

Environmental Assessment Document

Initial Environmental Examination

Loan: 3260
January 2017

NEP: Earthquake Emergency Assistance
Project (EEAP),
Initial Environment Examination (IEE) Document
Dolakha- Singati Road

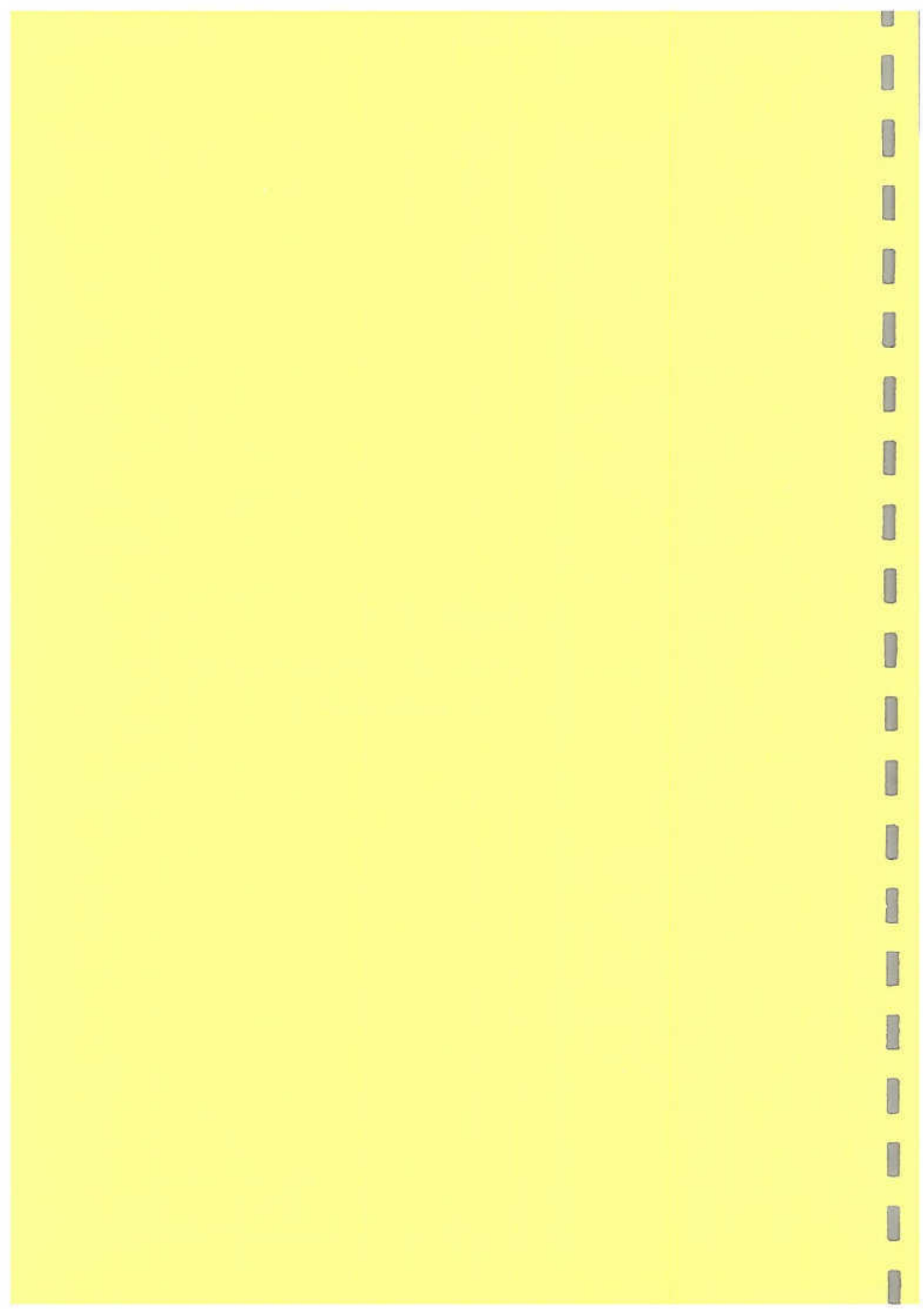
Prepared by the Government of Nepal

The Environmental Assessment is a document of the borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, Management, or staff, and may be preliminary in nature.

ANNEX 1

Approval Letter and Approved Terms of Reference







भौतिक पूर्वाधार तथा यातायात मन्त्रालय
सडक विभाग
योजना तथा डिजाइन महाशाखा
भू-वातावरण तथा सामाजिक शाखा

फ्याक्स: ५५२९९०६
फोन नं. ५२६०६९६
हाल: पाटन, नलितपुर
ई-मेल: gesunit@ddor.gov.np
वेब साइट: www.ddor.gov.np
मिति: २०७२/१०/०७

चलानी नं-१०१/२.२/०७२/७३

श्री स.वि., आयोजना निर्देशनालय (ए.डी.बी.)
विशालनगर, काठमाण्डौ

विषय: Dolakha-Singati Road को IEE को ToR स्वीकृत भएको सम्बन्धमा ।

उपरोक्त सम्बन्धमा त्यस आयोजना अन्तर्गतको Dolakha- Singati Road को IEE को ToR भौतिक पूर्वाधार तथा यातायात मन्त्रालयको प.सं.०७२/०७३/२.३ च.नं. ५६३ मिति २०७२/०९/२० को पत्रानुसार नेपाल सरकार (सचिवस्तर) को मिति २०७२/९/१६ को निर्णयानुसार शर्त सहित स्वीकृत भएको व्यहोरा अनुरोध गरिन्छ ।

संलग्न: १. भौतिक पूर्वाधार तथा यातायात मन्त्रालयको पत्र छाँयाप्रति - १ शान.

२. स्वीकृत ToR- २ प्रति

Vk Mahato
विजय कुमार महतो
इकाई प्रमुख
विजय कुमार महतो
इकाई प्रमुख/सि.डि.ई.
भू-वातावरण तथा सामाजिक शाखा

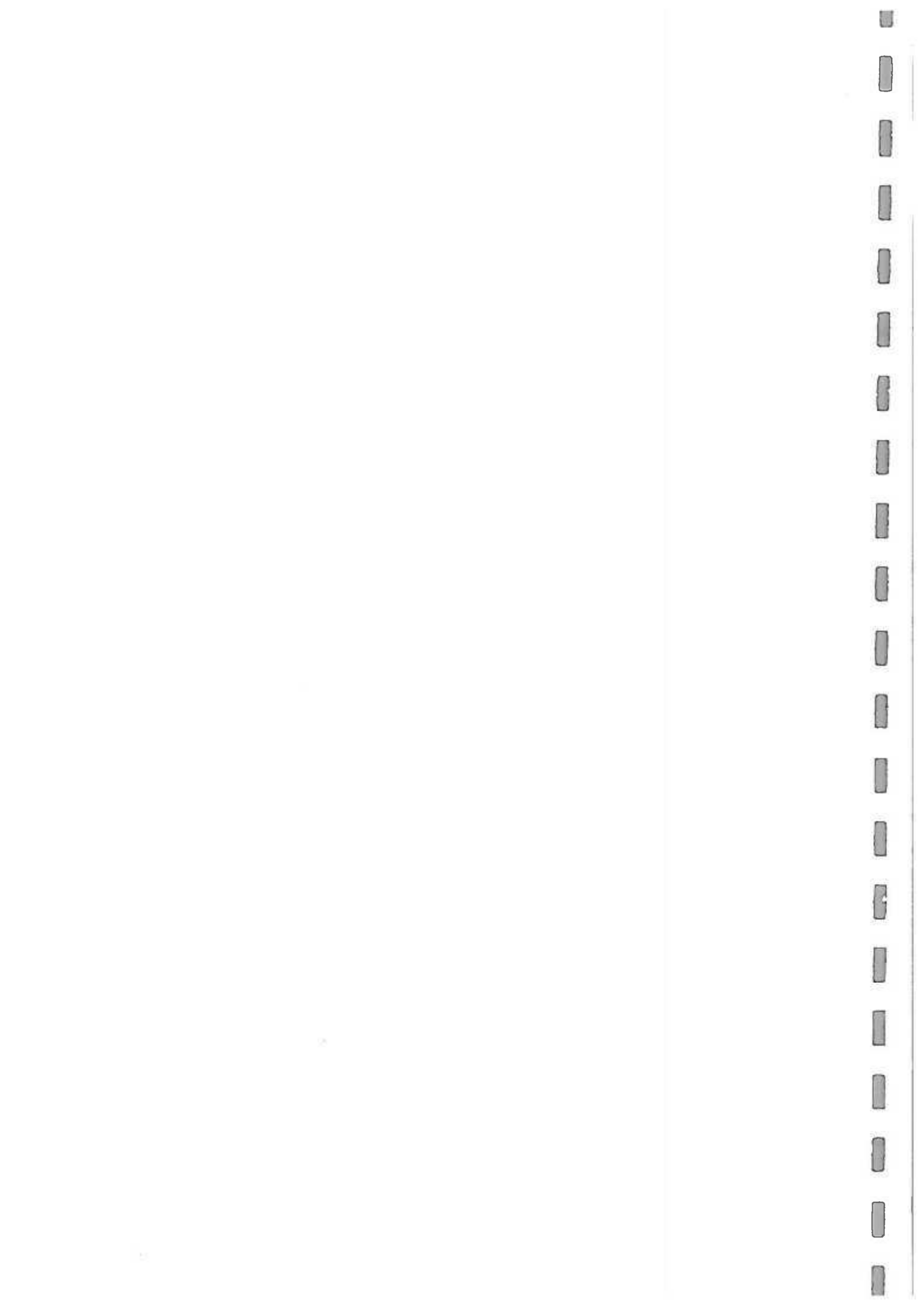
बोधार्थ: (आवश्यक कार्यायको लागि)

श्री Mmm Group Limited Canada in association with ITECO Nepal Pvt., Ltd & Total Management Services Nepal & Metrial Test Pvt., Ltd

Nagpokhari, Kathmandu (संलग्न: १. भौतिक पूर्वाधार तथा यातायात मन्त्रालयको पत्र छाँयाप्रति
२. स्वीकृत ToR - २ प्रति)

Mmm Group Limited, Canada in association with ITECO Nepal Pvt. Ltd. Total Management Services and Metrial Test Pvt. Ltd.	
Transport Project Preparatory Facility (TPPF) Project Preparatory Consultant (PPC-3 Road), AOR Grant No. 8227-NEP	
RECEIVED	
Date	22 January 2022
File	6015004. 714
Coord	
Action	

भौतिक पूर्वाधार तथा यातायात मन्त्रालय
सडक विभाग
योजना तथा डिजाइन महाशाखा
भू-वातावरण तथा सामाजिक शाखा





नेपाल सरकार

भौतिक पूर्वाधार तथा यातायात मन्त्रालय

(वातावरण तथा सामाजिक शाखा)

संकेत : ०७२/०७३/२२
E-mail: info@nepal.gov.np

फोन नं. { ८०११८
४२११५
४२११६

फ्याक्स नं. ४२११५

सिंहदरवार, काठमाडौं
नेपाल

पत्र संख्या: ०७२/०७३/२२

च.नं.: ५६३

आ.सं. ३३५ ३३२
दि. ०७२/०५/२२
मिति: २०७२/१/२०

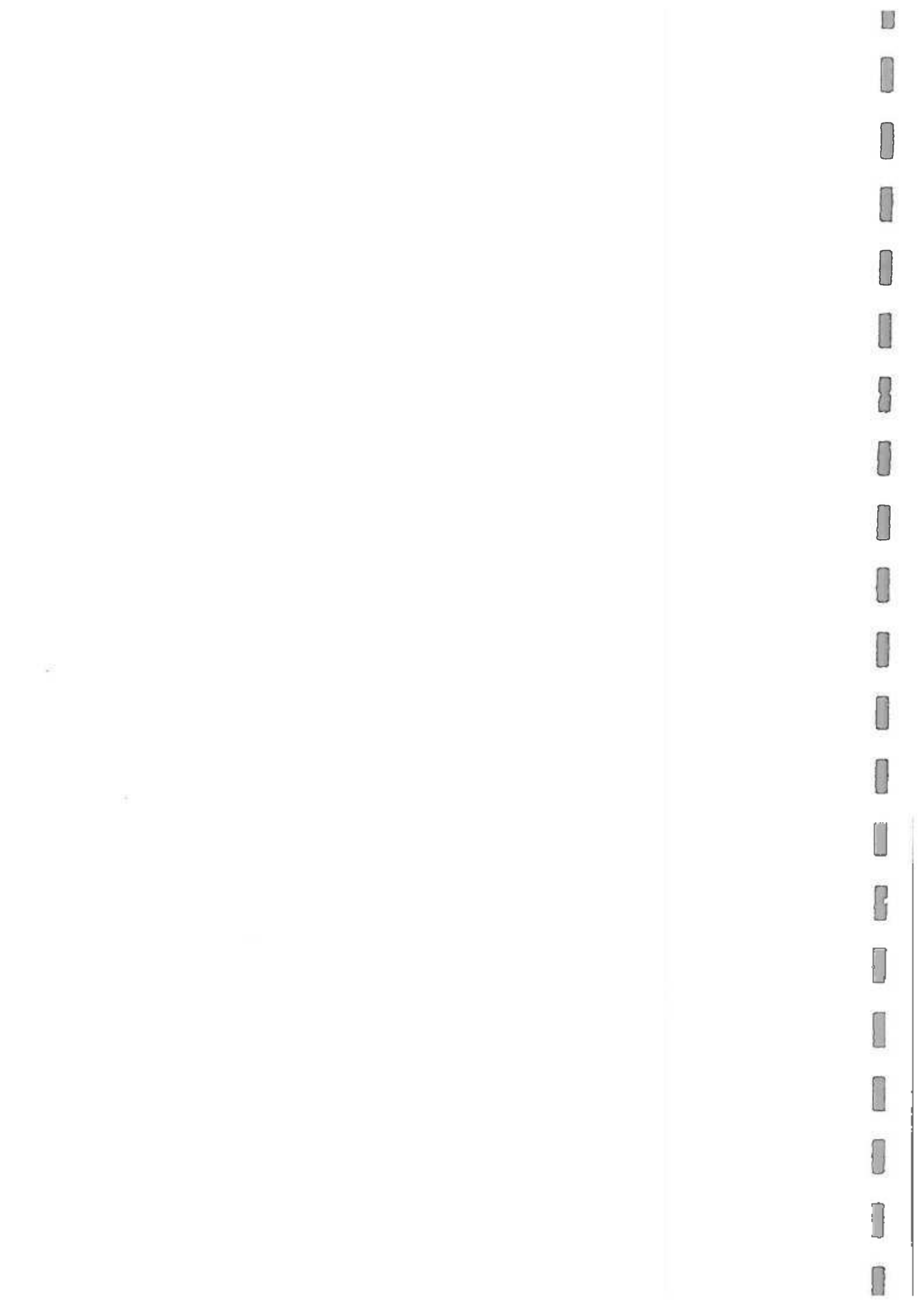
विषय: प्रारम्भिक वातावरणीय परीक्षण(IEE) को कार्यसूची स्वीकृति भएको सम्बन्धमा।

