for the construction of motorable road from Lopara to Hanzal Phase-X,
Package No. JK-04-167 by PMGSY in Marwah Forest Division (Kishtwar).
Ref.: CCF Jammu's No. CCF-J/FCA/1564-66 Dated: 05/11/2018.

Sir,

In this connection, kindly refer to this Office No. 2156/MFD Dt. 26/11/2018 vide which the status of land around Lopara to Hanzal Motor road alignment stands furnished by this Office. A photo copy of the same is enclosed herewith for your kind perusal & necessary action.

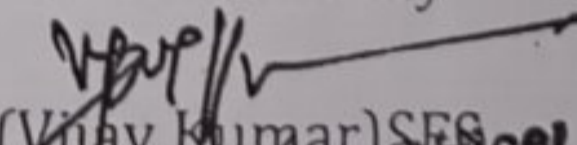
Besides, revised Annexure (Rule-6) has been prepared and four set of the same too is enclosed herewith.

The detail of Forest dues with area involved & No. of trees coming under the road alignment is as under:

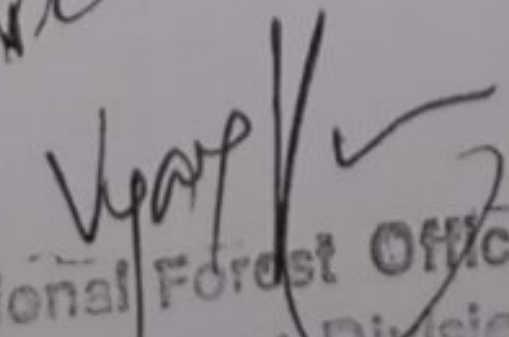
Forest Area (in Ha)	NPV @ Rs. 8.97 lakh per Ha	No. of trees / poles / saplings	Compensation of trees at 1 times standard rate	Compensatory afforestation for double the area @ 100000/ha	Ext. carriage of timber of road alignment trees	Ext. carriage of firewood of road alignment trees	Total Financial (in Rs.)
6.1775	5541220	2418	50291170	1235500	26500000	2500000	86067890

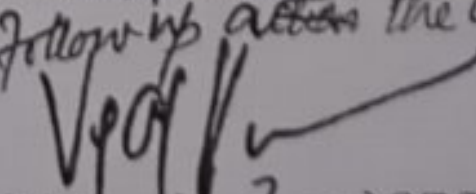
Encl.: 10. Leaves

Yours faithfully


(Vijay Kumar) SFS
Divisional Forest Officer
Marwah Forest Division
Kishtwar
H. Q. Khistwar

Copy submitted to the Chief Conservator of Forests, Jammu for favour of information and kind perusal. This is in pursuance with his letter No. CCF-J/FCA/1564-66 Dated: 05/11/2018, please copy to the Executive Engineer, PMGSY Division Marwah for information & follow up action the case vigorously.


Divisional Forest Officer
Marwah Forest Division
Kishtwar
H. Q. Khistwar


(Vijay Kumar) SFS
Divisional Forest Officer
Marwah Forest Division
Kishtwar
H. Q. Khistwar

OFFICE OF THE EXECUTIVE ENGINEER PMGSY DIVISION

MARWAH (PIU)

The Divisional forest officer,
Marwah,

No.EE/PWD/M/ 1470-73

Dated:- 25-09-2019

Subject: - Technical feasibility report of Ikhala Block boundary Kishtwar to Lopara (part -II) Km-54/0/0-67/0 for alternate Alignment and the original Alignment is the only feasible Alignment thereof.

Sir,

In reference to the subject cited above where under it has been sought to assess for any other alternate feasible alignment other than the proposed one from Lopara to Hanzal in order to save the felling of trees involved. In this context it is stated that no of exercises regarding reducing of road width as well as for any other alternate alignment has been done numbers of times and no feasible alternate alignment has been found after exhaustive exercise but the quantity (no. of trees) have been reduced to larger extent. However again the detailed reconnaissance field survey has been done along with forest officials to again trace out any feasible alternate alignment but the conclusion comes out that the original alignment is the only alignment feasible on the facts stated at infra.

