

No.

4557  
H.P. Forest Department.

Dated Reckong Peo the, 06-10-2022

From:- DCF Kinnaur.

To:- CCF (T) Rampur.

**Subject:-** Proposal for the Diversion of 50.091 ha. of Forest land in favour of ITBP and applicant as Executive Engineer, ICBRPD-III, CPWD, Khasra No. 781/547, Kalpa Road in front of HPPWD Rest House, Reckong-Peo under (FCA-1980) for the construction of Dubling Rishi Dogri-Lamche Dogri Road within the Jurisdiction of Kinnaur Forest Division.  
(FP/HP/ROAD/145666/2021) Regarding the compliance to Queries.

Memo:

This has reference to the letter No. 14-4/IRO/ REC/2021/1/ 446 dated 16.08.2022 received from the Chairman, REC, Shimla on the subject cited above.

In this context, the query under reference about the proposal for the diversion of 50.091 ha. Of forest land in favour ITBP. for the construction of Dubling - Rishi Dogri-Lamche Dogri Road 0/00 to 25 Km by CPWD, within the jurisdiction of Kinnaur Forest Division, Dist. Kinnaur, Himachal Pradesh has been scrutinized by this office and furnished as under:-

S.No.	Observations of REC	Compliances
1	The FRA certificate with all prescribed annexures including records of all consultation & meeting with Gram Sabha (S) & FRC (S) of all the concerned villages needs to be submitted before Stage-II (final approval).	FRA certificate (However not in prescribed format) issued by DC, Kinnaur dated 09/06/2022 along with SDLC and DLC meeting minutes is enclosed with the letter as annexure R-1 and also uploaded in part -I of Parivesh Portal. Letter for prescribed format already written to DC, Kinnaur, it will be submitted after stage -I approval.
2	The NPV calculation sheet/bill has been submitted for Eco-class -V Same required to be submitted for Eco-VI.	Now the NPV calculation sheet/bill has been prepared on the basis of Eco-class-VI and placed in the proposal folder accordingly.
3	The state govt. may rectify and fill the district profile in Part-II, para 14 on the PARIVESH portal.	Need full has been done and placed in the proposal folder accordingly.

4	State Govt. may provide the list of unique floral species prevailing in the area with their Action Plan for their protection and conservation. Same may be duly authenticated by DFO concerned.	In this regard the User agency to submit prescribed fee for wildlife management plan as per MoEF& CC vide latter No. FC – 11/43/2021-FC dated 07.6.2022.
5	State Govt. may submit Soil & moisture Conservation Plan and Wild life Management plan along with detail cost of its implementation as per MoEF& CC vide latter No. FC – 11/43/2021-FC dated 07.6.2022.	In this regard ,the under taking has been obtained from the User agency and enclosed with the reply as (Annexure-R-5)
6	State Govt. has submitted the khasra no. wise detail of components (Row, Muck Dumping site), however the detail of bridge components has not been incorporated. Therefore State govt. may provide the components wise or khasra number wise details of all the required components.	Now the needful has been done and attached as checklist No. 7 and also authenticated by DFO, Kinnaur.
7	The status of CA land whether it is the possession of H.P Forest Department or not may be provided.	It is clarified that the status of proposed CA land is Waste land (Unclassed Forest) as per the record available.
8	The proposed CA sites are at high altitude areas and on steep slopes. Therefore, the State Govt. may review the proposed CA sites with respect to its feasibility for raising plantation. If required, then revised CA sites of vegetation density <40% along with KML file and requisite documents of CA needs to be submitted and uploaded on the PRIVESH portal.	It is certified that the area proposed under CA is suitable for plantation. Comprehensive CA scheme has been prepared to ensure survival of plantation in high altitude conditions.
9	CA scheme may also be reviewed as per the prevailing rates of raising CA in the State of HP.	Now the need full has been done and placed in the proposal folder accordingly.
10	The extant proposal involves width of 18m of the proposed road therefore; the project proponent will provide detailed technical justification in view of existing IRC norms for the hill roads which justified the requirement or 18m width.	The road has been designed as per provisions of IRC Hill Road Manual IRC:SP:48-1998 for National Highway Single Lane specification. For this road carriageway width is 3.75 Meters and shoulder on both side of road of 1.25 Meter width which implies 6.25 meter roadway width as per table 6.5 for width of Carriageway, shoulder and roadway width (page 30) Hill road Manual of IRC. Also as per footnotes of table no 6.5 it is mentioned at S. No. 1 that above roadway width is exclusive of parapets (usual

width (page 30) Hill road Manual of IRC. Also as per footnotes of table no 6.5 it is mentioned at S. No. 1 that above roadway width is exclusive of parapets (usual width 0.6 Meter) and side drains (Usual width 0.6 Meter), this road have provisions of both parapets and side drain.

Also please refer table 6.4 for desirable road land width (Right of way) (page 29) of Hill road manual of IRC where it is clearly mentioned that for Open areas in Normal conditions this ROW is 24 meters for National and state highway which suits our requirement. Also this width is 18 meters for Major district Road, which we have adopted in the proposal of this road which is far less than 24 meters as per requirement of IRC norms. This justifies requirement of 18 meter ROW.

At the footnotes of table No 6.4 of Hill road manual of IRC it is mentioned in S. No. 2 that additional land is required at locations involving unstable/landslide area. It is well established fact that road is proposed in the hills of Kinnaur district of state of Himachal Pradesh which is part of cold desert biosphere reserve and there are high chances of landslide leading to instability of land and erosion. Also as per S. No. 3 of footnote it is mentioned that if the road is planned to be upgraded in the future, land width (ROW) should correspond to higher class of Road. So all these norms of IRC justifies our proposed ROW of 18 meters.

Also Technical Committee of MHA, Govt of India chaired by Director General, CPWD in its 52<sup>nd</sup> meeting held on 29/12/2016 standardized the ROW and other parameters as its agenda item No. 9 for all the border roads of MHA. RoW of border roads was standardized as 15 to 18 meter depending upon terrain. It was also stated at point No 6 of the agenda item that ROW should be chosen to cater for future expansion as any further requirement of land will be met out of this 18 meter RoW, which will

Relevant pages of DPR, Hill Road Manual of IRC: SP:48:1998 and minutes of 52<sup>nd</sup> technical committee are enclosed as annexure R-10, for ready reference.

11	The state Govt. may explore the possibility to reduce the numbers of trees proposed for felling and revise the enumeration list of trees mentioning trees to be felled and not to be felled.	Undertaking with this respect for felling minimum No. of trees as well as list of trees are enclosed as annexure R-11. All trees which will come within ROW of road will be required to be felled for construction of Road.
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Hence the case is re- submitted to your good Office for further information and further necessary Action at your end please.

Encl:as above

GA  
Deputy Conservator of Forests,  
Kinnaur Forest Division  
Distt. Kinnaur, H.P.