F. No. 33/01/2023-CS-I

Government of India
Ministry of Environment, Forest and Climate Change
CS-I (Mountain) Division

2nd Floor, Jal Wing,
Indira Paryavarn Bhawan,
Jor Bagh, New Delhi-110003.

Dated: 10th April 2026

To,

The Registrar General,
Principle Bench,
Hon'ble National Green Tribunal,
Copernicus Marg, new Delhi-10001

Sub: Action Taken Report (ATR) in pursuance of Order dated 30.01.2025 passed in MA no. 14/2024 in disposed of OA 178/2022 titled as In re: News item published in The Hindu dated 27.02.2022 titled *"Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic"*, passed by the Hon'ble National Green Tribunal, Principle Bench, New Delhi-reg.

Sir,

I am directed to refer to the Order dated 30.01.2025 passed by the Hon'ble National Green Tribunal, Principal Bench, New Delhi in MA No. 14/2024 in disposed OA No. 178/2022 titled *In re: News item published in The Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic"*, wherein the Hon'ble Tribunal has, inter alia, directed as under:

> *16. Hence, we dispose of these MA and OA requiring the Chief Secretaries/Administrative Head of the States and UTs of IHR to monitor and ensure the full, effective and timely implementation of recommendations made in the EATIHR in respect of their State/UT. The compliance report will be submitted by the Chief Secretary/Administrative Heads of the States and UTs to the Secretary, MoEF&CC by 31.01.2026, who in turn will ensure submission of collated compliance report before the Registrar General of the Tribunal by 31.03.2026. If it is found necessary, the matters will be listed again before the Tribunal for consideration.*

2. In compliance with the aforesaid directions, an Action Taken Report (ATR) based on inputs received from the concerned States/UTs has been prepared and is enclosed herewith.

3. This issues with the approval of the Competent Authority.

Encl: As Above

Yours sincerely,

Bhawna Singh

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ACTION TAKEN REPORT

In compliance of Order dated 30.01.2025 passed by the Hon'ble National Green Tribunal (NGT), Principal Bench, New Delhi

In

Misc. Application No. 14/2024

In disposed of case

Original Application No. 178/2022

Regarding implementation of recommendations of the report titled:

"Environmental Assessment of Tourism in the Indian Himalayan Region (EATIHR)"

Submitted by:

Ministry of Environment, Forest and Climate Change (MoEF&CC)

Date: 31.03.2026

BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL

PRINCIPAL BENCH, NEW DELHI

M.A No. 14 of 2024

In

Original Application No. 178 of 2022

In Re: News item published in The Hindu, dated 27.02.2022, titled***"Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic"***

Index

S. No.	Particulars	Page No
	Action Taken Report as on 31.03.2026, in continuation of earlier status reports dated 16.10.2024, 10.01.2024 and 10.07.2024 on behalf of Ministry of Environment, Forest and Climate Change in OA No. 178/2022, titled as In re: News item published in The *Hindu*, dated 27.02.2022, titled *"Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic"*	1
1	Background	1-3
2	Objective of the report	4
3	State / UTs-wise action taken	5-32
3.1	Ladakh (Union Territory)	5-6
3.2	Jammu and Kashmir (Union Territory)	6
3.3	Himachal Pradesh	6
3.4	Uttarakhand	6-7
3.5	Sikkim	7
3.6	West Bengal (Darjeeling Hills)	7
3.7	Assam	7
3.8	Nagaland	7-8
3.9	Mizoram	8
3.10	Manipur	8
3.11	Tripura	8
3.12	Meghalaya	8-9
4	Key observations	33
	Annexure-I	
	Annexure-II	
	Annexure-III	
	Annexure-IV	
	Annexure-V	
	Annexure-VI	

	Annexure-VII	
	Annexure- VIII	
	Annexure- IX	
	Annexure- X	
	Annexure- XI	
	Annexure-XII	

Action Taken Report as on 31.03.2026, in continuation of earlier status reports dated 16.10.2024, 10.01.2024 and 10.07.2024 on behalf of Ministry of Environment, Forest and Climate Change in OA No. 178/2022, titled as In re: News item published in The Hindu, dated 27.02.2022, titled *"Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic*"

1. Background

Hon'ble National Green Tribunal, Principal Bench, New Delhi has passed a common Order dated 30.01.2025 in M.A. No. 14/2024 in Original Application No. 178/2022 in the matter arising out from news item published in The Hindu dated 27 Feb 2022 titled as *"Tourism has brought economic prosperity to the Himalayan Region but the environmental cost has been catastrophic"* along with Original Application No. 475/2024 arising out from the news item titled *"Mountains of plastic are choking the Himalayan States"* appearing in The Hindu dated 04.03.2024.

The OA No. 178/2022 was registered based on the media report disclosing that there was huge damage to the environment in the eco-sensitive Himalayan States of India on account of unregulated tourism activities. The news item disclosed that while tourism generates huge income and employment, it also results in the generation of huge waste that is not scientifically handled causing damage to the fragile eco-system of Himalayas. It alleges absence of requisite facilities to remediate the waste in a scientific manner and the resultant hillocks of garbage in the peripheries of the cities in that region resulting in release of harmful toxic gases in the atmosphere, contamination of ground water due to the formation of leachate and air pollution due to open burning of waste. Whereas, Original Application No. 475/2024 was registered suo motu on the basis of the news item disclosing that the "Mountains of plastic are choking the Himalayan States". The news item was in respect of deposition and accumulation of microplastic in the Himalayan Mountains, rivers, lakes and streams. It discloses that these microplastics can be trapped in glaciers for a long time and get released into rivers during snow melting. It further states that the Indian Himalayan Region is a critical source of water in the subcontinent, feeding several major rivers of India including the Indus, Ganges and

Brahmaputra River systems and that unscientific plastic disposal is causing soil and water pollution in the Indian Himalayan Region and impacting its biodiversity, which is having an adverse impact on the fresh water sources on which the communities downstream depend.

The connected matter, MA No. 14/2024 in OA No. 178/2022 has been registered based on the status report submitted by the Ministry of Environment, Forest and Climate Change (MoEF&CC), Govt. of India in pursuance to the order dated 09.03.2022 passed in OA No. 178/2022.

In pursuance to the direction of the Tribunal dated 09.03.2022 passed in OA No. 178/2022, a study has been undertaken by the G.B. Pant National Institute of Himalayan Environment, Almora in this connection. Accordingly, the Ministry of Environment, Forest & Climate Change, Govt. of India has filed the report titled "Environmental Assessment of Tourism in the Indian Himalayan Region (EATIHR)" before the Tribunal. In the EATIHR, the data and findings pertaining to different Himalayan States have been incorporated along with recommendations.

Further, in compliance with the directions of the Hon'ble Tribunal, the Ministry has submitted status reports/affidavits before the Hon'ble NGT from time to time indicating the progress made in preparation and finalization of the EATIHR report. In this regard, the Ministry has filed the following status reports before the Hon'ble Tribunal:

a. Status Report dated 10.01.2024 apprising the Hon'ble NGT regarding initiation of consultations with the IHR States/UTs and seeking additional time for submission of the consolidated report;
b. Status Report dated 10.07.2024 apprising the Hon'ble NGT regarding receipt of vetting comments from certain IHR States/UTs and seeking further extension of time for finalization of the report; and
c. Status Report dated 16.10.2024 submitted along with the Final Report titled "Environmental Assessment of Tourism in the Indian Himalayan Region (EATIHR)", which was subsequently taken on record by the Hon'ble Tribunal.

Subsequently, the Hon'ble NGT in its Order dated 30.01.2025 has directed that:

> *"Hence, we dispose of these MA and OA requiring the Chief Secretaries/Administrative Head of the States and UTs of IHR to monitor and ensure the full, effective and timely implementation of recommendations made in the EATIHR in respect of their State/UT. The compliance report will be submitted by the Chief Secretary/Administrative Heads of the States and UTs to the Secretary, MoEF&CC by 31.01.2026, who in turn will ensure submission of collated compliance report before the Registrar General of the Tribunal by 31.03.2026. If it is found necessary, the matters will be listed again before the Tribunal for consideration."*

In compliance with the aforesaid directions of the Hon'ble NGT, the Ministry of Environment, Forest and Climate Change circulated the Order dated 30.01.2025 along with the EATIHR report to the Chief Secretaries/Administrators of all Indian Himalayan

Region (IHR) States/UTs vide letter dated 19.02.2025, requesting submission of compliance reports against the recommendations contained in the EATIHR report.

Thereafter, in order to ensure timely submission of compliance reports by the States/UTs, the Ministry issued a series of reminders and follow-up communications on 11.07.2025, 03.12.2025, 05.12.2025, 11.12.2025, 15.12.2025, 22.12.2025, 30.12.2025, 05.01.2026, and 30.01.2026, requesting the States/UTs to furnish their compliance reports within the stipulated timelines in view of submission of the consolidated compliance report before the Hon'ble Tribunal.

Further, in view of non-receipt of compliance reports from certain States, additional follow-up actions including issuance of D.O. letters and telephonic communications were undertaken by the Ministry to expedite submission of compliance reports.

As a result of the continuous follow-up undertaken by the Ministry, compliance reports have been received from the Jammu & Kashmir, Ladakh, Himachal Pradesh, Uttarakhand, Sikkim, West Bengal, Assam, Meghalaya, Manipur, Tripura and Nagaland.

However, the compliance reports from the State of Arunachal Pradesh are still awaited despite repeated reminders and follow-up communications issued by the Ministry.

The compliance reports received from the States/UTs have been examined and compiled by the Ministry against each recommendation contained in the EATIHR report in order to assess the status of implementation of the recommendations across the Indian Himalayan Region.

Now, in compliance with the direction of the Hon'ble NGT in the instant matters, the Action Taken Report against each recommendation as mentioned in the Environmental Assessment of Tourism in the Indian Himalayan Region (EATIHR) Report is furnished in this report.

2. OBJECTIVE OF THE REPORT

The overall objective of this study was to assess the impact of tourism in the Himalayan Region (NGT Order No. 178/2022, dated 09.03.2022) on the following aspects:

i. Data on tourism growth (number of tourists/vehicles and revenue generation);
ii. Assessment of waste generation (biodegradable and non-biodegradable);
iii. Segregation of waste (recycled, reused and unutilized); Waste disposal/treatment facilities (dumping sites, waste burning and bio-composting);
iv. Impact of tourism on air and water quality and measures taken by the concerned State Govt. for mitigation; and
v. Impact of tourism on forest and biodiversity and compliance of rules and regulations relating to ESZ/ESA to avoid the negative impacts to the environment.

3. STATE / UT-WISE ACTION TAKEN

The Himalayan region provides a diverse range of prospects for modern tourists, ranging from distinct cultural attractions, trekking, skiing, kayaking, rock climbing, mountain biking, bungee jumping, paragliding, and other modern sports in recent years. At the same time, specific negative impacts in some of the towns/tourist destinations are linked to the current form of tourism in the IHR. These include issues with solid waste, pollution of the air and water, degraded watersheds, and the depletion of natural resources, biodiversity, and ecosystem services, among others.

The above ill-effects of unplanned tourism growth were published in the newspaper Hindu dated 27.02.2022 titled, "*Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic".* In view of this, Hon'ble NGT passed an order dated 09.03.2022 and directed the G.B. Pant National Institute of Himalayan Environment (NIHE), Almora to undertake study and to update any study already conducted in light of the inputs available in the above media report.

In compliance with the directions of the Hon'ble National Green Tribunal, the Ministry circulated the recommendations of the Environmental Assessment of Tourism in the Indian Himalayan Region (EATIHR) report to all IHR States and Union Territories (UTs) and requested submission of compliance reports detailing actions taken for implementation of the recommendations.

The implementation of recommendations under the EATIHR has been undertaken by various States and UTs through policy reforms, infrastructure development, and environmental management interventions. The actions reported by the States/UTs demonstrate a gradual transition towards sustainable tourism practices, environmental conservation, and capacity-based planning in ecologically sensitive Himalayan regions. Based on the compliance reports received from the States and Union Territories, the following actions have been undertaken:

3.1 Ladakh (Union Territory)

In the Union Territory of Ladakh, the recommendations primarily focused on carrying capacity assessment of major tourist destinations such as Pangong Tso Lake, Nubra and Siachen Valley, Kargil, Drass, Umlingla Pass, and prominent monasteries like Hemis, Alchi, Lamayuru, Shey, and Thiksay. In response, the UT administration established waste segregation systems under the Swachh Bharat Mission Gramin Phase II, launched Project Tsangda for rural solid waste management, and initiated carrying capacity studies. Wildlife-based tourism is promoted under the Homestay Policy 2023, along with habitat protection, camera trap installation, bird census, and engagement of Wildlife Stewards. Additional measures include 23 winter-friendly water ATMs, an Integrated Solid Waste Management Plant, and shredding plastic for road construction. Air quality monitoring stations and promotion of electric vehicles under the EV Policy-2022 demonstrate sustainable tourism initiatives. Detailed recommendations and actions

by Ladakh are summarized in Table 1 and documented in Annexure- I.

3.2 Jammu and Kashmir (Union Territory)

In Jammu and Kashmir, the recommendations emphasized prior monitoring of tourist inflow at pilgrimage sites like Shri Amarnath Ji and Mata Vaishnav Devi, water quality assessment of wetlands around Srinagar, air quality monitoring, biodiversity protection in NP and Sanctuaries, and promotion of low-emission vehicles. Actions taken include regulating pilgrim numbers, scientific disposal of waste, wetlands management via rainwater harvesting and check dams, satisfactory air quality monitoring, and protected areas operating on permit-based entry. Promotion of EV with road tax exemptions and automated testing stations enhances low-emission transport. Detailed recommendations and actions are summarized in Table 1 and Annexure- II.

3.3 Himachal Pradesh

In Himachal Pradesh, the recommendations emphasized regulating mass tourism in Shimla, Kullu, Kangra, Lahaul & Spiti, Chamba, and Kinnaur, promoting eco-tourism, adventure tourism, pilgrimage tourism, and assessing carrying capacity of key destinations. The State implemented the Himachal Pradesh Tourism Policy 2019 and revised Eco-Tourism Policy 2024 to encourage renewable energy adoption, zero-waste destinations, and community-based models. Environmental carrying capacity studies are ongoing at Manali Wildlife Sanctuary, Col. Sher Jung National Park, and Renukaji Wildlife Sanctuary. Solid waste management via waste-to-energy initiatives, introduction of electric buses and CNG vehicles, CETPs, awareness campaigns, and preparation of the Environmental Master Plan further strengthen sustainable tourism. Detailed recommendations and actions are summarized in Table 1 and documented in Annexure III.

3.4 Uttarakhand

In Uttarakhand, recommendations focused on promoting clean energy vehicles, continuous air and water quality monitoring, sustainable wastewater management, low-carbon energy practices in high-altitude treks, and institutional capacity building. Actions include operation of 197 buses, including 100 new BS-VI diesel buses and 20 mini-AC buses, promotion of electric vehicles for door-to-door waste collection, continuous monitoring of 79 surface water and 46 groundwater locations, implementation of Uttarakhand Trekking Rules 2025, and capacity-building programs for SDG and LiFE promotion. Detailed recommendations and actions are summarized in Table 1 and documented in Annexures IV.

3.5 Sikkim

In Sikkim, the recommendations focused on integrating existing tourism policies, carrying capacity assessment of high-altitude destinations such as Tsomgo Lake, Yumthang Valley, and Lake Gurudongmar, sustainable use of natural resources, promotion of electric vehicles, and biodiversity protection. The State is creating a Sustainable Tourism

Master Plan 2030, implementing permit-based entry systems, zoning ecologically sensitive areas, banning construction in such zones, and enhancing conservation research and training. Detailed recommendations and actions may be seen in Table 1 and Annexure V.

3.6 West Bengal (Darjeeling Hills)

In the Darjeeling hills, the recommendations emphasized controlling tourist inflow, managing wet waste through composting/biomethanation, monitoring air quality, and promoting eco-friendly vehicles. In response, STUs operate CNG and EV buses, enforcement drives against polluting vehicles are conducted, and the district maintains a mix of hotels and homestays with eco-tourism practices. Solid waste and plastic waste management programs reduce greenhouse gas emissions. Detailed recommendations and actions may be seen in Table 1 and Annexure VI.

3.7 Assam

In Assam, the recommendations focused on biodiversity documentation, community-based tourism, air quality monitoring, waste management, promotion of electric vehicles, and institutional capacity building. Seven new manual ambient air quality monitoring stations have been established under NAMP, and awareness campaigns on biodiversity, waste management, and pollution control are ongoing. Action on several recommendations, including electric vehicle adoption and comprehensive tourism impact studies, is yet to be initiated. Detailed recommendations and actions may be seen in Table 1 and Annexure VII.

3.8 Nagaland

In Nagaland, the recommendations emphasized community-based tourism, eco-tourism, urban greenery, expansion of protected areas, waste management, air and water quality monitoring, and adoption of electric vehicles. The State has promoted local community management of tourism, established city forests, planted native trees, expanded protected areas, set up FSTPs, declared plastic-free zones, and developed a sustainable waste management model for Khonoma Village. Detailed recommendations and actions may be seen in Table 1 and Annexures VIII.

3.9 Mizoram

In Mizoram, the recommendations focused on prior tourist registration, carrying capacity assessment, air and water quality monitoring, solid waste management, promotion of electric vehicles, and institutional capacity building. The State has established 34 manual air quality monitoring stations, 124 water quality stations, implemented Solid Waste Management Rules, 2016, and conducted regular environmental awareness programmes aligned with LiFE and SDG goals. Detailed recommendations and actions may be seen in Table 1 and Annexure IX.

3.10 Manipur

In Manipur, the recommendations emphasized proper solid waste management, carrying capacity assessment, and monitoring of air and water quality in tourist areas. The State has implemented solid waste management programs under various departments, organized awareness campaigns, installed dustbins and plastic bottle banks, set up air and water quality monitoring stations, and conducted environmental impact studies at key tourist destinations. Detailed recommendations and actions may be seen in Table 1 and Annexure X.

3.11 Tripura

In Tripura, the recommendations focused on documenting tourist inflow to protected areas, assessing impacts on biodiversity, improving solid waste management, promoting electric vehicles, and institutional capacity building. The State has prepared an action plan for mitigating adverse environmental impacts, established decentralized solid waste treatment facilities, ensured 100% door-to-door collection via Women Self Help Groups, and conducted annual awareness activities. Detailed recommendations and actions may be seen in Table 1 and Annexure XI.

3.12 Meghalaya

In Meghalaya, the recommendations emphasized sustainable tourism, community partnership, solid waste quantification, eco-friendly hospitality practices, air and water pollution assessment, promotion of electric vehicles, and institutional capacity building. While some actions are under implementation, ULBs process municipal solid waste, and the Swachhata Green Leaf Rafting System promotes green tourism awareness. Detailed recommendations and actions may be seen in Table 1 and Annexure XII.

Table 1: State/UT-wise Action Taken on EATIHR Recommendations

S. No	State	EATIHR Recommendation	Action Taken by State/UT
1.	**Ladakh** (Annexure-I)	*Pangong Tso lake, Nubra and Siachen Valley, Kargil, Drass, world's highest motorable road (Umlingla Pass; 19,024 feet), along with some of the most popular monasteries, such as, Hemis, Alchi, Lamayuru, Shey and Thiksay, etc. are famous tourist places in Ladakh which require carrying capacity study for developing a planned infrastructure and amenities including waste management, in consultation with diverse user groups.*	• Under Swachh Bharat Mission Gramin Phase II, the Department of Rural Development, UT Ladakh has established waste segregation systems to ensure proper waste management and reduce impacts on the local ecosystem. • Launched Project Tsangda, an initiative focused on rural solid waste management • A carrying capacity study through a reputed agency is also under consideration by

			the Department of Rural Development.
		Protected areas (like Hemis National Park, Changthang Cold Desert Sanctuary and Karakoram Sanctuary) require vigilance and regular patrolling to reduce unwanted wildlife-tourist interaction, habitat destruction due to off-road driving, and encroachment. Simultaneously, there is a need to promote wildlife-based tourism along with periodic assessment of such activities on the natural habitat of wild flora and fauna.	• The Wildlife Division in Ladakh, under the Homestay Policy, 2023, is promoting wildlife-based tourism by incentivizing the establishment of homestays. • Prevent habitat degradation caused by off-road driving, and check encroachment within these protected areas • Orientation program for the Taxi and Tempo Drivers of Leh District. • Periodic tourist advisories have been issued (Annexure A) • Camera trap installation has also been carried out to monitor and locate important habitats and wildlife species • Engagement of Wildlife Stewards • Bird Census and Partnership with research organizations for scientific study
		With high influx of tourists in Chadar trek (on frozen River Zanskar), Markha Trek, Stok Kangri expedition, there is a need of proper monitoring regarding issues like throwing of waste and its generation, conversion of productive land, parking area, water availability and pollution, energy needs, threats to wildlife and habitats, etc.	• Regulates and promotes tourism through policy guidelines • The Ladakh Mountaineering Policy, 2024 aims to promote safe, sustainable, and community-centric mountaineering by supporting local stakeholders and preserving natural heritage.
		There is a need to work on creation of alternate sources of drinking water in view of the water demand of the tourists and availability of	• Under the Jal Jeevan Mission, Ladakh has achieved near-universal household coverage for

local capacity to supply safe water.	safe drinking water.
Air quality assessment need to be done to know background values in and around tourist destinations. Studies should be conducted to distinguish the different sources (tourist vehicles) of air pollution in the area. Use of electric vehicles should be encouraged.	• Installing CAAQMS at identified location • Adoption of Electric vehicle and allied infrastructure Policy-2022. • Providing financial assistance/subsidy for commercial e-cars
Overall, some of the suggested measures for environment assessment in tourist places are as follows: ▪ *Waste recycling units for the segregated wastes instead of transporting kilometres away to other states.* ▪ *Applying appropriate technologies for direct use, like use of shredded plastic chips in road constructions.* ▪ *Building a network of Water ATMs (urban centers) and promoting Clean Water Springs for drinking water purposes on the famous travel routes/destinations. This could be an alternative to packaged drinking water.* ▪ *Encouraging use of non-fossil fuel powered vehicles.* ▪ *Regulating tourism in protected areas after estimation of carrying capacity. Hon'ble High Court of Jammu & Kashmir has also put directives to protect the flora and fauna of "Pangong Tso" (a most visited tourist destination in Changthang Cold Desert Wildlife*	• 23 Nos. winter-friendly water ATMs have been installed • Integrated Solid Waste Management Plant which was commissioned in 2020 with a capacity of 30 TPD • MoU has been signed between Ladakh Autonomous Hill Development Council Leh and M/s Ladakh Recycling Solution establishing a 15 years contract for collection of segregated scrap from the waste collection centers • The Municipal Committee-Leh has already procured a shredding Machine to shred plastic waste for use in road construction by the Border Road Organization

		Sanctuary) and needs of Scientific Efforts (High Court of Jammu & Kashmir, OWP no.1513/2018, date of order, 16.08.2018). ▪ *Developing a master plan of urban growth to support tourism-related infrastructure and amenities without developing conflict with diverse user groups.* ▪ *While promoting the wildlife-based ecotourism, it is pertinent to conduct the periodic assessment of such activities on the natural habitat of the wild flora and fauna in Ladakh. This will ensure the growth of the tourism-based economy as well as the conservation of the biodiversity heritage of Ladakh.* ▪ *A network of monitoring stations for air and water quality is also required for consistent monitoring in town and most occupied routes of tourist vehicles in Ladakh UT.*	
2.	**Jammu and Kashmir** **(**Annexure-II**)**	*Prior monitoring of carrying capacity in terms of tourist inflow of vehicles, air quality and solid waste management largely in the Kashmir region or pilgrims visiting Shri Amarnath Ji holy cave and Mata Vaishnav Devi in Jammu needs to be done to ensure quality tourism in the state.*	• Shri Amarnath Shrine Board annually determine the number of Pilgrims allowed based on weather, track condition, and infrastructure. • Scientific disposal of degradable and non-biodegradable waste to maintain high sanitation standards of IHR.
		Studies on water quality assessment of wetlands around Srinagar (i.e., Anchar, Dal, Brari	• Wetlands have been found to not meet the Class-B criteria.

		Nambal, Gilsar, Khushalsar, Hokersar, etc.) are required as these have witnessed a significant reduction in the surface area.	• Rainwater harvesting, soil conservation check dams and fostering environmental consciousness through community volunteer participation.
		Regular air quality monitoring at tourist spots of Jammu region (namely, Patnitop, Sanasar, Mansar, Surinsar, Purthu-Basohliand pilgrims' sites, etc.) and in Kashmir Valley is required.	• Air quality assessment for various tourist spots has been found to be satisfactory/good.
		Wilderness areas like National Parks and Sanctuaries in Jammu & Kashmir are used as picnic spots for tourists. So, these need to be strictly controlled to preserve biodiversity heritage.	• Protected area strictly governed under the WPA, 1972, the tourist entry is permit based, time bound and confined to designated ecotourism zone defined in approved management plan.
		Use of carbon neutral buses and cabs should be promoted in the state. Taxi/personal vehicle that does not conform to Bharat 6 standards should not be allowed to ply within the tourist circuits/ spots within the state. Use of electric vehicles should be encouraged in the UT.	• An automated testing station (ATS) has been established. • Vehicle scrapping policy is being implemented for vehicles over 15 years old to enhance road safety and reduce pollution. • Electric vehicle fully exempted from road taxes
		Proper database needs to be prepared on the impacts of the tourism activities on the wildlife and biodiversity of the UT. Simultaneously, tourists should be made aware about the practices for conservation of biodiversity	• Traffic management measures, regulating eco-sensitive zone and operating electric buses. • Protect fragile eco-system while supporting local livelihood through model • Nature based eco-tourism and to create awareness about bio-diversity. • Forest department opened forest huts for tourist.
3	**Himachal Pradesh**	*Shimla, Kullu, Kangra, Lahaul&Spiti, Chamba, Kinnaur, etc., districts are*	• Himachal Pradesh Tourism Policy 2019 prioritizes

	(Annexure-III)	*famous tourist destinations where mass tourism is prevailing. Here, there is an ample scope for regulation in developing sustainable tourism within a carrying capacity. In view of discouraging mass tourism, there is a need to create theme-based tourism such as eco-tourism, agri-tourism, snow tourism, adventure tourism, pilgrimage tourism, culture and heritage tourism, health and wellness, etc.*	sustainable development goals, including zero-waste destinations, renewable energy adoption, and water conservation in tourist areas. • The revised Eco-Tourism Policy 2024, aligned with the Forest Conservation Act 2023, supports community-based models for activities like trekking and bird watching while ensuring ecosystem protection
		Assessment of carrying capacity of popular tourist places like Chandra Tal, Pin valley, Great Himalayan National Park (GHNP), etc. would maintain the spots sustainably. Decentralization of tourists from surrounding tourist resorts to tiny spots or from overcrowded destinations could be other ways for developing responsible tourism or ecotourism.	• undertaking environmental carrying capacity study of important eco sensitive zones of the state of HP. These studies are undergoing in three Eco-sensitive zones of Himachal Pradesh viz. i) Environmental Carrying Capacity Assessment of Eco-Sensitive Zone: Manali Wildlife Sanctuary (MWS), Himachal Pradesh; ii) Carrying capacity assessment of Eco-Sensitive Zone, Col. Sher Jung National Park, Simbalbara, Himachal Pradesh; & iii) Carrying capacity assessment of Eco-Sensitive Zone, Renukaji Wildlife Sanctuary, Sirmaur District, Himachal Pradesh.
		Implementation of efficient solid waste management system need to be strengthened with upgraded technologies or methods under waste to energy recovery systems. In view of making budgetary provision for the same, green tax is being collected from the tourists upon entering into tourist spots like Shimla, Manali and Dharamshala.	• The Government of Himachal Pradesh through Urban Development Department (UDD) issued directions that the concerned Urban Local Bodies (ULBs), rural local bodies, notified areas, temple trusts, etc. shall quantify the solid waste generated due to tourism activities and ensure scientific disposal of the

			same
		Air & water pollution management	• Water quality of all major rivers and wetlands across the state is conducted at 243 locations on monthly basis and 128 locations on quarterly basis.
		In view of minimizing air pollution, introducing clean fuel buses like electric buses need to further expand. These have already been in use at Rohtang Pass (3978m) and other different routes in Himachal Pradesh. Use of carbon neutral buses and cabs should be promoted in the state. Taxi/personal vehicle that does not conform to Bharat 6 standards should be prohibited in the state.	• Vehicle entry is strictly limited to reduce pollution, with daily permits capped to control traffic volume • Electric buses and CNG vehicles have been introduced on route • A common CETP has been established to treat wastewater from tourist facilities
		NGOs need to be involved in conducting public awareness programs on waste minimization, substitution and management among different stakeholders including tourists. Also, proper signboards would go a long way in making aware the public and tourist about biodiversity conservation, low-carbon sources of energy and adapting practices for promoting NDC, SDGs and LiFE.	• Campaigns like “Polythene hato- Paryavarnbachao” in vulnerable areas. • Conducting awareness programme • Training cum awareness camps were organized
		Expansion in the institutional capacity of local government for climate change planning is urgently needed.	• Developed an Environmental Master Plan (EMP) • State Environment Plan has been prepared
4	**Uttarakhand** (Annexure-IV)	*Clean fuel energy-based vehicles like electric vehicles, carbon neutral buses and cabs, could be promoted as the ecofriendly options for minimising vehicular pollution in the fragile tourist spots like Nainital, Mussoorie, Almora, Dehradun, Haldwani, etc. Taxi/personal*	• 197 buses are being operated • 100 new diesel buses BS-VI have been included • 20 mini buses of AC BS-VI included • Urban Development

		vehicles with Bharat 6 standards only should be allowed in such areas. Use of electric vehicles should be encouraged in the State.	Department is promoting Electric vehicle for door-to-door waste collection • EV buses are also running by Nagar Nigam Dehradun under smart city project
		Air and water quality monitoring should be done on continuous basis and waste management practices need also to be followed as per the action plan of the ESZ.	• Air and water quality monitoring in the state is continuously being done by UKPCB in 13 cities. • Surface water quality monitoring is being done at 79 locations and ground water quality at 46 locations
		The network of scientific wastewater management facilitiesneed to be enhanced. This step would be able to save river system from the repercussions of unsustainable tourism. Further, this step may be used for landscape management and would stop the wastage of fresh water.	• Being dealt by Uttarakhand Jal Nigam and Uttarakhand Jal Sansthan
		In high altitude trek routes practices like use of 'low carbon' sources of energy, biodiversity conservation etc., should be promoted.	• UKFD and Department of tourism jointly prepared "Uttarakhand Trekking Rules 2025".
		Institutional capacity building in context of changing climate and practices concerned with LiFE for promotion of SDGs should be done by local Government.	• At all ULBs level and state level, capacity building programme are being organized time to time in context of changing climate and practices concerned for the promotion SDGS.
5	**Sikkim** (Annexure-V)	*There is an urgent need to consolidate all existing missions (Sikkim Tourism Mission-2015) and plans. This step together with strong participation of the different tourism stakeholders would develop a 'Policy' for sustainable Sikkim Tourism.*	• Sikkim Tourism Mission-2015, Sikkim Tourism Policy- 2018, and Sikkim Ecotourism Policy-2011 are being integrated to create a "Sustainable Tourism Master Plan-2030".
		Carrying capacity assessment is needed for the existing fragile destinations (i.e.Tsomgo Lake,	• State recognizes the ecological fragility of high-altitude destinations.