1) After the direction from the higher ups in the FAC when the proposal for the same was

turned down with the directions to reduce the quantity (No. of trees involved by reducing the ROW in forest area from 12 mtrs to 8 mtrs and accordingly the detailed exhaustive joint survey was done instead of 12 mtrs and.

accordingly the detailed exhaustive joint survey was done instead of 12 mtrs with forest officials and the proposal for the same of 8 mtrs re-submitted with taking ROW of 8 mtr. and reducing thereby the no. of trees involved however again the proposal was returned back with further directions that now the ROW may be reduced from 8 mtrs. to 5 mtr of width together with to ascertain the alternate feasible alignment and again accordingly the exhaustive exercise were done with rejoin survey for 5 mtrs instead of 8 mtrs. and the case re-submitted for accord of approval for forest clearance by reducing large quantities of the forest trees involved.

2) Now again after all such exhaustive exercises the alternate alignment instead of this

has been sought for which the two no. of reports in the matters stands submitted already by this office but other alternate feasible alignment has been found. However again it is resubmitted that the detailed reconnaissance/raky was done on the left bank the only option available and after exhaustive exercise it was found that the precipitous rocky cliffs of very hard rock with steep (vertical) slopes are encountered throughout the road length together with forest trees on D/H sides as well as on U/H sides. The rock involved in the full road length from Lopara to Hanzal on left bank is such that no human being can pass through this precipitous rock portion resulting there in that no detailed survey for fixing alignment of any alignment could be done other than the aerial survey.

It proposed this alternate alignment shall involve cutting in the road throughout its length of 13th KM by only semi tunneling process of being precipitous of very hard rock's together with construction of two no. long span bridges for going on to left bank and then again back to the required

destination of village Hanzal thereby involving huge costs thereof which will take years together to accomplish this difficult project cost together with involvement of forest also on left bank.

3) Secondary this will devoid the main objective of PMGSY by non connecting the

habitations enroute Lopara to Hanzal residing on the left bank of the original alignment viz Bardoo, Doomhoie, Trungaie, Hatri Packal.

4) It is further worthwhile to mention that two no, proposed prestigious hydroelectric

projects are shortly coming up in the area of Marwah area viz Pakal and Bursar by NHPC authorities and the NHPC authorities have also chosen the same alignment on left bank of Marwah prior to ours survey on right bank and there alignment has been fixed by detailed survey by deployment of Delhi based consultants through the same alignment as per hours on the right bank by taking into consideration all the geological aspects as well as best possible feasibility.

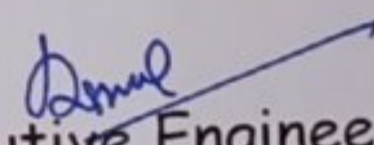
5) Moreover by construction of this proposed road Lopara to Hanzal length 13th km and

Nowpachi to Hanzal(L=18th km) proposed on the right bank sanctioned shall provide road connectivity the 50000 populations of the Sub Division Marwah and Tehsil Dachhan since the dawan of independence who are yet deprived of the road connectivity even upto fair weather where when the Govt. is desirous to provide road connectivity at the footsteps of hamlets below 250 populations. The population of Dachhan Tehsil is yet unconnected by even a fair weather road with its Sub Division or District Head Quarter. The

Marwah is connected by seasonally fair weather connectivity of L=202 km via Anantnag Kashmir involving Two number of passes namely MarganPasss and Sinthan Pass of altitude 12000 and 12500 feet respectively from MSL by construction of this road Lopara to Hanzal L=13 km and Nowpachi to Hanzal L=18km via Dachhan shall provide all weather road connectivity to the public of Dachhan and Marwah by directly connecting the district head Quarter. By construction of these roads on right bank of river Marsudhar Nowpachi to Hanzal (L=18km)and Lopara Dachhan to Hanzal shall reduce distance to Distt. Head Quarter by 150 km instead of via Margan Pass and Sinthan Pass being Seasonal.

In view of the above facts stated, the original alignment is the only one feasible alignment from Lopara to Hanzal (L=13 km) and Nowapachi to Hanzal (L=18km) on right bank of river Marsudhar and not any other feasible alignment available.

Yours Faithfully


Executive Engineer
PMGSY DIVISION (PIU)
Marwah

Copy to the:-

1. Chief Engineer PMGSY JKRRDA Jammu for favour of kind information please.
2. District Development Commissioner Kishtwar for favour of kind information please.
3. The Superintending Engineer PMGSY circle Batote for favour of kind information please.