श्री सडक विभाग,
भू-वातावरण तथा सामाजिक शाखा,
पुल्चोक, ललितपुर।

उपरोक्त सम्बन्धमा भू-वातावरण तथा सामाजिक शाखा, सडक विभाग प्रस्तावक रहेको Dolakha-Singati Road, Dolakha को प्रारम्भिक वातावरणीय परीक्षण(IEE) को कार्यसूची नेपाल सरकार (सचिवस्तर) को मिति २०७२/१/१६ को निर्णयानुसार कार्यसूचीमा उल्लेख गरिएका Issue/Impacts का अलावा प्रतिवेदन तयारीका समयमा अन्य Issue/Impacts देखा परेमा सो पनि समावेश गर्नुपर्ने शर्तमा स्वीकृत भएको व्याहोस अनुरोध छ।

सा.स.
५६३
४१२२

शोभा
३/२०
(शोभा भण्डारी)
समाजशास्त्री



Government of Nepal
Ministry of Physical Infrastructure and Transport
Department of Roads
Babarmahal, Kathmandu



Terms of Reference (ToR)

for
Initial Environmental Examination (IEE) Study
of
Dolakha - Singati Road in Dolakha District

Submitted to
Ministry of Physical Infrastructure and Transport
Singhadurbar, Kathmandu

Submitted by:
Geo-Environment and Social Unit
Department of Roads
Phone No.: 4262996
Email: gesunit@dor.gov.np

On behalf of
ADB Project Directorate

Prepared by:
MMM Group Limited, (Canada) In association with
ITECO Nepal (P) Ltd., Total Management Services
Pvt. Ltd. and Material Test Pvt. Ltd.
PO Box 675, Kathmandu, Nepal
Ward No.1, Kolani Marg
72 Ga, Nagpokhari, Naxal
Phone No.: 4429030, Fax: +977-1-4429029
Email: mmm.tppf@gmail.com, www.mmm.ca



DECEMBER 2015

TABLE OF CONTENTS

1. NAME AND ADDRESS OF THE INDIVIDUAL OR INSTITUTION PREPARING THE REPORT (PROPONENT).....	1
1.1 Name of the Proposal.....	1
1.2 Name and Address of the Proponent.....	1
1.3 The Consultant.....	1
2. INTRODUCTION OF THE PROPOSAL	2
2.1 General Introduction.....	2
2.2 Project Description.....	2
2.2.1 Description of Proposed Alignment.....	2
2.2.2 Existing Environmental Condition.....	2
2.2.3 Design Standard.....	3
2.2.4 Pavement.....	4
2.2.5 Local Construction Materials Requirements.....	4
2.2.6 Construction Technology.....	4
2.2.7 Institutions Involved in Project Implementation.....	4
2.3 Salient Features of the Project.....	6
2.4 Relevancy of the Proposal.....	6
2.5 Rationality for Conducting IEE Study.....	6
2.6 Objectives of the IEE Study.....	6
2.7 Objectives of the TOR.....	7
2.8 Impact Area Delineation.....	7
3. PROCEDURE TO BE ADOPTED WHILE PREPARING THE REPORT.....	8
3.1 Desk Study/Review.....	8
3.2 Field Study.....	8
3.3 Data Processing.....	8
3.4 Public Consultation and Information Disclosure.....	8
3.5 Identification, Prediction and Evaluation of Impacts.....	8
3.6 Preparation of IEE Report.....	9
4. POLICIES, LAWS, RULES AND MANUALS TO BE TAKEN INTO ACCOUNT WHILE PREPARING THE REPORT	10
4.1 Constitution.....	10
4.2 Acts and Rules.....	10
4.3 Plans and Policies.....	10
4.4 Guidelines/Manuals.....	10
4.5 Standards.....	11
4.6 International Conventions and Treaties.....	11
5. PREPARATION OF THE REPORT.....	12
5.1 Time.....	12
5.2 Estimated Budget.....	12
5.3 Necessary Experts.....	12
6. (Deleted by First Amendment, GoN, 1999).....	13
7. SPECIFIC IMPACTS/ISSUES OF THE PROPOSAL ON THE ENVIRONMENT	14
7.1 Socio-economic Environment.....	14
7.1.1 Beneficial Impacts.....	14
7.1.2 Adverse Impacts.....	14
7.2 Cultural and Physical Environment.....	15
7.3 Chemical Environment.....	16
7.4 Biological Environment.....	16
7.5 Management Issues.....	17
7.6 Enhancement Issues.....	17
7.7 Other likely Issues encountered/raised by Public during IEE study.....	17

8. ALTERNATIVES FOR THE IMPLEMENTATION OF THE PROPOSAL	18
9. MATTERS CONCERNING THE PREVENTION OF THE IMPACT OF THE IMPLEMENTATION OF THE PROPOSAL ON THE ENVIRONMENT (MITIGATION MEASURES)	19
10. MATTERS TO BE MONITORED WHILE IMPLEMENTATION OF THE PROPOSAL (ENVIRONMENTAL MONITORING PLAN)	20
11. OTHER NECESSARY MATTERS	21
12. IEE REPORT FORMAT	22
13. REFERENCES	23

List of Tables

Table 1.1: Proposed work schedule	12
---	----

List of Figures

Figure 1.1: Location Map of the Road	5
--	---

Annexes

Checklists for Environmental Issues/Activities and Baseline Information



ACRONYMS AND ABBREVIATIONS

ADB	Asian Development Bank
amsl	Above mean sea level
CBOs	Community Based Organizations
DDC	District Development Committee
DP	District Profile
DoR	Department of Roads
EIA	Environmental Impact Assessment
EMAP	Environmental Management Action Plan
EMoP	Environmental Monitoring Plan
EPA	Environment Protection Act
EPR	Environment Protection Rules
GESU	Geo-Environment and Social Unit
GoN	Government of Nepal
HEP	Hydro Electric Project
IEE	Initial Environmental Examination
m	meter
MoPIT	Ministry of Physical Infrastructure and Transport
NGO	Non-Governmental Organization
PPC	Project Preparatory Consultant
PWD	Public Works Directives
RMP	Road Master Plan
SRN	Strategic Road Network
STDs	Sexually Transmitted Diseases
ToR	Terms of Reference
TPPF	Transport Project Preparatory Facility
VDC	Village Development Committee



1. NAME AND ADDRESS OF THE INDIVIDUAL OR INSTITUTION PREPARING THE REPORT (PROPONENT)

1.1 Name of the Proposal

Name of the Proposal is 'Initial Environmental Examination of Dolakha-Singati Road in Dolakha district.

1.2 Name and Address of the Proponent

The Proponent is the *Geo-Environment and Social Unit*, Planning and Design Branch of Department of Roads. DoR is the leading agency for road development under Ministry of Physical Infrastructure and Transport (MoPIT) and is responsible for translating government policies for the road sub-sector into the provision of services. The name and address of Proponent is presented hereunder.

Geo-Environment and Social Unit
Planning and Design Branch
Department of Roads
Babar Mahal, Kathmandu, Nepal
Phone No.: 4262996, Fax: 4262996
Email: gesu.dor@gmail.com; gesunit@dor.gov.np

1.3 The Consultant

The Consultant is MMM Group Limited, (Canada) in association with ITECO Nepal (P) Ltd., Total Management Services Pvt. Ltd. and Material Test Pvt. Ltd.
The consultant's address is hereunder:

PO Box 675, Kathmandu, Nepal
Ward No.1, Kolani Marg
72 Ga, Nagpokhari, Naxal
Phone No.: 4429030, Fax: +977-1-4429029
Email: mmm.tppf@gmail.com, www.mmm.ca



2. INTRODUCTION OF THE PROPOSAL

2.1 General Introduction

Dolakha-Singati Road upgrading works is going to be funded by Asian Development Bank (ADB) and Government of Nepal under ADB Grant No. 0227-NEP. It connects the Dolakha district headquarter with Singati and rural area of the district. This road also serves as the access road for one of the national pride project, Upper Tamakoshi Hydroelectric Project.

Government of Nepal would be responsible to meet the expenses against compensation, acquisition of land/ building, royalty, tax refund, maintenance of handed over section, administrative cost, etc. Department of Road will implement the Project. The objective of this project is upgrading the existing road (35 km) to all weather bituminous Road.

2.2 Project Description

Dolakha -Singati road is one of the fourteen project roads considered for the upgrading under the funding of ADB Grant No. 0227-NEP. This is one of the three priority roads in the recent earthquake affected districts, namely Kavrepalanchowk, Sindhupalchowk, Dolakha, Dhading and Gorkha districts considered for upgrading by ADB. The project road is located in Dolakha district in Janakpur zone in central development region of Nepal. This road is the gateway to the national pride hydroelectric project, Upper Tamakoshi HEP. The length of road is 35 km.

2.2.1 Description of Proposed Alignment

The road originates at Dolakha Bazaar of Bhimeshwor municipality of Dolakha district and passes through various small settlement areas, paddy fields and forest area and ending at Singati bazaar, which is the gateway to the national pride, Upper Tamakoshi hydroelectric project. The road section passes through various settlements such as Charikot, Sunkhani, and Singati Bazaar. This road has been upgraded previously to gravel surface by Upper Tamakoshi HEP and number of bridges and cross drainage structures across the streams along the road section are found to be in good working condition. Existing width of the road is 5.5 m and condition of road, structures and drainage facilities are in fairly good condition throughout the road section. Tamakoshi River is the major source of construction materials like sand, aggregates, gravel and boulder for the proposed road upgrading work.

2.2.2 Existing Environmental Condition

Physiographically, the proposed road subproject lies in midhills region. The road starts from Dolakha Bazar at an elevation of 1,741.71 m asml of Bhimeshwor municipality and ends at Singati Bridge in Lamidanda VDC at an elevation of 967.40 m amsl. This sub-project lies in subtropical region. The average maximum and minimum temperature of the district is 28°C and 7°C respectively. The average annual rainfall in the district is 2043.5 mm.

The road alignment is located in the Lesser Himalaya of the Eastern Nepal. Geologically, the road alignment passes on the rocks of the Ulleri to Seti Formation, Midland Group, Eastern Nepal. The rocks of greenish-grey phyllite and gneiss intercalated with quartzite and basic rocks. Superficially, colluvial deposits and rocks are found along the road alignment. The road alignment passes through weathered rocks of phyllite to gneiss and colluvium to alluvium deposits. Thickness of colluvial range 2 to 5 m and alluvial deposits more than 5 m. Preliminary assessment on stereographic projection shows that the slope stability condition is good in general. Possibility of slope failures is envisaged to be minimal along the road alignment.



The road alignment follows on the hilly terrain from Dolakha Bazaar to Singati and some very negligible portion of the road alignment is passing through river valley of the Tamakoshi Khola.

The road mainly passes through cultivated land, barren land, forest and settlements. Approximately, 31% of road alignment passes through cultivated land, about 42% passes through alluvial to colluvial deposits (in general engineering on boulder mixed soil), about 13% over soft phyllitic to gneiss weathered rock mass and remaining 14% over fresh to slightly weathered and slightly fractured hard rock of (Phyllite to gneiss with quartzite). Thickness of alluvial and colluvial deposits (more than 5 m) are found along the road. The bedrocks of phyllite of the Seti Formation, Lesser Himalayan rocks are exposed at places. These exposed rocks are highly to completely weathered on surface. There are 9 small and large streams (including dry streams) across the road alignment as water resources. There are six (6) irrigation canal crossings along the road alignment (Chainages: 13+990, 16+670, 16+800, 28+015, 28+770 and 28+950).

