


OFFICE OF THE SUPERINTENDING ENGINEER PMGSY CIRCLE BATOTE.

Justification Letter For Forest Diversion.

The Sub Road project namely Nowpachi to Deherna upto Hanzal is sanctioned under PMGSY Phase X Package No. JK04-166 for a length of 18 KM out of which 6.88 KM Road has been executed and the balance remaining 11.25 KM is within the forest area which is held up for want of forest clearance under proposal No FP/JK/Road/51198/2020. The scheme was sanctioned during the year 2016-17 and is aimed to connect Sub Division Marwah having a population of about more than 30000 Souls directly with the District Head Quarter Kishtwar and rest of the UT of J&K by taking this part of Road (Nowpachi to Deherna upto Hanzal) from the tale end Nowpachi Marwah side towards Hanzal Kishtwar in order to go ahead on a fast track mode by construction of these sanctions Roads from both sides. The whole Sub Division remains cut-off during winter season right from December to May from rest of District as well as UT of J&K and the country and as such the Government has to incur huge expenditure for pressing into service the chopper facility for a period of about six months continuously for ferrying of passengers, patients and essential commodities in the area which remains thereby a huge burden on the Government exchequer. By construction of this sub Road project in a time bound manner both from the take-off side and tale end , there will be huge saving in the Government exchequer incurred yearly on the hilly services to be provided for about six months by the Government and the sub Division will get connected directly with the District Head Quarter and rest of UT of J&K since the dawn of independence. Moreover the Development schemes also gets badly affected for want of all weather connectivity and thus involves huge cost and prolonged time in their construction and completion in comparison to other Road connected areas thereby delaying the development process of the area also.

Forest area involved cannot be avoided as the alignment proposed is the only feasible alignment for which a detailed feasibility report alongwith Comparative Statement and DPR of alternate alignment is also uploaded as additional documents.

Hence the diversion of the Forest land is the only choice for construction of the said Road.


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