Yumthang Valley and Lake Gurudongmar).	• Administration has implemented a regulatory/permit rationing system during peak season to limit the number of vehicles entering these sensitive zones. • Preliminary zoning with 8 no of eco sensitive zones is being enforced to restrict tourist footfall to specific designated viewing decks
Sustainable use of natural, social and cultural resources and their conservation practices for tourism over recreational (e.g.Tsomgo Lake) or leisure tourism are very crucial. Therefore, tourism should be planned and managed within environmental limits along with due regard to the long-term appropriate use of natural and human resources.	• State is committed to shifting the focus from purely recreational tourism to responsible tourism. • Cultural integration, environmental limits and management strategy adapted
Use of electric vehicles should be encouraged in the State.	• Complete waiver of registration fees and road tax. • Reduction of additional applicable tax from 4% to 1%.
Research Initiative (e.g.TsomgoPokhriSanrakshan Samiti) for protection and conservation of the lake, cleanliness drive at YuksumDzongri in KNP, garbage monitoring for tourist at parks, and complete ban on construction in Eco-sensitive zones have already been under process which further need to be encouraged in different ways. Its few examples are staff training, involvement of local people in awareness raising, through education, and marketing tourism, institutional capacity of local	• The state is strengthening existing institutional mechanism, and expanding research-based conservation through- Capacity building, garbage monitoring, construction ban,

		government for climate change planning, etc. These steps could further minimize the impact of mass tourism.	
		Wildlife depletion has to be checked and to be increased in their numbers by appropriate conservation programmes. Also, there is a need for improvement in other related infrastructure in view of maintenance of the Sikkim eco-tourism.	• The protection of biodiversity is central to Sikkim tourism appeal and ecological stability through anti-poaching measures, habitat restoration, infrastructure improvement, etc.
6	**West Bengal, Darjeeling Hills** (Annexure-VI)	*As Darjeeling has been facing a problem of ill-managed traffic, so it is necessary to control the number of tourists through exploring threshold value. There is a need of bio methanation /composting for wet waste and more waste disposition centers for managing the bulk waste generated due to growth of urban population and tourist inflow in the hills.*	• STUs under the Transport Department maintain a considerable number of CNG and EV. • Necessary coordination with tourism department is being taken up in order to mitigate any type of air pollution. • Motor vehicle enforcement drives will be taken up accordingly against such identified air polluting vehicle in popular tourists spots.
		Studies should be conducted to distinguish the different sources (tourist vehicles) of air pollution in the area. Use of carbon neutral buses and cabs should be promoted in the state. Taxi/personal vehicles that do not conform to Bharat 6 standards should not be allowed in the state.	• Both CNG and EV buses operate within Kolkata and adjoining area. These measures are expected to mitigate air pollution in significant manner.
		Continuous monitoring of air quality is required for knowing the status of emissions in the hills. The study conducted by Sarkar et al. (2015) showed that there is a high concentration values of Black Carbon (BC) observed during pre-monsoon season and winter season (2010-2011). This study reflects that the direct influence of tourist	• Action on this recommendation is yet to be initiated

		activities on air quality is due to high inflow of tourists in Darjeeling and surrounding areas.	
		There is a need to protect biodiversity of the national park (Singalila NP, a home toRed Pandas). Here, tourist inflow was observed more than its carrying capacity.	• Most forests in the Himalayan hills fall within NP and Wildlife sanctuaries where even NTFP collection is strictly prohibited. The ecosystem of this area is pristine as human disturbance is strictly regulated in these zone.
		Nature based tourism may have long lasting benefits if the environmental losses in different forms could be controlled. The eco-friendly planning process is required for promotion and sustainable development in tourism industry and biodiversity conservation.	• Balanced and relatively low-impact tourism model, as per the survey report, Darjeeling district has around 277 hotels, and 414 homestay registered under the tourism department, while Kalimpong district has 1,135 homestay registered under the tourism department.
		Expansion in the institutional capacity of local government for climate change planning is urgently needed. This will require adaptation practices to evolve in view of NDC and SDGs.	• Solid Waste Management and Plastic Waste Management activities eliminates significant annual diesel consumption, drastically cutting down on greenhouse gas emission and improving air quality.
7.	**Assam** (Annexure-VII)	*Complete inventory and documentation of wild flora and fauna is required. Extensive field-based research and consultation with local stakeholders for documentation of the hills would further help documentation of biodiversity in the region.*	• Action on this recommendation is yet to be initiated
		Community-Based Tourism (CBT), enhancing local people's involvement and participation in tourism planning and development in their areas would help in uplifting the status of tourism. It has been observed that such activities would have a positive impact on the social,	• Action on this recommendation is yet to be initiated

		economic, and environmental conditions of the tribal communities of Assam. The local management committees should encourage management of tourism in the hill regions.	
		Proper monitoring is required for air pollution to assess its impact on tourism.Launching a public awareness campaign for air pollution control, vehicle maintenance, minimizing the use of personal vehicles, lane discipline, etc. for controlling the air pollution in the region would be a prime need of the hour.	• Seven new manual ambient air quality monitoring stations under NAMP.
		Use of electric vehicles should be encouraged in the State	• Action on this recommendation is yet to be initiated
		Waste management is another challenge that a hill is facing; proper segregation, and disposal method is needed under waste to energy initiatives. There is a need for the digitalization or web portal of waste collection and disposal data.	• APCB published an advertisement on air pollution and waste management in various magazine, journals, periodicals, souvenirs across the state.
		Expansion in the institutional capacity of local government for climate change planning will require adaptation planning, based on NDC and SDGs implementation.	• Action on this recommendation is yet to be initiated
		Awareness about the values of biodiversity and conservation practices should be promoted among the tourists.	• Awareness campaign is about how waste generation impact the environment and slowly degrading the nature.
		Expansion in the institutional capacity of local government for climate change planning is urgently needed. This will require adaptation practices to evolve in view of NDC and SDGs.	• APCB reaching out to the common masses on environmental issues on air pollution and waste management
8	**Nagaland**	*Strengthening community-based*	• Tourism department, involve the local community

	(Annexure-VIII)	*tourism (e.g.Khonoma Green village, and Touphema Heritage village practice community tourism management) and developing Eco-Tourism models with participation of local people and government departments in several tourist spots in Nagaland is a need of the hour.*	as primary caretakers. • Promote tourism activities that have minimal negative impact on the environment, culture and heritage of Nagaland while maximize the positive socio-economic benefits for local communities.
		Plantation of native trees, creation and maintenance of natural parks and greenery should be made a priority in urban areas such as Dimapur, Kohima city, etc. in Nagaland.	• Established city forests (Nagar Vans in 27 locations) • Various plantation activities conducted • Organizes plantation drives every year on World Environment Day and World Tourism Day
		Focus should be on expansion of protected area network and augmentation of wildlife protection.	• Significant increase in protected areas.
		Waste management (sewage and solid waste) seems to be one of the major issues related to environmental pollution in Nagaland. The study elaborates that the major reason for water pollution in Dimapur city is sewage/wastewater. Likewise, Kohima municipal council dumping site is a major source of water pollution. Therefore, the state government should immediately act on designing proper infrastructure to deal with these important issues.	• Established 150 KLD faecal sludge treatment plants (FSTP). • Declare plastic free zone • Zero waste event space for waste collection
		Based on available information, there are no studies so far to directly link the impact of tourism growth on waste generation, air quality, water quality, forest ecosystem and biodiversity. So, there is a need to carry out such a study.	• A sustainable waste management model was designed for Khonoma Village where waste recycle • 38 air quality monitoring stations • 18 stations for surface water bodies studies • 10 stations for ground water

			studies.
		In view of actions being taken and future strategies development, studies need to be conducted linking growth of tourism along with environmental problems, such as, waste generation, sewage treatment facilities, loss of forest and biodiversity.	• Tourism sector is still at nascent stage • Environmental impact study on tourism in the state will be undertaken in future.
		Awareness about the values of biodiversity and conservation practices should be promoted among the tourists.	• Tourism department generate awareness about biodiversity and conservation practices during the Hornbill Festival every year. • Creating awareness on the SDGs to the local population and the visiting tourist.
		Use of electric vehicles should also be encouraged	• Prepared a “Draft Electric Vehicle Policy” so as to adopt the use of electric vehicles in the state
		Expansion in the institutional capacity of local government for climate change planning is urgently needed. This will require adaptation practices to evolve in view of NDC and SDGs.	• Implemented steps about SDG localization and capacity building • State and District Indicator framework • Nagaland SDG dashboard • Nagaland SDG Vision 2030 • Viksit Nagaland 2047
9	**Mizoram** (Annexure-IX)	*Prior online registration can be made mandatory for tourists visiting the state especially in the eco-sensitive zones/areas to ensure quality tourism in a sustainable manner. For example, our neighboring hill country like Royal Government of Bhutan is also following this approach to promote quality tourism in the country and ensuring equitable benefit sharing to the home stay owners.*	• Not applicable in functional mandate of the Mizoram Pollution Control Board

		Assessment of carrying capacity of tourist destinations, eco-sensitive zones and major cities will help a lot in managing the tourist influx and catering them in order to promote quality tourism in the state. Tourists should be made aware about the biodiversity conservation practices.	• Not applicable in functional mandate of the Mizoram Pollution Control Board
		Installation and/or improvement of air quality monitoring stations, solid waste management units and water quality monitoring systems at district level can be done in order to sustain the healthy ecosystem of the state. Use of electric vehicles should also be encouraged.	• Establish 34 manual air quality monitoring stations in all districts and 1 continuous monitoring station at Aizawl • 124 water quality monitoring station • Implementation of solid waste management rules, 2016 • Promote environment friendly transportation
		The local government should expand institutional capacity for climate change mitigation and promote adaption practices related to LiFE for successful achievement of SDGs.	• Conduct regular environmental awareness programmes, workshop and training activities on climate change mitigation, sustainable resource use and environmental protection • Promote environmentally responsible behavior in line with mission LiFE and SDGs.
		Expansion in the institutional capacity of local government for climate change planning is urgently needed. This will require adaptation practices to evolve in view of NDC and SDGs.	• Not applicable in mandate of Mizoram PCB
10	**Manipur** (Annexure-X)	*Proper solid waste management systems through capacity building, infrastructure development (such as engineered landfill areas, resource recovery centres, biodegradation*	• Solid waste management undertaken by the Department of Housing and Urban Development in urban areas, the Department of Rural

		mechanism, etc.), waste recycling needs to be done in order to attract tourists and its sustenance.	Development and Panchayati Raj in rural areas, and the Department of Tribal Affairs and Hills in hill areas, in accordance with the Solid Waste Management Rules, 2016. • Awareness campaigns like "Clean Manipur, Green Manipur" and "Reduce, Reuse, Recycle" are also organized. • Installed dustbins and Plastic Bottle Banks for non-recyclable waste
		Assessment of carrying capacity of tourist destinations, eco-sensitive zones and major cities needs to be done in order to manage the tourist influx and catering them in order to promote quality tourism in the state.	• Comprehensive assessment of carrying capacity is being conducted at key tourist destinations, evaluating factors such as environmental impact, infrastructure and visitor management, in collaboration with various line departments
		Systems should be set up for monitoring the influx of tourists and its impact on waste generation, and air and water quality.	• Set up air quality monitoring stations in major tourist destinations for testing parameters. • Testing water quality parameters including pH, BOD, COD, TSS in selected rivers and lakes. • Regular Environmental impact studies and developing strategies to mitigate adverse impacts.
11	**Tripura** (Annexure-XI)	*Data related to tourist visits to protected areas is yet to be documented through close monitoring. A sound management plan for conservation and management of these protected areas is highly needed.*	• Prepare the visitors tourist inflow • Revenue record
		Study on impact of tourists' influx on biodiversity is almost lacking in the	• Action Plan for Mitigation Measures to Offset the

		state which is an important element for understanding the future implications of tourism and developing action plan accordingly.	Adverse Impact of Tourism Activities on the environment of the State of Tripura has been prepared and is presently under implementation • Tourism activities are carried out within the broad parameters of ecotourism guidelines issued by the Government from time to time. • "Joint Committee" has been constituted to undertake carrying capacity assessment of Eco Sensitive areas in the State & other related works.
		Some facility for processing of garbage exists (e.g.Debendra Chandra Nagar Dumpyard), but proper scientific and sufficient information about processing should be generated.	• State Government has set up a goal of achieving 100% Solid Waste Management. • Decentralized Solid Waste Treatment facilities including Material Recovery facilities have been set up in each ULBs up to Municipal Ward level • 100% Door-to-Door collection in all ULBs through Women Self Help Groups
		Awareness about the values of biodiversity and conservation practices should be promoted among the tourists. The State should promote the use of electric vehicles.	• Awareness Activities Taken up Every Year • Promoting biodiversity awareness and the use of electric vehicles (EVs) are key components of sustainable tourism strategies
12	**Meghalaya** (Annexure-XII)	*The new Meghalaya Tourism Policy (2023) has laid down core guidelines for achieving development objectives. These include as under:* • *Sustainable and responsible tourism*	• Action on this recommendation is yet to be initiated

		• *Employment generation &entrepreneurship* • *Community partnership* • *Synergy with different departments.* • *Additionally, the new tourism policy also addresses issue related to long-term sustainability of the tourism as a driver of economic and environmental sustainability.*	
		Regular solid waste quantification by municipal bodies and assessment of the composition of solid waste generated is very essential to recommend different scientific measures for management of urban solid waste and its reuse. Municipal bodies should stop open dumping of solid waste and biomedical waste should be disinfected through microwave technology to avoid pollution in the downstream areas, and reservoirs/water bodies. Management of solid waste is also urgently needed in the places like Lady Hydari Park, Ward's Lake and Umiam Lake (Barapani) in Shillong.	• Nine Urban Local Bodies, including Shillong Municipal Board, Shillong Cantonment Board, and Shillong Urban Area, together generate about 314.5 tons per day of municipal solid waste, of which only a portion is being processed, leaving a significant quantity unprocessed.
		In view of managing the solid waste, the state has started Swachhata Green Leaf Rafting System in Hospitality sector. This is jointly managed by Department of drinking water and sanitation and ministry of tourism. It is envisaged to create awareness about sustainable tourism and to nudge the tourists and tourism business towards sustainable development.	• Action on this recommendation is yet to be initiated
		Separate information on air, water as well as pollution caused by solid	• Operationalizing of the processing plants is in

		waste generated due to tourism activities in the state is not available. Hence, we recommend scientific investigation of air and water quality parameters as well as solid waste generation during the peak tourism season in Meghalaya. Use of electric vehicles should be encouraged.	progress. MOU s with Self Help Groups, Local Agencies is being finalized as the SHGs/Agencies are yet to obtain the Authorization from the State Pollution Control Board.
		Institutional capacity building for climate change planning should be implemented by the Local Govt. Green tourism initiatives should be initiated for promotion of SDGs.	• Action on this recommendation is yet to be initiated

4. KEY OBSERVATIONS

Compliance reports under the EATIHR framework have not yet been received from Arunachal Pradesh; however, the other 12 States and UTs have submitted their reports highlighting implementation of recommendations such as carrying capacity assessment, adoption of renewable energy, promotion of electric mobility, solid waste and wastewater management, biodiversity conservation, community-based tourism, and capacity-building programs. These measures collectively aim to conserve the fragile Himalayan ecosystems, promoting responsible, sustainable tourism development. Detailed state-wise actions along with Annexures are consolidated in Table 1.

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Annexure I 887

Fwd: Submission of Compliance Report/Inputs in respect of UT of Ladakh-O.A. No. 178/2022. reg-

Mountain Division < mountaindiv-moefcc@gov.in >

Annexure I

Ladakh Pollution Control Committee < pollutioncontrolcommitteeleh@gmail.com >

Mon, 02 Feb 2026 12:20:49 PM +0530

To "mountaindiv-moefcc"<mountaindiv-moefcc@gov.in>

---------- Forwarded message ---------
From: **Ladakh Pollution Control Committee** <pollutioncontrolcommitteeleh@gmail.com>
Date: Mon, Feb 2, 2026 at 11:43 AM
Subject: Submission of Compliance Report/Inputs in respect of UT of Ladakh-O.A. No. 178/2022. reg-
To: <secy-moef@nic.in>
Cc: PersonalSection <pr.secy@ladakh.gov.in>, Ladakh Pollution Control Committee <membersecretarylpcc@gmail.com>, <regionaldirectorlpcc@gmail.com>, Chief Wildlife Warden Ladakh <cwlwladakh@gmail.com>

Sir/Madam
Kindly find below attachments regarding the above cited subject.

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Regards,
O/o
Ladakh Pollution Control Committee,
Union Territory of Ladakh.

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Regards,
O/o
Ladakh Pollution Control Committee,
Union Territory of Ladakh.

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3 Attachment(s)

Report OA 178-2022.pdf	Annexure-A-E.pdf
95.3 KB	11.1 MB

888

OA-178.pdf
350.5 KB

Compliance report in pursuance of the direction issued by the Hon'ble National Green Tribunal in the matter of M.A. No. 14/2024 in O.A. No. 178/2022 titled in re: News item published in The Hindu dt: 27/02/2022 titled "Tourism has brought economic prosperity to the Himalaya region, but the environmental cost has been catastrophic"

The present report has been prepared with respect to the recommendations for each of the State and the Union Territory of Indian Himalayan Region in the report titled "Environment Assessment of Tourism in the Indian Himalayan Region (EATIHR)".

An action taken Report/ Compliance Report in respect of the recommendations for Union Territory of Ladakh are given, as compiled from the inputs provided by the concerned line Departments: -

1. ***Pangong Tso Lake, Nubra and Siachen valley, Kargil, Drass, worlds highest motorable road (Umlingla Pass; 19,024 feet) along with some of the most popular monasteries, such as, Hemis, Alchi, Lamayuru, Shey and Thiksay, etc, are famous tourist places in Ladakh which require carrying capacity study for developing a planned infrastructure and amenities including waste management, consultation with diverse user groups.***

   It is intimated that, under the Swachh Bharat Mission Gramin Phase II, the Rural Development Department, UT Ladakh, has setup waste segregation systems at various locations in Ladakh, including religious and faith-based tourist sites like monasteries. Proper waste management is implemented to mitigate the adverse effects of waste on the environment and the local ecosystem, including wildlife and plant life.

   "Project Tsangda" is a District Administration-led initiative aimed at addressing solid waste management in rural areas. The project focuses on protecting Ladakh's fragile ecology from threats posed by garbage generation due to increasing tourism and urbanization, through awareness, waste segregation, collection, and environmentally responsible disposal mechanisms.

   Further, it is intimated that a Carrying Capacity study through a reputed agency is under consideration of Department of Rural Development, UT Ladakh.

2. ***Protected areas (like Hemis National Park, Changthang Cold Desert Sanctuary and Karakoram Sanctuary) require vigilance and regular patrolling to reduce unwanted wildlife – tourist interaction, habitat destruction due to off-road driving and encroachment. Simultaneously there is a need to promote wildlife-based tourism along with periodic assessment of such activities on the natural habitat of wild flora and fauna.***

   In order to promote wildlife-based tourism while ensuring periodic assessment of its impact on the natural habitat of wild flora and fauna, the Wildlife Division, under the Homestay Policy, 2023 is incentivizing the establishment of homestays near the protected areas.

   Additionally, the Ladakh Police deploys its personnel for regular patrolling to curb undesirable interactions between tourists and wildlife, prevent habitat degradation caused by off-road driving, and check encroachment within these protected areas.

The Tourism Department, Leh in collaboration with Ladakh Police Leh organized an orientation program for the Taxi and Tempo Drivers of Leh District. The training covered responsible tourism practices, sustainable travel, and the role of taxi-drivers as cultural ambassadors and first contact for tourists, which is especially relevant for tours to remote or heritage sites, Wildlife protected areas and other sensitive areas.

Periodic tourist advisories have been issued by the UT Administration to sensitize tourists and tourism stakeholders about responsible tourism practices. These advisories emphasize on proper waste management, discouragement of single-use plastics, reduction of noise pollution, and respect for local culture, traditions, and wildlife ***(Annexure-A).***

As part of our continuous efforts to safeguard the fragile ecosystems of Ladakh, regular patrolling is conducted by field staff to ensure the protection of the region's wildlife. Moreover, Beat Guards are stationed in each designated beat across the UT of Ladakh to monitor and prevent any unauthorised activities, by tourists or locals. These guards are vigilant in ensuring that violations, if any, under the Wildlife Protection Act, 1972, are promptly identified and addressed. Camera trap installation has also been carried out to monitor and locate important habitats and wildlife species.

Engagement of Wildlife Stewards:

The Department engages Wildlife Stewards, from local villagers, for a focused conservation action aimed at protecting the Black Necked Cranes (BNC) and their nesting sites and for protecting wild flora and fauna of the UT Ladakh. Each steward, being a local resident, is assigned a specific area within the Protected Areas ensuring targeted protection efforts rooted in the local community. The engagement of Wildlife Stewards has yielded significant results in mitigating key threats to the Black Necked Cranes, such as predation by feral dogs and disturbances from human activity. Their vigilance has been crucial in securing nesting sites and ensuring the survival of crane chicks.

Bird Census and Partnership with research organisations for scientific study:

Yearly bird census like the Asian Water bird census and population census of the State Bird, Black-Necked Crane are conducted by the Department. It also collaborates with research organisations for conducting scientific study on important flora, fauna and habitats.

Procedure for Wildlife Clearance in Protected Areas: Any proposed land use or diversion within the Protected Areas of Ladakh is subject to a highly regulated and transparent process of Wildlife Clearance, through the PARIVESH portal of the Ministry of Environment, Forest and Climate Change, Government of India. The Wildlife Clearance cases undergo rigorous scrutiny at multiple levels and subsequently, permitted only with the approval of the Standing Committee of the National Board of Wildlife (NBWL).

3. ***With high influx of tourists in Chadar trek (on frozen Zanskar River), Markha Trek, Stok Kangri expedition, there is a need of proper monitoring regarding issues like throwing of waste and its generation, conversion of productive land, parking area, 80 water availability and pollution energy needs, threats to wildlife and habitats, etc.:***

Union Territory of Ladakh, regulates and promotes tourism through policy guidelines, advisories, capacity-building initiatives, and support for region-specific sustainable tourism measures.

Recognizing the need to ensure safe, responsible, and ecologically balanced tourism development in a highly fragile region, the Union Territory Administration of Ladakh has taken the following measures to regulate tourism regarding Chadar Trek, Markha Trek, Stok Kangri expeditions.

The Ladakh Mountaineering Policy 2024 demonstrates Ladakh's commitment to fostering a safe, sustainable, and community-centric mountaineering environment by recognizing local tour operators, benefiting local communities, and preserving the region's natural heritage, with the objective of establishing Ladakh as a premier global destination for sustainable mountaineering through standardized regulations, SOPs, training and accreditation systems, mandatory environmental conservation measures, a structured expedition permit framework, and compulsory adherence to the Code of Conduct for Responsible Mountaineering in Ladakh.

To regulate tourist movement and enhance safety and awareness, the Ladakh Police has launched the "Jullay" Tourist Mobile Application as a one-stop digital platform for tourists visiting Ladakh. The application provides information on tourist destinations, accommodation, travel guidelines, health centers, markets, transport and road conditions, festivals, and police assistance. Additionally, a dedicated Tourist Police Unit has been established, Tourist Assistance Booths have been set up at 11 key tourist locations, and 8 Highway Patrol units provide roadside assistance, thereby ensuring safe and orderly tourism in sensitive areas.

Periodic tourist advisories are issued by the UT Administration to sensitize tourists and tourism stakeholders about responsible tourism practices. These advisories emphasize proper waste management, discouragement of single-use plastics, reduction of noise pollution, and respect for local culture, traditions, and wildlife.

In order to prevent over-tourism and its detrimental impact on the fragile ecosystems of Ladakh's Protected Areas, the Department of Forest, Ecology and Environment, UT Ladakh has instituted stringent measures. Every tourist, whether domestic or foreign, is required to obtain a permit to enter the Hemis National Park, Karakoram Shyok Wildlife Sanctuary, and Changthang Cold Desert Wildlife Sanctuary. Tourists are also required to obtain prior permission from the Department of Forest, Ecology and Environment for activities such as still photography or videography in these areas. These permits ensure that access to these protected areas is carefully monitored and controlled. Additionally, tourist behaviour is monitored in strict alignment with the norms of the *Wildlife Protection Act, 1972* (WPA 1972), which prohibits tourists from off-roading, littering, or engaging in any activity that could damage or disturb the habitats within the Protected Areas.

4. ***There is a need to work on creation of alternate sources of drinking water in view of the water demand of the tourists and availability of local capacity to supply safe water:***

Under the Jal Jeevan Mission, Ladakh has achieved near-universal household coverage for safe drinking water. Functional tap connections have been provided across rural areas, including remote regions. This has improved availability of local capacity to supply safe water.

892

5. ***Air quality assessment needs to be done to know background values in and around tourist destinations. Studies should be conducted to distinguish the different sources (tourist vehicles) of air pollution in the area. Use of electric vehicles should be encouraged:***

In compliance with the directions, it is intimated that in order to strengthen air quality monitoring, Ladakh Pollution Control Committee is in the process of installing Continuous Ambient Air Quality Monitoring Station (CAAQMS) at identified location for real-time monitoring, data generation and long-term air quality assessment.