Ambient air and water quality in the proposed project area is found to be good and there's also no noise pollution.

The dominant forest and fodder species reported in the road alignment are Chilaune (*Schima wallichii*), Katus (*Castanopsis indica*), Uttis (*Alnus nepalensis*), Salla (*Pinus roxburghii*) and the main NTFP species found along the road alignments are Amala (*Embilica officinalis*), Chutro (*Berberis aristata*), Chiraito (*Swertia chirayita*), Timur (*Zanthoxylum armatum*) etc. There are altogether 16 community forests along the alignment. Chituwa (*Panthera pardus*), Syaal (*Canis aureus*), Dumsi (*Hystrix indica*), Bhalu (*Ursus thibetanus*), Monkey (*Macaca mulatta*) are the wild animals reported in the proposed road area. Similarly, birds in the forest along the road alignment are Kalij (*Lophura leucomclana*), Crow (*Corvus splendens*). The road does not fall under any protected or buffer zone area.

The road section passes through various settlements such as Chathali, Suspa, Chhemawati, Katuwachaur, Soti Bazaar, Mel Danda, Shisa Golai Bhadauri, Sitka Bazaar, Jhamarshi and Singati Bazaar. There are 11 major settlements along the ZoI of the proposed road alignment in Bhimeshwor municipality, Suspa Kshamawati, Sundrawati, Sunkhani, and Lamidada VDCs with total population of 37,647 persons (9,856 households) and average family size of 3.82. Diverse ethnic groups such as Brahmin, Tamang, Thami (indigenous community), Chhetri, occupational caste (Damai, Kami) live along the ZoI of road alignment. Occupational caste households are distributed in almost all the settlements.

The main occupation of the people residing in the ZoI of the proposed road alignment is agriculture and livestock (28.37%). People are carrying out other economic activities like employment as labor (7.60%), working in government and non-government organizations (6.88 %), trade and business (9.60 %), foreign employment (5.87%).

Moreover, significant section of the economically active male population also migrates to various places including Kathmandu and India seasonally during slack farming season for employment which is the source of livelihood.

2.2.3 Design Standard

The proposed construction of the project road is as per the Design Standards for Feeder Road of DoR. Design Standard and Geometric Characteristics are being identified as per Nepal Roads Standards-2027, (Second Revision 2070) and are as follows:

Road Category	:	Feeder Road
Traffic Lane	:	Double
Design speed	:	40kmph



Maximum Gradient	:	9%
Minimum length of recovery	:	60m
Maximum Super-elevation	:	10%
Minimum Horizontal radius	:	40m
Min. Horizontal radius at hairpin bend	:	12m
Type of pavement surface	:	Bituminous
Right of Way (m)	:	30 (15m on either side)
Formation Width (m)	:	7.0 m
Carriageway Width (m)	:	5.5
Shoulder Width (m)	:	1 m on either side

2.2.4 Pavement

The pavement for the proposed project road is designed based on the concept of all-weather bituminous road.

2.2.5 Local Construction Materials Requirements

Various types of local construction materials are required for the construction of the project road. These include paving materials comprising sub base, sand, stones and aggregates for masonry and concrete works and fill materials for road embankment. These materials will be extracted locally from alluvial resources such as rivers, streams, established quarry sites etc. lying along the road alignment. Apart from this, selected rock slide debris along the proposed road might be used for gravel sub base, boulders, and stones, if they meet the technical specifications.

2.2.6 Construction Technology

The road construction will require mostly mechanized construction for pavement and earthworks. Transportation of materials will be mechanized. However construction works such as earthwork, simple masonry structures, bio-engineering works etc. will be generally labor intensive with use of light equipment.

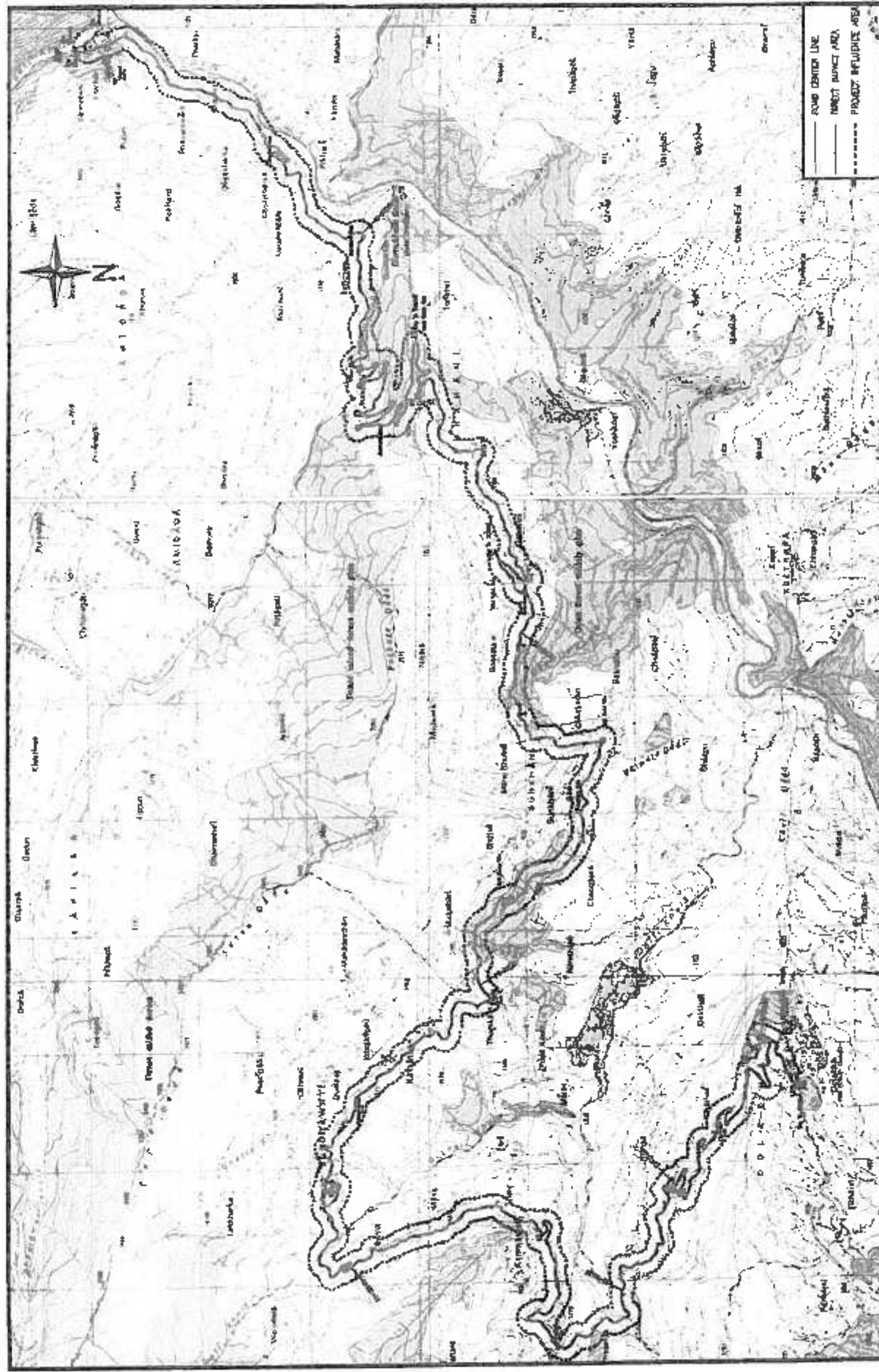
2.2.7 Institutions Involved in Project Implementation

Department of Road (DoR), ADB Project Directorate will be the government institution involved in the implementation of the project. DoR will depute a project team comprising Project Manager, Engineer and other support staff to implement and manage the project. The Project Manager will be assisted by the consultant. The consultant will have the responsibility of construction supervision and contract administration of civil works contracts to be executed by contractors. There will be contractors involved in construction of this road upgrading works. The contractor will have its own site organization responsible for construction activities as per the contract agreement. Local people can be involved in labor intensive works. NGOs/CBOs may be involved in social safeguard activities.

The location map of the road alignment is presented in Figure 1.1.



Figure 1.1: Location Map of the Road



Prepared by
PPC-2
Date: 10/12/2015

2.3 Salient Features of the Project

Name of the Project	Dolakha-Singati Road Upgrading
Development Region	Central Development Region
District	Dolakha
Municipality/VDCs	Bhimeshwor Municipality, Susmachhemawati, Sundrawati, Sunkhani, and Lamidanda VDCs
Total Length	35 Km
Road Standard	Feeder Road (F106), Class III
Right of Way	30 m (15 m on either side from center line of the road)
Carriage way Width	5.5 m
Formation width	7.0 m
Surface Type	Bituminous
Type of work	Upgrading

Source: Feasibility Study Report, 2015

2.4 Relevancy of the Proposal

The proposed road upgrading project Dolakha-Singati Road which connects the Dolakha bazaar with Singati Bazaar in Dolakha district is kept in the first priority among the fourteen roads considered for the upgrading under the funding of ADB Grant No. 0227-NEP. This is one of the three priority roads in the recent earthquake affected districts, namely Lalitpur, Kavrepalanchowk, Sindhupalchowk, Dolakha, Dhading and Gorkha districts considered for upgrading by ADB.

Prior to proceeding with detail survey and design of the road, an IEE of the proposed feeder road is necessary in order to assess the environmental consequences of the road upgrading related construction activities and suggest appropriate, practical and site specific mitigation and enhancement measures.

2.5 Rationality for Conducting IEE Study

As per the revised Schedule 1-(d)-6 pertaining to Rule 3 of Environment Protection Rule, 1997 (first amendment, 1999) of the Government of Nepal (GoN), an Initial Environmental Examination (IEE) is mandatory to be carried out for the upgrading of Feeder Roads. The project area does not fall under any national park, conservation area or wildlife reserve areas and does not require clearance of any forest area. The project falls under category B project where IEE is mandatory according to Environmental Assessment Guidelines of ADB (2003).

An IEE of the proposed road is necessary in order to assess the environmental consequences of the road upgrading activities and suggest appropriate, practical and site specific mitigation and enhancement measures. Since this is a feeder road, an IEE is a legal requirement according to Environment Protection Act, 1997 (EPA, 1997) and Environment Protection Rules, 1997 (EPR, 1997). Preparation of IEE report by the Proponent and approval by the Ministry of Physical Infrastructure and Transport (MoPIT) according to Nepalese legal provision is considered sufficient by the ADB.

2.6 Objectives of the IEE Study

The main objective is to carry out an IEE Study in accordance with Environment Protection Rule, 1997 (first amendment, 1999).

The objectives of the proposed IEE study includes to:

- provide baseline information on the general environmental setting of the project area;
- identify the major issues that may arise as a result of proposed works on a) social and economic, b) cultural and physical, c) chemical, and d) biological environment of the project area;
- recommend practical and site specific environmental mitigation and enhancement measures, prepare environmental monitoring plan for the project; and
- make sure that IEE is sufficient for the proposed road project.

2.7 Objectives of the TOR

The main objective of the TOR is to guide the preparation of the subsequent Initial Environmental examination (IEE) study and to produce a comprehensive and coherent IEE report as per the Environment Protection Act 1996 (EPA '96) and Environment Protection Rules 1997 (EPR '97) and amendments.

The basic objectives of the ToR are to:

- Systematize the working procedure for IEE study;
- Delineate the specific activities to be implemented;
- Fit the IEE study into the context of existing policies, rules and administrative procedures;
- Accomplish the IEE study within a specified time frame;
- Give emphasis to the most important elements for study; and
- Provide technical guidance in delineating the specific environmental aspects for the IEE study

2.8 Impact Area Delineation

Direct Impact Area (DIA):

This project impact area includes all the areas where activities related to the road construction will take place. This area shall be studied in greater detail regarding the impacts on physical, biological as well as socio-economic and cultural environment. The areas within the RoW of proposed road (15 m on either side from the centre line of the road) are referred as Corridor of impact (Col) in this Report. The area, within which upgrading work is carried out, is referred as formation width (7 m).

Indirect Impact Area (IIA):

In this area, physical and biological environment will probably experience minimal impacts. However, influx of labor from these areas may affect the socio-economic and cultural environment of the project area. The concerned VDCs and areas within 200 m from the centre line of road on either side are referred as Indirect Impact area (IIA) in this study.

Zone of Influence (Zoi):

The zone of influence of project road consists of one municipality and four affected VDCs falling within its alignment viz. Bhimeshwor Municipality, Suspachhemawati, Sundrawati, Sunkhani, and Lamidanda VDCs.



3. PROCEDURE TO BE ADOPTED WHILE PREPARING THE REPORT

The IEE approach, methodology and procedure should generally follow the provisions of the EPA and EPR. In this connection, following approach and methodology shall be adopted during the IEE report preparation.

3.1 Desk Study/Review

The following steps shall be followed during the desk review:

- Collection and review of secondary sources of information from various sources
- Initial interaction and consultation with the local community and district level stakeholders
- Delineation of geographical boundary of the Zone of Influence (Zoi) on the topographical map
- Preparation of project specific checklists

3.2 Field Study

The IEE team shall walk through along the road alignment observing the significant environmental features in the probable influence corridor, and make necessary measurements, inspect/observe and discuss it with the local stakeholders. The information collection shall be done covering physical, biological, socio-economic and cultural aspects of the environment.

