

PHYSICAL VERIFICATION REPORT

(Conducted by Dy. Director, Planning on 22-04-2011)

1. Name of Project: Construction of Passenger Ropeway Project at Jammu between Mubarak Mandi to Mahamaya & Mahamaya to Shahabad
2. Funding Agency: State Plan of Tourism Department
3. Executing Agency: J&K State Cable Car Corporation
4. Year of Start: Yet to be started
5. Year of Completion: 2 years from start of project
6. Importance of the Project:

The Jammu Ropeway project conceived in the Tourism & Culture Department basically to emphasize on promoting the Heritage of Mubarak Mandi Complex and the Bahu Fort Complex where most of the tourists/ pilgrims coming to Mata Vaishnu Devi Shrine visit during their stay at Jammu.

Keeping in view that the people who will be using the ropeway are mainly pilgrims, the terminal points and intermediate station of the ropeway have been so identified that these are at proximity to Mahamaya Temple and the Pir Khoh Temple in addition to the Mubarak Mandi Complex and the Bahu Fort Complex.

7. Financial Status of Work:

(Rs. In Crores)

Estimated Cost	25.00
Funds Released	5.75
Expenditure Incurred (up to 03/2011)	5.75 (kept in civil deposit)

8. Physical Status of Work:

The project has yet to start and there is no physical progress on development of infrastructure. However, process of land acquisition, obtaining clearances from Forest/ Wildlife Departments and hiring of consultancy is in progress.

9. Field Observations:

Land has been identified at three locations. The details of each location are given below: -

(a) Forest/ JDA land Near Peer Khoh Temple on right bank of river Tawi:

About 38 kanals and 11 marlas land has been identified near Pir Khoh temple on right bank of river Tawi for development of starting point/ first terminal point of the ropeway. 23 kanals 18 marlas of this land belongs to Forest Department and the remaining 15 kanals to the JDA.

The approach to the land is from circular road in Jammu City via Pir Khoh temple. The approach road is single lane and comprises of a number of curves/ bends and could cause inconvenience for the public/ pilgrims due to congestion and traffic jams once the ropeway is commissioned. An alternative approach road, if constructed, would be extremely beneficial.

The land is at a distance of about 2 kms from the Mubarak Mandi Complex. Its proximity to Pir Khoh Temple which is being developed by the Tourism Department by utilizing Rs 3.50 crore sanctioned by GOI and also the launching pad of Hoover craft developed on right bank of river Tawi by Tourism Department and utilized by a private agency are advantageous for economic feasibility of the project and promotion of pilgrim and adventure tourism in Jammu.

A 33 KV HT line is passing through this piece of land which needs to be shifted. Clearance has also to be obtained from Forest and Wildlife Departments for taking up development work on the land which has little forest cover.

(b) Forest Land Near Mahamaya Temple:

About 28 kanals and 18 marlas of Forest land has been identified near the Mahamaya temple for development of intermediate station of the ropeway. Here too clearance is required from the Forest and Wildlife Departments for execution of works.

A Forest hut is already constructed close to the identified land but was found to be lying un-utilized with broken doors and windows. This infrastructure can be put to effective use once the project is commissioned. A walkway of about 500 meters is already developed from the Forest Hut to Mahamaya temple.

The land is hardly at a distance of 7 to 8 kms from the National Highway-1A and is also suitable to be developed as take-off/ end point of the ropeway.

(c) Private/ JDA Land in Shahbad:

About 19 kanals and 18 marlas has been identified at Shahbad for development of the second terminal/ returning point of the ropeway. 14 kanals and 18 marlas of this land is private and the remaining 5 kanals belongs to JDA. It was reported by the Engineer of J&K SCCC that the people to whom the private land belongs are unwilling to hand it over to the State Government for the said project. Except for a single storied structure and some plinth formation the entire land is vacant.