Further, the Transport Department has issued Order vide No.: 09-Trans (UTL) of 2022 dt: 17/08/2022 ***(Annexure-B)*** regarding adoption of Electric vehicle and allied infrastructure Policy-2022. The Transport Department has also issued Notification No.: 22 dt: 13/04/2023 providing financial assistance/subsidy for commercial e-cars to encourage the use of electric vehicles by locals ***(Annexure-C).***

At present, the Transport Department is operating electric busses. Moreover, in the near future PM e-Bus Seva and Hydrogen fuel-based will be introduced in the Union Territory of Ladakh as part of eco-friendly public transport facilities to further reduce vehicular emissions.

In a significant step towards emission free transport, the NTPC Ltd. has established India's first Green Hydrogen Filling station at Leh. This initiative makes a major milestone in promotion of clean energy-based transport and reduction of carbon emission in the ecologically sensitive region.

All these measures are aimed at reducing dependence on fossil fuel-based transport mitigating air pollution.

6. ***Overall, some of the suggested measures for environment in tourist places are as follows:***

- ***Waste recycling units for the segregated wastes instead of transporting kilometer away to other states.***
- ***Applying appropriate technologies for direct use, like use of shredded plastic chips in road construction.***
- ***Building a network of Water ATMs (urban centers) and promoting Clean Water springs for drinking water purposes on the famous travel routes/destinations. This could be an alternative to packaged drinking water.***
- ***Encouraging use of no-fossil fuel powered vehicles.***
- ***Regulating tourism in protected areas after estimation of carrying capacity. Hon'ble High Court of Jammu and Kashmir has also put directives to protect the flora and fauna of "Pangong Tso" (a most visited tourist destination in Changthang Cold Desert Wildlife Sanctuary) and needs of Scientific Efforts (High Court of Jammu and Kashmir, OWP no. 1513/2018, date of order, 16.08.2018).***
- ***Developing a master plan of urban growth to support tourism-related infrastructure and amenities without developing conflict with diverse user groups.***
- ***While promoting the wildlife-based ecotourism, it is pertinent to conduct the periodic assessment of such activities on the natural habitat of the wild flora and fauna in Ladakh. This will ensure the growth of the tourism-based economy as well as the conservation of the biodiversity heritage of Ladakh.***

In order to provide safe-drinking water access especially in harsh winter conditions, total 23 Nos. winter-friendly water ATMs have been installed and commissioned in strategic locations in Leh and Kargil.

Leh has an operational Integrated Solid Waste Management Plant which was commissioned in 2020 with a capacity of 30 TPD (20 TPD for Dry Waste and 10 TPD for Wet Waste). The Solid waste Management Plant in Kargil was commissioned in 2025 with a capacity of 25 (TPD) 15 TPD Dry Waste and 10 TPD for Wet Waste.

That the non-biodegradable waste segregated and collected at Solid Waste Management Plant is sold to the M/s Ladakh Recycling Solution under a long-term agreement. A Memorandum of Understanding (MoU) has been signed on 14/03/2024 between Ladakh Autonomous Hill Development Council Leh and M/s Ladakh Recycling Solution establishing a 15 years contract for collection of segregated scrap from the waste collection centres ***(Annexure-D).***

That Housing & Urban Development Department (H&UDD) UT of Ladakh has recently signed MoU with Project Himank (Border Road Organization) for supply of plastic waste for road construction. An initial requirement for the supply of 02 MT of Plastic Wastes has been made by Himank as per the MoU. The Municipal Committee-Leh has already procured a shredding Machine to shred plastic waste for use in road construction by the Border Road Organization ***(Annexure-E).***

संघ राज्य प्रशासन, लद्दाख THE ADMINISTRATION OF UNION TERRITORY OF LADAKH
पर्यटन एवं संस्कृति विभाग DEPARTMENT OF TOURISM & CULTURE
संघ राज्य सचिवालय, लेह, लद्दाख UT SECRETARIAT, LEH, LADAKH
टेलीफोन/Telephone: 01982- 255786 ईमेल/Email: comsecytourismutl@gmail.com

NOTICE

Subject: **Tourist Advisories.**

In order to ensure the safety, environmental responsibility, and enjoyment of visitors exploring Ladakh, the Department of Tourism, UT of Ladakh hereby issues the following tourist advisories on various facets of tourism in Ladakh. These advisories cover a range of experiences offering essential information tailored to each specific activity and season:

1. *Cultural Sensitivity & Heritage Care in Ladakh*
2. *High-Altitude Health Tips for Tourists in Ladakh*
3. *Safe Highway Travel in Ladakh*
4. *Motorcycle Trips in Ladakh*
5. *Mountaineering Expeditions in Ladakh*
6. *Navigating Ladakh's Mountain Passes*
7. *Respecting Ladakh's Natural Wonders*
8. *Trekking Responsibly in Ladakh*
9. *Wildlife Watching Ethics in Ladakh*
10. *Winter Travel Tips for Ladakh*

These advisories aim to prepare visitors for the unique challenges and conditions of Ladakh, a region known for its high altitude, extreme weather, and fragile ecosystems. By offering detailed guidance on preparation, safety measures, and environmental stewardship, these advisories will help visitors navigate the region's distinctive features responsibly and enjoyably.

Issued with the approval of the Competent Authority.

Encl.: **As above.**

(मुहम्मद अली टाक/Muhammad Ali Tak) 22.10.24
अवर सचिव/ओएसडी / Under Secretary/OSD
पर्यटन एवं संस्कृति विभाग / Tourism & Culture Department
संघ राज्य लद्दाख /UT Ladakh

No.: Secy(Trm)/(TF)/189/UTL/2024/2162-72 Dated: 22.10.2024

Copy to the:

1. Deputy Commissioner/CEO, LAHDC, Leh/Kargil.
2. Senior Superintendent of Police, Leh/Kargil.
3. Director, Tourism Department, Ladakh.

4. Technical Director, NIC, Ladakh with the request to upload the notice on the official website of the UT Administration Ladakh and District Websites of Leh and Kargil districts.
5. Joint Director, Information & Public Relations Department, UT of Ladakh for wide publicity through electronic, print and social media.
6. Assistant Director, Tourism Department, Leh/Kargil.
7. OSD to the Hon'ble Lieutenant Governor, Ladakh for kind information of the Hon'ble LG.
8. Tourist Officer, Zanskar for information & necessary action.
9. Private Secretary to Advisor to Hon'ble LG, Ladakh for kind information of the Advisor.
10. PA to Secretary, Tourism & Culture Department, UT of Ladakh for kind information of the Secretary.
11. Office file.

22.10.24



Tourist Advisory

(Cultural Sensitivity and Heritage Care in Ladakh)

Department of Tourism
Union Territory of Ladakh

Cultural Sensitivity and Heritage Care in Ladakh

As you explore the unique and beautiful region of Ladakh, we invite you to embrace and respect the rich cultural heritage and traditions of this land. To ensure a harmonious and respectful experience for both visitors and locals, please observe the following guidelines:

1. **Respect Local Traditions**
   - Dress modestly, particularly when visiting religious sites. Cover your shoulders and knees and remove hats and sunglasses indoors.
   - Always seek permission before taking photographs, especially in religious or private spaces. Respect any restrictions that may be in place. Additionally, do not use flash when photographing inside old monuments, particularly those with paintings or delicate artworks, as flash can cause damage. Most old monasteries and sacred sites require this precaution to protect their heritage.

2. **Observe and Follow Local Customs**
   - When participating in traditional ceremonies or festivals, adhere to local customs and refrain from interrupting or intruding on private rituals. Locals are welcoming and happy to share information if you're curious. Don't hesitate to ask respectfully about customs or practices, but always do so in a manner that respects their traditions and privacy.
   - Respect local practices and beliefs, even if they differ from your own. Approach new experiences with an open mind and a willingness to learn.

3. **Respect Religious Features**
   - **Prayer Flags:** Do not touch or disturb prayer flags. These are sacred items meant to carry prayers and positive wishes into the wind. If you see prayer flags fluttering in the wind, admire them from a distance and avoid walking through or on them.
   - **Prayer Walls (Mane Walls):** When passing the prayer walls or mani stones, walk clockwise around them. This practice shows respect for the sacred texts inscribed on the stones and aligns with local customs.
   - **Prayer Wheels:** Turn prayer wheels gently in a clockwise direction if you wish to participate in this practice. Do not spin them forcefully or out of respect for their spiritual significance.
   - **Other Religious Items:** Respect all religious artifacts and symbols, including statues, offerings, and ceremonial objects. Do not touch, handle, or remove any items of religious significance unless explicitly invited to do so. Maintain a respectful distance and avoid any actions that could be perceived as intrusive or disrespectful.

4. **Protect Heritage Properties**
   - **Protect Ancient Structures:** Do not touch or lean on ancient structures or artifacts. Your safety is important, but more importantly, touching these sites can cause damage and hinder their preservation.
   - **Strictly Avoid Defacing Heritage Sites:** Do not mark, deface, or vandalize heritage sites under any circumstances. Such actions are illegal, strictly prohibited, and deeply disrespectful. Any damage to historical monuments compromises the integrity of these valuable cultural treasures.

5. **Interact Thoughtfully**
   - Engage with local communities in a respectful manner. Avoid making assumptions or stereotypes about their way of life.
   - Support local artisans and businesses and ensure that interactions are conducted with mutual respect and understanding.

22.10.2024

6. **Maintain Cleanliness**
    - Dispose of trash properly. Use designated bins for disposing of waste at all tourist sites. If no bins are available, carry your garbage back to Leh, where proper disposal facilities are provided. Avoid littering in natural and cultural sites to help preserve the beauty of Ladakh.
    - In alignment with the Plastic Waste Management (Amendment) Rules 2022, tourists are encouraged to respect and follow the regulation on single use plastic ban. Please use reusable products such as refillable water bottles, reusable carry bags and avoid disposable plastic items to help protect Ladakh's pristine environment. Your cooperation is essential in keeping the region clean and sustainable for future visitors.
    - Be mindful of your environmental footprint. Refrain from leaving any personal waste or disturbing the natural habitat at cultural or tourist sites. Your efforts in minimizing impact help protect Ladakh's environment and heritage.

7. **Follow Site Guidelines**
    - Adhere to any rules or regulations posted at tourist sites. These guidelines are in place to protect both visitors and maintaining the integrity of the site.
    - Stay on marked paths/ trails and avoid wandering into restricted or sensitive areas.

By following these guidelines, you will contribute to the preservation of Ladakh’s unique cultural and historical heritage, honor the spiritual practices of local communities, and ensure a respectful and harmonious visit.

Thank you for your understanding and for helping protect Ladakh’s beauty and traditions. We appreciate your cooperation and hope you have a memorable visit.

Issued by: **Department of Tourism, Union Territory of Ladakh**

22.10.2024



Tourist Advisory

(High-Altitude Health Tips for Tourists in Ladakh)

Department of Tourism
Union Territory of Ladakh

High-Altitude Health Tips for Tourists in Ladakh

As you embark on your journey through the high-altitude regions of Ladakh, we encourage you to prioritize your health and safety. To help you navigate these unique and challenging environments safely, please follow these essential guidelines issued by the Department of Tourism, Union Territory of Ladakh:

1. **Acclimatization**
   - **Initial Acclimatization:** All tourists and visitors arriving in Leh must mandatorily undergo a minimum of 48 hours of acclimatization before traveling to higher altitude areas. This helps your body adjust to the reduced oxygen levels.
   - **Limit Road Travel:** For those arriving by flight to Leh, it's important to note that road travel does not aid in acclimatization and can exacerbate altitude sickness. Since altitude effects build up progressively, minimize road travel immediately after your arrival to allow your body time to adjust to the high altitude.
   - **Be Aware of AMS Symptoms:** Familiarize yourself with the symptoms of Acute Mountain Sickness (AMS) to stay vigilant. While it's important not to let altitude concerns cause undue stress, stay informed and follow the precautions recommended by the Health Department, and heed the advice of your guides, local operators, and hotel staff.
   - **Check Weather Conditions:** It is recommended that you check local weather conditions before heading out, as weather can change rapidly at high altitudes and impact your health.

2. **Medication & Health Precautions**
   - **Health Department Guidelines:** Adhere to the guidelines issued by the Health Department, Union Territory of Ladakh to ensure your well-being during your visit.
   - **Consult your Doctor:** If you have any pre-existing medical conditions, it is important to consult your doctor before your trip and follow their advice regarding medication and other precautions. If you have heart or lung conditions, consult a doctor with experience in high-altitude medicine before traveling. Diabetics should carefully manage their condition, as high altitude can impact diabetes control. Pregnant women should seek medical advice, as they may be advised to avoid sleeping above 10,000 feet. Additionally, individuals with sickle cell anemia or severe pulmonary hypertension should avoid high-altitude travel due to potential health risks.
   - **Public Health Centers:** More than 200 public health centers are distributed across all the villages in Ladakh, specializing in altitude sickness and other health concerns. In case of any emergency, feel free to visit any of these centers for assistance.
   - **Diamox (Acetazolamide):** To aid in acclimatization, consider taking Diamox (125-250 mg) tablets twice daily (in consultation with your Physician/ Doctor), starting at least one day before your arrival in Leh. Continue the medication for three additional days after arriving. This can help mitigate altitude sickness.
   - **Experiencing Acute Mountain Sickness (AMS):** If you experience symptoms of AMS and find that your oxygen levels are low, seek medical advice. Consult a doctor to address any health concerns. In most cases, hotel staff are knowledgeable and can assist you in finding medical help or providing immediate support. Don't hesitate to ask for their assistance.

3. **Activity Restrictions**
   - **Avoid Physical Exertion:** For the first two days after arriving in Leh, limit vigorous physical activity to allow your body time to acclimate to the lower oxygen levels. Even simple tasks like walking or climbing stairs may feel more strenuous (this is normal). If you experience symptoms of AMS, such as headaches or dizziness, it is crucial to rest and avoid any unnecessary exertion.

22.10.2024

- **Avoid Rushing:** Do not rush your activities. Move slowly and take it easy to prevent exhaustion and altitude sickness.
- **Ascend Gradually:** To help your body adjust to decreasing oxygen levels, avoid traveling from low to high elevations in a single day. Whenever possible, ascend slowly, preferably by road, to give yourself time to acclimate. This gradual ascent reduces the risk of altitude-related issues and aids in smoother adaptation to the high-altitude environment.
- **Avoid Travel to Remote Areas Immediately after Arrival:** It is strongly recommended not to visit Pangong Lake (Changthang region) or any mountain passes within 1-2 days of your arrival, especially if you have flown into Leh. Give your body sufficient time to acclimate to the high altitude before exploring these remote and elevated locations, to reduce the risk of altitude sickness.
- Upon arrival at the Leh Airport, tourists can avail of the pre-paid taxi service from the designated counter located in the parking area after you exit the arrival gate. The tariffs are fixed, ensuring fair prices as per the printed rates, and there is no risk of being overcharged. Please note that ride-hailing services like Ola or Uber are not available in Ladakh. Alternatively, you can also arrange for airport pickup through your tour operator or hotel.

4. **Hydration and Diet**
   - It is recommended to drink plenty of water and other fluids, to stay hydrated. Aim for at least 2-3 liters of fluids per day. Avoid caffeine, as it can be dehydrating and may worsen symptoms of altitude sickness. Proper hydration supports your body's acclimatization process and helps mitigate symptoms of altitude sickness.
   - Avoid consuming alcohol, cigarettes, and sedatives, as these can exacerbate the symptoms of altitude sickness and hinder your body's ability to adapt to the lower oxygen levels.
   - On your first day in Leh, opt for light, easily digestible meals. Heavy or rich foods can lead to digestive discomfort, which may be compounded by the effects of high altitude. Eating light meals helps reduce the risk of gastrointestinal issues and allows your body to better cope with the initial adjustment to the altitude.
   - **Packing Essentials:** It is recommended that you pack essential items for your trip, including a personal first aid kit with Diamox tablets, camphor, and any personal medication you may need, sunscreen, polarized sunglasses, lip balm, a reusable water bottle, and high-energy snacks for day trips.

5. **Sun Protection**
   - **Sunscreen:** Apply sunscreen with an SPF of 15 or higher to protect your skin from the intense UV rays at high altitude. The sun's rays are harsher in Ladakh due to the lower atmospheric protection. It is usually suggested to reapply sunscreen every two hours or as directed on the product label, especially if you are sweating.
   - **Protective Gear:** To safeguard yourself from the strong sunlight in Ladakh, it is recommended to wear a wide-brimmed hat and UV-protective sunglasses. The high-altitude environment can lead to increased sun exposure, which can be damaging to your skin and eyes. Using these protective measures helps prevent sunburn and reduces the risk of eye strain from the intense glare.

6. **Travel Insurance**
   - We strongly recommend that all tourists traveling to Ladakh secure comprehensive travel insurance that includes coverage for high-altitude medical emergencies and emergency airlifts. Given the remote nature of many areas in Ladakh, having insurance can provide peace of mind and ensure prompt medical assistance if needed. Be sure to review your

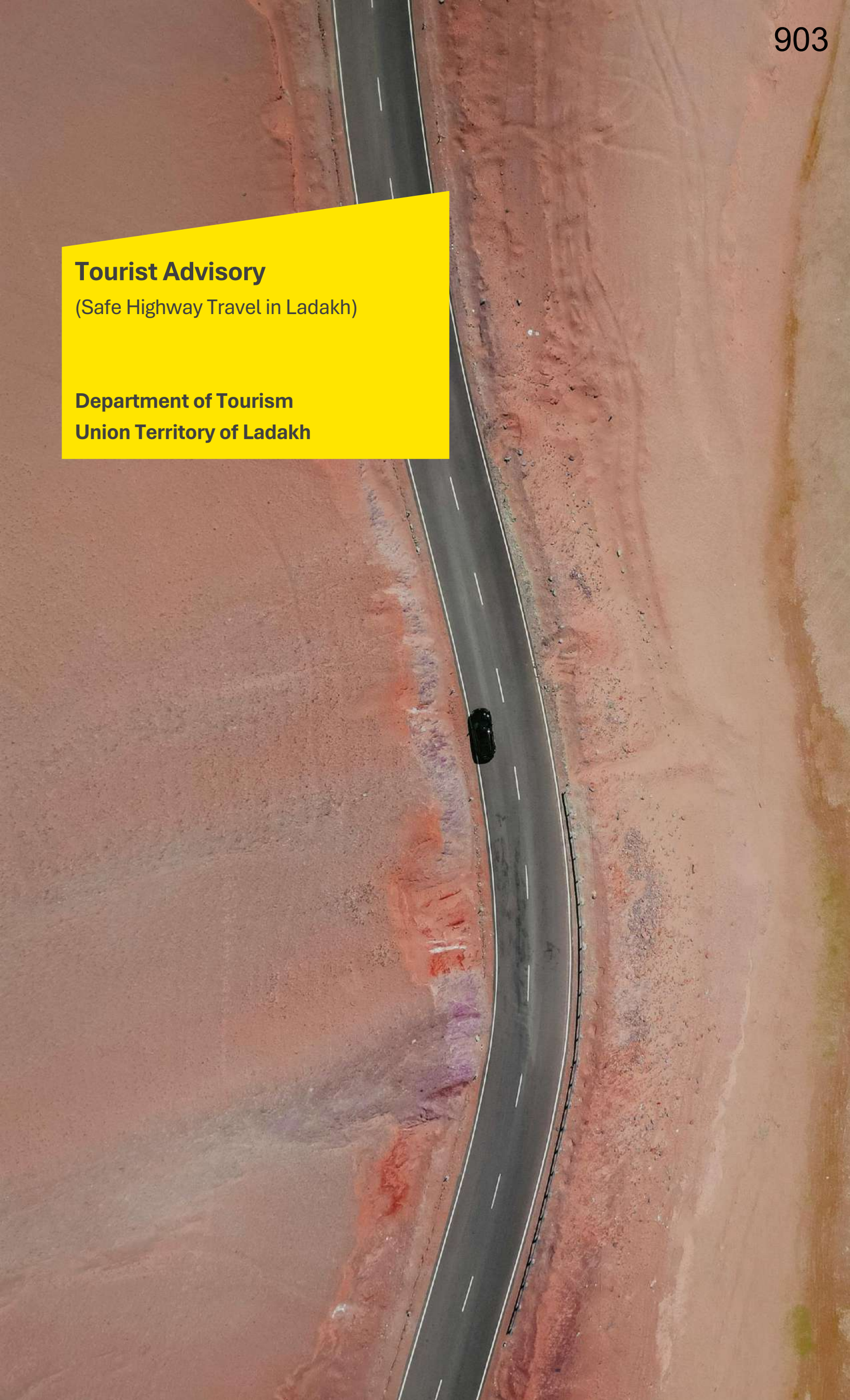
22.10.2024

policy to confirm that it covers activities such as trekking, mountaineering, and other adventure sports, as well as potential evacuation from high-altitude locations.

We wish you a safe and enjoyable visit to Ladakh. Adhering to these guidelines will help you acclimatize better and minimize the risks associated with high-altitude travel.

Issued by: **Department of Tourism, Union Territory of Ladakh**

22.10.2024



Tourist Advisory

(Safe Highway Travel in Ladakh)

Department of Tourism
Union Territory of Ladakh

Safe Highway Travel in Ladakh

As you embark on your self-drive journey through the stunning highways of Ladakh, please keep the following essential guidelines in mind to ensure a safe and enjoyable trip. Your safety and comfort are our top priorities:

1. **Preparation**
    - **Plan Ahead:** Thoroughly plan your route and itinerary before setting out. Know your destination and the route, and account for fuel stops as fuel pumps can be scarce in remote areas. Carry extra fuel, if necessary, based on your travel plans.
    - **Weather Awareness:** Regularly check weather forecasts before and during your trip. Be prepared for sudden changes in weather, which are common in high-altitude regions. Adjust your plans as needed to ensure your safety and avoid driving through adverse conditions, if possible.
    - **Weather Gear:** Ensure you pack proper weather gear, including windproof jackets and thermal layers, as mountain conditions can change rapidly.
    - **Cellular Coverage:** Cellular phone coverage can be limited and sporadic in many remote areas of Ladakh. Prepaid SIM cards from other regions of India do not work in Ladakh. To ensure connectivity, it is advisable to have at least one postpaid SIM card among your group. Postpaid connections from Airtel, BSNL, and Jio provide better coverage in Ladakh.
    - **Navigation Preparation:** Since network connectivity is limited, you may not have access to online maps. Prepare by familiarizing yourself with your route in advance. Be aware that finding people to ask for directions can be difficult in remote areas, so having a clear understanding of your journey will help you avoid getting lost or going off track. Stay informed about road conditions through reliable sources, as network availability may be inconsistent.
    - **Allow Ample Time:** Ensure you allocate plenty of time to reach your destination. Avoid feeling rushed, especially in challenging weather conditions. Taking your time can help prevent accidents and ensure a more enjoyable driving experience.
    - **Travel Timing:** It is advisable not to start your journey very late in the morning, especially on long routes or when crossing mountain passes. Aim to travel during daylight hours. In summer, days are longer, but in winter, daylight hours are short, and it can get extremely cold after dark. It is recommended to avoid crossing passes at night, particularly if you are unfamiliar with the routes, to ensure better visibility and safety.
    - **Obtain Necessary Permits and Stop at Check Posts:** Ensure you have all required permits for traveling in restricted or protected areas. Before heading out, obtain the necessary permissions from relevant authorities. Make sure to stop at check posts to complete any required documentation or inspections.
    - **Vehicle Check:** Before embarking on your journey, it is crucial to conduct a thorough pre-trip vehicle check. Ensure your vehicle is well-maintained and ready for high-altitude and rugged terrain. Before setting out, check that your tires are in good condition, properly inflated, and suitable for varying road conditions. Carry tools and know basic repair techniques, as mechanics are scarce, especially on highways like Manali-Leh and in remote areas. Ensure that your brakes, fluids, and lights are all in optimal condition, as high-altitude driving can put additional strain on your vehicle.
    - **Packing Essentials:** It is recommended that you pack essential items for your trip, including a personal first aid kit with Diamox tablets, camphor, and any personal medication you may need, sunscreen, polarized sunglasses, lip balm, a reusable water bottle, and high-energy snacks for day trips.



2. **Driving Conduct**
    - **Avoid Racing:** Refrain from engaging in competitive driving or racing with other vehicles. Maintain a steady and controlled pace to ensure safety on the challenging roads. Patience is crucial, as high-altitude highways can be unpredictable and demanding.
    - **Give Way:** On mountainous roads, always give priority to vehicles that are ascending the slopes. These vehicles have a more challenging time gaining traction and may need extra space to maneuver. Be prepared to pull over or yield to allow them to pass safely. This practice helps prevent traffic congestion and accidents on narrow and steep sections.
    - **Drive Carefully:** Exercise caution always by driving slowly and attentively. Keep a safe distance from the vehicle ahead to allow for sudden stops or emergencies. This is especially important on wet, snowy, or icy roads, where traction can be compromised. Adjust your speed according to road conditions and visibility to ensure a safe journey.
    - **Maintain a Safe Following Distance:** Given the challenging driving conditions, keep a larger following distance than usual. This allows you ample time to react to sudden stops or obstacles and reduces the risk of collisions.
    - **Manage Oncoming Traffic:** If you encounter a vehicle approaching from the opposite direction and there isn't enough space for both vehicles to pass, stop where there is a side gap or designated pull-off area on your side of the road. Allow the oncoming vehicle to pass safely before resuming your journey. This practice helps prevent accidents and ensures smooth traffic flow on narrow or winding roads.
    - **Use Fog Lights and High Beams Wisely:** In low visibility conditions such as fog or heavy rain, use fog lights to improve visibility. On dark, winding roads, high beams can help you see further ahead, but remember to switch to low beams when approaching other vehicles to avoid blinding other drivers.
    - **Respect Signages:** Exercise care when interacting with signages, including those from the Border Road Organization (BRO). These signs are vital for safety and navigation. Please refrain from damaging, defacing, or placing stickers on these signboards, as this obstructs important information and harms the environment. Appreciate these markers as key components of Ladakh’s infrastructure and help preserve them for future visitors and the local community.

3. **Driving Tips**
    - **Uphill Driving:** Reduce your speed before navigating turns and accelerate smoothly through curves. If you find the vehicle struggling with the incline, shift to a lower gear to enhance control, especially on steep sections. This approach helps prevent overheating of the engine and maintains traction.
    - **Downhill Driving:** Employ engine braking along with regular brakes to manage your speed and maintain control on downhill stretches. Downshift to lower gears to help control the vehicle's descent and avoid excessive braking. On snow or ice, apply brakes slowly and gradually to prevent wheel lock and sliding, ensuring a safer descent.
    - **Changing Road Conditions:** Roads in Ladakh can vary significantly in quality, from well-paved stretches to rough, uneven surfaces. Be prepared for sudden changes and adjust your driving style accordingly. Watch out for loose gravel, potholes, and uneven terrain, especially on less maintained roads.
    - **Monitor Engine Temperature:** High-altitude driving can put extra strain on your vehicle. Regularly check the engine temperature and other vital signs to prevent overheating. If your vehicle shows signs of overheating, pull over safely and allow it to cool down.
    - **Plan for Rest Stops:** Long drives on high-altitude roads can be exhausting. Plan regular rest stops to stretch, hydrate, and refresh yourself. This helps prevent fatigue and maintains alertness throughout your journey.



- **Night Driving:** Night driving in remote areas of Ladakh can be particularly hazardous due to limited visibility, winding roads, and the potential for wildlife crossings. To ensure your safety, plan your travel schedule to reach your accommodations before dark.