3.3 Data Processing

Primary and secondary data shall be processed through commonly used methods. Available maps shall be interpreted. Physical, Biological information shall be tabulated to the extent possible. Socio-economic and cultural information shall be cross checked and analyzed. Standard conversion tables shall be used to convert local units into metric systems. Socio-economic information shall be processed using computer spread sheet, tabulated and presented in the text as appropriate.

3.4 Public Consultation and Information Disclosure

The role of public consultation and participation is to ensure the quality, comprehensiveness, and effectiveness of IEE report as well as to ensure that the public views are adequately taken into consideration in the decision making process. It shall be done during the preparation of the IEE Report. In order to ensure the public involvement, the following procedures shall be followed during IEE study and report preparation:

- **Publication of notice-** A public notice of 15 days shall be published in a national level daily newspaper seeking written opinion from concerned VDCs, DDCs, schools, health posts, DFO, CFUGs and related local organizations. A copy of the public notice shall be affixed in the above mentioned organizations and deed of enquiry (*muchulka*) shall be collected.
- Recommendation letter from concerned VDCs and/or municipality shall also be obtained.
- IEE study team shall also carryout interaction with local communities and related stakeholders and shall also collect the public concerns and suggestions.

3.5 Identification, Prediction and Evaluation of Impacts

The identification and prediction of impacts shall be carried out by considering the proposed project actions/activities in terms of construction and operation stages of the project. The impacts of the activities on social & economic, cultural & physical, chemical, and biological resources in a defined Zone of Influence (Zoi) shall be analyzed. The impacts shall be classified in terms of extent (site specific, local, and regional), magnitude (low, medium, and

high) and duration (short term, medium term and long term) as well as nature (Direct, Indirect), Significance Level (low, moderate, and significant). The likely impact shall be assessed covering both adverse and beneficial ones. The methodology adopted for impact identification, prediction and evaluation shall be as directed by the National EIA Guidelines, 1993.

3.6 Preparation of IEE Report

Based on the analysis of impacts and their nature, appropriate beneficial impacts maximization measure and adverse impacts mitigation measures shall be prepared. Such measures shall be based on site specific issues, past experience on similar projects, and expert judgments. Monitoring plan for the implementation of mitigation measures shall be prepared. Based on the above Environmental Management Plan shall be prepared including defined activities, their impacts, mitigation measures, their methodology, implementation schedule, responsible and supervisory agency to implement such measures and cost for mitigation as well as monitoring activities. IEE report shall be prepared including all the above said details.



4. POLICIES, LAWS, RULES AND MANUALS TO BE TAKEN INTO ACCOUNT WHILE PREPARING THE REPORT

Limiting within the scope of the works, following policies, legislation (with amendments) and guidelines and appropriate information shall be incorporated into the IEE report. They are as presented hereunder:

4.1 Constitution

- Constitution of Nepal, 2072 BS

4.2 Acts and Rules

- Environment Protection Act, 2053 BS (1996 AD) and Environment Protection Rules, 2054BS (1997 AD) with respective amendments
- Forest Act, 2050 BS (1993 AD), its amendments (1995 AD) and Forest Rules (1995 AD)
- Local Self-Governance Act, 2055 BS (1998 AD) and its Rules 2000 AD
- Soil and Watershed Conservation Act, 2039 BS (1982 AD)
- Plant Protection Act, 2029 BS (1972 AD)
- Land Acquisition Act, 2034BS (1977AD)
- Labor Act, 2048 BS (1991AD)
- Child Labour (Prohibition and Regulation) Act, 2057 BS (2000 AD)
- Solid Waste Management Act, 2068 BS (2011 AD)
- Solid Waste Management Regulation, 2070 BS (2013 AD)
- Explosive Act, 2018 BS(1961AD)
- Public Road Act 2031 BS(1977AD)
- Motor Vehicles and Transport Management Act, 2049 BS(1993 AD)
- Road Board Act 2059 BS(2002 AD)
- Ancient Monument Act, 2013 BS(1956)
- Mines and Minerals Act 2042 BS (1985 AD)

4.3 Plans and Policies

- National Transport Policy 2058 BS(2001 AD)
- Policy Document of DoR on Environmental Assessment of the Road Sector, 2000 AD
- 20 Year Road Plan, 2059 –2079BS (2002–2022AD)
- Nepal Environmental Policy and Action Plan, 2049 BS(1993 AD)
- Forest Sector Policy, 2057 BS(2000AD)

4.4 Guidelines/Manuals

- Environmental Management Guidelines, GESU/DoR, 2056 BS(1999 AD)
- National Environmental Impact Assessment Guidelines, 2050 BS (1993 AD)
- Roadside Bio-engineering, DoR, GoN, 2056 BS (1999 AD)
- Guideline to Permit Forest Land for Other purpose 2063 BS(2006 AD)
- Forest Products Collection and Sales Distribution Guidelines, 2057 BS(2000 AD)
- Manual for Environmental and Social Aspect of Integrated Road Development, 2003 AD
- Guide to Road Slope Protection Works, 2003 AD
- Statistics of Strategic Road Network (SSRN, 2011/2012)
- Guidelines for Environmental Management in Road Sector, 1999 AD
- Environment Directives, 2057 BS (2001 AD)
- Environmental and Social Management Framework, (A guide to Environmental and Social issues Associated with New Road Construction and Upgrading), MoPPW/GoN 2064 BS (2007 AD)

4.5 Standards

- Nepal Ambient Air Quality Standard 2069 BS (2012 AD)
- National Standard About Noise Level 2069 BS (2012 AD)
- Nepal Vehicle Mass Emission Standard, 2069 BS(2012 AD)
- Nepal Rural Road Standard 2055 BS (revised 2012AD)

4.6 International Conventions and Treaties

- Convention on Biological Diversity, 2049 BS (1992 AD)
- Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES), 2053 BS, amended, 2059 BS (1973 AD, amended 1979 AD)
- Plant Protection Convention, 1951 AD
- ILO Convention on Indigenous and Tribal Peoples, 1989 AD (No.169)
- United Nations Framework Convention on Climate Change (UNFCCC), 1992 AD



5. PREPARATION OF THE REPORT

5.1 Time

In general, the time-frame for IEE Study is three (3) months after the approval of ToR and a tentative schedule is given in Table 1.

Table 1.1: Proposed work schedule

S. No.	Activities	Months															
		December 2015				January 2016				February 2016				March 2016			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
1	Submission of Terms of Reference and Approval																
2	Public Notice Issuance																
3	Preliminary secondary data collection and field visit																
4	Data analysis and interpretation																
5	Preparation and submission of draft IEE report																
6	Draft report presentation and feedback collection																
7	Final report preparation, submission and approval																

5.2 Estimated Budget

The budget for the IEE study is a part of consulting services for Project Preparatory Consultant under Transport Project Preparatory Facility (TPPF).

5.3 Necessary Experts

The following Necessary experts will be involved for the preparation of the IEE Study report of the proposed upgrading Road Project.

- Environmental Specialist/Team Leader
- Highway Engineer
- Geologist
- Sociologist/ Resettlement Expert
- Biologist



6. (Deleted by First Amendment, GoN, 1999)



7. SPECIFIC IMPACTS/ISSUES OF THE PROPOSAL ON THE ENVIRONMENT

The Proponent shall assess and evaluate the possible impacts of the proposed road upgrading works on socio-economic, cultural and religious, physical, chemical and biological aspects for preconstruction, construction and operation periods. The affected VDCs shall be considered as the zone of influence. The likely impacts of the proposed road upgrading under the proposal that shall be assessed by the study are described in the following sub-sections. Any other issues seen/ arisen during the study shall also be addressed in the IEE report. The analysis shall be quantified to the extent possible and tabulated.

7.1 Socio-economic Environment

7.1.1 Beneficial Impacts

Beneficial impacts due to implementation of the Proposal during construction and operation phases of the project shall be assessed and further enhancement measures need to be suggested. They shall be related mainly to raising the livelihoods of the local people. The likely beneficial impacts envisaged during construction and operation phases are:

- **Construction Phase**
 - Employment opportunities and income generation
 - Upgrading of local labor skills in road construction
 - Local scale enterprises establishment and enhancement
 - Enterprise development and commercialization
 - Market for local commodities like local agricultural products
 - Better access to markets for local products
 - Improved access to social services
- **Operation Phase**
 - Improved access facility
 - Appreciation of value of land and other property
 - Increased crop productivity and sale of farm products
 - Enhancement of social services
 - Women Empowerment
 - Improved Trade and business
 - Better accessibility to health facilities

7.1.2 Adverse Impacts

The likely adverse impacts during construction and subsequent operation phases due to the project actions, as stated in the following sub-sections, shall be identified, predicted and evaluated.

- **Pre- Construction Phase**
 - Impacts due to Loss of Land, standing crops, and farm trees
 - Population displacement
 - Land and Property acquisition and Transfer of land ownership
 - Resettlement issues, if any
 - Social Conflicts due to change in community structures
- **Construction Phase**
 - Land use change
 - Occupational Health and Safety, STDs and Nuisance from construction camps
 - Pressure on Social Service Facilities

- Social and cultural conflicts due to influx of construction workers
- Loss of private properties (building and land)
- Loss of agricultural product (types and quantity) and land
- Loss of public properties/infrastructures and their locations
- Accidents related to construction activities
- Social security and related issues
- **Operation Phase**
 - Population pressure and impact due to new settlement along the road alignment
 - Increased accidents
 - Breakdown of social fabrics - Change in social behaviour
 - Encroachment of road assets

7.2 Cultural and Physical Environment

The cultural and physical issues that shall be assessed during the IEE study shall include followings:

❖ Beneficial Impacts/operation Phase

- Improved aesthetic scenery
- Preservation of sub grade, sub base and base material
- Control in inundation/flooding

❖ Adverse Impacts/Issues

• Pre- Construction Phase

- Relocation of utilities
- Clearance of land
- Location of storage yards, labor camps, and construction sites
- Procurement of equipment and machinery
- Identification and selection of material sources
- Identification of designated waste disposal locations
- Impairment of Cultural and Historical Monuments / Areas
- Stockpiling of Construction Materials

• Construction Phase

- Impact due to establishment and demolition of construction camps
- Impact due to operation and location of different types of borrow pits and quarries
- Impact due to spoil disposal and location of disposal sites
- Impact due to stockpiling of construction material and locations
- Loss of top soil
- Impact on irrigation channels
- Obstruction to natural drainage pattern
- Air, Noise and Water Pollution
- Decline in Aesthetic Value
- Damage to ancient monuments, temples, religious chautaries, burial sites and cemeteries, and
- Impact on cultural, religious and historical sites

• Post construction phase

- Camp site restoration
- Dismantling of camp site
- Clearing of water channels, side drains and culverts



- Rehabilitation of borrow areas
- **Operation Phase**
 - Stability of the road corridor
 - Stability of longitudinal and cross-drainage structures
 - Right of Way encroachment
 - Impacts to Cultural Heritages
 - Impacts due to Slope Instability
 - Impacts due to Poor Drainage
 - Change in Land use pattern
 - Air and Noise Pollution

7.3 Chemical Environment

The chemical environment related issues concerning environmental protection during pre-construction, construction and operation phases shall be assessed during the IEE study, and may include followings:

- **Pre-Construction Phase**
 - Use and storage of fuel, lubricants, oils, acids, and other chemicals for construction
- **Construction Phase**
 - Use of fuel, lubricants, oils, acids, and other chemicals for construction
 - Use and Storage of chemicals like bitumen etc.
- **Operation Phase**
 - Effect on water quality

7.4 Biological Environment

With regard to biological aspects, the IEE study shall focus on the following issues during the construction phase and operation phase:

- **Pre-construction Phase**
 - Tree felling
 - Diversion of forest land
 - Loss of forest and vegetation
 - Disturbances in wildlife activities
 - Impacts on Forest Resources
- **Construction Phase**
 - Clearing of shrubs and herbs of the forest areas
 - Disturbance, Hunting and Poaching of wildlife
 - Use of forest product by the construction workers and construction activities
 - Disturbances on aquatic lives and fishing activities
 - Disturbances on the corridor of the wildlife movement
- **Operation Phase**
 - Possible extraction of firewood and timber
 - Increased wildlife disturbance, hunting and Poaching
 - Impacts on forest resources
 - Disturbances on the corridor of the wildlife movement



7.5 Management Issues

During pre-construction phase, following issues/activities shall be considered for management:

- Regulatory permission
- Work site safety management plan including traffic safety, worker safety, public safety
- Borrow area management and blasting operation plan

Furthermore the study shall take into account the project execution issues, strict management of contractors work and use of appropriate technologies for improvement and upgrading activities.

7.6 Enhancement Issues

Following enhancement issues shall be considered during the preparation of IEE report:

- Orientation of EMP for implementing authority and contractor groups (Pre-construction phase)
- Plantation along the road
- Orientation to workers about Occupational Health and Safety
- Provision of cattle crossing at normal crossing routes for safety of cattle and road user
- Provision of ramp for access to and from agriculture lands for cross traffic
- Provision of paved shoulders at destination/roadside settlements/villages
- Provision of bus bays to avoid traffic obstruction
- Where possible, the road embankment should be widened to provide a platform for stacking materials for road maintenance and to ensure the shoulders are kept free for traffic movement

7.7 Other likely Issues encountered/raised by Public during IEE study

Apart from the above mentioned impacts/issues, any new issues encountered during the study period shall be included and analyzed during the report preparation.



