



दूरभाष एवं फैक्स नं०-01374.223804

कार्यालय अधिशासी अभियन्ता
पी०एम०जी०एस०वाई०,सिंचाई खण्ड,उत्तरकाशी

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पत्रांक 1080/पी०एम०जी०एस०वाई०/ सि०ख०
सेवामे,

दिनांक 13/08/2020

प्रभागीय वनाधिकारी
उत्तरकाशी वन प्रभाग,
उत्तरकाशी।

विषय- जनपद उत्तरकाशी में प्रधानमंत्री ग्राम सड़क योजना के अन्तर्गत गंगनानी से भंगेली मोटर मार्ग के निर्माण हेतु 1.316 है० वन भूमि का गैर वानिकी कार्य हेतु ग्राम्य विकास विभाग को प्रत्यावर्तन के सम्बन्ध में।

महोदय,

उपरोक्त मोटर मार्ग के वनभूमि प्रस्ताव पर लगायी गयी आपत्तियों का निराकरण बिन्दुवार निम्नलिखित है-

| क्र.सं. | आपत्तियां | निराकरण |
|---------|--|---|
| 1 | As per DSS analysis of CA area it is found that kml file of 12 ha is uploaded in place of 2.632ha. the same area already submitted for proposal number-FP/UK/ROAD/23734/2017. State Govt. may upload kml file of 2.632ha. | Online (Part-I) में त्रुटिवश 12 है० की KML File Upload की गयी थी जिसको सही करके 2.632 है० की KML File Upload कर दिया गया है। |
| 2 | State govt. may upload the muck disposal plan, Geologist report & Aerial distance certificate on online portal. | Muck Disposal Plan, Geologist Report व Aerial distance Certificate को अपलोड कर दिया गया है। |
| 3 | State govt. may provide correct information against para-5 , Part-II i.e "working plan prescription for the forest land proposed for diversion" | Related to DFO uttarkashi |
| 4 | It is seen that cost of CA is worked Rs. 154127/- but the amount is mentioned as Rs. 208804/- at the bottom citing in PCCF order of 2015. State govt. may submit / upload detailed CA scheme @ current rate also , CA estimate uploaded in Part-I is different from the one uploaded online state govt. may clarify this discrepancy and provide correct information in this regard. | The cost of CA has been calculated as per PCCF's order dt-21/11/2107, because state government has revised the rates per hectare but the rate of individual activity has not been revised yet. As soon as the revised rates of individual activity come, new CA scheme will be uploaded in Part II and paid accordingly. Presently the cost is 8,87,468/- |
| 5 | In the site inspection report of DFO, it is mentioned that the construction of road in the mid of forest will lead to fragmentation of forest and will affect wildlife sytate govt may submit the detailed wildlife management plan based on scientific basis of DFO duly approved by the competent authority. | Related to DFO uttarkashi |
| 6 | It is mentioned in the recommendation of DFO uploaded at Para16 of part- II that the area falls within Bhagirathi ESZ. Therefore state govt may intimate zonal master plan for the ESZ has been approved by the MoEF& CC . If not , the monitoring committee required to obtain approval of the MoEF&CC as per the provision made in para 2 (a)of the notification dt. 18.12.2012. | The Zonal master plan of BESZ has been approved by MoEF & CC vide letter no. 25/03/2010-ESZ Dated 16.07.2020. A copy of the above mentioned letter attached and uploaded. This proposal included in the approved Zonal master plan. |