4. **Other Essentials**
   - **Carry Essential Supplies:** Equip yourself with necessary supplies such as extra fuel, water, a first aid kit, and warm clothing. These items are vital in case of an emergency or breakdown. Due to the remote nature of the region, having these supplies can be crucial for your safety and comfort.
   - **Carry Sufficient Cash:** Keep certain amount of cash with you, as ATMs may be scarce outside of main towns. While online UPI payments are widely available, network connectivity can be limited in remote regions, making digital transactions difficult. Having cash on hand ensures you can handle expenses and emergencies more easily throughout your trip.
   - **Winter Road Conditions:** Before traveling, check for the closure status of the Leh-Srinagar and Leh-Manali highways through official websites and sources. These main routes, including high passes, may be closed from October through April due to snow and weather conditions. When driving in Ladakh during winter, ensure you have additional items such as chains, a shovel, a cardboard box for traction, and de-icing spray to effectively manage snow and ice.
   - **Basics of Driving in Snow:** When driving on snow-covered roads, avoid sudden braking, especially on downhill slopes, as this can lead to skidding. Instead, use engine braking by shifting to a lower gear. When accelerating, do so gently to prevent wheel spin. Maintain a steady and controlled speed and increase your following distance to allow for longer stopping distances on slippery surfaces.
   - **Check Weather Conditions:** It is recommended that you check local weather conditions before heading out, as weather can change rapidly at high altitudes and impact your health.

5. **Maintain Cleanliness**
   - Dispose of trash properly. Use designated bins for disposing of waste at all tourist sites. If no bins are available, carry your garbage back to Leh, where proper disposal facilities are provided. Avoid littering in natural and cultural sites to help preserve the beauty of Ladakh.
   - In alignment with the Plastic Waste Management (Amendment) Rules 2022, tourists are encouraged to respect and follow the regulation on single use plastic ban. Please use reusable products such as refillable water bottles, reusable carry bags and avoid disposable plastic items to help protect Ladakh's pristine environment. Your cooperation is essential in keeping the region clean and sustainable for future visitors.
   - Be mindful of your environmental footprint. Refrain from leaving any personal waste or disturbing the natural habitat at cultural or tourist sites. Your efforts in minimizing impact help protect Ladakh's environment and heritage.

6. **Travel Insurance**
   - We strongly recommend that all tourists traveling to Ladakh secure comprehensive travel insurance that includes coverage for high-altitude medical emergencies and emergency airlifts. Given the remote nature of many areas in Ladakh, having insurance can provide peace of mind and ensure prompt medical assistance if needed. Be sure to review your policy to confirm that it covers activities such as trekking, mountaineering, and other adventure sports, as well as potential evacuation from high-altitude locations.

Issued by: **Department of Tourism, Union Territory of Ladakh**

22.10.2024

Tourist Advisory

(Motorcycle Trips in Ladakh)

Department of Tourism
Union Territory of Ladakh



Motorcycle Trips in Ladakh

Welcome to the breathtaking landscapes of Ladakh. For motorbike enthusiasts, this region offers a unique and exhilarating experience. To ensure a safe and enjoyable journey, please follow these important guidelines:

1. **Planning & Preparing**
    - **Mountain Sickness:** Be aware of the risks associated with high-altitude travel, including Acute Mountain Sickness (AMS). Familiarize yourself with the symptoms of AMS, which can include headache, nausea, dizziness, and shortness of breath. Acclimate gradually to the altitude by allowing time for your body to adjust. Consult with a healthcare provider if you have any concerns and carry altitude sickness medication as a precaution. Understanding and managing these risks will contribute to a safer and more enjoyable trip.
    - **Vehicle Check:** Before embarking on your journey, it is crucial to conduct a thorough pre-trip vehicle check. Ensure that your brakes, fluids, and lights are all in optimal condition, as high-altitude driving can put additional strain on your vehicle.
    - **Riding and Weather Gear:** For your safety during the journey, it's strongly advised to equip yourself with protective riding attire such as a durable helmet, gloves, and armored jackets. Additionally, be sure to bring appropriate attire for the weather, like wind-resistant coats and insulating layers, since mountain weather can shift unexpectedly.
    - **Fuel Supply:** Petrol stations are few in the remote regions of Ladakh, so it's crucial to plan your refueling stops carefully. Know your route and identify where you can refuel, particularly in the main city and smaller towns where pumps are available. Carry additional fuel containers if needed to ensure you have enough fuel for your journey. Proper planning will help you avoid fuel shortages or other issues in the more isolated areas.
    - **Basic Tools and Repairs:** If traveling independently rather than through a group or an operator, equip yourself with basic tools and knowledge for minor repairs. Mechanics are scarce in remote areas, so being able to handle small issues on your own can be crucial for a successful trip.
    - **Documentation and Permits:** Carry your permits, ID cards, vehicle documents, and any other required paperwork. You may be checked by security personnel at various check posts. Ensure that you have all necessary documents to comply with local regulations and facilitate smooth interactions with authorities.
    - **Phone and Internet Connectivity:** Mobile phone coverage in Ladakh can be limited, and internet access may be sporadic in many areas. Prepaid connections from other regions typically do not work in Ladakh. To ensure connectivity, carry a postpaid SIM card; Airtel, BSNL, and Jio offer reliable service in the region. Plan your routes and communication strategies accordingly and inform friends & family of your travel plans. Be prepared for potential connectivity issues in the region.
    - **Weather Preparedness:** Ladakh's weather is known for its unpredictability and extremity. Be prepared for a range of conditions, from intense cold to strong winds. Equip yourself with appropriate clothing and gear to handle these extremes. Use a detailed packing checklist for Ladakh to ensure you have everything needed for the region's harsh environment. Additionally, stay updated on current weather and road conditions through official and reliable sources while on the road. Regular local drivers often provide valuable information. Follow their advice, heed any warnings, and avoid attempting to navigate or force your way through challenging conditions.
    - **Packing Essentials:** It is recommended that you pack essential items for your trip, including a personal first aid kit with Diamox tablets, camphor, and any personal medication you may need, sunscreen, polarized sunglasses, lip balm, a reusable water bottle, and high-energy snacks for day trips.

22.10.2024

- Refer to advisories from various Departments of the Union Territory of Ladakh for guidance.

2. **Riding Conduct**
    - **Prohibited Behaviors:** Engaging in racing, speeding, or any form of reckless behavior is strictly prohibited. Adhere to all traffic rules and regulations, and ride responsibly always. Respect highway rules to ensure your safety and that of others.
    - **Group Travel:** If traveling in a group, stay together and follow the lead of the group leader. This ensures safety, coordination, and effective communication, which are crucial for navigating challenging terrain and maintaining a cohesive group dynamic.
    - **Considerate Stopping:** Be mindful of where you stop, whether on highways, pit stops, or mountain passes. Avoid blocking the road or impeding the flow of traffic. Use designated parking spots at tourist sites and ensure you park properly. Always be considerate to other travelers and maintain clear passage for vehicles.
    - **Descend Quickly:** To minimize exposure to lower oxygen levels and reduce the risk of altitude sickness, limit your time on high mountain passes. Descend promptly and safely once you have completed your visit to these elevated areas.
    - **Night Driving:** Night driving in remote areas of Ladakh can be particularly hazardous due to limited visibility, winding roads, and the potential for wildlife crossings. To ensure your safety, plan your travel schedule to reach your accommodations before dark.
    - **Exercise Caution:** Landslides can occur in Ladakh, particularly during or after heavy rainfall. Stay vigilant while riding and be prepared to stop or alter your route if necessary. Keep a safe distance from unstable areas and remain alert to changing road conditions.
    - **Ice on Roads:** Ice formation is common on roads, especially at higher altitudes. To navigate icy conditions safely, avoid sudden braking. Use engine braking and gears to slow down gradually and maintain control of your motorcycle.
    - **Avoid Off-Roading:** It is essential to refrain from off-roading in eco-sensitive areas such as sand dunes, lakes, and rivers. Respect the local environment by staying on designated paths and roads. Off-roading in these sensitive areas can damage the ecosystem and disrupt wildlife.
    - **Wildlife Considerations:** If you encounter wildlife on the road, stop and allow them to pass or move away from the road on their own. Do not follow or chase wild animals and avoid disturbing or feeding them. Maintain a respectful distance and ensure you do not disrupt their natural habitat. Remember, the mountains are their home, and your presence should be one of respect and appreciation.

3. **Other Important Considerations**
    - **Regulation Adherence:** Adhere to all local regulations and guidelines. Non-compliance with these regulations can result in enforcement actions by local authorities.
    - **Stay Hydrated:** Drink plenty of water throughout your journey and take regular breaks to stay hydrated. Proper hydration is crucial for maintaining energy levels and overall well-being, especially at high altitudes.
    - **Substance Avoidance:** Avoid smoking and consuming alcohol during your trip. These substances can impair your judgment and coordination, increasing the risk of accidents, particularly in high-altitude and challenging conditions.
    - **Emergency Supplies:** Equip yourself with essential medicines and supplies, including a first aid kit. Be prepared for the possibility of being stranded for a day or more. Having these items can be crucial for your safety and well-being in remote areas.
    - **Layering:** Dress in layers to accommodate the sudden temperature changes typical in Ladakh's varied terrain. Layering allows you to adjust your clothing as needed to stay comfortable in both cold and warmer conditions.

22.10.2024

- **Carry Cash:** Ensure you carry sufficient cash, as ATMs may not be operational in remote areas. While digital payments are available, connectivity issues can make online transactions unreliable.
- **Bike Rentals:** Rent bikes only from recognized operators in Ladakh. Only basic to intermediate riders with experience in handling various terrains are encouraged to rent bikes, due to the challenging terrain and road conditions. First-time bikers are advised to gain experience elsewhere before attempting Ladakh's rugged routes.
- **Group Bookings:** If you are booking a group tour or if it is your first-time biking in Ladakh, we highly recommend selecting an established motorbike operator. These operators provide essential services such as route planning, permits, mechanics, and updated information on safety, weather, and road conditions. Booking through a reputable operator ensures a safer, more reliable experience and helps navigate the unique challenges of the region effectively.
- **Respect Signages:** Exercise care when interacting with signages, particularly those from the Border Road Organization (BRO). These signs are vital for safety and navigation Please refrain from damaging, defacing, or placing stickers on these signboards, as this obstructs important information and harms the environment. Appreciate these markers as key components of Ladakh's infrastructure and help preserve them for future visitors and the local community.

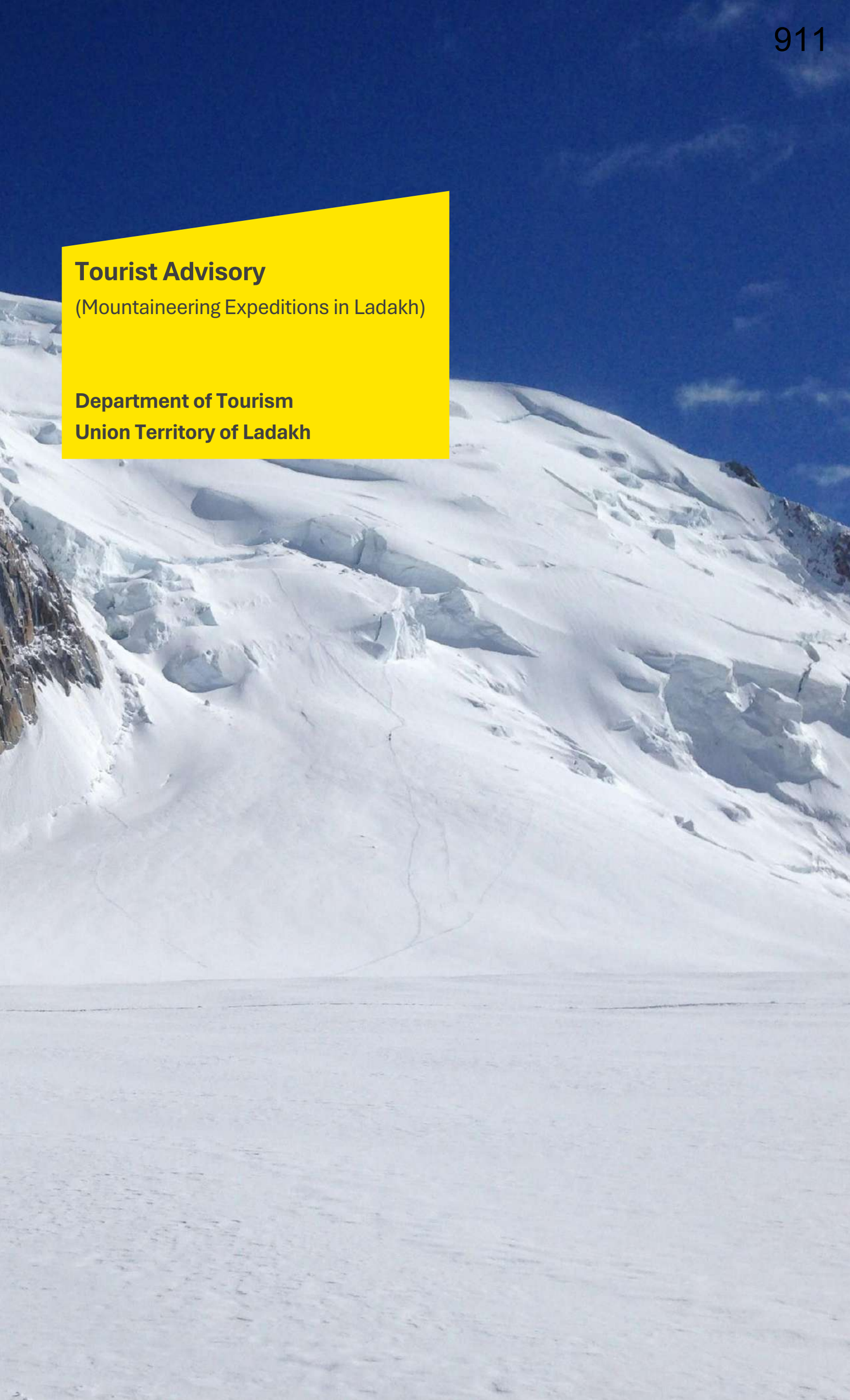
4. **Travel Insurance**
    - We strongly recommend that all tourists traveling to Ladakh secure comprehensive travel insurance that includes coverage for high-altitude medical emergencies and emergency airlifts. Given the remote nature of many areas in Ladakh, having insurance can provide peace of mind and ensure prompt medical assistance if needed. Be sure to review your policy to confirm that it covers activities such as trekking, mountaineering, and other adventure sports, as well as potential evacuation from high-altitude locations.

5. **Sustainability Reminder**
    - Dispose of trash properly. Use designated bins for disposing of waste at all tourist sites. If no bins are available, carry your garbage back to Leh, where proper disposal facilities are provided. Avoid littering in natural and cultural sites to help preserve the beauty of Ladakh.
    - In alignment with the Plastic Waste Management (Amendment) Rules 2022, tourists are encouraged to respect and follow the regulation on single use plastic ban. Please use reusable products such as refillable water bottles, reusable carry bags and avoid disposable plastic items to help protect Ladakh's pristine environment. Your cooperation is essential in keeping the region clean and sustainable for future visitors.
    - Be mindful of your environmental footprint. Refrain from leaving any personal waste or disturbing the natural habitat at cultural or tourist sites. Your efforts in minimizing impact help protect Ladakh's environment and heritage.

We hope you have a thrilling and safe motorbike adventure in Ladakh. Enjoy the stunning landscapes while respecting local regulations and the environment.

Issued by: **Department of Tourism, Union Territory of Ladakh**

22.10.2024



Tourist Advisory

(Mountaineering Expeditions in Ladakh)

Department of Tourism
Union Territory of Ladakh

Mountaineering Expeditions in Ladakh

Welcome to the stunning region of Ladakh, where mountaineering adventures await in breathtaking landscapes. To ensure that your expedition is safe, enjoyable, and environmentally responsible, please follow these essential guidelines:

1. **Pre-Expedition**
    - **Physical and Mental Preparation:** Engage in rigorous physical training to enhance endurance, strength, and stamina. Practice climbing techniques and mentally prepare for the challenges of high-altitude mountaineering.
    - **Route Research:** Thoroughly research your chosen mountain and route. Understand the terrain, weather patterns, and potential hazards. Study maps, guidebooks, and route descriptions.
    - **Registered Mountaineering Tour Operators:** Arrange your expedition with a registered mountaineering tour operator based in Ladakh. Such operators are well-acquainted with local regulations, provide experienced guides, and can supply essential local services, including porters, ponies, and cooks who are familiar with the routes and adept at managing emergencies. Their expertise is crucial for a successful expedition. Additionally, local laws require that all expedition permits be issued only to registered mountaineering tour operators in Ladakh.
    - **Permits:** Obtain all necessary permits and permissions required for your expedition. Ensure that all documentation is in order before you depart.
    - **Proper Acclimatization:** Spend sufficient time (at least 48 hours) acclimatizing in Leh or Kargil before starting your expedition to help prevent altitude sickness. This period allows your body to adjust to the lower oxygen levels, improving your chances of a successful and safer summit. Proper acclimatization is crucial for both your physical health and overall performance.
    - **Weather Preparedness:** It is recommended that you check local weather conditions before heading out, as weather can change rapidly at high altitudes and impact your health.
    - **Weather Gear:** Ensure you pack proper weather gear, including windproof jackets and thermal layers, as mountain conditions can change rapidly.
    - **Medication:** Consult with a healthcare professional regarding medications for altitude acclimatization and other health precautions.
    - **Packing Essentials:** It is recommended that you pack essential items for your trip, including a personal first aid kit with Diamox tablets, camphor, and any personal medication you may need, sunscreen, polarized sunglasses, lip balm, a reusable water bottle, and high-energy snacks for day trips.
    - **Inform Others:** Share your climbing plans, including your route, expected return time, and emergency contact information with a reliable person. Check in with them upon your return.

2. **During the Expedition**
    - **Guidance Compliance:** Always follow the instructions of your guide. Their knowledge and skill are critical for your safety and the success of the expedition.
    - **Follow Guidelines:** Adhere to safety protocols and guidelines provided by experienced climbers and mountaineering organizations. Use proper belaying techniques and safety equipment.
    - **Pace Yourself:** Take your time and pace yourself. Rushing increases the risk of accidents and exhaustion. Prioritize safety over, reaching the summit.
    - **Immediate Descent:** If you or a climbing partner experience symptom of altitude-related illness, descend immediately. Use temporary measures like a pressurized (Gamow) bag or oxygen if descent is not immediately possible.



- **Weather Monitoring:** Regularly check weather forecasts and be prepared for changing conditions. Postpone or alter plans if severe weather is forecasted or conditions become unfavorable.
- **Health Awareness:** Be vigilant for symptoms of altitude sickness, hypothermia, or other health issues. If symptoms occur, descend to lower elevations and seek medical attention immediately.
- **Hydration:** Stay well-hydrated throughout your climb by drinking plenty of water and fluids regularly. Proper hydration helps prevent altitude sickness and maintains your energy levels. Carry sufficient water and consider using water purification methods, if needed. Avoid caffeine and alcohol, as they can lead to dehydration.
- **Nutrition:** Consume high-energy foods and pack lightweight, high-calorie snacks that are easy to eat on the move.
- **Substance Avoidance:** Refrain from alcohol, cigarettes, and medications like sleeping pills, as they can exacerbate altitude sickness symptoms.
- **Leave No Trace:** In alignment with the Plastic Waste Management (Amendment) Rules 2022, tourists are encouraged to respect and follow the regulation on single use plastic ban. Please use reusable products such as refillable water bottles, reusable carry bags and avoid disposable plastic items to help protect Ladakh's pristine environment. Your cooperation is essential in keeping the region clean and sustainable for future visitors.

3. **Safety and Gear:**
    - **Comprehensive Preparation:** Never embark on a mountaineering expedition without thorough planning, and proper equipment. Inadequate preparation increases the risk of accidents.
    - **Quality Gear:** Invest in high-quality mountaineering equipment, including ropes, harnesses, helmets, crampons, ice axes, and appropriate clothing. Ensure that all gear is in excellent condition and properly fitted. Recognized operators can assist with obtaining gear that meets regulated standards, ensuring you have the best equipment for your expedition.
    - **Safety and Emergency Protocol:** Familiarize yourself with the local rescue and emergency protocols established by district authorities. Registered mountaineering operators are well-versed in these procedures and can effectively assist with rescue operations in accordance with local regulations. Ensure you are aware of emergency contact numbers and procedures before beginning your climb and rely on your operator’s expertise for guidance and support in critical situations.
    - **Respect the Mountain:** Acknowledge the mountain's inherent power and unpredictability. Understand that conditions can change rapidly, and the terrain can be treacherous. Approach each climb with humility and respect for the natural environment. Be prepared for potential hazards such as avalanches, rockfall, and extreme weather.
    - **Respect the Wildlife:** When embarking on your mountaineering expedition, it's essential to respect the local fauna. Always maintain a safe distance from any wildlife you encounter, avoiding any actions that could disturb or threaten them. Remember, the mountains are their home, and your presence should be one of respect and appreciation.
    - **Gradual Experience:** Avoid attempting climbs beyond your skill level. Build experience gradually, starting with easier climbs and progressing to more difficult routes.
    - **Hazard Awareness:** Trust your instincts and stay alert to potential hazards such as unstable snow or ice, rockfall, or deteriorating weather conditions. Be ready to turn back if conditions become unsafe.
    - **Safety First:** Avoid taking unnecessary risks to reach the summit. Safety should always take precedence over, achieving the top. Be prepared to turn back if conditions or circumstances dictate.



- **Solo Climbing:** Solo climbing is prohibited by local regulations. To undertake a climb, you must book through a registered mountaineering tour operator who will provide necessary guides for challenging or technical terrain and handle permit requirements. Permits are essential for emergency and rescue operations, and guides are trained in emergency protocols, ensuring you have the support needed if unexpected situations arise.
- Refer to relevant advisories of the Department of Tourism for further information.

4. **Travel Insurance**
    - We strongly recommend that all tourists traveling to Ladakh secure comprehensive travel insurance that includes coverage for high-altitude medical emergencies and emergency airlifts. Given the remote nature of many areas in Ladakh, having insurance can provide peace of mind and ensure prompt medical assistance if needed. Be sure to review your policy to confirm that it covers activities such as trekking, mountaineering, and other adventure sports, as well as potential evacuation from high-altitude locations.

We wish you a safe and memorable mountaineering experience in Ladakh. Enjoy the breathtaking landscapes and respect the environment and local culture as you explore our beautiful mountains.

Issued by: **Department of Tourism, Union Territory of Ladakh**

22.10.2024



Tourist Advisory

(Navigating Ladakh's Mountain Passes)

Department of Tourism
Union Territory of Ladakh

Navigating Ladakh's Mountain Passes

Welcome to Ladakh – the Land of High Passes! As you embark on your journey through the majestic mountain passes (a crossing between two mountains) that offer breathtaking views, please keep the following guidelines in mind to ensure a safe and respectful experience:

1. **Acclimatize Before Journeying:** If you are flying into Leh, spend at least 48 hours acclimatizing to the high altitude before heading out to the passes. This will help you adjust to the thinner air and reduce the risk of altitude sickness.
2. **Vehicle Check:** Before embarking on your journey, it is crucial to conduct a thorough pre-trip vehicle check. Ensure that your brakes, fluids, and lights are all in optimal condition, as high-altitude driving can put additional strain on your vehicle.
3. **Weather Preparedness**: It is recommended that you check local weather conditions before heading out, as weather can change rapidly at high altitudes and impact your health.
4. **Dress in Layers:** The weather at mountain passes can change rapidly, and temperatures can drop significantly. Wear appropriate layers of clothing to stay warm and comfortable. Ensure you have windproof and waterproof outer layers to protect against the strong winds and sudden weather changes.
5. **Beware of Strong Winds:** High-altitude passes are often subject to strong and gusty winds. Be cautious and avoid standing in exposed areas where you could be affected by the wind. Secure all personal items to prevent them from being blown away.
6. **Packing Essentials:** It is recommended that you pack essential items for your trip, including a personal first aid kit with Diamox tablets, camphor, and any personal medication you may need, sunscreen, polarized sunglasses, lip balm, a reusable water bottle, and high-energy snacks for day trips.
7. **Minimize Time on Passes:** For safety and health reasons, avoid spending excessive time at the passes. Quickly take in the views and move on to ensure a smooth flow of traffic and reduce your exposure to harsh conditions.
8. **Night Driving:** Night driving in remote areas of Ladakh can be particularly hazardous due to limited visibility, winding roads, and the potential for wildlife crossings. To ensure your safety, plan your travel schedule to reach your accommodations before dark.
9. **Follow Signage and Local Guidelines:** Pay attention to signages and instructions posted at the passes, including dos and don’ts. Abide by any additional guidelines provided by local authorities and guides. These measures are in place to ensure your safety and the preservation of the region.
10. **Respect Local Reverence:** Mountain passes in Ladakh are sacred and hold significant cultural and spiritual importance for the local communities. Please approach these areas with respect and consideration.
11. **Respect the Signages:** Exercise care when interacting with signages, particularly those from the Border Road Organization (BRO). These signs are vital for safety and navigation. Please refrain from damaging, defacing, or placing stickers on these signboards, as this obstructs important information and harms the environment. Appreciate these markers as key components of Ladakh’s infrastructure and help preserve them for future visitors and the local community.
12. **Respect the Nature and Wildlife:** Maintain safe distance from any wildlife you encounter during your journey and avoid disturbing their natural habitat. Remember, the mountains are their home, and your presence should be one of respect and appreciation.
13. **Considerate Photography:** If you wish to take photographs, be mindful of other travelers. Do not block the road or hinder traffic flow. Always find a safe spot off the road to capture your memories.
14. **Stay off the Road:** Do not stand in the middle of the road for photographs or any other reason. Always use designated parking areas and be aware of moving vehicles.

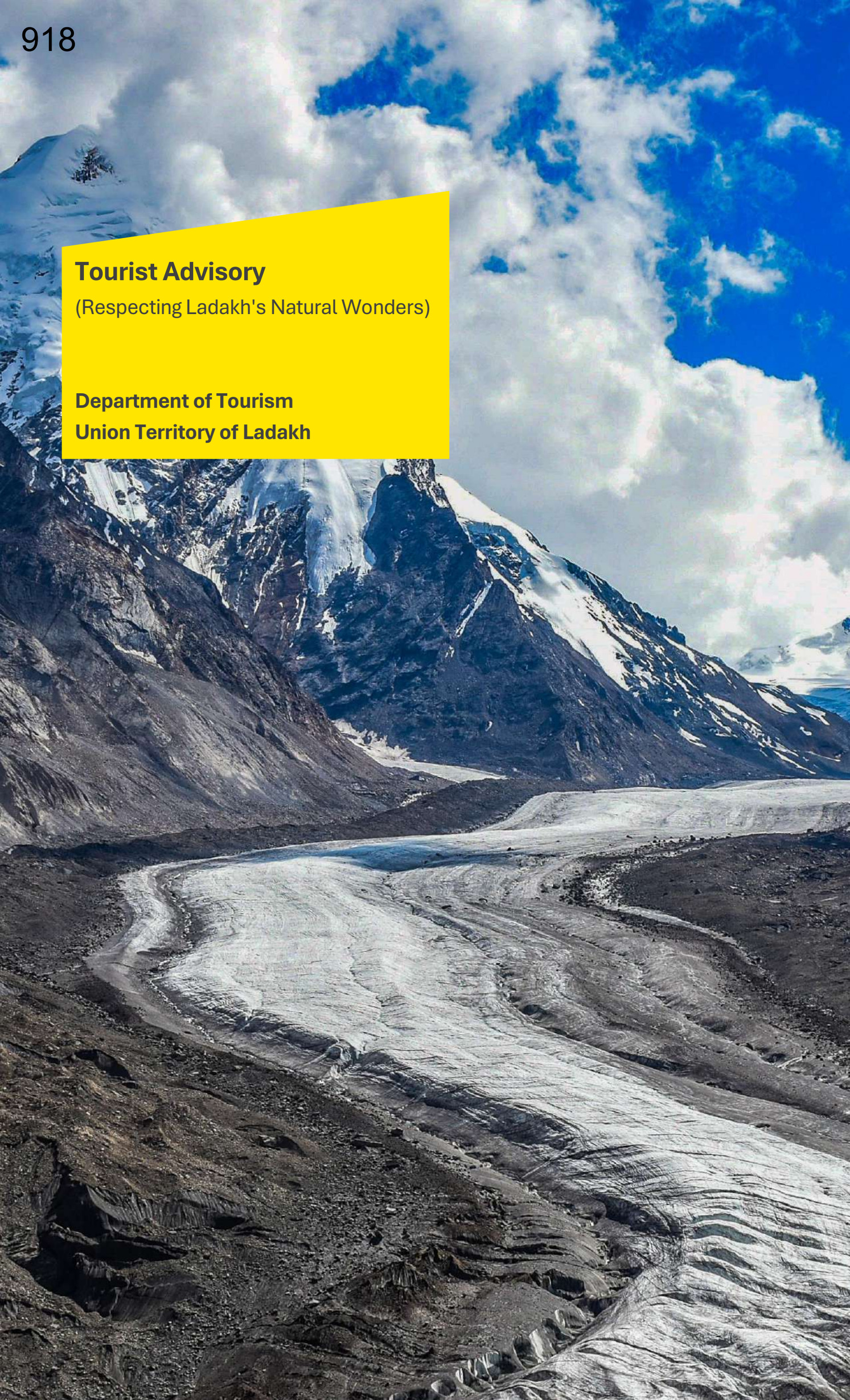


15. Dispose of trash properly. Use designated bins for disposing of waste at all tourist sites. If no bins are available, carry your garbage back to Leh, where proper disposal facilities are provided. Avoid littering in natural and cultural sites to help preserve the beauty of Ladakh.
16. In alignment with the Plastic Waste Management (Amendment) Rules 2022, tourists are encouraged to respect and follow the regulation on single use plastic ban. Please use reusable products such as refillable water bottles, reusable carry bags and avoid disposable plastic items to help protect Ladakh's pristine environment. Your cooperation is essential in keeping the region clean and sustainable for future visitors.
17. Be mindful of your environmental footprint. Refrain from leaving any personal waste or disturbing the natural habitat at cultural or tourist sites. Your efforts in minimizing impact help protect Ladakh's environment and heritage.
18. **Respect Natural Elements:** Do not pick up, move, or remove any natural elements such as rocks, plants, or flowers from their natural habitat. These elements play a crucial role in the ecosystem and their removal can have adverse effects on the environment.
19. **Night Driving:** Night driving on the mountain passes of Ladakh can be particularly hazardous due to limited visibility, winding roads, and the potential for wildlife crossings. To ensure your safety, plan your travel schedule to reach your accommodations before dark.
20. **Travel Insurance:** We strongly recommend that all tourists traveling to Ladakh secure comprehensive travel insurance that includes coverage for high-altitude medical emergencies and emergency airlifts. Given the remote nature of many areas in Ladakh, having insurance can provide peace of mind and ensure prompt medical assistance if needed. Be sure to review your policy to confirm that it covers activities such as trekking, mountaineering, and other adventure sports, as well as potential evacuation from high-altitude locations.