8. ALTERNATIVES FOR THE IMPLEMENTATION OF THE PROPOSAL

Alternative analysis has been considered as an integral part of IEE study, which involves an alternative ways of achieving the objectives of a proposed project. The aim of alternative analysis is to arrive at a development option, which maximizes the benefits while minimizing the unwanted impacts.

The study team shall conduct alternative analysis considering the following issues:

- No action option
- Project alternatives
- Alternative alignment
- Alternative design and construction approach
- Alternative schedule and process
- Alternative resources

Likely impacts of each alternative shall be assessed and compared in terms of adverse environmental impacts and benefits, and the environmentally sound alternative shall be recommended.



9. MATTERS CONCERNING THE PREVENTION OF THE IMPACT OF THE IMPLEMENTATION OF THE PROPOSAL ON THE ENVIRONMENT (MITIGATION MEASURES)

Mitigation measures for all the identified significant impacts shall be taken into consideration during preparation of the IEE report. The proponent shall propose mitigation measures to prevent or reduce significant adverse impacts to acceptable levels. Measures to enhance beneficial project impacts shall also be presented. The mitigation measures shall be proposed for physical, biological, socio-economic and cultural environments for construction and operation phases.

5Ws principle shall be adopted while developing mitigation measures, which include the followings:

- WHAT mitigation measures?
- WHO will implement the mitigation measures?
- WHEN will the mitigation measures be implemented?
- WHERE will the mitigation measures be implemented?
- WHAT standards/requirements for mitigation measures?

The mitigation measures shall be site specific and developed by applying a pragmatic approach that is technically and economically feasible, socially acceptable, and preferably, of proven effectiveness. The cost required for each and every mitigation measure and enhancement measures shall be identified in detail and incorporated in IEE report. Cost of mitigation and enhancement measures shall be categorized in terms of construction and operation phases.

The enhancement and mitigation measures shall be categorized in terms of the physical, biological, socio-economic and cultural environment for the construction and operation phases. A matrix of impact and mitigation measures shall also be included in the IEE report.

The IEE shall propose organizations and agencies to be consulted while implementing mitigation programs.



10. MATTERS TO BE MONITORED WHILE IMPLEMENTATION OF THE PROPOSAL (ENVIRONMENTAL MONITORING PLAN)

To monitor the impacts of the proposed project on physical, biological, socio-economic and cultural resources of the area, an environmental monitoring plan shall be formulated. The proponent will be responsible for the implementation of environmental monitoring of the proposed project.

5Ws principle shall be adopted while developing mitigation measures, which include the followings:

- WHAT shall be monitored?
- WHO will implement the monitoring program?
- WHEN will the monitoring be implemented?
- WHERE will the monitoring be implemented?
- WHAT standards/requirements for monitoring?

The monitoring plan shall include the following aspects;

- Baseline, compliance and impact monitoring in terms of the physical, biological, Socio-economic and cultural environment. Baseline and impact monitoring shall include parameters, indicators, methods, schedules and locations, while compliance monitoring shall include parameters, indicators, methods and schedules. Compliance and impact monitoring shall be categorized in terms of construction and operation phases;
- Agency responsible for monitoring and agencies to be consulted, if required, during monitoring activities, and
- Organizational set-up, budget and human resources requirements for carrying out the environmental monitoring.



11. OTHER NECESSARY MATTERS

The other necessary matters to be included in the IEE Report shall be the relevant information, reference list, annexes, maps, photographs, tables and charts, and survey questionnaires used at the time of carrying out baseline survey. Also included shall be the details of public consultation, public notice, muchulka (Deed of enquiry) of pasting public notice, recommendation letters from concerned VDCs and municipalities etc. The Report Format for IEE Study shall follow Schedule 5 of EPR. All requirements indicated in Schedule 5 of the EPR shall be included and addressed in the IEE report. The conclusions and the recommendations of the Study shall be drawn and presented at the end of the report.



12. IEE REPORT FORMAT

The IEE report format shall be in line with provision made in the Schedule 5 of EPR, 1997 and should be adapted to project specific situation.



13. REFERENCES

1. DoR, 2003. Reference Manual for Environmental and Social Aspects of Integrated Road Development, Ministry of Physical Planning and Works, Department of Roads, Kathmandu.
2. Ministry of Population and Environment, 1999. Environment Protection Act, 1997 and Environment Protection Rules, 1999. (Amendment, 1999). Ministry of Law, Justice and Parliament Affairs, Nepal
3. Department of Roads, 2000. Policy Document, Environmental Assessment in the Road Sector of Nepal. Geo-Environment Unit, Ministry of Physical Planning and Works, Nepal.
4. Department of Roads, 2007. Environmental and Social Management Framework. Planning and Design Branch, Geo-Environment and Social Unit, Ministry of Physical Planning and Works, Nepal.
5. ADB, 2003. Environmental Assessment Guidelines. The Asian Development Bank, Manila
6. ADB, Policy Paper, 2009. Safeguard Policy Statement. The Asian Development Bank, Manila.
7. GoN, 2000. Environment Protection Act, (EPA, 1996) and Environment Protection Rules (EPR1997). GoN, Ministry of Law, Justice and Parliamentary Affairs, Kathmandu.
8. GoN, 2008. Statistics of Strategic Road Network SRN 2006/07. Ministry of Physical Planning and Works, Department of Roads, Kathmandu.



ANNEX

(i) Land use Pattern (Within RoW& Formation Width)

S. No.	Land Use Type	Area (ha)	%
1.	Permanent (Built-up)		
2.	Temporary		
3.	Agricultural land		
4.	Pasture/Grass land		
5.	Forest/Jungle land		
6.	River/Stream		

Source:

(ii) List of landslide areas along the road alignment

S. No.	Chainage		Location or Name of Place	Description
	From	To		

(iii) List of watershed, water resources/local streams along the road alignment

S. No.	Chainage		Location or Name of Place	Source Type	Description (R & L)
	From	To			

(iv) Spoil Management Location

S. No.	Chainage		Location or Name of Place	Source Type	Description (R & L)
	From	To			



ANNEX

(v) Baseline Information

[illegible]

(vi) **Plant Resources**

S. No.	Name of Plants	Uses			Others
		Fuelwood	Fodder	Medicine	

(vii) **Wildlife Animals**

S. No.	Wild Animals	Remark

Note:

[The page contains several horizontal lines, likely representing redacted information or a placeholder for a signature.]



ANNEX

(viii) Information on the Vegetation

S. No.	Chainage		Land Ownership Type	Number of Trees		Remarks
	From	To		RHS	LHS	

(ix) Information on Quarry Sites

S. No.	Distance to the quarry site	Type of material available	Status of Access Road (Metalled/Gravel/Earthen)	Approx. Quantity of material available



सडक खण्ड नाम :

नेपाल सरकार

क्र.सं.

सडक विभाग

ट्रान्सपोर्ट प्रोजेक्ट प्रिपरेटोरी फ्यासिलिटी (टि.पी.पी.एफ.र)

आयोजना प्रभावित घरधुरी सर्वेक्षण फारम

१. अन्तरवार्ता विनेको नाम: २. अन्तरवार्ता गिति:

१. परिचयात्मक र साधारण जानकारी

१.१ उत्तरदाताको नाम: १.२ जिल्ला:
 १.३ गा.वि.स. / न.पा. : १.४ वार्ड नं.:
 १.५ गाउँ / टोल : १.६ जग्गाधनीको नाम:
 १.७ नागरिकता नं. :
 १.८ जग्गाधनीको बाबु/आमा वा पति/पत्तिको नाम:
 १.९ जग्गाधनीको ससुरा/बाजेको नाम:
 १.१० जात/जाति:

२. पारिवारिक विवरण

२.१ जम्मा परिवार संख्या

क्र. सं.	परिवारका सदस्यको नाम	लिंग	उमेर	शिक्षा (६ वर्ष माथिको)	आर्थिक गतिविधी	घरमुलीको नाता	कैफियत
१							
२							
३							
४							
५							
६							
७							
८							

संकेत:

लिंग: १= पुरुष, २= महिला

शिक्षा: १= साक्षर मात्र र प्राथमिक शिक्षा पुरा गरेको, २= प्राथमिक शिक्षा (कक्षा १-५ सम्म) पुरा गरेको, ३= निम्न माध्यमिक (६-८ सम्म) शिक्षा पुरा गरेको, ४= माध्यमिक शिक्षा (९-१० सम्म) पुरा गरेको, ५= उच्च माध्यमिक शिक्षा (प्रमाण पत्र तह वा सो सरह) पुरा गरेको, ६= स्नातक वा माथि। ७= विरार (नबूत, लेखन नसक्ने)।

आर्थिक गतिविधी: १= खेती (आफ्नै जमिनमा), २= खेती (आफ्नै जमिनमा र अर्धकाल सयत), ३= सेटी अर्धकाल मात्र, ४= कृषि मजदुरी, ५= सरकारी जागिर, ६= निजी जागिर, ७= उमेर नपुगेको, ८= व्यापार/व्यवसाय, ९= पशुपालन, १०= वनजङ्गलको उत्पादन सङ्ग्रह, ११= विभागी, १२= छेति पनि छैन, १३= वैदेशिक रोजगार, १४= बेरोजगार, १५= अन्य आए उल्लेख गर्ने,

घरमुलीको नाता: १= घरमुली २= श्रीमति, ३= श्रीमान, ४= छोरा, ५= छोरी, ६= दाजुभाइ, ७= दिदीबहिनी, ८= नातीनातिनी, ९= छोराबुहारी, १०= भाउजु/बुहारी, ११= भतिजा/भतिजी, १२= बुवाआमा, १३= अन्य (कोहि भए)

३. जीविकोपार्जनको स्थिति

३.१ तपाईंको वा परिवारका अन्य सदस्यको नाममा कति जग्गा छ र कतिमा खेति गर्नुहुन्छ ? सबै प्लट र उपभोगको बारेमा उल्लेख गर्नुहोस् ।

क्र. सं.	धनीको नाम	लिंग	प्लटको नाम वा स्थान	क्षेत्रफल/ ईकाई	जग्गाको प्रकार	सिचाई सुविधा	जग्गाको उपयोग	उपभोगको तरिका	कैफियत
१									
२									
३									
४									
५									
६									
७									
जम्मा क्षेत्रफल (प्रचलित ईकाईमा)				जम्मा क्षेत्रफल (ब.मी.)					

संकेत:

जग्गाको प्रकार: १= अन्नबाल, २= दोगम, ३= तीम, ४= चाहार ५ =अन्यभए ।

सिचाई सुविधा: १= छ, २= छैन ।

जग्गाको उपयोग: १= घरबारी, २= खेत, ३= बारी, ४= व्यापारीक क्षेत्र, ५= घरबारी/बुट्यान, ६= बाँझो/चरिचरन, ७= निजी वन, ८= अन्य भए उल्लेख गर्ने,

उपभोगको तरिका: १= आफ्नो जग्गा बाँझैले कमाएको, २= आफ्नो जग्गा अरुलाई अधियाँमा दिएको, ३= बन्दकी दिएको, ४= मोही, ५= टेस्का वा भण्डामा दिएको ।

३.२ तपाईंको परिवारले कसैको जग्गा अधियाँ/टेस्कामा कमाएको भए सोको विवरण दिनुहोस् ।

क्र. सं.	धनीको नाम	लिंग	प्लटको नाम वा स्थान	क्षेत्रफल/ ईकाई	जग्गाको प्रकार	सिचाई सुविधा	जग्गाको उपयोग	उपभोगको तरिका	कैफियत
१									
२									
३									
४									
५									
जम्मा क्षेत्रफल (प्रचलित ईकाईमा)				जम्मा क्षेत्रफल (ब.मी.)					

संकेत:

जग्गाको प्रकार: १= अन्नबाल, २= दोगम, ३= तीम, ४= चाहार ५ =अन्य भए ।

सिचाई सुविधा: १= छ, २= छैन ।

जग्गाको उपयोग: १= घरबारी, २= खेत, ३= बारी, ४= व्यापारीक क्षेत्र, ५= घरबारी/बुट्यान, ६= बाँझो/चरिचरन, ७= निजी वन, ८= अन्य भए उल्लेख गर्ने,

उपभोगको तरिका: १= अरुको जग्गा आफुले अधियाँमा कमाएको, २= बन्दकी लिएको, ३= टेस्का वा भण्डामा लिएको ।

३.३ तपाईंको आफ्नो जग्गाको उत्पादनले वर्षको कति महिना खान पुग्दछ ?

- | | |
|-------------------|----------------------|
| (१) उत्पादन नभएको | (२) ३ महिना भन्दा कम |
| (३) ३-६ महिना | (४) ६-९ महिना |
| (५) ९-१२ महिना | (६) बचल हुन्छ |

३.४ यदि तपाईंको परिवारलाई आफ्नो जमिनमा उत्पादित खाद्यान्न नभएको समयमा किनेर खानुपर्दा मासिक कति रूपैयाँ खर्च गर्नुपर्दछ ?रूपैयाँ ।

३.५ खाद्यान्न नभएको समयमा तपाईंले कुन स्रोतबाट खाद्यान्नको लागि आवश्यक व्यवस्था गर्नुहुन्छ [बहुउत्तर]

संकेत:

१ = नोकरी, २ = व्यापार, ३ = कृषि श्रम, ४ = गैर कृषि श्रम, ५ = वैदेशिक रोजगारीबाट प्राप्तहुने कमाइ,

६= सापट, ७=संपत्ति बेचेर, ८ = अन्य भए उल्लेख गर्ने,.....