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| 7 | It is seen from the document provided with the hard copy that 0.441ha of Nap Land is also involved in the project but the Nap land (i.e. NFL) is not mentioned anywhere in online Part-I. state govt may provide full information of on forest land involved in the proposal. | उक्त वनभूमि भूमि प्रस्ताव को आनलाईन करते समय त्रुटिवश (मोटर मार्ग निर्माण हेतु-0.441 हे० एवं डम्पिंग हेतु-0.080 हे०) कुल 0.521 हे० प्रभावित मापभूमि नहीं जुड़ पायी थी जो कि आनलाईन पोर्टल में संशोधित नहीं हो पा रही है जिसका प्रमाण पत्र संलग्न एवं हार्डकॉपी संशोधित कर आवश्यक कार्यवाही हेतु प्रेषित। |
| 8 | Land schedule uploaded in online part-I & part II in different from the document provide in the hard copy of the Proposal state govt may clarify discrepancy and provide correct information in this regard. | आनलाईन पोर्टल में अपलोड Land Schedule एवं हार्डकापी में समान एवं वास्तविक है यदि भिन्नता पायी गयी है तो Additional document में पुनः अपलोड एवं हार्डकापी संलग्न कर प्रेषित है। |
| 9 | It is seen from the component wise breakup given at para B2.4 in part-I that 0.049 ha of forest land in earmarked for disposal of muck but location of 2 muck disposal site is shown in Nap land in the document provided in the hard copy of the proposal. state govt may submit clarification and provide the correct information. | त्रुटिवश उक्त मोटर मार्ग निर्माण में प्रभावित होने वाली नापभूमि आनलाईन पोर्टल में नहीं जुड़ पायी थी जो कि component wise breakup given at para B 2.4 एवं village wise breakup वर्तमान में भी संशोधित नहीं हो पा रही है। हार्डकापी में संशोधित एवं संलग्न कर आवश्यक कार्यवाही हेतु प्रेषित है। |
| 10 | State govt may submit the detail muck disposal plan showing quantity of muck likely to be generated quantity proposed to be used and quantity to be disposed of designated muck disposal sites along with particulars of muck disposal yards. | Muck Disposal Plan, को Muck Quantity के हिसाब से सही करके Additional document में अपलोड कर दिया गया है एवं संशोधित हार्डकापी संलग्न कर आवश्यक कार्यवाही हेतु प्रेषित। |
| 11 | Comments against para 6 (i.e.) brief note of vulnerability of the forest area in erosion seem inappropriate. state govt may provide the appropriate comments against the para 6 of part-II online. | Related to DFO uttarkashi |
| 12 | It is seen from the data at para 14 of part -II that the CA stipulate (2354.58hac) is not commensurate to the area of forest land diverted (1540.68ha) and the progress of CA (2563.75Hac) is more than the CA stipulated (2350.58hac) logically the CA stipulated should be double the area of forest land diverted and the disparity if any required be clarified suitably. | Related to DFO uttarkashi |
| 13 | No comments are recorded against para 5.5 of site Inspection report of DFO further recommendation is also not clear. State govt may submit the SIR after insuring that the comments against each para have been made and submit / upload the clear recommendation. | Related to DFO uttarkashi |
| 14 | It is mentioned in the report of geologist that 6 HPB are proposed in 2km length of road which is likely to destabilize the steep hill slope and hence not conducive condition for construction of road. The state govt may intimate the measures to be taken to stop landslide in this area and Stabilization of hill slope after earth cutting is done. | पूर्व में स्वीकृत समरेखण के आधार पर मोटर मार्ग की लम्बाई 2.900 किमी. थी जिसमें कि 600 मीटर लम्बाई में मोटर मार्ग का निर्माण वर्ल्ड बैंक द्वारा किया गया था जिस कारण स्वीकृत समरेखण के 2 हेयर पिन बैंड कम हो गये एवं कुल लम्बाई घटकर 2.300 किमी. रह गई जिसमें कि 4 हेयर पिन बैंड है। |
| 15 | State govt may also intimate the details of approval of existing road shown in the pink color in kml file. | KML File में Existing Road को Pink color से दर्शाया गया है। |

अतः नोडल कार्यालय देहरादून कार्यालय द्वारा लगाई गयी आपत्तियों का निराकरण कर ऑनलाईन अपलोड करते हुये हार्ड कॉपी आपके कार्यालय को इस आशय से प्रेषित है, कि उक्त प्रस्ताव को ऑनलाईन अग्रसारित करने की कृपा करें।


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