By following these guidelines, you contribute to the preservation of Ladakh's natural beauty and cultural heritage. Thank you for your cooperation and have a memorable journey!

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22.10.2024



Tourist Advisory

(Respecting Ladakh's Natural Wonders)

Department of Tourism
Union Territory of Ladakh

Respecting Ladakh's Natural Wonders

Ladakh, often referred to as the "Land of High Passes," boasts one of the most breathtaking and diverse natural landscapes in the world. From its towering snow-capped peaks and expansive desert-like valleys to crystal-clear alpine lakes and ancient glaciers, Ladakh offers a unique blend of stark beauty and serene tranquility. This remote region, nestled in the Himalayas, is home to an extraordinary variety of natural features, including the highland plateau of the Changthang region, extensive river systems of the Indus and Zanskar etc., pristine wetlands that provide vital habitats for migratory birds and hot springs. Ladakh also houses several national parks and wildlife sanctuaries where you can find rare and endangered species like the Snow Leopard and the Tibetan Wild Ass (Kiang).

As you embark on your journey to explore these natural treasures, it's crucial to recognize the importance of preserving and protecting Ladakh's fragile ecosystems. The region's delicate balance is easily disrupted by human activity, making responsible tourism essential. By respecting the environment and following sustainable practices, you can help ensure that Ladakh's pristine landscapes and rich biodiversity continue to thrive for generations to come. To ensure that this pristine region remains unspoiled for future generations, we urge you to follow these guidelines:

1. **Respect the Natural Landscapes**
   Ladakh's diverse natural landscapes are fragile and hold immense ecological, cultural, and spiritual significance. When visiting these areas, it is crucial to respect the environment to ensure its preservation for future generations.
   - **Lakes:** When visiting Ladakh's lakes, avoid driving vehicles into the water as it can cause environmental damage. Swimming is permitted only in some areas; however, be extremely cautious as the water is often frigid. Prolonged exposure can lead to hypothermia, especially in colder months. Never attempt to jump into these lakes during winter, as the risk of severe cold-related injuries is high. Always prioritize safety and respect the natural environment.
   - **Wetland Protection:** Wetlands are crucial high-ecosystem zones that support diverse wildlife and are important habitats for migratory birds. To preserve their delicate balance, avoid walking through or disturbing these areas, as even minor disruptions can significantly impact the ecosystem. Use designated viewing platforms or trails where available to minimize your impact. Protecting these wetlands is essential for maintaining biodiversity and supporting the various species that rely on them.
   - **Hot Springs:** When enjoying Ladakh's hot springs, adhere to all guidelines for bathing. Use only the designated areas to minimize your impact on the delicate environment. Avoid disturbing the natural surroundings and be mindful of the cultural and ecological significance of these sites.
   - **Wildlife:** Always keep a safe distance from wildlife to avoid disturbing them. Do not feed or interact with animals, as this can disrupt their natural behavior and harm the ecosystem. Respect their habitats by ensuring they remain undisturbed and observe from afar to keep their surroundings intact and untouched. Remember, the mountains are their home, and your presence should be one of respect and appreciation.
   - **Respect Water Sources:** Water bodies are essential for downstream villages and are often considered sacred in many mountain communities. Polluting them can have severe consequences for both residents and the environment. To protect these waters, avoid bathing, washing, or disposing of waste near their sources. Never urinate or dispose of human waste in or near any water body, including streams or lakes.
   - **Streams:** Streams are essential to village communities along their banks, serving various purposes such as drinking, irrigation, and daily use. It is crucial not to pollute these waters—avoid throwing waste or contaminants into streams. If you choose to enjoy time



by these water bodies, ensure you leave the spot as you found it, preserving its natural state. Remember that streams feed into larger rivers, so keeping them clean is vital.

- **Rivers:** Rivers are significant to both the environment and local communities. Never dispose of waste or wash vehicles in rivers, as it can lead to severe pollution. Exercise caution near rivers—respect the current and depth, and always avoid swimming alone. Safeguarding these water bodies is essential for maintaining the balance of the ecosystem and supporting the lives of those who depend on them.
- **Springs:** Springs are vital sources of drinking water and sources of springs are considered sacred, often marked by prayer flags. To protect these important sites, avoid polluting the water and do not dispose of waste nearby. Springs hold deep spiritual significance and are essential for the well-being of communities that depend on them.
- **Sand Dunes:** Respect the integrity of Ladakh's sand dunes by avoiding any activities that could harm their natural formations. If you engage in sandboarding, do so with care to minimize environmental impact. Driving on these dunes is strictly prohibited – not only does it damage the fragile landscape, but it also poses a risk of getting your vehicle stuck, which can lead to significant complications. Always follow guidelines to ensure these unique landscapes remain unspoiled for future visitors.
- **Preserve the Plains:** The highland plains of Ladakh are delicate ecosystems that require careful protection. Stick to established paths and avoid driving off-road to prevent damage to the fragile soil and vegetation. Always carry out all your waste and leave no trace of your visit. Adhering to these guidelines helps preserve the pristine environment and supports the ecological balance of this unique landscape.

2. **Follow “Leave No Trace” Principle**

   The "Leave No Trace" principle is essential for preserving Ladakh’s pristine environment. By adhering to these guidelines, you contribute to the conservation of the region's natural beauty.

   - Follow the “Pack it in, Pack it out” principle by carrying bags to collect all your trash, including any litter left by others. Dispose off all waste, including leftover food, in designated bins. If no bins are available, carry your waste back to towns with proper disposal facilities.
   - Avoid burning trash, as it is harmful to the environment. Before leaving a campsite or rest area, thoroughly check for trash or spilled food and ensure you leave no litter behind. Even small items like plastic bags, cigarette butts, and food scraps can significantly harm wildlife and the environment. Make it a point to remove all micro-trash. Do not litter or pollute streams, rivers, or lakes.
   - Engage children in responsible travel by making a game out of scavenging for human signs, such as small bits of trash. This not only helps keep the environment clean but also instils a sense of responsibility and respect for nature.
   - Remember that even overlooked trash can harm the environment and spoil the experience for other visitors. Be vigilant in leaving every spot as pristine as you found it, ensuring that Ladakh's natural landscapes remain unspoiled for future generations.

3. **Minimizing Environmental Impact in Ladakh**

   - **Stay on Designated Paths:** Always stick to established trails, roads, and campsites to protect Ladakh's fragile environments. Stick to designated trails to prevent trampling on sensitive vegetation. Using designated routes helps avoid damage to sensitive areas, including soil and vegetation. Avoid venturing into environmentally sensitive zones, as these areas are particularly vulnerable to disturbance and require extra care. By staying on trails, you help minimize your impact on the delicate ecosystems.
   - **Leave what you find:** Refrain from taking rocks, plants, or other natural items from their environment. Removing these items disrupts the ecological balance and can harm the local



ecosystem. Avoid picking plants and flowers, as they play a vital role in the area's biodiversity. Additionally, leave archaeological artifacts and historical sites undisturbed to protect Ladakh's rich cultural heritage. Always strive to leave your surroundings just as you found them – or even cleaner – ensuring that future visitors can enjoy the natural beauty without any impact.

- **Carry Reusable Items:** In today's world, reducing waste is more important than ever. Use reusable water bottles, bags, and utensils to minimize your environmental footprint. Avoid single-use plastics, which contribute to pollution and waste. Instead of purchasing mineral water bottles, refill your reusable bottles with filtered water, which is often available in towns if you ask. If you're drinking from natural sources, choose spring water, but ensure the source is clean and safe. By opting for reusable items, you help protect Ladakh's pristine environment for future generations.
- **Use Water Mindfully:** Water is a precious resource in Ladakh, especially in rural areas where can be scarce. Conserve water by being mindful of your usage – every drop counts. Protect Ladakh's fragile aquatic ecosystems by avoiding the use of soaps or detergents in lakes, rivers, or streams, even if they are biodegradable. These chemicals can still harm the delicate balance of life in these water bodies. Your efforts to conserve water help preserve this unique and fragile environment.
- **Choose Eco-Friendly Transport:** Reduce your carbon footprint by opting for walking, cycling, or using public transportation as much as possible. These modes of travel not only minimize environmental impact but also allow you to experience Ladakh’s landscapes more intimately. If you must drive, stick to established roads and avoid off-roading, as it can cause significant damage to the fragile terrain and disrupt local ecosystems. Choosing eco-friendly transport helps preserve Ladakh's natural beauty for future generations.

4. **Encourage Responsible Behavior**

   Your actions can set an example for others. Encourage responsible behavior among fellow travelers to protect Ladakh's landscapes.

   - **Respect Local Customs:** Understand and respect the local customs and traditions of Ladakh. Dress modestly and conduct yourself appropriately, especially in culturally sensitive areas. This shows respect for the community and enhances your experience.
   - **Educate Yourself:** Before your visit, learn about the environment, wildlife, and culture of Ladakh. This understanding will not only enrich your experience but also guide you in making responsible decisions that support conservation efforts.
   - **Follow Park Rules and Guidelines:** Adhere to all rules and regulations set by national parks and protected areas. This includes staying on designated paths, respecting wildlife, avoiding campfires in restricted areas, and obtaining any necessary permits. Respect restricted zones and other guidelines designed to protect the fragile ecosystem and biodiversity.
   - **Report and Promote Responsibility:** If you witness harmful behavior towards the environment or wildlife, report it to local authorities. Encourage fellow travelers to follow these guidelines, fostering a collective effort to preserve Ladakh’s natural and cultural heritage.
   - **Respect Signages:** Exercise care when interacting with signages, particularly those from the Border Road Organization (BRO). These signs are vital for safety and navigation. Please refrain from damaging, defacing, or placing stickers on these signboards, as this obstructs important information and harms the environment. Appreciate these markers as key components of Ladakh’s infrastructure and help preserve them for future visitors.
   - **Engage and Share Positively:** Share your experiences with others in a way that promotes responsible tourism. Highlight the importance of preserving Ladakh’s unique landscapes and cultural treasures, inspiring others to visit responsibly.



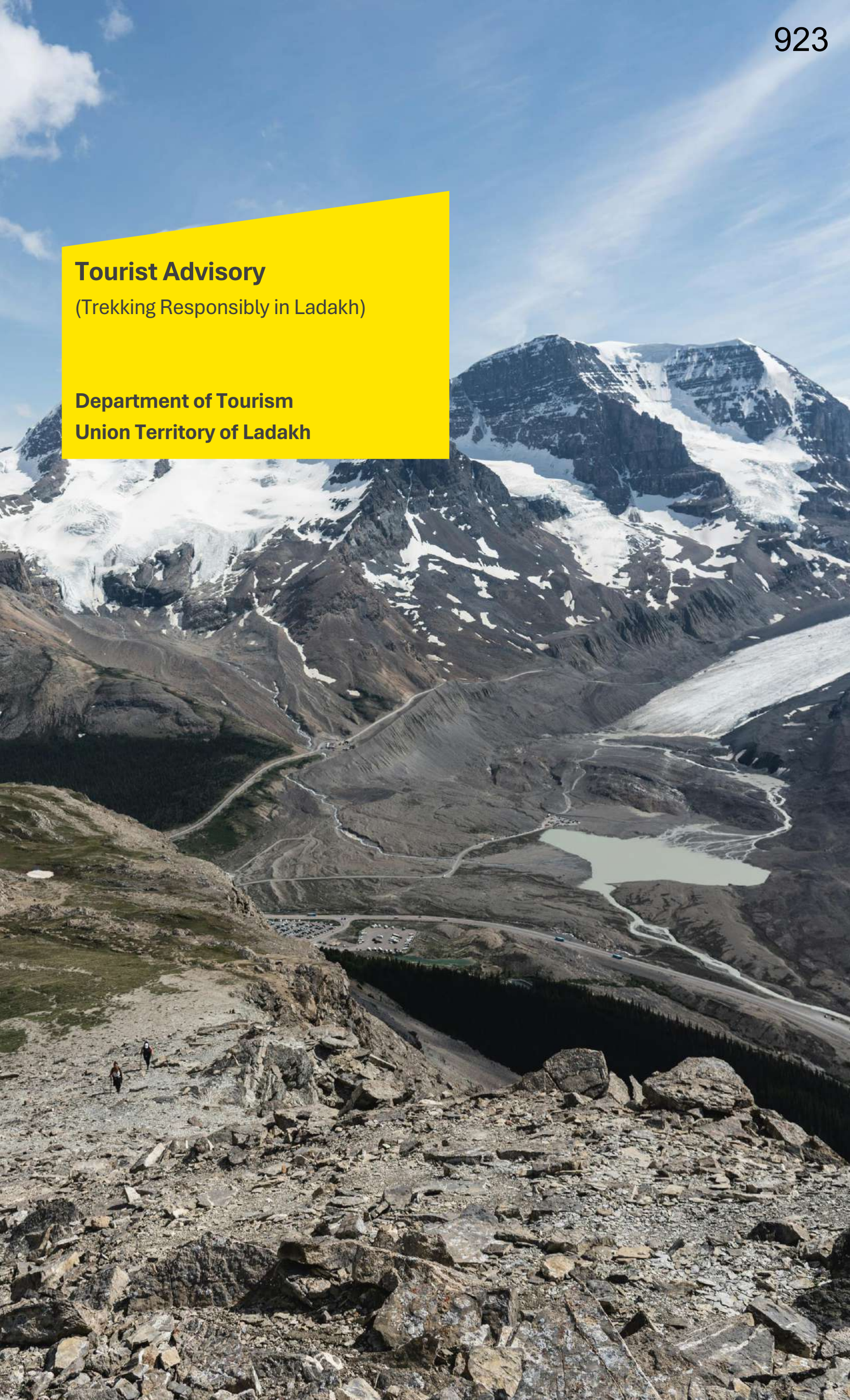
- **Enjoy and Appreciate:** Take the time to truly enjoy and appreciate the beauty and tranquility of Ladakh's natural landscapes. Let the serene environment inspire you to contribute to its preservation for future generations.

5. **Support Local Communities**
   Ladakh's local communities are integral to the region's cultural fabric. Supporting them not only enriches your travel experience but also contributes to sustainable tourism.
   - **Buy Local:** Purchase handicrafts, food, and services from local vendors. By doing so, you help sustain the local economy and preserve traditional crafts that have been passed down through generations.
   - **Contribute to Community Initiatives:** Get involved in or donate to local conservation and community development projects. Your contribution can make a significant impact in protecting Ladakh's natural and cultural heritage for future generations.
   - **Support Local Businesses:** Enhance your experience by staying in locally operated accommodations, hiring local guides, and using local transport services. This not only offers you authentic insights but also helps sustain the local economy, ensuring that your visit has a positive impact on the community.
   - **Respect Sacred Sites:** Many natural sites in Ladakh hold deep spiritual significance for local communities. Treat these places with the utmost respect by following any guidelines provided by local authorities and refraining from actions that might be considered disrespectful.
   - **Cultural Sensitivity:** Be mindful of local customs, languages, and traditions. Engage with locals in a respectful manner, understanding that certain actions or behaviors may be intrusive or disrespectful. Learning a few phrases in the local language can go a long way in showing respect.

We hope you have a memorable and enriching experience exploring the natural wonders of Ladakh. Thank you for your cooperation and respect for our precious environment.

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Tourist Advisory

(Trekking Responsibly in Ladakh)

Department of Tourism
Union Territory of Ladakh

Trekking Responsibly in Ladakh

Welcome to Ladakh! This extraordinary region offers unparalleled beauty and adventure. To ensure a safe, enjoyable, and environmentally responsible trekking adventure, please adhere to the following guidelines:

1. **Preparation and Health**
    - **Acclimatization:** Allow yourself a minimum of 2 days to acclimatize to the high altitude before starting your trek. High-altitude trekking can be demanding; acclimatization helps prevent altitude sickness.
    - **Weather Preparedness:** It is recommended that you check local weather conditions before heading out, as weather can change rapidly at high altitudes and impact your health.
    - **Packing Essentials:** It is recommended that you pack essential items for your trip, including a personal first aid kit with Diamox tablets, camphor, and any personal medication you may need, sunscreen, polarized sunglasses, lip balm, a reusable water bottle, and high-energy snacks for day trips.
    - **Hydration:** It is recommended to drink 3-4 liters of water daily to stay properly hydrated, as the dry, thin air at high altitudes increases the risk of dehydration. Make it a habit to drink water regularly throughout the day, even if you don't feel thirsty. To further prevent dehydration, avoid consuming caffeine and alcohol, especially upon arrival and during your trek.
    - **Carry Nutrient-Rich Snacks:** Maintaining your energy levels is crucial, especially during long hikes or treks. Pack lightweight, high-energy snacks that are easy to carry and provide sustained energy. This will help you stay energized and focused during your explorations.
    - **Medical and Health Precautions:** Before embarking on your trek, consult a healthcare professional, particularly if you have any pre-existing medical conditions. Ensure you bring along all necessary personal medications, as well as remedies for altitude sickness. It's also good practice to carry a basic first-aid kit to manage minor injuries and emergencies during your journey.
    - **Physical Fitness and Experience:** Trekking in Ladakh offers a unique experience unlike any other, with its rugged terrain and high-altitude environment. Even beginner-level treks require a certain level of physical fitness and some basic prior trekking experience. It is important to be in good health and have a reasonable level of stamina to handle the physical demands of trekking in this challenging landscape.
    - Refer to relevant advisories of the Department of Tourism for more information.

2. **Safety and Equipment**
    - **Registered Guides and Porters:** Always trek with a licensed local guide and/ or porter. They are familiar with the region's terrain and can assist in emergencies. It is highly recommended to avoid trekking solo in Ladakh as trails are often unmarked and the vast mountains make it easy to get lost. A guide will help ensure your safety and enhance your trekking experience.
    - **Clothing:** Wear layered clothing to accommodate rapidly changing weather conditions. Essential items include thermal wear, waterproof jackets, and sturdy trekking boots. Depending on the trek and time of the year, you may need additional jackets, such as fleece or down jackets. The weather in the mountains can shift quickly, so be prepared for varying temperatures and conditions.
    - **Gear:** Pack essential trekking gear, including trekking poles, sunglasses, sunscreen, and a high-quality, comfortable backpack. Ensure all your gear is suited for high-altitude trekking to handle the unique challenges of the region.
    - **Weather Awareness:** Regularly check weather forecasts before and during your trek. Be prepared for sudden weather changes, and adjust your plans as needed to ensure safety.

22.10.2024

- **Travel Insurance:** We strongly recommend that all tourists traveling to Ladakh secure comprehensive travel insurance that includes coverage for high-altitude medical emergencies and emergency airlifts. Given the remote nature of many areas in Ladakh, having insurance can provide peace of mind and ensure prompt medical assistance if needed. Be sure to review your policy to confirm that it covers activities such as trekking, mountaineering, and other adventure sports, as well as potential evacuation from high-altitude locations.

3. **Trekking Guidelines**
   - **Best Season for Trekking:** The best time for trekking in Ladakh is from April to October, when weather conditions are most favorable. It is advisable to avoid the winter months (October to March), as harsh weather conditions and heavy snowfall can pose safety risks and limit accessibility to many trekking routes. Always check local conditions before planning your trek.
   - **Permits:** Adhere to all regulations by obtaining the necessary permits for trekking in restricted areas. Consult with local operators and guides to ensure these permits are secured in advance from the relevant authorities.
   - **Group Size:** Limit the size of your trekking group to avoid straining local infrastructure and natural resources. Smaller groups help minimize environmental impact and reduce pressure on trails, campsites, and local services. Adhering to group size recommendations not only enhances the trekking experience by preventing overcrowding but also helps preserve the area's ecological balance and supports the sustainability of local infrastructure.
   - **Route Planning:** Always follow established trails and routes to stay on track and avoid getting lost. Sticking to indicated paths helps minimize environmental impact and prevents the creation of new paths or shortcuts that can damage the landscape. Additionally, proper route planning and adherence to regulations helps ensure a safe and responsible trekking experience.
   - **Emergency Contact:** Familiarize yourself with emergency contact numbers and procedures specific to the trekking area. While it is advisable to carry a mobile phone and be aware that connectivity may be limited in remote regions. To enhance safety, it is strongly recommended to trek with local operators and guides. Their expertise in handling crises and their knowledge of local conditions are invaluable. Rely on their guidance for emergency procedures and communication strategies to ensure a safe and well-supported trekking experience.
   - **Weather Contingencies:** Be prepared to adjust your trekking plans in response to severe or adverse weather conditions. Always consult with local operators and guides for the latest information on current weather conditions. They are well-versed in local weather patterns and can provide essential advice on necessary precautions and steps to take in the event of adverse weather. Following their guidance ensures both safety and an enjoyable trekking experience.

4. **Camp and Site Management**
   - **Minimize Site Alterations:** Leave natural areas undisturbed by avoiding any digging, building, or landscape alteration. Preserve the integrity of the environment by not creating unnecessary changes.
   - **Proper Waste Disposal:** Pack out all trash, including food scraps and waste. Use catholes for human waste, located at least 200 feet from water sources, trails, and campsites. Ensure you do not urinate or dispose of human waste in or near water sources, as many water sources in the region are considered sacred and are crucial for villages downstream. Cover and disguise catholes with natural materials.



- **Water Usage:** When washing yourself or dishes, carry water 200 feet away from natural water sources. Use minimal biodegradable soap and scatter strained dishwater to prevent contamination of water sources and protect the local ecosystem.
- **Avoid Damaging Vegetation:** Protect trees and plants by not hammering nails into them, carving their surfaces, or cutting branches. Use 1-inch-wide straps for securing items to trees and avoid cutting boughs to preserve their health and structural integrity.

5. **Environmental Responsibility**
   - **Waste Management:** Adhere to the “Leave No Trace” principle by packing out all waste, including biodegradable materials. Utilize designated waste disposal facilities whenever available. If such facilities are not accessible, carry your trash back with you to main towns like Leh and Kargil, where proper disposal facilities are available. Do request guidance from your operator and guide on waste management practices before beginning your trek. Packing out all trash and leftover food helps prevent littering and minimizes environmental impact.
   - **Campfires:** Avoid lighting campfires whenever possible due to their potential to cause environmental damage. Instead, use portable stoves for cooking. Adhere to local regulations regarding fire use. Additionally, Ladakh, as a cold desert, has limited resources of wood and shrubs, which are crucial for the local population and wildlife. Preserving these resources is essential for maintaining the region's delicate ecosystem.
   - **Stick to Designated Trails:** Always stay on established trails to minimize your impact on the environment. Trampling off-trail can damage delicate vegetation, lead to soil erosion, and disrupt local wildlife habitats. Following marked paths helps protect the natural landscape and ensures that the surrounding ecosystem remains undisturbed.
   - **Preserve Natural and Cultural Artifacts:** Respect and protect the natural and cultural heritage of the area by leaving rocks, plants, and other natural items undisturbed. Avoid collecting or disturbing these elements to ensure that others can also experience and appreciate the natural beauty and historical significance of the region. Preserve the environment by leaving everything as you found it.
   - **Prevent Introduction of Non-Native Species:** Do not introduce or transport non-native species into the area. Bringing in non-native plants, animals, or organisms can disrupt local ecosystems and harm native wildlife. By avoiding the spread of non-native species, you help maintain the ecological balance and health of the environment.

6. **Respecting Local Culture**
   - Respect local customs and traditions throughout your trek in Ladakh. Dress modestly and always ask for permission before taking photographs, especially of local people. Be mindful of local religious practices by avoiding stepping on prayer flags, stupas, or prayer walls (Mani walls), as these are sacred. Treat monasteries and other religious sites with the utmost reverence.
   - Listen to your guide’s recommendations regarding local customs and practices to ensure respectful behavior. Your guide will provide valuable insights and help you steer cultural sensitivities throughout your trek. Consult relevant advisories issued by the Department of Tourism.

7. **Wildlife Considerations**
   - **Respect Wildlife:** Observe animals from a safe distance to avoid disturbing them. Use binoculars or telephoto lenses for clear, close-up views without compromising their safety or comfort. Avoid approaching, touching, or feeding wildlife, as this can harm their health and alter their natural behaviors. It also risks making animals dependent on human food,

22.10.2024

which can lead to aggressive behavior. Remember, the mountains are their home, and your presence should be one of respect and appreciation.