४. **परिवारीक आम्दानी तथा खर्चको विवरण**
४.१ परिवारीक आम्दानीका स्रोतहरु

क्र.स.	आम्दानीका स्रोतहरु	वार्षिक आम्दानी (रु.)
१	व्यापार / व्यवसायबाट	
२	कृषि मजदुरीबाट	
३	अन्नपात/तरकारी/फलफूल/पशु र पशुजन्य बिक्री	
४	सम्पत्ति बेचबिखनबाट	
५	ज्याला मजदुरीबाट	
६	नोकरीबाट	
७	लघुउद्यमबाट	
८	पेन्सन/विदेशबाट पठाएको	
९	शाहा/व्याज	
१०	अन्य	
	जम्मा वार्षिक आम्दानी	

४.२ परिवारीक खर्च को विवरण

क्र.स.	खर्चको किसिम	जम्मा वार्षिक खर्च (रु.)
१	खानेपुर्जा	
२	लत्ताकपडा	
३	स्कूल शुल्क, किताब कापी आदि	
४	दोषधी, डाक्टर अस्पताल आदि	
५	बस्ति बाले, पकाउने इन्धन आदि	
६	सुत्तछाँदी, गरगहना आदि	
७	वस्तुभाउ / मलस्राव आदि	
८	घाताघात / सञ्चार आदि	
९	सामाजिक, बाइपर्व, पुजा, चन्दा / दान आदि	
१०	चिया सुर्तिजन्य तथा मादक पदार्थमा लाग्ने खर्च	
११	आयआर्जन सम्बन्धी कार्यमा लाग्ने	
१२	ऋण/व्याज तिर्ने	
१३	कर/विभिन्न शुल्क/जरिवाना आदि	
१४	अन्य	
	जम्मा वार्षिक खर्च	

४.३ यदि आम्दानी भन्दा खर्च कमिल्लो रूपले बढी आएमा त्यसो हुनाको कारणहरु उल्लेख गर्नुहोस्?

५. **पूर्वाधार सम्बन्धी योजनामा कामको अनुभव**

५.१ तपाईंको परिवारका सदस्यहरुमा पूर्वाधार निर्माण सम्बन्धी कुनै प्रकारको सीप/ज्ञान छ ?

१. [] छ । २. [] छैन ।

यदि छ भने, केस्तो प्रकारको सीप/ज्ञान छ कृपया ठिक चिनो लगाउनुहोस् [बहुसतर]

१. [] सडक २. [] पुल ३. [] खानेपानी ४. [] गोरेटो ५. [] वृक्षारोपण ६. [] अन्य ।

५.२ के तपाईं वा तपाईंको परिवारका अन्य सदस्यहरु सडक निर्माण सम्बन्धी योजनामा काम गर्न चाहन्छन् ?

१. [] चाहन्छन् । २. [] चाहँदैनन् ।



५.३ यदि चाहन्छन् भने, निम्न विवरण दिनुहोस् । (नममा प्र. नं. २.को पारिवारीक विवरण बाट पारिवार नं. सम्नुहोस्)

क्र.सं.	नाम	लिंग	वक्ष	अवक्ष
१.				
२.				
३.				
शक्तिशक्ति: १=गाइलो लगाउने, २=दुडा काट्ने, ३=ठण्डी बाउने ४=जाली बुन्ने, ५=गाईप जोड्ने, ६=फोलुहेपुल सम्बन्धी काम गर्ने, ७=सिमेन्टको काम गर्ने, ८=वायोईन्जिनियरिङको काम गर्ने, ९=साधारण भेसिन चलाउन जान्ने, १०= अन्य भए उल्लेख गर्ने ! अवक्ष: १=दुक्तामाटो खान्ने/भोक्ने, २=दुडा फुटाउने, ३=श्यामी/हेल्पर, ४= अन्य भए उल्लेख गर्ने ।				

५.४ आयोजनाबाट तपाईंले कस्तो तालिम/सिपको अपेक्षा गर्नु भएको छ ?

५.५ आयोजनाबाट हुने क्षति न्यूनीकरणको लागि तपाईंको सुझाव के छ ?

५.६ आयोजनाबाट तपाईंलाई प्रभावित हुने विवरण के हो ?

क) जमिनमात्र ख) जमिन र संरचना दुवै ग) जमिन र खेतिवाली दुवै घ) संरचानामात्र ङ) सबै

यदि संरचानामात्र क्षति हुने भए जग्गाको प्रकार कुन हो ?

क) निजी ख) जैलानी ग) अतिक्रमित घ) अन्य



६५ आयोजनमा पर्ने घर परिवारको जग्गा तथा अन्य सम्पत्तिको विवरण ।

६.१ आयोजनाबाट प्रभावित ल्यटमा सञ्चालित गतिविधी र खेतिपातीको निबर्ण दिर्होस् (निम्न संकेत त्रयौग गर्नुहोस्) ।

[illegible]

६.२ लालपूजा किसका नाममा जारी भएको छ ?

१. नाम:-
२. शिक्ष:-
[] पुरुष [] महिला

६.३ आयोजनामा पर्ने जंगामा अरु कुनै परिवारले काम गरिरहेकोछु भन्ने, सो सम्बन्धी विवरण दिनुहोस् ।

क्र. सं.	जन्मा उपयोग गर्नेको नाम	ठेगाना	परिवार संख्या	कहिले देखि उपयोग गरेको	उपयोगको तरीका	किता नं.	कैफियत
उपयोगको तरीका: १= मोही, २= बन्दकी, ३= ठोक्का वा गाडा, ४= अन्य ।							

सुषभोगको तरीका: १ = मोही, २ = बन्दकी, ३ = ठंभका वा गाढा दे = अन्य ।

(नोट : प्रभावित जगत्मा कुनै व्यक्ति, संस्था वा परिवारले काम गरिरहेकोछ भने, सो सम्बन्धमा विशेष ध्यान दिनुहोस् । मोश्री वा अन्य कुनै श्रमिक छुन् भने पत्ता लगाउनुहोस् । जग्गा कमाएको प्रकार र उपभोगको तरिकका बारेमा पूर्ण विवरण दिनुहोस् । जस्तै उपभोग गरेको अबध्री, अर्थिया/बन्दकि वा ठेक्का के हो उल्लेख गर्ने ।)



3

- ८.१ यदि घर/संरचना हटाउनु पर्ने छ भने, के यो संरचना तपाईंको आफ्नै जमिनमा बनेको हो?
१, [] हो २, [] होईन
यदि होईन भने, यो जमिन कस्को हो नाम ठेगाना बताईदिनुहोस्।
- ८.२ यदि बसोबास गरिरहेको घर हटाउनु पर्ने भएमा, तपाईं बसोबास गर्नको लागि यो बाहेक कुनै अर्को घर छ?
१, [] छ २, [] छैन।
- ८.३ यदि छ भने कहाँ छ?
१, [] यही ल्याटको अर्को स्थानमा २, [] दोस्रो कुनै ल्याटमा।
- ८.४ यदि यो घर आयोजनाका कारणले भत्काउनु पर्ने भएमा अर्को घरमा तपाईंको परिवार बस्ने ठाउँ उपलब्ध छ?
१, [] छ २, [] छैन।
- ८.५ यदि हाल बसिरहेको ल्याटदेखि फरक ल्याटमा जानुपर्ने भएमा, सो ल्याट कति टाढा छ? कि.मि.।
- ८.६ हालको ल्याटबाट नयाँ ल्याटसम्म सामान लैजान कस्तो प्रकारको साधन प्रयोग गर्नुपर्दछ?
१, [] पैदल २, [] बस ३, [] रिक्सा
४, [] ट्रफक्टर ५, [] निजी कुनै सवारी साधन ६, [] अन्य कुनै
- ८.७ नयाँ ल्याटसम्म सामान लैजान अनुमानित कति जति खर्च लाग्दछ? रूपैयाँ।
- ८.८ यदि अर्को घर छैन भने, बसोबासको व्यवस्था कसरी गर्नुहुन्छ?
१, [] नयाँ घर बनाएर २, [] बसाई सरी नयाँ ठाउँमा गएर
३, [] भाटामा घर लिएर ४, [] अन्य कुनै सोच भएमा
- ८.९ यदि तपाईंले यो घर सडक आयोजनामा परेपछि नयाँ घर कित्ने वा बनाउने योजना बनाउनु भएको छ भने, यस्तै प्रकारको घर बनाउन कति जति रकम खर्च होला?
..... रूपैयाँ।
- ८.१० सडक आयोजनामा पर्ने यो घरमा तपाईंको बाहेक अन्य कुनै परिवारका सदस्य पनि बसोबास गर्दछन्?
१, [] छन २, [] छैनन्।
- ८.११ यदि छन भने, पूर्ण विवरण दिनुहोस्।

श्र. नं.	परिवारसुकीको नाम	ठेगाना	जात/ जाति	जम्मा परिवार संख्या	मुख्य पेशा	कति समयदेखि बसोबास गरिरहेको	उपभोग गरेको कोठा संख्या	सहा प्रति गहिना	बस्ने बिकल्प

९. आयोजनामा पर्ने ल्याटबाट कुनै रुखविरूवा हटाउनु पर्दछ।

१, [] पछि।

२, [] पदैन।

९.१ आयोजनामा पर्ने प्लटबाट कुनै रुखविरूवा हटाउनु पर्ने भएमा निम्नानुसारको विवरण दिनुहोस्।

चेनेज	तर्फ (N/S/L)	नाम/ जात	प्रकार	गोलाई (सेमी)	उचाई (मि.)	संख्या	हटाउन सभ्य लाग्ने समय	कैफियत
देखि	सम्म							

संकेत: प्रकार: १= काठका लागि प्रयोग हुने रुख, २=दाउराको लागि प्रयोग हुने रुख, ३=बहु प्रयोगको रुख, ४= गैह्र काष्ठ वन पैदावर, ५= अन्य भए उल्लेख गर्ने



९.२ आयोजनामा पर्ने प्लटबाट कुनै फलफूलका विरूवा/लहरा हटाउनु पर्ने भएमा निम्नानुसारको विवरण दिनुहोस् ।

चेनेज	तर्फ (R/L)	फलफूलका विरूवा/लहरा को नाम	प्रकार	फल लागेको		फल नलागेको		वार्षिक उत्पादन (कि. ग्रा.)	यदि खा वर्ष बिक्री गरेको भए		तपाईंले रोप्नु भएको हो*	रोप्नुको उद्देश्य के थियो**
				संख्या	उमेर	संख्या	उमेर		(कि. ग्रा.)	(रुपैयाँ)		

संकेत: प्रकार: १= फलफूलको रुख, २ = गैह्र काष्ठ वन पैदावर, ३ -घाँस /मिनालो, , ४= अन्य भए उल्लेख गर्ने

*तपाईंले रोप्नु भएको हो १= हो २= होइन

**रोप्नुको उद्देश्य १= घरायसी प्रयोजन मात्र २= घरायसी + बिक्री दुवै

९.३ आयोजनामा पर्नेप्लटबाट कुनै घाँस/जडिबुटीको रुख/विरूवा हटाउनु पर्ने भएमा, निम्नानुसारको विवरण दिनुहोस् ।

चेनेज		तर्फ R/L	नाम/जात	संख्या	गोलाई (से.मी.)	उचाई (मीटर)	वार्षिक उत्पादन	तपाईंले रोप्नु भएको हो?	रोप्नुको उद्देश्य के थियो ?	यदि उत्पादन बेच्ने हो भने, प्रति ईकाइ कति पर्दछ ?
देखि	सम्म									

९.४ आयोजनामा पर्नेप्लटबाट तपाईंको बसोबास भएको घरसम्म रुखविरूवा दुवानी गर्ने कति समय लाग्छ/दुरी छ ?
समय मिनेट, दुरी मिटर

१०. स्वामीत्व हस्तान्तरण र यसका लागि प्रभावित परिवारको प्राथमिकता ।

१०.१ यदि तपाईं बसोबास गरिरहेको घर आयोजनाले लिएमा, कस्तो प्रकारको क्षति महशुस गर्नुहुन्छ? (बहुउत्तर)

१. [] दैनिक आम्दानीको क्षति २. [] घर/जग्गाको क्षति ३. [] जग्गा/खोतिपातीको क्षति

४. [] अन्य भएमा (उल्लेख गर्ने)

१०.२ यसआयोजनामा पर्ने घर जग्गा/संरचना क्षतिपूर्ति बिना दिग ईच्छुक हुनुहुन्छ?