This location is about 1 km from the Bahu Fort Complex and ½ km from the National Highway-1A. Its proximity to the National Highway – 1A can be exploited for luring the pilgrims/ tourists travelling by road to Katra, Patnitop and the valley. But the only problem with this land is lack of parking area. Parking could be developed along the road towards the hill slope by raising columns and constructing platform or by constructing a retaining wall and earth filling of some portion of the hill slope.

A few HT/ LT lines are coming in way of the alignment of the ropeway between Mahamaya Temple and Shahbad. These too have to be shifted in order to avoid obstruction to the ropeway.

10. Problem Areas and Suggestions:

The major problems encountered in execution of the project are: -

- a. Land Acquisition/ Obtaining NOCs from Forest/ Wildlife Departments
- b. Shifting of Utilities
- c. Non-utility of funds
- d. Technical Problem
- e. Water supply
- f. Locational advantages/ disadvantages of identified land

The detail of each problem along with the suggestions thereof is given below: -

a. Land Acquisition/ Obtaining NOCs from Forest/ Wildlife Departments:

The total land identified for the ropeway project works out to about 73 kanals 09 marlas with financial implication of Rs 5.44 cr. The details of the type of land, area, cost, problems faced in acquisition and suggestion thereof is given in table below: -

Type of land	Area	Cost (Rs. in Cr.)	Problems	Suggestions
Private land	14 kanals 18 marlas	1.75	This land is required for the terminal of ropeway at Shahbad, about 1 km from Bahu Fort. People at Shahabad are not inclined to part with their land.	Deputy Commissioner Jammu needs to proceed ahead for compulsory acquisition as the land is presently not being used by the owners.
JDA land	14 kanals 13 marlas	3.25	5 kanals of JDA land is required at Shahbad and 9 kanals 13 marlas near Peer khoh temple. The compensation demanded by JDA is too high.	Tourism Department may take up the matter in the State Cabinet for remission in land compensation payable to JDA. JDA need to consider the demand as this project is also one among the others initiated for development of Jammu city.
Forest land	43 kanals 18 marlas	0.44	28 kanals 18 marlas is required near Pir Khoh temple & 15 kanals near Mahamaya temple. Clearance has to be obtained from Forest & Wild Life Department to take up development activity.	Forest Department and Wild life Departments need to provide the necessary clearance for taking up execution of the project.

b. Shifting of Utilities:

Problem	Suggestion
An amount of Rs 2.56 crores has been demanded by the Power Development Department for providing electricity to the ropeway project and shifting of HT & LT Lines falling in the alignment of the ropeway between Mahamaya Temple & Shahbad (Bahu Fort) and at the land identified near peer khoh.	Power Development Department needs to review the estimated cost for shifting of utilities which are too high. Managing Director JKSCCC should take up the matter with PDD for bringing down the project cost.

c. Non-utility of funds:

Problem	Suggestion
<p>A provision of Rs 5.75 crores was kept under State Plan of Tourism Department during 2010-11 for the Jammu Ropeway Project but remained unutilized. This amount was kept in the Civil Deposit by the Tourism Department in order to prevent it from lapsing.</p>	<p>The decision to keep funds to the tune of Rs 5.75 crores in the Civil Deposit will be justifiable only if it is utilized for the purpose it was drawn in the next couple of months. These funds can be utilized by effecting land purchases, shifting of utilities, and providing electricity/ water supply, etc since the project is not likely to be taken up in the next 6 months. If there is delay in utilizing funds for the purpose mentioned above, the Tourism Department need to re-consider its decision for appropriate and timely utility of funds elsewhere.</p>

d. Technical Problem:

Problem	Suggestion
<p>During interaction with the Managing Director J&K SCCC it was learnt that RITES was engaged as consultant for carrying out the survey and also recognizing the construction company which will execute the project. Earlier tendering was done for a ropeway with indigenous technology since the cost of imported equipment/ technology estimated between Rs 55.00 to Rs 60.00 crore was too high and could make the project economically unfeasible. Three companies had come forward to take up the work, but soon a letter was received from the second lowest bidder that accidents had occurred in the ropeways which the lowest bidder had developed in other parts of the country. On verification by the Managing Director J&KSCCC, it was found that accidents did occur in different ropeways developed by either of the two companies but had occurred in ropeways where indigenous technology was adopted. Consequently, it was decided in the meeting of the Board of Directors of the J&KSCCC that there is need to go ahead with a mix of indigenous (less vital equipment/ machinery stationed at terminal / intermediate stations) and imported</p>	<p>It seems that concerns regarding the technology to be adopted for the ropeway project and economic feasibility of the project are being minutely examined by the J&K SCCC so there is little scope of suggesting alternatives. However, the time of 6 months given to the RITES for revising the DPRs, re-tendering and finalizing the construction companies should be good enough for J&K SCCC to get the remaining problem areas such as land</p>

Problem	Suggestion
(mobile equipments/ machinery) technology for the Jammu rope way in order to avert chances of accidents and also restricting project cost within feasible limits. The RITES has once again been assigned the task of preparing revised DPRs and providing consultancy and tendering for engagement of a suitable construction company. Time frame of 6 months has been given to RITES w.e.f. April 2011; and in October 2011 the execution of the ropeway is likely to commence.	acquisition, forest/wildlife clearance, shifting of utilities, etc. sorted out for smooth and timely execution of the project once it commences.

e. Water supply:

Problem	Suggestion
An amount of Rs 3.16 crore has been demanded by the PHE Department from J&K SCCC to provide water connection/ supply to the project locations. However, Managing Director, J&KSCCC was of the view that provision for purchase of a tanker will be kept within the project for meeting the demand of water for the project since the amount demanded by the PHE is too high.	The amount demanded by the PHE Department seems to be extremely high and unacceptable in any circumstance. PHE Department needs to re-examine the estimate of Rs 3.16 crore and explore alternatives for supply of water since all the three terminal locations have either residences or temples close to them and supply of water should not be a problem at all.

f. Locational advantages/ disadvantages of identified land:

Problem	Suggestion
It was learnt that the Pir Khoh terminal would be the starting point, the Mahamaya Temple the intermediate station and Shahbad the returning terminal of the ropeway. The ticketing station of the ropeway and office of J&KSCCC would be located near Pir Khoh.	The starting, intermediate and terminal stations of the ropeway project seem to have been finalized without examining the locational advantage of the terminals. J&K SCCC needs to re-examine its decision regarding a single starting terminal of the ropeway since this ropeway would not be like the one at Gulmarg where we do not have an approach road/habitation at the intermediate and terminal stations. The Jammu ropeway project can be economically advantageous if each of the three stations is both the starting as well as the end point of the rope-way. This would not only provide flexibility to the tourists/

Problem	Suggestion
	commuters for getting on to the ropeway from any one of the three terminals but will also help in attracting tourists who are plying on the national highway which is closer to the Shahbad/ Mahamaya terminal rather than the Pir Khoh terminal.

11. Conclusion:-

The Jammu ropeway when developed will be the first one to come up in Jammu Division. It will help in promoting the tourism sector which has immense potential of generating employment in the state.

There are many obstructions for the project to take off and the J&K State Cable Car Corporation needs to put in immense effort to remove these obstructions.

The other concerned Departments, such as Forest, Wildlife, Power PHE and the District Administration need to coordinate with the Tourism Department to provide every support to the State Cable Car Corporation so that the execution of the project commences and the aspirations of the people in Jammu, regarding development of a ropeway across river Tawi which they have been longing for since several decades, is fulfilled without further delay.

Physical Verification Conducted by:	Madan Gopal Sharma, Deputy Director Planning, Monitoring Cell, Chief Minister's Secretariat.
Officers of Executing Agency who accompanied:	Sh Talat Pervez, Managing Director, Sh Hilal, Mechanical Engineer, J&K State Cable Car Corporation, J&K, Jammu.