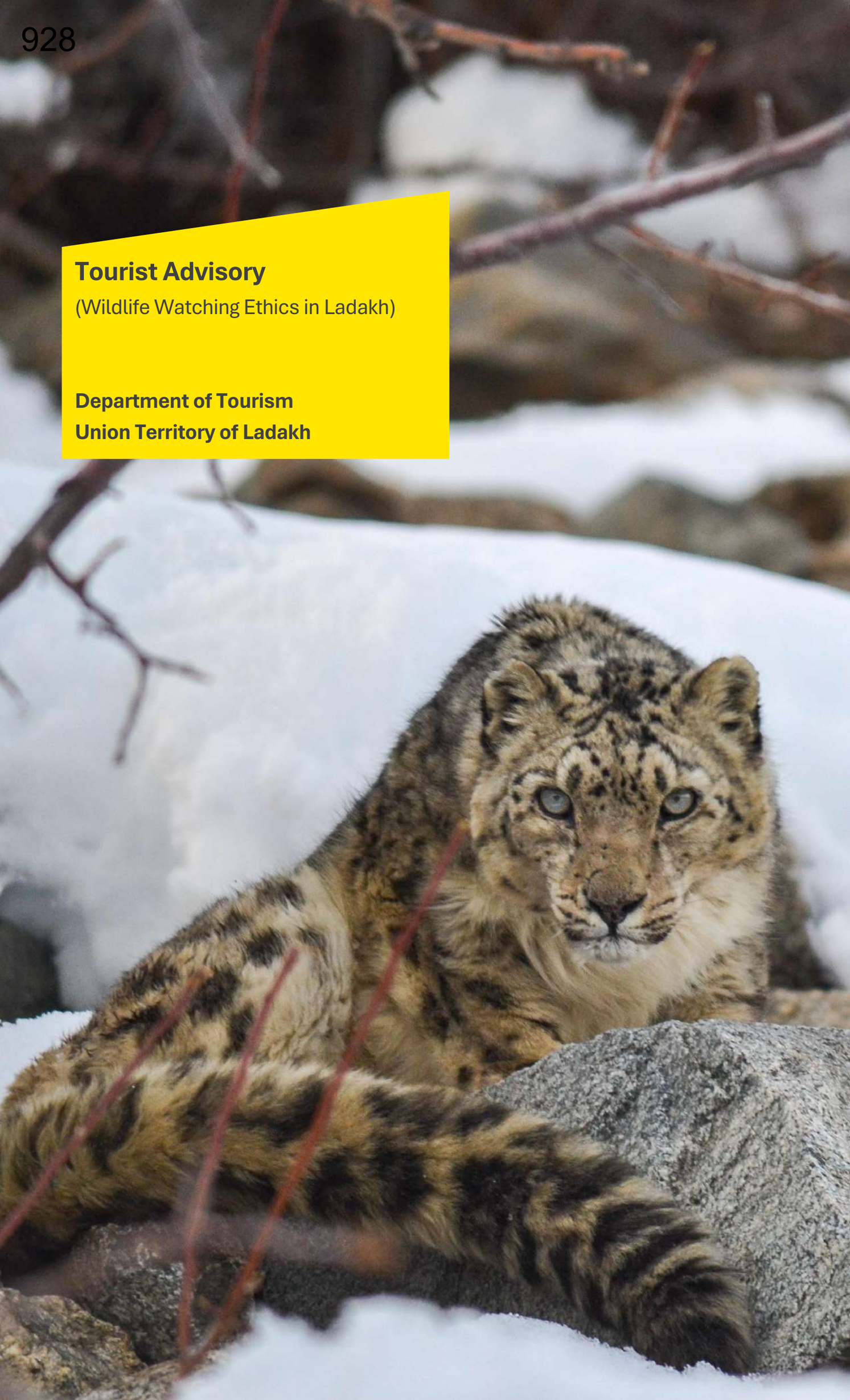
- **Avoid Disturbing Sensitive Areas:** Maintain a respectful distance from nesting, denning, or breeding sites. These areas are crucial for wildlife during critical periods of their life cycle, and disturbance can have serious negative effects.
- **Use Quiet Voices:** Keep noise levels low to prevent startling or stressing wildlife. Sudden or loud noises can disrupt their natural behaviors and feeding patterns.
- **No Flash Photography:** Avoid using flash photography, especially during nocturnal activities. Flash can startle and stress animals, potentially leading to harmful reactions.
- **Don't Approach or Chase Wildlife:** Getting too close or chasing animals can cause stress and defensive behaviors. Respect their space to ensure their well-being and safety.
- **Avoid Littering:** Carry out all waste, including biodegradable materials, and dispose of it properly. Litter can be harmful to wildlife and their habitats, so ensure that your waste is managed responsibly.
- **Respect Flora and Fauna:** Enjoy and observe local vegetation without picking plants, flowers, or any other natural items. Local flora is crucial for wildlife as it provides essential food and habitat. Disturbing or removing these elements can negatively impact the ecosystem and the animals that depend on them.

8. **Respecting Others**
    - **Be Considerate of Others:** Maintain courtesy toward fellow trekkers by keeping noise levels low and being mindful of your surroundings. Avoid activities that could disrupt others, such as excessive noise or uncontrolled pets. Respect the environment by not damaging natural areas.
    - **Sharing the Trail:** Follow trail etiquette by yielding to others. Uphill hikers have the right of way, and bikers should yield to hikers, runners, and equestrians. Ensure safe and respectful interactions with fellow trail users.
    - **Pets:** Always keep pets under control. Clean up after them and adhere to local leash laws. Be aware that some areas may have restrictions or prohibitions on pets, so check regulations before your trek.
    - **Noise Levels:** Keep noise to a minimum to ensure a peaceful experience for everyone. Use quiet voices and avoid loud conversations or music, respecting others who seek tranquility in nature.

By following these guidelines, you help preserve the natural beauty of Ladakh and ensure a safe and memorable trekking experience for yourself and future travelers. Enjoy your adventure and stay safe.

Issued by: **Department of Tourism, Union Territory of Ladakh**

22.10.2024



Tourist Advisory

(Wildlife Watching Ethics in Ladakh)

Department of Tourism
Union Territory of Ladakh

Wildlife Watching Ethics in Ladakh

Ladakh, with its breathtaking landscapes, is home to a diverse array of wildlife. The region boasts of over 30 species of mammals and more than 300 species of birds (resident and migratory). Ladakh's unique ecosystem is critical for many endangered species, including the snow leopard, Tibetan wolf, Tibetan argali, and black-necked crane. The region's marshes serve as vital breeding grounds for numerous migratory birds.

The flora and fauna of this remote region also contributes to its rich biodiversity, with unique plant species adapted to the harsh environment. Despite its seemingly barren appearance, Ladakh hosts more than 700 plant species, mostly herbs and shrubs. As you explore the stunning natural beauty of Ladakh, you are entering a fragile ecosystem that demands respect and care. Remember, Ladakh's wildlife is truly wild, and changing that would alter the essence of this pristine wilderness.

You are about to embark on a journey through a delicate and remote ecosystem. Here are some essential guidelines to ensure your visit is safe and respectful, for both you and the wildlife.

Guidelines for Responsible Wildlife Viewing

1. **Respect Wildlife and Habitats**
    - **Do not share your food with wildlife:** Feeding wildlife can make them dependent on human food, disrupt their natural behavior, and potentially lead to health problems or dangerous interactions.
    - **Avoid Disturbing Nesting Sites:** Stay away from areas where birds are nesting or raising their young. Disturbing these sites can harm both the birds and their offspring.
    - **Keep a Safe Distance:** Use binoculars or a telephoto lens to observe wildlife. Never approach wild birds or animals. Maintain a respectful distance to avoid stressing animals or disrupting their natural behaviors.
    - **Be Patient:** Wildlife sightings are not guaranteed. Allow animals to show themselves naturally.
    - **Avoid Baiting Animals:** Do not use food or other attractants to lure wildlife for photographs, as this disrupts their natural behaviors.

2. **Follow 'Leave No Trace' Principle**
    - **Do Not Leave the Trash Behind:** Carry all trash with you, as waste disposal facilities may be limited. Ensure no litter is left in the wild, wetlands, or marshes.
    - **Properly Dispose off the Waste:** Use designated trash bins if available, and never overfill them. If no facilities are present, carry your waste with you and dispose of it properly in Leh or Kargil. Ensure that food is properly stored and that any waste, including food scraps, is taken away from the area.
    - **Clean Up After Meals:** Pick up food scraps and clean any surfaces used for eating. Do not leave food unattended in these areas.
    - Leave the area cleaner than you found it.

3. **Minimize Impact on the Environment**
    - **Stay on Designated Trails:** Stick to marked paths and avoid trampling vegetation or disturbing the soil. This helps protect the delicate plant life and minimizes soil erosion.
    - **Avoid Polluting Water Sources:** Do not wash dishes, bathe, or dispose of any chemicals in or near water bodies. Use environmentally friendly products and keep pollution away.

22.10.2024

- **Do Not Remove Natural Items:** Avoid taking rocks, plants, or any other natural items from wild habitats. Removing these items can disrupt the local ecosystem and damage the habitat. Do not carry them away to other locations.

4. **Encourage Responsible Behavior**
   - Promote these guidelines among fellow travelers to ensure a collective effort in preserving Ladakh's wildlife.
   - Select tour operators that prioritize conservation and support local communities.
   - **Respect the Animals' Home:** Understand and respect the daily challenges wildlife face in their natural habitat.
   - Familiarize yourself with and adhere to the specific rules and guidelines of the wildlife reserve.
   - **Educate Yourself:** Learn about the animals you might encounter, their behaviors, and the conservation efforts.
   - **Cultural Sensitivity:** When exploring Ladakh's wildlife, it's crucial to respect the local cultures and practices related to the natural world. Indigenous communities often hold specific beliefs and customs surrounding wildlife, reflecting their deep connection to the land. Travelers should educate themselves about these cultural perspectives and engage with local communities in a respectful manner, ensuring that their presence supports and honors the traditional ways of life that have existed alongside Ladakh's unique ecosystems.

5. **Respect Local Guidelines and Regulations**
   - Listen to local guides who are experienced in wildlife viewing and can enhance your experience while ensuring safety.
   - **Resist the Urge:** Maintain a respectful distance to avoid stressing wildlife and adhere to the guidance from local authorities or wildlife guides regarding access and behavior in the wild habitats.
   - **Seasonal Guidelines:** Be mindful of seasonal changes and migration patterns which might affect wildlife behavior. Some areas may have seasonal access restrictions to protect wildlife during sensitive times such as breeding or migration periods.

6. **Be Quiet and Respectful**
   - **Minimize Noise:** Maintain a quiet presence to prevent unsettling the wildlife. High volumes of noise can alarm animals and interfere with their normal behaviors. When taking photos or observing wildlife, stay silent and respectful to reduce any potential disruption.
   - **Avoid Sudden Movements**: Move slowly and quietly to prevent startling wildlife or causing unnecessary stress.

7. **Observe Distance Rules**
   - Maintain a distance that does not alter the animal's behavior. If an animal changes its behavior due to your presence, you are too close.
   - Avoid approaching or disturbing wildlife during sensitive times such as nesting, mating, or rearing young.
   - Do not follow closely or chase animals with your vehicle.

8. **Driving and Vehicle Guidelines**
   - **Follow Road Signs and Directions:** Adhere to posted signs and instructions regarding vehicle access and parking in wildlife areas. Respect any restrictions to protect the environment.
   - **Avoid Driving on Sensitive Areas:** It is essential to stay on designated roads and avoid "going off-roading," even if it is tempting. Stick to established roads and parking areas to

22.10.2024

prevent harming these rich biodiversity zones. Driving through or parking in sensitive wildlife zones can damage the habitat.

- **Be Cautious of Wildlife on Roads:** Watch for animals crossing roads, especially during early morning and late evening. Slow down and be prepared to stop for wildlife. Stop your vehicle to allow animals to cross the road safely or to move off the road on their own.
- **Keep Your Vehicle Clean:** Ensure that your vehicle is free of dirt and debris that could potentially be carried into the wildlife area. Clean off mud and other substances before entering sensitive zones.

By following these guidelines, you can contribute to the preservation of Ladakh's unique wildlife and maintaining the ecological health of its marshes and wetlands, ensuring a safe and respectful experience for all visitors and wildlife alike. Let us all do our part to protect and cherish the natural wonders of this extraordinary region.

Issued by: **Department of Tourism, Union Territory of Ladakh**

22.10.2024



Tourist Advisory

(Winter Travel Tips for Ladakh)

Department of Tourism
Union Territory of Ladakh

Winter Travel Tips for Ladakh

As you embark on your winter adventure in this stunning region, we want to ensure that your journey is safe, enjoyable, and memorable. Please read the following advisory carefully and prepare accordingly:

1. **Acclimatization**
   - **Give Yourself Time:** As you land in Leh at 11,500 feet, the high altitude and winter conditions can be particularly harsh. To avoid altitude sickness, spend at least 48 hours acclimatizing in Leh before embarking on any extended travels. This allows your body to adjust to the oxygen levels and extreme weather conditions.
   - **Stay Hydrated:** Drink plenty of warm water and warm fluids to help keep your body hydrated and maintain warmth. Adequate rest is also crucial for helping your body adjust to the high altitude.
   - **Eat Wisely:** Choose warm, hearty meals that are rich in carbohydrates and proteins to maintain energy levels. Avoid heavy meals that can slow you down in the cold.

2. **Prepare for Extreme Cold**
   - **Layer Up:** Wear multiple layers of clothing to stay warm. This includes thermal wear, insulated jackets, and windproof outer layers.
   - **Protect from Extremities:** Use hats, gloves, woolen scarves, and thermal socks to protect your extremities from the cold. Insulated and waterproof footwear is essential for keeping your feet warm and dry.
   - **Dress Appropriately:** Temperatures in Ladakh can drop significantly, often below -20°C (-4°F) at night. Ensure that your clothing and gear are rated for such extreme cold to stay warm and comfortable.
   - **Protect Against the Sun:** Even in winter, the sun can be intense at high altitudes. Use SPF sunscreen to protect your skin from UV rays, which are strong due to the reflective snow and high elevation. Additionally, wear sunglasses with UV protection to shield your eyes from the glare of the snow and reduce the risk of eye strain.
   - **Know the Symptoms of Altitude Sickness:** Familiarize yourself with the symptoms (headaches, nausea, dizziness) and know when to seek medical attention. If symptoms worsen, descend to a lower altitude immediately.
   - **Stay Active but Rest Well:** Engage in light activities to promote circulation and acclimatization, but don't overexert yourself. Listen to your body and rest when needed to prevent altitude sickness.

3. **Travel with Caution**
   - **Check Road Condition:** Before traveling, check the latest road conditions and closures. Snow can lead to hazardous driving conditions and roadblocks.
   - If driving, ensure your vehicle is equipped with winter tires and carry chains. Snow can accumulate on mountain passes, making driving conditions challenging.
   - **Hire Local Driver:** It is highly recommended to hire a local driver experienced with winter driving in Ladakh, especially when navigating mountain passes. Local drivers are familiar with the risky conditions and can safely guide you through snow-covered areas.
   - **Packing essentials:** Pack emergency supplies including a first aid kit with Diamox tablets, camphor, and any personal medication you may need, sunscreen, polarized sunglasses, lip balm, a reusable water bottle, high-energy snacks, and a portable heater or hand warmers to keep warm and be prepared for unexpected situations.
   - **Be Mindful of Wildlife:** Winter is a critical time for many animals in Ladakh. Respect their space and avoid disturbing their habitats, particularly in sensitive areas.

22.10.2024

- **Emergency Supplies:** In addition to your first aid kit and high-energy snacks, include a reliable flashlight with extra batteries to help navigate in low visibility conditions. A whistle is also vital for signaling in case of emergencies, especially in remote areas where help may not be readily available.
- **Cultural Engagement:** Winter in Ladakh is not just a time for breathtaking landscapes; it's also a season filled with rich cultural experiences. Travelers are encouraged to engage respectfully with local communities, who often celebrate traditional festivals during this time. Always approach interactions with an open mind and respect for the traditions and practices of the people, ensuring that your presence supports and honors their way of life.

4. **Be Prepared for Changing Weather**
   - **Monitor Weather Forecasts**: Stay updated with local weather forecasts and be prepared for sudden changes in weather conditions. Allow extra time for travel and avoid making tight schedules. Delays and changes in plans are common during winter.
   - **Inform Others:** Always share your travel plans and expected routes with someone back home or with local contacts, so they can assist if you encounter difficulties.

5. **Proper Gear for Outdoor Activities**
   - **Use Specialized Equipment:** If engaging in winter sports or activities such as skiing, ice-skating, or snowboarding, ensure you have the appropriate gear. This includes well-fitted skis or skates, helmets, goggles, and padded clothing.
   - **Safety First:** Always use gear that meets safety standards and consider renting or purchasing equipment from reputable local vendors. Seek guidance from local experts or instructors if you are unfamiliar with the activities.
   - **Avoid Mountain Peaks:** Do not attempt to climb mountain peaks in winter. Follow all rules and permissions for mountain climbing as notified by the Department of Tourism. Climbing during winter can be highly dangerous due to extreme weather conditions and snow-covered terrain.

6. **Environmental Responsibility**
   - **Leave No Trace:** As you explore the stunning winter landscapes of Ladakh, it's essential to prioritize environmental responsibility by following 'Leave No Trace' principle. The harsh winter conditions can make it easy to inadvertently leave behind waste, which may not decompose due to the extreme cold. Always pack out what you bring in, including food wrappers, personal items, and other trash. Use designated waste disposal facilities when available, and if not, carry your waste back to town for proper disposal. By being mindful of your impact, you help preserve Ladakh's pristine environment for future generations to enjoy. Remember, every small action counts in protecting this fragile ecosystem.

7. **Travel Insurance**
   - We strongly recommend that all tourists traveling to Ladakh secure comprehensive travel insurance that includes coverage for high-altitude medical emergencies and emergency airlifts. Given the remote nature of many areas in Ladakh, having insurance can provide peace of mind and ensure prompt medical assistance if needed. Be sure to review your policy to confirm that it covers activities such as trekking, mountaineering, and other adventure sports, as well as potential evacuation from high-altitude locations.

Safety and preparedness are key to a wonderful experience in Ladakh's winter wonderland. Enjoy your trip, stay safe, and embrace the unique beauty of this region.

Issued by: **Department of Tourism, Union Territory of Ladakh**



सत्यमेव जयते

THE ADMINISTRATION OF UNION TERRITORY OF LADAKH.

Transport Department

Tele/Fax: 01982-255567, 255568: e-mail: ladakhdivcom@gmail.com , divcomm-ladakh@gov.in

Subject:-Ladakh Electric Vehicle and Allied Infrastructure Policy 2022.

Order No:-09-Trans (UTL) of 2022,
Dated: -17.08.2022.

Sanction is hereby accorded to the adoption of **Ladakh Electric Vehicle and Allied Infrastructure Policy, 2022** as per annexure - **I & II** appended to this order for its implementation w.e.f 17.08.2022.

All commercial/non-commercial e-vehicles purchased/procured from the date of implementation of this policy shall be entitled to avail incentives as provided in Ladakh Electric Vehicle and Allied Infrastructure Policy, 2022.

By order of the Administration of UT Ladakh.

Sd/-
(Saugat Biswas) IAS
Commissioner/Secretary

No.M-17067/45/2021 O/o OSD TRANSPORT/1416-31 Dated: -17.08.2022

Copy to the: -

1. All Administrative Secretaries.
2. Additional Director General of Police, Ladakh.
3. Joint Secretary, (JKL), Ministry of Home Affairs, GoI.
4. Joint Secretary, (MVL), MoRTH, GoI.
5. Divisional Commissioner, Ladakh.
6. Deputy Commissioner/CEO, LAHDC, Leh/Kargil.
7. Superintendent of Police (Traffic), Ladakh.
8. Joint Director, Information Ladakh.
9. Regional Transport Officer, Ladakh.
10. Technical Director, NIC, Leh for uploading the order on the UT Website.
11. Deputy Residential Commissioner, Ladakh at new Delhi.
12. Incharge, District Motor Garages, Leh/Kargil.
13. OSD with the Lieutenant Governor for information of the Hon'ble Lieutenant Governor.
14. Pvt. Secretary to Advisor Ladakh for information of the Advisor.
15. Superintendent, Archives, Archaeology & Museums.
16. Order/Stock file (w.2.s.c).

(Manoj Kumar) JKAS 17.08.2022
Deputy Secretary

ANNEXURE – I
To Order No.09-TRANS(UTL) of 2022
Dated:-17.08.2022.

Ladakh Electric Vehicle and Allied Infrastructure Policy, 2022

UT Administration, Union Territory of Ladakh

1. INTRODUCTION

With the bifurcation of J&K State under the J&K Reorganization Act, 2019, Ladakh gained the status of Union Territory in August 2019 and its development has been a priority of Government of India. Ladakh – Vision 2050 has been prepared to creatively deliberate on the development potential of the region while considering its sensitive ecology, rich heritage and culture and aspirations of its local people. Ladakh has recently prepared Vision-2050 which incorporates numerous sustainable development goals and ambition to make Ladakh Self-Sustainable, SMART, Integrated and Carbon Neutral.

Currently, given the vast geographical expanse of the region and the immense tourism inflow with its high transport requirements, the dependence on fossil fuel powered vehicles is enormous. This Policy therefore recognizes the need for a measured approach towards growth and development in the region and in the transport segment, it aspires towards a well-developed approach to kick-start the adoption of Electric Vehicle in the Union territory of Ladakh and seeks to put in place a comprehensive set of measures for giving impetus to the adoption of Electric Vehicles along with their regulation.

2. VISION

Ladakh, a globally competitive carbon neutral region, with conducive policy and infrastructure to support adoption of Electric Vehicles.

3. OBJECTIVES

- To promote sustainable mobility in Ladakh by kickstarting the sale and use of EVs.
- To encourage research, innovation and skill development in EV technology.

4. POLICY TARGETS

- Rapid adoption of Electric Vehicles of all new domestic and commercial vehicle registrations.
- Promotion of electric vehicles in Public Transportation and government fleets.
- Policy targets (but not restricted to):

Sl. No.	Vehicle Segment	Ceiling for Early Bird	2023 – 2027
1	Two-Wheeler	35	172
2	Three-Wheeler (E-Rickshaw/ E-Cart)	10	40
3	Three-Wheeler	10	40
4	Car (Including Taxis)	40	167
5	Bus	11	49
6	E- Four-Wheeler (LCV, Stage Carriage/Maxi Cabs)	10	41
	Total	**116**	**509**

5. STRATEGIC DRIVERS

- Providing direct fiscal & non-fiscal incentives to increase the adoption of EV technology.

17.08.2022

- Creating of dedicated Charging infrastructure for charging of EVs.
- Establishing of Research & Development Centres to promote innovation and Excellence.

6. DEFINITIONS

In the context of this Policy, the Electric Vehicle Technology sector consists of Electric vehicle (EV), EV Components (battery, Charging Infrastructure etc.) and Allied Infrastructure as defined below:

6.1 Electric vehicle (EV): As per Government of India Notification dated 16.09.2005 under Central Motor Vehicle Rule, 1989 Rule no. 2(u) "Battery Operated Vehicle" means a vehicle adapted for use upon roads and powered exclusively by an electric motor whose traction energy is supplied exclusively by traction battery installed in the vehicle.

6.2 EV Approval and Standardization[1]: The Indian government enacted the Central Motor Vehicle Rules (CMVR) in 1989 covering regulations for automobiles and automotive components. Under this law, Rule No. 126 was established to define the process of Type Approval for automotive components via the AIS (Automotive Industry Standard) certification scheme. Currently there are five government-owned autonomous testing agencies nationwide charged with type approval. The five testing agencies are listed below:

- Automotive Research Association of India, Pune (ARAI)
- Central Institute of Road Transport, Pune (CIRT)
- International Centre for Automotive Technology, Manesar (ICAT)
- Global Automotive Research Centre (GARC)
- National Automotive Test Tracks, Indore (NATRAX)

AIS certification is based mainly on safety requirements and is mandatory for many types of safety related vehicle components.

AIS049: CMVR type approval for EV.

AIS138 Part1, Part2/IS 17017 standard applies for charging infrastructure.

Vehicle	Description
2 Wheelers	Electric vehicles having power more than 250 W and having a maximum design speed of more than 25 kmph.
3 Wheelers*	Electric vehicles having power more than 250 W and speed more than 25 kmph.

[1] https://www.araiindia.com/services/certification-and-standardisation; India's EV Industry Caught In A Maze Of Certifications (inc42.com); Automotive Testing Institutes & Testing Labs in India- ARAI, ICAT - E-Vehicleinfo

17.08.2022

4-Wheeler Passenger Vehicles	Electric vehicles
Buses	Electric vehicles

*In addition to the mandatory requirements, 3-wheeler manufacturer should also study AIS 093 (Body standardization for 3-wheeler), which gives guidelines.

Table 1: The Different Dimensions of EV Certification

Particulars	Description
Certifications Mandatory for EV Start-up (Either of the one mentioned)	• Automotive Research Association of India, Pune (ARAI) • Central Institute of Road Transport, Pune (CIRT) • International Centre for Automotive Technology, Manesar (ICAT) • Global Automotive Research Centre (GARC) • National Automotive Test Tracks, Indore (NATRAX)
Three Main Categories of E-Mobility Certifications for Start-ups	• For the Electric Vehicles: AIS 041 For EV Power Measurement, AIS 049 for CMBR for BEV Type Approval, AIS 038 For Construction and Functional Safety • For The Batteries: AIS 048 Standard for Safety Requirements • For EV Charging Stations: AIS 138
Factors that decide Standards	• Segment • Class of the Vehicle • Vehicle Specification • Performance Parameter
Common Standards Used in India	• Automotive Industry Standards Commonly Known as AIS • Central Motor Vehicle Rules (CMVR) • International Standards like IS, ECE, ISO, SAE
Some Tests based on which standards decided	• Water Ingression Tests • Nail Penetration Test for Batteries • Crash Test for Vehicles • Pass by Noise • Gradeability • Norms for fuel Efficiency

6.3 EV Components: Major components of Electric Vehicle include the Motor, Reducer, the on-board charger, Electric Power Control Unit (EPCU) and related parts /assemblies.

17.08.2022

6.4 Electric vehicle Battery: An electric-vehicle battery or traction battery is a battery used to electrical energy and is the equivalent of a fuel tank in an internal combustion engine. The maximum driving distance i.e., Range of an Electric Vehicle shall be determined by the battery capacity.

6.5 EV Charging Facility: An EV Charging Facility shall be a dedicated station providing common public charging facilities in parking areas of residential, commercial, institutional establishments. The EV Charging Station shall house charging posts/Charging points/Charging Cabinets integrated with appropriate power distribution equipment. The policy envisages the following type of Charging Facilities:-

- Domestic/Residential facility (Individual) with Slow AC charging.
- Public Charging Facility: Station developed at Public or Semi Public (Government Facilities, Transport Stations, Commercial Buildings, Fuel Stations etc.) with Slow AC/Fast DC charging.

6.6 EV Charging Stations (Commercial): An EV Charging Facility (commercial) shall be a dedicated station providing civil infrastructure for fuel station (Public Charging station) as per local Building Bye Laws and/or Model Building bye laws published by TCPO, MOUD. The public charging station shall comprise of DC Fast Charger (50 KW), One DC charger (15 KW or 22 KW) and Optional AC chargers 3.3 KW x 3 and 22 KW. All charging infrastructures shall be as per Bharat EV specifications.

7. INCENTIVES

7.1 Incentives for EV Charging Facility: Following incentives will be admissible to EV Charging Facility:

- Electrical power required for EV charging will be charged at domestic rate.
- Common public charging facilities in parking areas of residential, commercial, institutional establishments, etc. will be allowed. Application for setting up a charging point shall be filed to concerned planning authority & electricity supplying agency.
- Common public charging facilities at Fuel pumps will be allowed to setup charging station freely subject to charging station area and charging infrastructure qualifying rating, fire & safety standards/norms of relevant authorities under relevant acts/rules.
- Provision for space planning and setting up of Common public charging facilities shall be done in Development Control Rules (DCR) of all local Government & Planning Authorities.
- Commercial public EV charging stations for Two wheelers, Cars and Buses will be eligible for capital subsidy on equipment/machinery (Capital subsidy of 25%

17.08.2022

on the equipment's/Machinery or INR 5,00,000/- (Whichever is less) per station for the first 15 EV Charging Stations).

- All e-vehicles will be exempted from payment of road taxes.
- UT may incentivize at an appropriate stage in the future, the usage of EVs for commercial operations by the following measures:-
    - Exemption of EVs from the permit fee requirement for plying a transport vehicle.
    - Exemption or reduction of net UT-GST for leasing and owning electric fleet.

7.3 Incentives (Subsidy) for EV Buyer: Electric Vehicles registered in the UT by private transporter or individual buyer to get end user subsidy in the policy period.

Table 2 Demand Incentives (Subsidy) for the policy period

S.No.	Vehicle Segment	Subsidy (Whichever is Lower)	Maximum Ex-Showroom Price to Avail (INR)
1	Two-Wheeler	10% of the Ex-Showroom Price or INR 15,000	1,50,000
2	Three-Wheeler - e-Rickshaw / e-Cart	10% of the Ex-Showroom Price or INR 30,000	3,00,000
3	Three-Wheeler	10% of the Ex-Showroom Price or INR 50,000	5,00,000
4	Car	10% of the Ex-Showroom Price or INR 2,50,000	25,00,000
5	Bus	25% of the Ex-Showroom Price or INR 50,00,000	2,00,00,000
6	e-4W (LCV, State Carriage/ Maxi Cabs)	10% of the Ex-Showroom Price or INR 3,00,000	30,00,000

- As mentioned in section 6.2 above, the incentives will be available to vehicles certified for road worthiness by ARAI, ICAT, CIRT, etc. if purchased for road transportation. The subsidies will apply to non-certified vehicles only if they ply in campus or pedestrian zones for specialised requirements.
- UT may incentivise operating of battery swapping centres in future years once the electric vehicle policy is fully in operation.
- UT will endeavour to mandate creation of charging infrastructure at all newly constructed housing societies, office complexes, shopping arcades/malls, market areas, hotels & guesthouses.
- UT will endeavour to have 10% of notified parking spaces reserved for electric vehicles. UT will also endeavour to incentivise by way of reducing parking charges for EVs.