१. [] दिन्छ २. [] दिग सम्बन्धन

१०.३ योजनामा पर्ने परिवारका हैसियतले योजनाबाट कस्तो प्रकारको अवसर/सहयोगको अपेक्षा राख्नुहुन्छ? [बहुउत्तर]

१. [] रोजगारीको अवसर २. [] सीप विकास तालिम

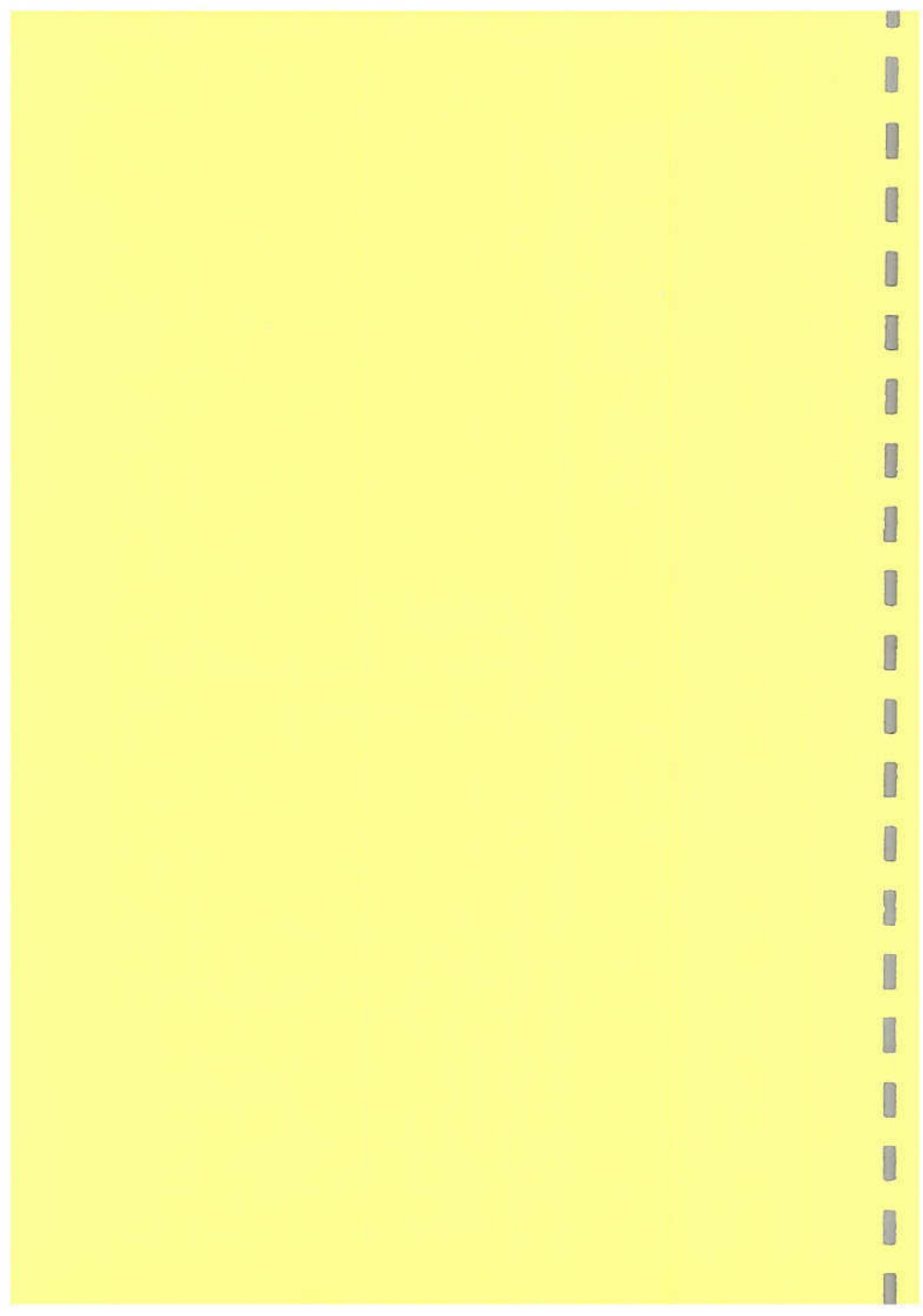
३. [] बचत तथा ऋण कार्यक्रम ४. [] अन्य भए

धन्यवाद !



ANNEX 2
Copy of Public Notice and Deeds of
Enquiry (*Muchulkas*)







नेपाल सरकार

भौतिक पर्वधार तथा दातादात मन्त्रालय

सडक विभाग

प्रारम्भिक वातावरणीय परिक्षण (IEE) अध्ययन सम्बन्धी सार्वजनिक सूचना

प्रथम पट्टक प्रकाशित मिति: २०७२/०९/२६

सडक विभाग आयोजना निर्देशनालय (ADB) अन्तर्गत निम्न धर्माजिभको प्रस्तावहरु कार्यान्वयनका लागि प्रारम्भिक वातावरणीय परीक्षण (IEE) प्रतिवेदन तयार गनुपने भएकाले ज्ञातावरण संरक्षण नियमावली, २०५४ (पहिलो संशोधन २०५५) को नियम ७ उपनियम २ वसोजिम यो सार्वजनिक सूचना प्रकाशित गरिएको छ ।

प्रस्तावकश्चे नाम र ठेगाना : भू-दानावरण तथा सामाजिक शास्त्र, योजना तथा डिजाइन महाशाखा, सहक विभाग, ब्रह्ममहन् काठमाडौं ।

प्रस्तावितको नाम, प्रस्तावितको व्योमोश तथा प्रस्तावित योजनाहरूमा बातावेदणीय प्रभाव पर्न सक्ने जिल्ला, नगरपालिका तथा गा वि सहरू

क्र. सं.	प्रस्तावको नाम	अनुमानित सम्बाहूँ (कि.मी.)	जिल्लाहरू	प्रभाव पर्न सक्ने नगरपालिका र गा.वि.स.हरू
१.	दोलखा- सिंगटी भञ्जक स्तरोन्नति आयोजना	३५	दोलखा	दोलखा जिल्लाको भिमेश्वर नगरपालिका र सुम्पा क्षमावति, सुन्दरघाँति, सुलखानि, लामिटाडा गा.वि.स.हरू
२.	पाचखाल-मेलम्ची-टिम्बु सडक स्तरोन्नति आयोजना	४१	काभ्रे पलाञ्चोक र सिन्धुपाल्चोक	काभ्रेपलाञ्चोक जिल्लाको पाचखाल नगरपालिका जैसीयाँक, महादेवस्थान मण्डन र चैरी विसौना देउपुर गा.वि.स.हरू र सिन्धुपाल्चोक जिल्लाको मेलम्ची नगरपालिका र महाकाल, हृषीक, र किङ्मेल गा.वि.स.हरू
३.	धादिङ्ग-बेसी-आलुघाट-गोरखा सडक स्तरोन्नति आयोजना	४६	धादिङ्ग र गोरखा	धादिङ्ग जिल्लाको निष्कण्ठ नगरपालिका र ज्याम्लग गा.वि.स. र गोरखा जिल्लाको आमरांग, वगुवा र ताप्ले गा.वि.स.हरू र पृथ्वीनारायण नगरपालिका

सो प्रस्तावहरू कार्यान्वयन गर्नु अघि बातावरण संरक्षण नियमावली, २०५४ बमोजिम उक्त प्रस्तावको प्रारम्भिक बातावरणीय परीक्षण गरी स्वीकृत गरउने भिलसित्तामा उक्त प्रियमावली बमोजिम योजना प्रभावित क्षेत्रहरूको निम्न अवयवहरूमा के कस्तो प्रभाव पर्दछ भनि यकिन गर्नु आवश्यक छ । १. भौतिक प्रणाली, सामूहिक प्रणाली, २ जैविक प्रणाली, ३ आर्थिक तथा सामाजिक प्रणाली, ४. मानवीय क्रियाकलाप, यिनका अवयवहरूको अन्तर्क्रिया तथा अन्तरसम्बन्ध ।

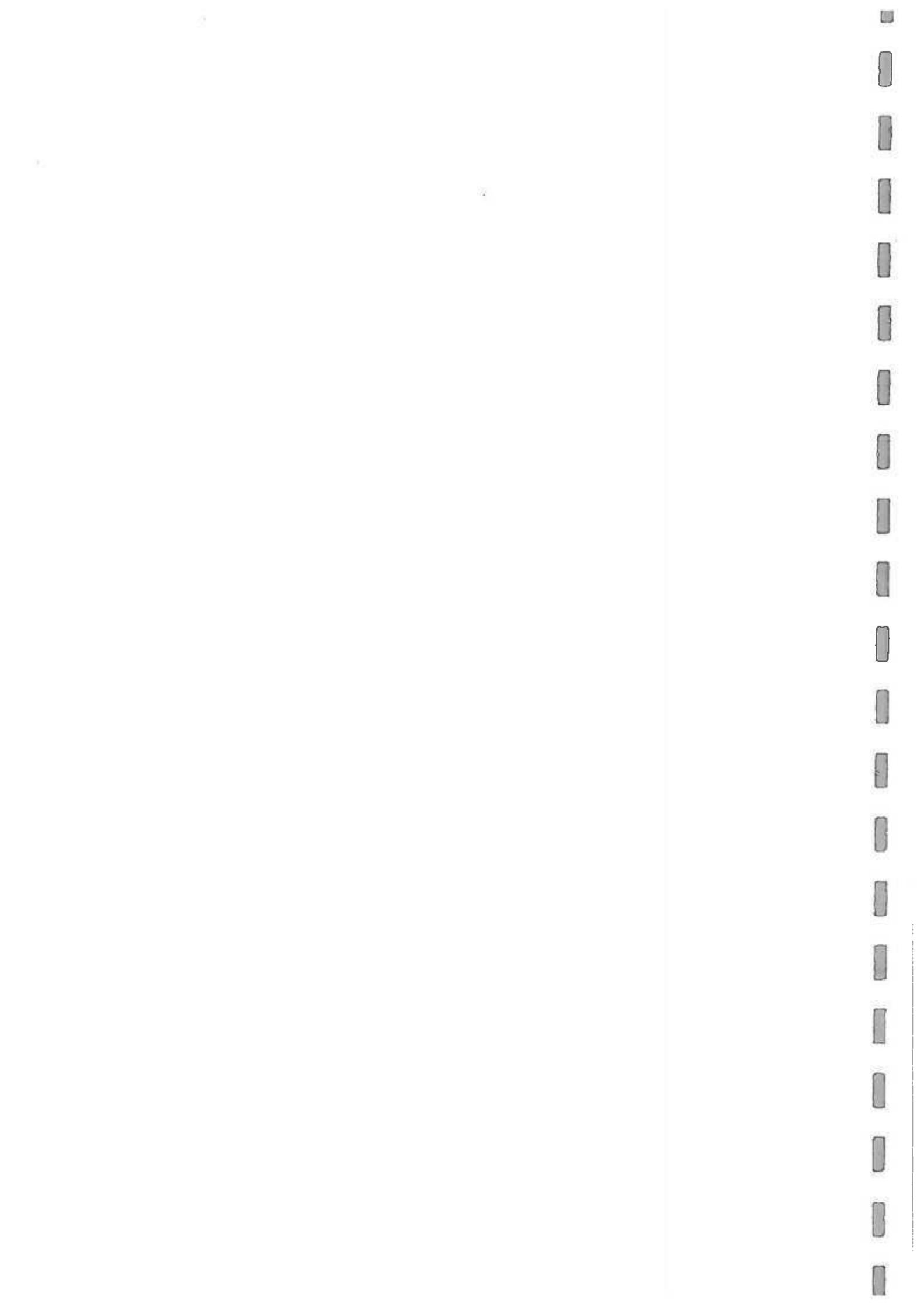
गरी मिनिभिलामा उक्त योजनाहरू प्रभावित भेदमा पर्ने नगरपालिका, गा.वि.स. तथा त्थम क्षेत्रका विद्यालय, अस्पताल, स्वास्थ्य चौकी तथा सरोकारवाला व्यक्ति तथा संघसंस्थाको लिखित रायसुझाव लिन आवश्यक भएकोले यो सूचना प्रकाशित भएको मितिदेखि १५ (पन्ध्र) दिनभित्र निम्न ठेगानामा आइपुग्ने गरी रायसुझाव उपलब्ध गराइदिनहुन अनुरोध गरिन्छ ।

राय सुभाष पठारमे ठेगाना:

भू-वातावरण तथा सामाजिक शाखा
मोज्जा तथा डिजाइन महाशाखा
सहक विभाज, बबरमहल, काठमाडौं
टेलिफोन नं. : (२४७) (०१) २२६०५०५
फ्याक्स नं. : (२४७) (०१) २२६२१०६
ईमेल : govpn@dir.gov.np

यातायात आयोगाच्या तयारी सहयोग (TPPF)
७२ म, कोरमि मार्ग, वायव्यवारी, मन्नास, वायव्यवारी,
पो.व.व. ६७३, पो.व.व. (७७) ६७३०६३०
फोन: ०७७ ६७३०६३०
ईमेल: namn.tppf@gmail.com







प्रशासन

भीमेश्वर नगरपालिका कार्यालय, चरिकोट, दोलखा ।

फोन नं. : ०४९-४२११००

०४९-४२१४९९

मिति: २०७२।०।९


पत्र संख्या : ०७२।०७३

च.नं. १२७

श्री सडक विभाग,
आयोजना निर्देशनालय, (ए.डी.वी.),
विशालनगर, काठमाण्डौ ।

विषय:- सूचना टाँसगरी जानकारी पठाएको बारे ।

उपरोक्त सम्बन्धमा तहांको च.नं.४३२, मिति .. २०७२।०।१४ को पत्रसाथ प्राप्त सूचना यस कार्यालयको सूचना पाटीमा टाँस भएको तथा उक्त सडक निर्माण गर्दा यस क्षेत्रका घर तथा धस्तिनाई नहटाई स्थानीय बासिन्दालाई थप लाभ पुग्ने देखिएकोले उक्त सडक निर्माण यहाका बासिन्दालाई सहयोग पुग्ने व्यहोरा जानकारीको लागि अनुरोध गरिन्छ ।