17.08.2022

- UT will endeavour to electrify the government fleet in the next 15 years and set up charging infrastructure for electric vehicles.

7.4 Early Bird Incentive: This shall be applicable for 1 (One) Year from the notification of the policy as per following:-

Table 3 Demand Incentives (Subsidy) for the early birds

S.No.	Vehicle Segment	Subsidy (Whichever is Lower)	Maximum Ex-Showroom Price to Avail (INR)	No. of EVs to be subsidized*
1	Two-Wheeler	20% of the Ex-Showroom Price or INR 30,000	1,50,000	28
2	Three-Wheeler - e-Rickshaw / e-Cart	20% of the Ex-Showroom Price or INR 60,000	3,00,000	10
3	Three-Wheeler	20% of the Ex-Showroom Price or INR 1,00,000	5,00,000	10
4	Car	20% of the Ex-Showroom Price or INR 5,00,000	25,00,000	33
5	Bus	50% of the Ex-Showroom Price or INR 1,00,00,000	2,00,00,000	11
6	e-4W (LCV, State Carriage/ Maxi Cabs)	20% of the Ex-Showroom Price or INR 6,00,000	30,00,000	9
		Total		101

**The no. of subsidized Electric vehicle is based on indicative Ex-showroom as enumerated in above table. The actual numbers of subsidized electric vehicle will vary as per the actual ex-showroom price.*

8. RESEARCH & DEVELOPMENT

Based on an assessment of feasibility and other details by the **High-Power committee**, proposal will be prepared for the establishment of centre of excellence and research and development centres in Leh and Kargil. The relevant agencies will institute training-based certification and placement programme and shall collaborate with National Agencies, Private Players and other associations to understand their human resource requirements. Based on these requirements, a merit based, defined certification and placement procedure shall be instituted so that appropriate manpower is created for the EV industry.

9. MANAGEMENT FRAMEWORK FOR POLICY IMPLEMENTATION

9.1 Establishment of High-Power Committee: A High-Power Committee will be constituted at the UT level to monitor the implementation of this Policy and develop procedures and modalities where required.

17.08.2022

9.2 Development of Charter for Policy Implementation:

- Coordination between various departments for efficient Monitoring of implementation and timely release of relevant Government Orders, Notifications and amendments.
- Review and approve the framework/modus operandi proposed by the committee in time bound manner.
- Review and approve the definitions of Electric Vehicle Technology and approve the amendments as may be appropriate.
- High power committee shall review the modus operandi and effectiveness of the policy every six months and shall suggest corrective measures, amendments, if required.
- RTO will be responsible for monitoring of the policy and will be the nodal officer for implementation of the EV policy, creating awareness regarding the policy as well as the operational guidelines and administering policy.

9.3 Other Programs and Measures for creating EV Awareness in UT Ladakh

- Programs and events to raise awareness among consumers are critical for proliferation of EVs. The UT Administration will ensure awareness and promotion of e-vehicles.
- UT Ladakh may at an appropriate time create an E-Vehicle Fund through innovative models to support the E-Mobility adoption and transition in UT Ladakh.
- UT Ladakh may join the international forum of ZEVTC, COP26 through E-AMRIT web portal of NITI Aayog. It is to raise awareness among international community to showcase the India's EV aspirational states and industries.

10. POLICY VALIDITY

The policy will be valid for **Five years** from the date of issue of relevant government resolution.

17.08.2022

(Manoj Kumar) JKAS
Deputy Secretary

ANNEXURE-II
To Order No.09-TRANS(UTL) of 2022
Dated:-17.08.2022

Operational Guidelines for Ladakh Electric Vehicle and Allied Infrastructure Policy, 2022

UT Administration, Union Territory of Ladakh

OPERATIONAL GUIDELINES FOR DELIVERY OF DEMAND INCENTIVES

1. INTRODUCTION:

1.1 The Administration of Union Territory of Ladakh, has notified the 'Ladakh Electric Vehicle and Allied Infrastructure Policy, 2022' for promotion of electric mobility in the Union Territory of Ladakh.

1.2 The Policy will be implemented during the next Five (05) years i.e., from the 17.08.2022 to 16.08.2027.

1.3 The Policy is proposed to be implemented through the following verticals:

i. Demand Incentives (Subsidy to End Users)

ii. Establishment of network of charging stations; and

iii. Administration of the Scheme including Publicity, IEC (Information, Education & Communication) Activities.

2. DEMAND INCENTIVE (SUBSIDY): GENERAL INFORMATION

2.1 The Demand Incentives (Subsidy) are important components of the Scheme which directly help in demand generation of electric vehicles (EVs).

2.2 The following categories of Vehicles will be eligible for Demand Incentives-

- Two-Wheeler
- Three-Wheeler - e-Rickshaw/e-Cart
- Three-Wheeler
- Car
- Bus
- E-4W (LCV, State Carriage/Maxi Cabs)

2.3 In all the vehicle segments, incentives will be applicable to vehicles used for Private, Intermediate Para transit, Public Transport or those registered for Commercial purposes.

2.4 All the vehicles need to be registered under CMVR, 1989 for becoming eligible for reimbursement of demand incentives.

2.5 Vehicles which have certification from either of the below government authorised authority, will be considered under this scheme.

- Automotive Research Association of India, Pune (ARAI)
- Central Institute of Road Transport, Pune (CIRT)

17.08.2022

- International Centre for Automotive Technology, Manesar (ICAT)
- Global Automotive Research Centre (GARC)
- National Automotive Test Tracks, Indore (NATRAX)

2.6 It is proposed to extend demand incentive for various vehicles as follows:

Table 1 Demand Incentives (Subsidy) for the policy period

S. No	Vehicle Category	Subsidy (Whichever is Lower)	Maximum Ex-Showroom Price to Avail (INR)
1	Two-Wheeler	10% of the Ex-Showroom Price or INR 15,000	1,50,000
2	Three-Wheeler - e-Rickshaw / e-Cart	10% of the Ex-Showroom Price or INR 30,000	3,00,000
3	Three-Wheeler	10% of the Ex-Showroom Price or INR 50,000	5,00,000
4	Car	10% of the Ex-Showroom Price or INR 2,50,000	25,00,000
5	Bus	25% of the Ex-Showroom Price or INR 50,00,000	2,00,00,000
6	e-4W (LCV, State Carriage/ Maxi Cabs)	10% of the Ex-Showroom Price or INR 3,00,000	30,00,000

Table 2 Demand Incentives (Subsidy) for the early birds

Sno	Vehicle Segment	Subsidy (Whichever is Lower)	Maximum Ex-Showroom Price to Avail (INR)	No. of EVs to be subsidized
1	Two-Wheeler	20% of the Ex-Showroom Price or INR 30,000	1,50,000	28
2	Three-Wheeler - e-Rickshaw / e-Cart	20% of the Ex-Showroom Price or INR 60,000	3,00,000	10
3	Three-Wheeler	20% of the Ex-Showroom Price or INR 1,00,000	5,00,000	10
4	Car	20% of the Ex-Showroom Price or INR 5,00,000	25,00,000	33
5	Bus	50% of the Ex-Showroom Price or INR 1,00,00,000	2,00,00,000	11
6	e-4W (LCV, State Carriage/ Maxi Cabs)	20% of the Ex-Showroom Price or INR 6,00,000	30,00,000	9
	Total No. of EVs			**101**

17.08.2022

2.7 For buses, demand incentive is further subject to competitive bidding amongst the bus operators / dealers.

2.8 Demand incentives for e-buses will be provided only on notified operational model by Authority.

2.9 The proposed Demand incentives would be reviewed annually or earlier by the High-Power Committee.

2.10 Maximum Ex-Showroom Price to Avail (INR) the subsidy is defined in the Clause 2.6.

2.11 The Demand Incentive shall be available for buyers (end users/ consumers) in the form of an upfront-reduced purchase price to enable wider adoption, which will be reimbursed to **Dealer** by Administration of Union Territory of Ladakh. In case, the individual beneficiary buys an EV (at 100% Ex-showroom price) from dealer based in another state/UT but registers and use the EV in Ladakh, the reimbursement shall be given to individual beneficiary and not to the Dealer.

2.12 For individual beneficiaries, not more than one vehicle of particular categories will be incentivized.

2.13 The Dealer shall certify the comprehensive warranty including Battery for all models eligible for demand incentives as per clause 2.6 above.

2.14 The authority shall certify the eligible vehicle models eligible for subsidy under 'Ladakh Electric Vehicle and Allied Infrastructure policy 2022' as per relevant certification (For E.g., certification for electric vehicle range by ARAI etc.).

2.15 The certification shall be reviewed by the Administration of Union Territory of Ladakh, and validity shall be given for specified time period.

2.16 **The Dealers** are required to submit re-validation certification, for all vehicle models eligible as per this policy, to the Administration of Union Territory of Ladakh at the frequency of one year as per clause 2.14 & 2.15 above, complying to the eligibility parameters given in this policy. Such Dealer will proceed for re-validation after ensuring the compliance to the latest notifications as per CMVR, 1989, by testing agencies recognized under rule 126 of CMV, 1989 and Administrative procedure as per **Operational Guidelines for 'Ladakh Electric Vehicle and Allied Infrastructure policy 2022'**.

17.08.2022

3. REGISTRATION OF DEALERS

3.1 For the purpose of this Scheme, an EV dealer may be defined as Proprietor, Private/Public Company or Partnership Firm who sells new E-Vehicles (covered under this policy) at the retail level, based on a dealership contract with an automaker or its sales subsidiary. The dealers shall be based in Ladakh.

3.2 For availing benefit under this Scheme, each Dealer shall apply for Registration to **Administration of Union Territory of Ladakh** in the prescribed proforma as per **ANNEXURE-A**.

3.3 At the time of submission of Application, each Dealer is required to submit the following documents:

i. Application for Dealer registration in **ANNEXURE-A.**
ii. Registration Certificate
iii. Trade License
iv. GST Registration Certificate
v. PAN Card
vi. Testing/Homologation Certificate for each vehicle category complying with eligibility criteria issued by designated testing agency under rule 126 of CMVR, 1989, including quality certificate, technical parameters or any other parameter issued under Operational Guidelines for 'Ladakh Electric Vehicle and Allied Infrastructure policy 2022.
vii. Pre-registration of Electric Vehicle model as per **ANNEXURE-B.**
viii. Complete set of MOA/AOA & Rules of Dealership or other applicable documents
ix. List of service centres along with their searchable addresses / locations and contact number,
x. Photographs, detailed specifications (including certificate for various specified and Other information (Brochures etc.) of the eligible Vehicle
xi. Dealer, in the application form, is required to submit detailed mechanism of sales, registration process, and service support.

17.08.2022

3.4 Dealer is required to submit Hard Copy of the Application (with complete documents, as per clause 3.3. above) at the following Address:

[Nodal Officer Name]

[Designation]

[Address]

3.5 After receipt of the complete Application (with complete documents, as per clause 3.3. above), **Administration of Union Territory of Ladakh** will process the same as per Scheme Guidelines and if found in order,

confirmation of registration of dealer under **Ladakh Electric Vehicle and Allied Infrastructure policy 2022** will be conveyed to the respective Dealer.

3.6 Demand incentive under the scheme shall be admissible only from the date of registration of Dealer and date of approval of EV Model(s) by **Administration of Union Territory of Ladakh**, whichever is later.

17.08.2022

4. GUIDELINES FOR DEALERS TO BE FOLLOWED AT THE TIME OF SALE OF VEHICLE:

4.1 Each Dealer is required to submit Model certification. OEM (whosoever is applicable) is required to get its model certified from recognized testing agencies under rule 126 of CMVR, 1989, for its eligibility under this policy.

4.2 Once model is certified, it will be approved by **Administration of Union Territory of Ladakh**, with which, incentive amount entitled for particular model will be decided.

4.3 Once model is approved by **Administration of Union Territory of Ladakh**, Dealer is required to provide production data of all vehicles for which they intend to take benefit of demand incentives under the scheme.

4.4 The Dealers are required to submit forms as per these guidelines along with necessary information pertaining to chassis number, Unique battery number, color etc.; after proper billing/invoice and sale to beneficiary/ consumer.

4.5 Each Dealer has to ensure that eligible demand incentive should be deducted from the ex-showroom price and only resulting amount should only be charged from beneficiary/end user. It is expected that financial cost of amount to be **borne by dealer** or beneficiary/consumer.

4.6 Dealer to submit the reimbursement claim of demand incentives once in a month but not later from 60 days of the sale of vehicle at dealer end.

4.7 After submitting the claim for reimbursement, each Dealer to submit an undertaking in the prescribed proforma as annexed at **Annexure-C**, on the letterhead of the dealer and duly signed by the authorized signatory and should be furnished to the **Administration of Union Territory of Ladakh** by email and hard copy by registered post.

17.08.2022

5. GUIDELINES FOR DEALERS TO BE FOLLOWED AT THE TIME OF SALE OF VEHICLE:

5.1 Each dealer at the time of sale of vehicle to the end user will collect the following information from the purchaser and keep all concerned documents safely for at least 5 years from the date of sale:

1. Personal Identification proof like:
   a. For all individual beneficiary/consumer case, Aadhaar Card, PAN card, and Driving License etc.
   b. Registration certificate, Trade license, PAN Card and ID proof of Authorized signatory in respect of Proprietary firms/agencies
   c. Registration certificate, Trade license, PAN Card and ID proof of Authorized signatory in respect of Corporate and partnership firms/ agencies
   d. In respect of Central/State Govt. Departments/Defence supply, the purchase order from the respective Departments/Organizations etc.
2. Mobile number and e-mail ID of individual beneficiary/consumer or representative of purchaser in case of non-individual cases.
3. The Registration number of all vehicles.
4. For vehicle to be used for Intermediate para-Transit, Public Transport and Commercial Purposes, undertaking and valid permit from respective Government agency stating that vehicle will be used for Intermediate para Transit, Public Transport, Commercial Purposes only.

5.2 Dealers will ensure to prepare invoice of the sale on same date.

5.3 Dealer will have to ensure correctness of mobile number of purchaser and email id before effecting the sale.

5.4 Dealer should ensure that only one vehicle per category per person are allowed to claim demand incentives, i.e. No individual person can purchase more than one vehicle of same category and claim incentives under the scheme. However, there will be no restrictions for number of vehicles to be purchased by other than individual categories of buyer.

5.5 Dealer should maintain the data pertaining to sales on daily basis.

5.6 Dealer should submit the relevant documentation on date of sale of vehicles to the authority.

17.08.2022

5.7 Dealer should obtain a declaration from the customer stating that they have purchased the vehicle and entitled incentives have been received by the customer. Prescribed format for such customer acknowledgement is attached at **ANNEXURE - D**. This customer acknowledgement form should be

uploaded by the dealer while uploading the data of customer on the online platform.

6. BILLING MECHANISM FOR SALE OF VEHICLE TO BE FOLLOWED BY EACH DEALER(S)

6.1 All dealers will ensure that demand incentive under the Scheme should not adversely affect taxes at any stage.

6.2 Each dealer will deduct corresponding incentive at the end from the total price of vehicle, which will be arrived after including all GST/taxes etc. at prescribed rate on total cost of the vehicle.

17.08.2022

7. POWERS OF ADMINISTRATION OF UNION TERRITORY OF LADAKH TO FRAME AND AMMEND POLICY DOCUMENT/OPERATIONAL GUIDELINES/PROCEDURES:

7.1 The Administration of Union Territory of Ladakh shall have full powers to frame/Lay-down the Guidelines/Procedure or alter/amend/add/delete any terms & conditions etc. under this Policy/Operational Guidelines.

7.2 The Administration of Union Territory of Ladakh shall have the powers to call for any information/data/records etc., in connection with this Scheme or inspect such records/documents [manual or electronic] as it may deem necessary.

7.3 The Administration of Union Territory of Ladakh shall have the powers to depute its representative(s) to visit the premises/office/centre/workplace etc. for purpose of inspection and verification purposes and may pass such order or issue directions in relation thereto as it may deem fit.

7.4 All operational issues in the implementation of the Scheme and guidelines shall be resolved by the Administration of Union Territory of Ladakh appropriately.

17.08.2022

8. RESOLUTIONS OF DISPUTES:

Any dispute shall be resolved by amicably and reconciliation. In case of difference of opinion, decision of the **High-Power Committee under the Administration of Union Territory of Ladakh** shall be final.

17.08.2022

ANNEXURE-A: DEALER REGISTRATION FORM

To,
[Nodal Officer Name]
[Designation]
[Address]

Subject:- **Application for Dealer registration under the Ladakh Electric Vehicle and Allied Infrastructure policy 2022.**

Dear Sir,

We/I, ----------(Name) are/is a Dealer intend to sell EV and wish to avail the benefits offered under 'Ladakh Electric Vehicle and Allied Infrastructure policy 2022', as notified vide Gazette Notification S.O. _____ dated _____ and are willing to avail incentives under this scheme.

We/I, therefore, apply for formal registration with the Administration of Union Territory of Ladakh for the policy namely 'Ladakh Electric Vehicle and Allied Infrastructure policy 2022'.

We furnish requisite information/documents.

A). Dealer's Information

S.No	Particulars	Details and Attachment required	Self-attested copy of Relevant documents Attached (Yes /No /Not Applicable)
1	Name of Dealer		
2	Dealer Registration Certificate No.	Company Registration Certificate	
3	Trade License number		
4	GST Registration applicable	Yes/No	
5	GST Registration Number	GST Registration Certificate	
6	PAN Card Number		
7	Annual Turnover and other financial details	Supporting document to be attached:	

17.08.2022

S.No	Particulars	Details and Attachment required	Self-attested copy of Relevant documents Attached (Yes /No /Not Applicable)
		• Director's report • PL statement • CFS statement • Balance Sheet • Tax filing certificate	
8	AOA, MOA & Rules/ Partnership Deed	Supporting document to be attached for each point	
9	Details of Registered Office: (i) Address, (ii) Phone number, (iii) Fax Number; and (iv) E-mail ID	Supporting document to be attached	
10	**Details of R&D Facilities such as** • Total annual expenditure on R&D, • Number of employees, • Details of total patents Whether R&D facility recognized by any Govt agency etc.	Supporting document for each point to be attached in a separate sheet.	
11	Name of the Authorized Person (Dealer) i. Name ii. Postal Address iii. Telephone/Mobile No; and iv. Email ID v. ID proof Aadhar Card vi. PAN Card	Supporting document authorizing a person (along with general POA, Boards Resolution etc.) to be attached	
12	Bank Details (Dealer's) for availing Benefits Account Holder Name:	Supporting document (Undertaking,	

17.08.2022

S.No	Particulars	Details and Attachment required	Self-attested copy of Relevant documents Attached (Yes /No /Not Applicable)
	Name of Bank: Name of Branch: Account No: Account Type (SAVING or CURRENT): IFSE Code: MICR Code	crosse cheque etc.) to be attached	
13	No of Service Stations List and addresses of each service station	Supporting document (certifying all details) for each service station to be submitted in separate sheet.	
14	Manufacturer code (To be allocated by Authority)		
15	Total annual capacity on the date of application for each category of vehicles.		

B. Declaration & Undertaking:

We declare that information provided here-in-above are correct and true to the best of our knowledge and also, we undertake to abide by all terms and conditions of the scheme as well as the instructions/guidelines/decisions to be issued/taken by 'The Administration of Union Territory of Ladakh' from time to time with respect to the scheme.

Thanking you,
Yours sincerely,

(Signatures of Authorized Signatory)
Name & Designation
Manufacturer Name
(Affix the official SEAL)

17.08.2022

Date:- Place:-

(All supporting documents for information furnished in table and as per clause 3.3 to be attached)

ANNEXURE-B: DEALER PRE-REGISTRATION FORM

To,
[Nodal Officer Name]
[Designation]
[Address]

Subject:- **EV Model Information to be submitted by Dealer for Pre-Registration with UT Administration (Along with supporting Certification documents issued by Test Agency)**

S. No.	Particulars	Details provided by Dealer	Remarks
1	Name of Dealer		
2	Dealer Code (if already allocated by The Administration of Union Territory of Ladakh')		
3	EV Model Name		
4	Variant Name (Separate form shall be filled for each EV model variant)		
5	Vehicle Category (as per CMVR) (Specify vehicle category as per CMVR-L1/L2/M1 etc.)		
6	Technology Type (Pure EV only) – Yes/No		
7	Fuel Type – EV only (Yes/No)		
8	Battery Type/Chemistry and other Battery Parameters		
9	Battery Power in KWh		
10	Number of batteries, such as one, two, three (If there are more than one battery then all batteries should compulsory be required to run the vehicle)		
11	Ex-factory price of the vehicle		
12	Meeting EV Technology Functions (Yes/No)	Please attach/upload document along with application	

17.08.2022

S. No.	Particulars	Details provided by Dealer	Remarks
13	Meeting Qualifying Targets (Yes/No)		
14	Estimated Incentive Amount (Provide detailed calculation)		
15	EV Model Code (To be allocated by The Administration of Union Territory of Ladakh)		
16	Vehicle Dimension		
17	Maximum Electric Energy Consumption (Kw/100 km)	Supporting Certifications from relevant test agency to be attached	
18	Warranty Conditions		
19	Any other remarks (Specify)..		

We declare that the above information relating to the EV model is in accordance with the guidelines of Ladakh Electric Vehicle and Allied Infrastructure policy 2022 of The Administration of Union Territory of Ladakh. The above information is as per our internal assessment and the same may be further validated by a test agency.

Thanking you,
Yours sincerely,

(Signatures of Authorized Signatory)
Name & Designation
Manufacturer Name

(Affix the official SEAL)

17.08.2022

Date:

Place:

ANNEXURE-C: UNDERTAKING TO BE SUBMITTED BY DEALERS AT THE TIME OF SUBMITTING CLAIMS FOR REIMBURSEMENT OF DEMAND INCENTIVES FROM 'THE ADMINISTRATION OF UNION TERRITORY OF LADAKH'

(Draft integrity certificate to be provided and Other supporting document to be attached with the undertaking)
(Uploaded along with claims)
(On the company letter head)

To,

[Nodal Officer Name]
[Designation]
[Address]

Subject:- **Undertaking to Be Submitted By Dealers at the time of Submitting Claims for Reimbursement of Demand Incentives**

I, ---------- (name of authorised person) authorized representative/signatory of M/s ---------- (name of Dealer), certify that the Claim No -------- dated---------- for total amount of Rs.---------- submitted by me, for the ---------- numbers of vehicles of different models as mentioned in the said claim, is as per the provisions of Ladakh Electric Vehicle and Allied Infrastructure policy 2022 dated _____.

2. It is further certified that: -

a. at the time of billing to the beneficiary/consumer, the corresponding incentive was deducted at the end from the total price of vehicle(s) arrived after including all GST/Taxes etc., on total cost of vehicle(s); and said amount has not been charged from the beneficiary/consumer.

b. the incentive amount claimed for each vehicle has been duly passed on to the customer and the amount of said incentive is as per the approved guidelines.

17.08.2022

c. no double or multiple claim has been made for the same vehicle transaction.

d. All the e-3W Vehicles will be used for Public Transport or for Commercial Transport only; and

e. The vehicles are manufactured as per the PMP guidelines issued by the DHI, GoI from time to time (any supporting document shall be attached).

3. I, _____name of authorised person) authorized representative/signatory of M/s ---------- (name of dealer), am entitled to sign this undertaking on behalf of the company.

Thanking you,

Yours sincerely,

(Signatures of Authorized Signatory)
Name & Designation
Manufacturer Name

(Affix the official SEAL)

Date:

Place:

17.08.2022

ANNEXURE-D: CUSTOMER ACKNOWLEDGEMENT & DEALER VERIFICATION FORM

(A)- CUSTOMER ACKNOWLEDGEMENT

I/We hereby undertake that I _____ /my organization_____ as given below have purchased no of vehicle (only one for individual) details of which are given below under **Ladakh Electric Vehicle and Allied Infrastructure policy 2022** and the benefit of admissible incentive amount has/have been received, by way upfront reduction in the cost of vehicle as reflected in the **dealer's Invoice**.

Information about Vehicle:

S.No	Particulars	Details
1	Name of the Manufacturer	
2	Dealer Name	
3	Vehicle Model	
4	Model Variant	
5	Chassis No	
6	Dealer Invoice No	
7	Dealer Invoice Amount • Ex-Showroom Price: • Subsidy Provided: • Other Charges (Provide in detail): • Total Amount:	
8	Incentive Amount adjusted in purchase	
9	Total Number of Vehicles purchased	
10	Vehicle Unique Identification Number	

Information about Customer

S.No	Particulars	Details
1	Customer Name	
2	Customer Address	
3	Customer ID Proof i.e. Aadhaar Card, PAN Card etc. (attach self-attested xerox copy)	
4	Customer Address Proof	
5	Customer Email ID	
6	Customer Mobile Number	
7	Details and Date of purchase of EV earlier by the Customer, if any	
8	Whether single purchase or bulk purchase	
9	Indicate purpose, in case of bulk purchase	

17.08.2022

I/We hereby certify that the Mobile Number given above is functional and is in my name/in name of my family member.

(B)- DEALER VERIFICATION:

We.....(dealer's name), the Authorized dealer of .....(Manufacturer name) do verify the sale of above said Vehicle to the above named purchaser.

We also confirm that the benefit of INR ..... (Rupees only) on account of **Ladakh Electric Vehicle and Allied Infrastructure policy 2022 Scheme** for ..... number of vehicles has actually been given to the purchaser in the form of reduced purchase price.

We have also verified the ID, Address proof and Mobile Number of the purchaser and
confirm to be correct.

Thanking you,

Yours sincerely,

(Signatures of Authorized Signatory)
Name & Designation
Manufacturer Name

(Affix the official SEAL)
Date:
Place:

17.08.2022

ANNEXURE-E: SAMPLE INVOICE

Detail of Customer		**Detail of Customer**	
Invoice No. & Date		Dealer's Name	
Name		Dealer's Code (Ladakh EV policy)	
Address		Address	
Mobile No.		Mobile No.	
E-mail ID		Email ID:	
Aadhaar/PAN No.		GSTN No.	

Description of Vehicles

S. No	Model No.	Chassis No.	Motor No.	Battery Details (Inc. Chemistry)	Battery Nos	Battery Capacity	Color	HSN Code	Rate (INR)	Amount (INR)
1										
2										
3										
4										
--										

Total Amount: Rupees_____
CGST@____%
IGST/UTGST @_____%
Grand Total
Less EV Policy Incentive _____
NET Payable Amount [Ex-Show Room Customer's Price].
Amount in words: Rupees_____

17.08.2022

DEALER'S STAMP & SIGNATURES

ANNEXURE-F: VEHICLES AND COMPONENTS TESTING CRETERIA

1 PROCEDURE

In the case of vehicle model / variants) qualifying under criteria specified in clause 2.5, the vehicle manufacturer shall apply to test agencies notified under Rule 126 of CMVR, 1989 for assessment as per this procedure.

The application can be made along with application for type approval of the concerned vehicle model/variants) or as a stand-alone application for assessments per this procedure.

Further, the applicant shall furnish following details along with the application:

- Minimum "Ex- Showroom Price" of the vehicle model/variant(s),
- " Ex- Showroom Price" of the vehicle model/variants),
- Localization content, as per the guidelines for "Phased Manufacturing Programme for EV Parts" dated 29th March 2019 issued by DHI as amended/revised from time to time.
- Details of comprehensive warranty of the vehicle model/variants), including battery,
- Facilities for after sales service, and
- For all type of vehicles: Fitment of suitable monitoring device to know the mileage of vehicles to determine the total fuel savings on real time basis.

The concerned test agency shall verify the application for eligibility of EV for initial qualification for demand incentive.

1.1 Compliance to CMVR:

The vehicle model/variants) shall comply with the applicable regulations as per CMVR, 1989, as amended from time to time, as. For this purpose, the vehicle model/variant(s) shall be Type Approved as per following standards: -

1.1.1. Battery Electric Vehicles: As per specification of AIS 049

1.1.2. Electric Regenerative Braking - The vehicle fitted with Regenerative Braking system shall meet the braking requirements as specified in standards in CMVR, 1989 as applicable and amended from time to time.

1.1.3. Electric Range: Electric range measurement shall be done as per AIS 040, as applicable and notified in CMVR, 1989 and as amended from time to time, respectively

17.08.2022

1.1.4. Electric Energy Consumption: The electrical energy consumption measurement shall be done for all BEVs as per AIS 039 as applicable and notified in CMVR,1989 and as amended from time to time.