(माधव प्रसाद सुबेदी)
प्रशासकीय अधिकृत





गाउँ विकास समितिको कार्यालय

Office of the Village Development Committee

सुन्याती
दोलखा
Dolakha

पत्र संख्या/Ref. No :- ०६२/०६३

चलानी न/Dispatch No:- १३१

गाउँ विकास समितिको कार्यालय

मिति/Date : ०६२/१०/१३१

विषय/Subject:- सूचना सुन्याती जानकारी १

नेपाल सरकार

भौतिक पूर्वाधार तथा यातायात

संख्यन्त्रय शडक विभाग

मु: वातावरण तथा सामाजिक शाखा

प्रस्तुत विषयमा यस क्षेत्रमा जिल्लाको दोलखा हिम
सडक खण्डको लागि Emergency earth quake
support project को वातावरणीय प्रारम्भिक पडिग
सूचना यह गा.वि.स मा राख गरि यो को जड्या
यहै हाल पेश गरको व्यहोरा जानकारीको लागि
अभुखि दी

सि.मि.
०६२/१०/१३१
तीर्थ कुमार भण्डारी
गा.वि.स. अध्यक्ष





गाउँ विकास समितिको कार्यालय

Office of the Village Development Committee

सुनसरी जिल्ला
दोलखा
Dolakha

पत्र संख्या/Ref. No :- ७६ १४ ०६३

चलानी नं/Dispatch No:- २०८

मिति/Date :- २०६९/१०/१९

विषय/Subject:- सुचना टाँस गरि जानकारी फास्को को

श्री नेपाल सरकार
भौतिक पूर्वाधार तथा यातायात मन्त्रालय
शु- वातावरण तथा सामाजिक सेवा

प्रस्तुत विषयमा सडक विभाग आयोजना
कार्यन्वयन निर्देशनात्मक विद्यालयमार्गद्वय
(Earthquake support project) अर्न्तगत सडक-
निका लागि निर्माण प्रस्ताव गरिएको क्षेत्रमा
सिङ्गले सडक खण्डको पारस्परिक वातावरणीय प्रो-
क्षेत्र सम्बन्धी मिति २०६९/११/२६ मा अन्त-
पुर्ण गरेरमा प्रकाशित सार्वजनिक सूचना
अस ०१०/२०६९ को कार्यालयको सूचना कार्यमा
मिति २०६९/१०/१९ गते टाँस गरि यो जानकारी
फास्को छपेको अनुरोध गर्दछु ।

भरत बहादुर पौडेल
गाविस अध्यक्ष/सचिव





गाउँ विकास समितिको कार्यालय

Office of the Village Development Committee

लक्ष्मिडाँडा, दोलखा
Dolakha

पत्र संख्या/Ref. No :- ०६१/०८३

चसानी नं/Dispatch No:- ८८५

मिति/Date :- ००६१/१०/१२

विषय/Subject:- सूचना यसै गरी जानकारी पठाइएको बोर

क्षी नेपाल सरकार

भौतिक पूर्वाधार तथा यातायात मन्त्रालय

भु-वातावरण तथा सामाजिक शाखा

पुस्तक विषयमा तहक विकास आयोजना
कार्यन्वयन निर्देशनलय विशालनगर द्वारा (Earthquake
support project) अन्तर्गत स्वरचितको गाउँको
निर्माण पुस्तक गाउँको दोलखा सिंगरी तहक एकाइको
प्राथमिकता वातावरणिय परीक्षण सम्बन्धित मिति ००६१
१५/१२ मा अन्तर्गत पोषणमा प्रकाशित सार्वजनिक सू-
चना पत्र ५० वि.स. को कार्यालयको (सूचना पार्टी) मिति ००६१/१०/१२ गते यसै गरी यो जानकारी पठाइएको
को ब्यहोरा अदोष्य गरिन्छ ।

००६१/१०/१२
राजन धिमाल
मा.वि.स. अध्यक्ष

गाउँ विकास समिति
लक्ष्मिडाँडा, दोलखा



श्री तिलिञ्चोक रानी बन सामुदायिक बन



पत्र संख्या:- 2062/063
चलानी नं.-99

मिति 2062/09/28

विषय:- सुचना टोप गरीएको सम्बन्धमा ।

यी त्रैपालुहरूले
गोठिनु पूर्वको तथा आतापत म-त्रलय
काडु विभाग
म-कोलापठा तथा समीपित बाइला

आफोका सम्बन्धमा सुदम विभाग, काभ्रेकोटा, काभ्रे
लेखत विभागको विभागमा दादा Emergency
Emergency support project अन्तर्गत त्रैपालुको
कोठा निर्माण प्रस्ताव गरीएको, कोलापठा-सिङ्गु/सुदम
काडुको, समीपित कोलापठा परिक्षण सुलभको भित्ति
2062/5/28 मा अन्तर्गत पोखरा प्रशासन
सुलभको सुचना गरी बाइको, नयाँ पालिका
टोप गरीएको छ ।

इन्दुलाल शर्मा
भक्तपुर





पत्र संख्या:-
चतास्रो १८



मिति २०७१/११/२४

विषय- सुचना टोसको गरिएको सम्बन्धमा

श्री नेपाल सरकार
भौतिक पूर्वाधार तथा यातायात मन्त्रालय
सडक विभाग
शु- वातावरण तथा सामाजिक शाखा

उपरोक्त सम्बन्धमा सडक विभाग
(प्रयोजन) कार्यन्वयन निर्देशनालय विशालनगर
Emergency Earthquake support project अर्ग
जस लोपोन्मुखको लागि निर्माण प्रस्ताव गरि-
को दोस्रो चरणको सडक ढाँडो प्रारम्भिक
वातावरणीय परिक्षण सम्बन्धी मिति २०७१/११/२४
मा अन्तिम पूर्णपोरमा प्रकाशित मार्गचित्र
सुचना चले हाँडामा नगराजिडाता हाँड
गरिएको छ।

सम्बन्धमा

मानव व. धर्मी
प्रमुख

चाथली वाद्यलोचन
सामुदायिक वन



श्री सेतीदेवी सामुदायिक वन उपभोक्ता समूह



संस्था संख्या :

क्यासी नं. :

भी.न.पा.-३. राम्पा. दोलखा

स्था. २०६५



मिति २०७२/११/२५

विषय : सूचना टाँस गरिएको सम्बन्धमा

श्री नेपाल सरकार

भौतिक पूर्वाधार तथा यातयात मन्त्रालय

लडक विभाग

शु. वातावरण तथा सामाजिक सेवा

उपरोक्त सम्बन्धमा लडक विभाग

आयोजना कार्यक्रम निर्देशनालय विशालना-
गढा Emergency Environment Support pro-
ject अर्न्तगत लक्ष्मीकुवा बाग निर्माण
प्रस्ताव गरिएको देखि विंगरी लडक वरिद्ध
पारम्भिक पर्यावरणीय परिक्षण सम्बन्धी मिति
२०७२/११/२५ मा सम्पन्न भएको र पुनर्विचार
सार्वजनिक सुचना गर्ने तालिमको कार्य
समाप्त टाँस गरिएको छ।

निवेदन

निर्य कु. कुवेदी

अध्यक्ष

श्री सेतीदेवी सामुदायिक
वन उपभोक्ता समूह





श्री रमिते मसानडांडा सामुदायिक वन उपभोक्ता समूह
सुस्पासमावती, चोलसा

पत्र संख्या :
चलानी नं :

आक्षेप

मिति - २०६२/१०/१८

विषय - सुचना टाँलडे लक्ष्यधर्मा

श्री मेघाल स्मृती

भौतिक पुर्वीकार तथा चालायक मंत्रालय
लड्डु विभाग

उपरोक्त लक्ष्यधर्मा लड्डु विभाग कार्योक्त
कार्योत्कर्षन निर्देशनालय विशालनाट्टा एम Emergency
Earthquake Support project अन्तर्गत एन्टोमनीस
कांडा निर्माण प्रस्ताव गारिखो दोल्खा विंगले लड्डु
रवण्डो प्रारम्भित केलवणीय घरिखण सचवन्धी
२०६२/१२/६ म। अन्तर्पुरीपोरमा फुकाशिल
सर्वजान्ति सुचना समावती गा वि लक्ष्यधर्मा
लक्ष्यधर्मा हाल गारिखो धी

सन्त व. चामी
अक्षय





श्री दमार थामी सामुदायिक वन उपभोक्ता समूह

सुस्थापनाकर्ता श्री गणेशमाने दोलखा



पत्र संख्या : ०६४/०६३

प्रसंगी नं. : १३

मिति २०६२/०१/१८

विषय : सूचना टोलको बारेमा

श्री नेपाल सरकार
भौतिक पूर्वाधार तथा यातायात मन्त्रालय
सडक विभाग
भु-विकास तथा सञ्चारिक शाखा

उपरोक्त सम्बन्धमा सडक विभाग
आयोजना कार्यान्वयन निर्देशनालय विशाल-
नगरका Emergency Earthquake support
project अन्तर्गत स्लानोवस्कीका लागि
निर्माण प्रस्ताव गरिएको दोलखा सिंगरी सडक
खण्डको प्रारम्भिक वलावणीय परिक्षण सम्बन्धी
मिति २०६२/०१/२६ मा अनुपुर्ण पोस्टमा पुगिसकेको
सार्वजनिक सूचना सुल्या शाखावली जलिकिले
कार्यलयमा टोलको बारेमा

श्रीमान व. गौरी
सचिव





श्री कालिका सामुदायिक वन उपभोक्ता समूह
सुन्दावती, दोलखा
स्थापित-२०८५

पत्र संख्या - २०६२/०६३
चलानी नं. -

दिनांक: २०६२/११/०६

विषय - सूचना टैंस सम्बन्धमा

श्री नेपाल सरकार
भौतिक पूर्वाधार तथा यातायात मन्त्रालय
सडक विभाग
शु - वातावरण तथा सामाजिक शाखा

विषय उपरोक्त सम्बन्धमा सडक विभाग आयोगमा
कायम विदेशीय विशेषज्ञद्वारा Emergency
Livelihood Support Project अन्तर्गत तल्लो-नाल्ला
जाने विशेष प्रस्ताव जारिमा दोलखा सिंगरी निलम्बनको
प्राथमिक बुलावणीय पारिहाय सम्वन्धमा दिनांक २०६२/०९/०६
मा अन्नपूर्ण पौडेलको प्रस्तावित सूचनानुसार सुचना जारी
निकायमा होम जारिमा उपरका जसमा जिल्ला
कमिश्नर आदि
अहमदी

— कृष्ण —





पत्र संख्या :

चलानी नं. :

श्री सोती कालिपोखरी सामुदायिक वन उपभोक्ता समूह




७ भदौली, दोलखा

मिति २०६२/१०/१६

विषय :- सुचना टाँस गरिएको सम्बन्धमा

श्री नेपाल सरकार
भौतिक पूर्वाधार तथा योजना मन्त्रालय
सडक विभाग
धु-बोतावण तथा सामाजिक शाखा

उपरोक्त सम्बन्धमा सडक विभाग
आयोजना कार्यन्वयन निर्देशनालय द्वारा
लभगाडा Emergency Earthquake Support
Project अन्तर्गत सतरोजनीको लागि निर्माण
प्रस्ताव गरिएको दोलखा जिल्लो सडक खण्डको
प्रारम्भिक बोतावणीय परिक्षण सम्बन्धी
मिति २०६२/१५/२६ मा अनुपुर्णपोखरीमा
एकाक्षिक कार्यक्रमको सुचना सुनखानी
गाविसको माध्यमबाट टाँस गरिएको छ।


पुर्ण व. सिवायेटी
काठमाडौं





पत्र संख्या २
चलानी नं. १

श्री शिरीषघारी सामुदायिक वन उपभोक्ता समूह Sirish Ghhari Community Forestry User's Group



र. ८, दोलखा

मिति: २०६२/१०/१६

विषय: युनिकोप प्रोजेक्टो प्रचुरताको बारे ।


नेपाल सरकार

औषधि पुर्वाधार तथा यातायात अन्तर्गत

सडक विभाग

धु-वालापानी तथा स्यामाजिउ शाखा

उपरोक्त सम्बन्धमा सडक विभाग
आयोजना कार्यान्वयन निर्देशनालय विद्यालयमा
हाट Emergency Disasters Support Project अ-
र्गत एभरेष्टको लागि निर्माण प्रस्ताव गरीएको
बोनडा छिगेरी सडक खण्डको प्रारम्भिक वातापणी
य परिक्षण सम्बन्धी मिति २०६२/११/२६ मा अन्त-
पुर्वापरेटमा प्रकाशित सार्वजनिक पुनरा छिगेरी
लाभिडडा गी वि. वि. मा प्रकाशित टाउ डारिस्टोदी


सचिव
धनश्याम पाण्डे