1.1.6. Energy content of the traction battery: For determining demand incentive, the energy content of the traction battery (i.e. rated battery capacity) used in the electric, in terms of "kWh" shall be measured as per the test procedure specified in the standard ISO 12405-4, 2018 edition at room temperature (RT) as specified in the standard.

Request shall be made to The Administration of Union Territory of Ladakh regarding clarification pertaining to criteria/specification related to vehicle and components which are not mentioned in the policy/Operational guidelines before seeking registration or subsidy.

(Manoj Kumar) JKAS 17.08.2022
Deputy Secretary

THE ADMINISTRATION OF UNION TERRITORY OF LADAKH
Transport Department
Tele/Fax: 01982-255567, 255568: e-mail: ladakhdivcom@gmail.com , divcomm-ladakh@gov.in

Notification
Ladakh, the 13th of April, 2023.

S.O._22 Whereas, the use of Aadhaar as an identity document for delivery of services or benefits or subsidies simplifies the Government delivery processes, brings in transparency and efficiency, and enables beneficiaries to get their entitlements directly in a convenient and seamless manner by obviating the need to produce multiple documents to prove one's identity;

And whereas, the Department of Transport (hereinafter *referred to as the Department)*, is administering the subsidized commercial E-Car scheme (hereinafter referred to as the scheme) to the youth of UT Ladakh which is being implemented through the **Deputy Director, District Motor Garages, Leh** (*hereinafter referred to as the Implementing Agency)*;

And whereas, under the Scheme, ***Financial Assistance*** *(hereinafter referred to as the benefit)* is given to the **Youth of UT** (*hereinafter referred to as the beneficiaries*), by the Implementing Agency as per the extent of Scheme guidelines and subject to scrutiny by a committee constituted for the purpose;

And whereas, the aforesaid Scheme involves recurring expenditure incurred in Union territory of Ladakh from the consolidated fund of India;

Now, therefore, in pursuance of section 7 of the Aadhaar (Targeted Delivery of Financial and Other Subsidies, Benefits and Services) Act, 2016 (18 of 2016) read with S.O._3836 (E) dated 05.12.2017, the Administration of Union territory of Ladakh hereby notifies the following, namely: -

1. (1) An Individual eligible for receiving the benefits under the Scheme shall be required to furnish proof of possession of the Aadhaar number or undergo Aadhaar authentication.
   (2) Any Individual desirous of availing benefits under the Scheme, who does not possess the Aadhaar number or, has not yet enrolled for Aadhaar, shall be required to make application for Aadhaar enrolment before registering for the Scheme provided that he/she is entitled to obtain Aadhaar as per section 3 of the said Act, and such individuals shall visit any Aadhaar enrolment centre (list available at the Unique Identification Authority of India (UIDAI) website www.uidai.gov.in) to get enrolled for Aadhaar.
   (3) As per regulation 12 of the Aadhaar (Enrolment and Update) Regulations, 2016, the Department through its Implementing Agency, is required to offer Aadhaar enrolment facilities for the beneficiaries who are not yet enrolled for Aadhaar and in case there is no Aadhaar enrolment centre located in the respective Block or Taluka or Tehsil, the Department through its Implementing Agency shall provide Aadhaar enrolment facilities at convenient locations in coordination with the existing Registrars of UIDAI or by becoming a UIDAI Registrar themselves:-

Provided that till the time Aadhaar is assigned to the individual, benefits under the Scheme shall be given to such individual, subject to the production of the following documents, namely: –

(a) if he/she has enrolled, his Aadhaar Enrolment Identification slip; and
(b) any one of the following documents, namely: -

(i) Bank or Post office Passbook with Photo; or
(ii) Permanent Account Number (PAN) Card; or
(iii) Passport; or
(iv) Ration Card; or
(v) Voter Identity Card; or

(vi) Kisan Photo passbook; or

(vii) Driving license issued by the Licensing Authority under the Motor Vehicles Act, 1988 (59 of 1988); or

(viii) Certificate of identity having photo of such person issued by a Gazetted Officer or a Tehsildar on an official letter head; or

(ix) any other document as specified by the Department:

provided further that the above documents may be checked by an officer specifically designated by the Department for that purpose.

2. In order to provide benefits to the beneficiaries under the Scheme conveniently, the Department through its Implementing Agency shall make all the required arrangements to ensure that wide publicity through the media shall be given to the beneficiaries to make them aware of the said requirement.

3. In all cases, where Aadhaar authentication fails due to poor biometrics of the beneficiaries or due to any other reason, the following remedial mechanisms shall be adopted, namely: -

(a) in case of poor fingerprint quality, iris scan or face authentication facility shall be adopted for authentication, thereby the Department through its Implementing Agency shall make provisions for iris scanners or face authentication along with finger-print authentication for delivery of benefits in seamless manner;

(b) in case the biometric authentication through fingerprints or iris scan or face authentication is not successful, wherever feasible and admissible authentication by Aadhaar One Time Password or Time - based One-Time Password with limited time validity, as the case may be, shall be offered;

(c) in all other cases where biometric or Aadhaar One Time Password or Time-based One-Time Password authentication is not possible, benefits under the Scheme may be given on the basis of physical Aadhaar letter whose authenticity can be verified through the Quick Response code printed on the Aadhaar letter and the necessary arrangement of Quick Response code reader shall be provided at the convenient locations by the Department through its Implementing Agency.

4. In addition to the above, in order to ensure that no bona fide beneficiary under the Scheme is deprived of his/her due benefits, the Department through its Implementing Agency shall follow the exception handling mechanism as outlined in the Office Memorandum of DBT Mission, Cabinet Secretariat, Government of India dated 19th December 2017.

5. This notification shall come into effect from the date of its publication in the Official Gazette of Union territory of Ladakh.

By Order of the Lieutenant Governor.

(Saugat Biswas) IAS
Commissioner/Secretary,
Transport Department

No.M-17067/5/2023-TRANSPORT SECTION

Dated:- 13-04-2023

Copy to the: -

1. All Administrative Secretaries of UT of Ladakh.
2. Joint Secretary (JKL), Ministry of Home Affairs, Government of India.
3. Deputy Commissioner/CEO, LAHDC, Leh/Kargil.
4. All Directors/Chief Engineers/HoDs.
5. District Informatics Officer, NIC, Ladakh for uploading on UT Ladakh website.
6. OSD to Hon'ble Lt. Governor, UT of Ladakh for information of HLG.
7. Pvt Secretary to Advisor to Hon'ble Lt. Governor, UT of Ladakh for information of Advisor.

"No legal responsibility is accepted for the contents of publication of advertisements/publications in this part of The Ladakh Gazette. Persons notifying the advertisements/public notices will remain solely responsible for the legal consequences and also for any other misrepresentation etc."

MEMORANDUM OF UNDERSTANDING (MoU)

BETWEEN

LADAKH AUTONOMOUS HILL DEVELOPMENT COUNCIL, LEH

(LAHDC – LEH)

AND

LADAKH RECYCLING SOLUTIONS

LEH, LADAKH

14th March 2024

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INDIA NON JUDICIAL

THE ADMINISTRATION OF UNION TERRITORY OF LADAKH

e-Stamp

Certificate No.	:	IN-LA06390664272598W
Certificate Issued Date	:	14-Mar-2024 04:27 PM
Account Reference	:	NONACC (SV)/ la12101104/ LEH/ LA-LEH
Unique Doc. Reference	:	SUBIN-LALA12101104120568107181 31W
Purchased by	:	Tsewang Gyalson
Description of Document	:	Article 5 Agreement or memorandum of an agreement
Property Description	:	Agreement
Consideration Price (Rs.)	:	0 (Zero)
First Party	:	CPO
Second Party	:	Tsewang Gyalson
Stamp Duty Paid By	:	Tsewang Gyalson
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MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding MoU is executed today on 14th of March 2024 between **Ladakh Autonomous Hill Development Council (LAHDC) Leh,** Represented by its **Deputy Commissioner/CEO – Leh, Shri Santosh Sukhadeve, IAS.** Here in referred as**"First Party"** which the expression shall mean and include, unless repugnant to the context its successor and permitted assigns of one part.

AND

Ladakh Recycling Solutions represented by CEO/Founder, Mr Stanzin Jigmet and Co-Founder, Mr Tsering Kunchok herein referred as **"Second Party"** which the expression shall mean and include, unless repugnant to the context its successor and permitted assigns of other part" as **"Second Party".**

Now this MoU witnesses as under:-

1. That The First Party is Ladakh Autonomous Hill Development Council, Leh. There presented by its Deputy Commissioner / CEO having its Registered Principal Office at Leh which the expression shall mean and include, unless repugnant to the context its successor and permitted assigns of one part.

2. That the second party is a Local Entrepreneur in the name and Style M/s Ladakh Recycling Solutions is a New Start up Firm which is located in Leh - Ladakh region which is run by a Local Entrepreneur.

3. Whereas, this MOU shall commence from 1st April 2024 and both the parties agree to sign the contract for 15 year, but the contract may be renewable after 15 year depend upon the performance of the second party.

4. Whereas, both the parties have agreed on the rate fixed including GST by Rural development department (Tsang Da) as (Annexure A) and Municipal Committee - Leh (Annexure B). The purchase rate should be reviewed and revised every after 2 years through a committee under LAHDC - Leh.

5. Whereas, both the parties have agreed on the payments terms, payment of the agreed amounts it's within a period of 90 days of the collection of the concerned waste and after the first party raised its invoice bill.

6. That, The first party has resolved to procure the services from the agency for the work of Recycling Plant by the second party.

7. That the second party will take up the Dry Solid Waste from the first party, here refers to (Pet Bottles, Carboard, Mixed Plastic, Tetra Pak, Paper, HDPE, LDPE, Tins and Canes, Metal, Iron, Glass and E- Waste from Leh - Ladakh region.

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8. That the scrap material should be segregated as per requisite standards for effective safe handling, management, disposal and transportation.

9. Ladakh recycling solutions is desirous of identifying and collaborating with first party, who could assist Ladakh Recycling Solutions by collection of different grades of plastic and dry waste i.e Low Value Plastic (LVP) and Multi Layering Plastic (MLP). Mono layered Plastics more specifically categorized are as follows:

- Low-Density Polyethylene (LDPE)
- Linear Low-Density Poly ethylene (LLDPE)
- High density Polyethylene (HDPE)
- Polypropylene (PP)
- Poly Ethylene Terephthalate (PET)
- Multilayer Food packaging, Metalized packaging, Compostable bags/products in the film form or rigid packaging form. Paper, Glass, Metal, Carboard and other mixed paper, and other rigid recyclable dry waste form.

10. That at the second party will collect segregated scrap from the centres, at such intervals /periods on a daily/ weekly/ fortnightly/monthly/ bimonthly basis may be determined between the parties hereto and from such designated place or person and using such modes as may be mutually agreed with second party Ladakh recycling solution (LRS) will be sending the vehicles to collect the dry solid waste at the Integrated Solid Waste Management (ISWM) centres.

11. That the first party should Pre-Process/ Bail whenever possible in a form and manner which is environment friendly and in compliance with Applicable Laws, if the bailing machines it's not working or under maintenance then the first party should repair within the period of 7 working days.

12. That the second party shall be within its rights to refuse to Pick-up Non Segregated waste or waste which is not collected in an environmental friendly.

13. That the first party must ensure that entire waste collected under municipalities and "Tsang- Da" centre must be stored managed and secured as per safety standards by the first party till the second party collects it from them.

14. That the collection centres must keep a daily track record of the waste collected, segregated and dispatched and the centres will share those records to the second party on the same day officially and both the parties should officially signed the records on monthly basis.

15. That the first party must ensure that second party must be involved and informed about any policy change in the field of waste management.

16. That the second party should be authorized and provided access to the surveillance cameras installed at the Integrated Solid Waste Management (ISWM) plant.

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17. That the first party must ensure that surveillance cameras are installed at all Integrated Solid Waste Management (ISWM) plant including the "Tsang – Da" project to ensure safe management and security.

18. That the second party is authorized to take legal action for any mismanagement, violation or illegal sale of scrap material by the collection centres.

19. In the case of force majeure i.e any kind of Natural Disaster /Calamity like Flash flood, Flood, Snowstorm, Earthquake, Heat Stroke, Cloudburst, Pandemic etc. then the second party can hold/ withstand the work till the emergency subside.

20. If there is new technology concerning the conversion of the plastic waste into valuable products then the first party must secure permission from the second party prior to implementing the same or allowing any other entity to do so using the waste material procured from the first party.

21. That the first party must promote and give preference to the finished and sustainable product from the second party in various govt construction project within their jurisdiction.

22. Unless otherwise specifically provided herein, all notices, consents, requests, demands and other communications required or permitted hereunder shall be in writing or through email to the designated representative of either party notified to each other in writing.

23. That both the parties represent in this MoU that they are fully authorize to enter into this agreement the performance and obligation of either party will not violate or infringe upto the rights of any third party or violate any other agreement between the parties, individually any other person, organization or business or any law or Governmental regulation.

24. That the Parties acknowledge and agree at this agreement represent the entire agreement between the parties. In the event that the parties desire to change or add or amend or modify any terms they shall do so in writing to be signed by the both the parties.

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Hence, this MoU is executed between the parties with free will and mutual consent, of the parties accepting at the terms and condition as described therein and parties have signed the deed after fully understanding its contents in presence of the witnesses.

Party No 01.

Shri Santosh Sukhadeve, IAS
Deputy Commissioner /CEO – Leh

Party No 02.

Stanzin Jigmet
CEO/Founder
Ladakh Recycling Solutions

WITNESS

Adv. Tashi Gyalson
Honable Chief Executive Councillor
LAHDC – Leh

Tsering Kunchok
Co-Founder
Ladakh Recycling Solutions

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ANNEXURE R-2

PROJECT HIMANK

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MUNICIPAL COMMITTEE LEH

MEMORANDUM OF UNDERSTANDING FOR PRODUCTION AND PROCUREMENT OF PLASTIC WASTE FOR ROAD CONSTRUCTION BETWEEN HOUSING & URBAN DEVELOPMENT DEPARTMENT UT LADAKH AND PROJECT HIMANK BRO.

Memorandum of Understanding for Production and Procurement of Plastic Waste for Road Construction Between Housing & Urban Development Department UT Ladakh and Project Himank BRO.

This Memorandum of understanding is effective as on the 16th day of Nov 2024 (Effective day) between Project Himank (BRO) for the procurement of Plastic waste for road construction, henceforth referred the Project Himank (BRO) as First Party.

And

Housing & Urban Development Department UT Ladakh referred as the Second Party.

1. General:

The Housing & Urban Development Department UT Ladakh and Project Himank (BRO) agreed to establish cooperation in the areas of Plastic waste for road construction, including its procurement in accordance with the terms and condition sets forth in this Memorandum of Understanding (MoU). The collaboration will be established within the principles set out in the following sections.

2. Objectives:

a) The initiative shall gainfully utilize the non-biodegradable plastic waste in Ladakh.

b) The Cooperation will not only increase the economic opportunities but will also help in reducing the pollution and plastic waste.

3. Terms and Conditions:

The Housing & Urban Development Department UT Ladakh and Project Himank (BRO) agreed to collaborate in the following areas:

a) Housing & Urban Development Department UT Ladakh to provide the plastic waste as per the specifications and quantity required by Project Himank.

b) Housing & Urban Development Department UT Ladakh to assist in dispatch of the plastic waste duly ready as per specifications and whenever required by the first party.

c) Payment will be made to the Housing & Urban Development Department UT Ladakh through a standard, transparent payment mechanism as per mutually agreed terms and conditions.

d) The initial requirement is of 2 MT of plastic waste of 5.2 mm or less size, duly cleaned and as per specifications laid down by the second party. Based on the feedback of the first lot, additional plastic may be procured by second party.

e) For effective functioning and Co-ordination, there shall be a committee comprising of the following officials.

i) Representative from Urban Development Department, Ladakh.
ii) Representative from Project Himank (BRO).
iii) Any other representative as neutrally agreed by both parties.

4. Materials:

As per IRC : SP: 98 - 2013 only thermo plastic materials to be utilized for construction of Road and therefore supply of only thermoplastic materials shall be accepted by first party. Suggestive example of some typical thermoplastic materials used for construction alongwith source of origin as listed below:-

Waste plastic	Origin
Low Density Polyethylene (LDPE)	Carry bags, sacks, milk pouches, bin lining, cosmetic and detergent bottles
High Density Polyethylene (HDPE)	Carry bags, bottle caps, house hold articles etc.
Polyethylene Teryphthalate (PET)	Drinking water bottles etc
Polypropylene (PP)	Bottle caps and closures, wrappers of detergent, biscuit, wafer packets, micro wave trays for readymade meal etc.
Polystyrene(PS)	Yoghurt pots, clear egg packs, bottle caps, Foamed Polystyrene : food trays, egg boxes, disposable cups, protective packaging etc.
Polyvinyl Chloride (PVC)	Mineral water bottles, credit cards, toys, pipes and gutters, electrical fittings, furniture, folders and pens, medical disposables etc.

4.1 Only Plastic confirming to Low Density Polyethylene (LDPE), High Density Polyethylene (HDPE), PET and Polyurethane shall only be used in pavement construction. No PVC based plastic shall be used for construction of road.

5. Rates:

Analysis of waste plastic for use is given as under:-

S. No	Description	Rate	Amount
1	Collection of reachable waste	14.00	14.00
2	Segregation the plastic work into PE, PP, Milky PP, HDPE, LDPE, PET etc.	25.00	25.00
3	Receives PET waste in bulk process, sort, bales and send to recycles receiver	30.00	30.00
		G/Total	**Rs. 69/kg**
☆Removes labels aluminum in cap, rings other plastic parts articles, washer, flakes and then spoin in to fibre, after recycles rates			

6. Effective date, duration, termination of the MoU:

The MoU shall be effective from the date and shall remain in force for a period of 3 years. The party may extend the terms as mutually agreed in writing. The MoU may be terminated by either party by giving written notice of 30 days to the other party.

7. Confidentially:

The party shall ensure confidentially of the documents and information received within the framework of this MoU. The documentation and information can be shared with a third party only with the written consent of the party which has provided the information and documentation.

8. Dispute Settlement:

In case there be a dispute relating to any aspect of cooperation, the Director, Housing & Urban Development Department, Ladakh and the CE Project Himank will jointly resolve the dispute in a spirit of independence, mutual respect and shared responsibility. The interruption and enforceability of this MoU shall be determined according to laws of India.

9. Amendment:

This Memorandum of understanding may be amended or supplemented at any time by written agreement between the parties.

10. The MoU become effective by the signature of the parties.

For and behalf of Housing & Urban Development Department UT Ladakh

Director, Housing and
Urban Development, UT of Ladakh

Witness

i) Executive Officer,
Municipal Committee, Leh

ii) Junior Engineer,
Directorate, Urban Local Bodies
UT Ladakh

For and behalf of Project Himank

Offg Chief Engineer
Project Himank

Witness

i) Director (EME) & OC Troops
HQ CE (P) Himank

ii) SO-1 (Wks)
HQ CE (P) Himank

सत्यमेव जयते

ADMINISTRATION OF THE UNION TERRITORY OF LADAKH
LADAKH POLLUTION CONTROL COMMITTEE
(pollutioncontrolcommitteeleh@gmail.com)

To
The Secretary
Ministry of Environment, Forest and Climate Change,
Government of India,
New Delhi.
(secy-moef@nic.in)

Sub: - Submission of Compliance Report/Inputs in respect of UT of Ladakh – O.A. No. 178/2022

Sir,

This has reference to the subject cited above. In this regard, I am directed to forward herewith the compliance report/inputs *(enclosed)* pertaining to the Union Territory of Ladakh in respect of the recommendations of the Hon'ble National Green Tribunal in O.A. No. 178/2022, for kind information and necessary consideration of the Ministry.

The compliance report/inputs have been compiled based on the information furnished by the concerned line Departments of the UT of Ladakh and submitted in compliance with the directions/recommendations of the Hon'ble Tribunal made in the EATIHR.

Issues with the Approval of the Competent Authority

Encl: As above

Yours faithfully,

No.: LPCC/UTL/O.A.-178/2026/ 73-76
Dated: 2 /02/2026

Ruksana Parveen,
Senior Scientific Officer,
Ladakh Pollution Control Committee,
UT of Ladakh.

Copy to the: -
(i) Chairman, Ladakh Pollution Control Committee, UT of Ladakh for favour of information.
(ii) Member Secretary, Ladakh Pollution Control Committee, UT of Ladakh for favour of information.
(iii)Regional Director, Ladakh Pollution Control Committee, UT of Ladakh for favour of information.

982

Annexure II

Compliance report of UT of J&K in OA No.178 of 2022 with OA no.475 of 2024.pdf

Mountain Division

< mountaindiv-moefcc@gov.in >

< sanjaykmanhas11@gmail.com >

Fri, 30 Jan 2026 10:58:43 PM +0530

To "mountaindiv-moefcc"<mountaindiv-moefcc@gov.in>

Tags Not in Contacts

Sir,

Kindly find pdf attachment regarding the above mentioned subject for the favour of necessary action please.

Regards,

Compliance report of UT of J&K in

The Secretary,
Ministry of Environment, Forest and Climate Change,
Government of India,
New Delhi-110003.

M.A. No.14/2024 in Original Application No. 178/2022

News Item Published in The Hindu Dated 27 Feb 2022 Titled "Tourism has brought economic prosperity to the Himalayan Region but the environmental cost has been catastrophic"

WITH

Original Application No. 475/2024

News item titled "Mountains of plastic are choking the Himalayan States" appearing in The Hindu dated 04.03.2024.

In the matter of :-Compliance report on behalf of Commissioner /Secretary, Forest, Ecology and Environment Department Union Territory of Jammu and Kashmir in terms of Hon'ble National Green Tribunal Principal Bench Order dated 30.01.2025

Sir,

I, the Commissioner/Secretary Forest, Ecology and Environment Department Union Territory of J&K submit as under: -

1 That the Hon'ble National green Tribunal Principal Bench, New Delhi on **dated: 09.03.2022** disposed of the **O.A No. 178/2022** directing G.B Pant National Institute of Himalayan Environment, Almora to undertake the study of 12 Himalayan states/UT **including Jammu & Kashmir UT**. The Tribunal further directed the Secretary, Environment, Government of India to conduct the meeting of Chief Secretaries of 12 States on receipt of the report of G.B Pant National Institute of Himalayan Environment and submit the compliance report within six months.

2 That in pursuance to the direction of Hon'ble Tribunal dated 09.03.2022 passed in the aforesaid O.A, the study was undertaken by the G. B. Pant National Institute of Himalayan Environment, Almora. The Secretary, Environment, Govt. of India, on receipt of the report of G.B.Pant National Institute of Himalayan Environment, convened a meeting with the Chief Secretaries of 12 States and filed the report titled "**Environmental Assessment of Tourism in the Indian Himalayan Region (EATIHR)**" before the Tribunal. The Tribunal by order **dated 18.10.2024** allowed all the concerned States to download the report from the website or obtain it from the Counsel for the MoEFF & CC and file their objections/suggestions to the report within six weeks. None of the States filed any objections to the

Commissioner/Secretary to Government
Forest Ecology & E...

report. During the hearing, counsel for all the States submitted that they have no objection to the report.

3 That thereafter, the Hon'ble National Green Tribunal Principal, Bench New Delhi vide order dated: 30.01.2025 in connected O.A No.475/2024 was pleased to pass an order in the above titled connected Original Applications. The operative part of the order in para 16 is reproduced as under: -

'16' Hence, we dispose of these MA and OA requiring the Chief Secretaries/Administrative Head of the States and UTs of IHR to monitor and ensure the full, effective and timely implementation of recommendations made in the **EATIHR** in respect of their State/UT. The compliance report will be submitted by the Chief Secretary/Administrative Heads of the States and UTs to the Secretary, MoEF & CC by 31.01.2026, who in turn will ensure submission of collated compliance report before the Registrar General of the Tribunal by 31.03.2026. If it is found necessary, the matters will be listed again before the Tribunal for consideration.

4 That on the basis of report/analysis, (**EATIHR)** the Hon'ble NGT has issued the following directions for compliance in respect of UT of Jammu and Kashmir.

- Prior monitoring of carrying capacity in terms of tourist inflow of vehicles, air quality and solid waste management largely in the Kashmir region or pilgrims visiting Shri Amarnath Ji holy cave and Mata Vaishno Devi in Jammu needs to be done to ensure quality tourism in the state.
- Studies on water quality assessment of wetlands around Srinagar (i.e. Anchar, Dal, Brari Nambal, Gilsar, Khushalsar, Hokersar, etc.) are required as these have witnessed a significant reduction in the surface area.
- Regular air quality monitoring at tourist spots of Jammu region (namely, Patnitop, Sanasar, Mansar, Surinsar, Purthu-Basohli and pilgrims' sites, etc.) and in Kashmir Valley is required.
- Wilderness areas like National Parks and Sanctuaries in Jammu & Kashmir are used as picnic spots for tourists. So, these need to be strictly controlled to preserve biodiversity heritage.
- Use of carbon neutral buses and cabs should be promoted in the state. Taxi/personal vehicle that does not conform to Bharat 6 standards should not be allowed to ply within the tourist circuits/spots within the state. Use of electric vehicles should be encouraged in the UT.
- Proper database needs to be prepared on the impacts of the tourism activities on the wildlife and biodiversity of the UT.

Commissioner/Secretary to Government
Forest Ecology & Environment Deptt.

Simultaneously, tourists should be made aware about the practices for conservation of biodiversity.

5. That accordingly Forest Department forwarded the copy of HNGT Order dated 30.01.2025 to PCCF & HoFF J&K, Chairperson, JKPCC, Chief Executive Officer, Shri Amarnathji Shrine Board, Chief Executive Officer, Shri Mata Vaishno Devi Shrine Board, Housing & Urban Development Department and Tourism Department with copies endorsed to the Divisional Commissioner, Kashmir for necessary action regarding compliance of HNGT directions and furnishing of a detailed report to this Department.

6. That in this regard meetings were held under the chairpersonship of Commissioner /Secretary to the Government, Forest, Ecology and Environment Department on 07.10.2025 and 23.12.2025, wherein the decision was taken that all concerned Departments shall implement the **EATIHR**-recommendations as per the directions of the HNGT order dated: 30.01.2025.

7. That the Dy. Chief Executive Officer, Shri Amarnathji Shrine Board vide No. SASB/2025/2715-17 dated 25.11.2025 has submitted a detailed report, which states that Shri Amarnathji Shrine Board annually determines the number of Pilgrims allowed, based on weather, track condition and infrastructure. This mechanism follows the Supreme Court directions to ensure that registration remains in consonance with area's carrying capacity. All Pilgrims must undergo Aadhaar-based eKYC authentication and are issued RFID cards for precise tracking and registration control. Responsibility for waste management and sanitation is entirely with the Rural Development and Tourism Department who ensure scientific disposal of degradable and non-biodegradable waste to maintain high sanitation standards of IHR. Copy of the aforesaid report dated 25.11.2025 is annexed herewith and marked as **Annexure-I.**

8. That the Director General Rural Sanitation J&K vide No. DRS/2025-26/10468-72 dated 04.12.2025 has submitted a detailed report regarding the implementation of **EATIHR** recommendations in terms of Hon'ble National Green Tribunal Order dated 30.01.2025. They have implemented a scientific waste management system for the Shri Amarnath ji yatra to protect the fragile Himalayan ecosystem. This initiative has been undertaken in response to the Hon'ble National Green Tribunal direction to mitigate to tourism linked environmental pressures especially regarding solid and liquid waste in and around the natural bodies. During SANJY 2024-2025 over 410 metric tonnes of waste was successfully processed with complete traceability. A zero landfill strategy is employed converting organic waste into compost for local farmers and mule dung into biogas and innovative technology is

Commissioner/Secretary to Government
Forest Ecology & Environment Deptt.

used to transform difficult to recycle multi-layered plastics into bricks for construction. Sanitation infrastructure includes 4800+ toilets connected to soak pits and mobile treatment plants to prevent the contamination of water bodies. Operations are monitored in real time through a digital MIS dashboard and a dedicated mobile app used at 14 management camps. To curb plastic use, the directorate ensured reusable cloth bag distribution to 1.5 lac people and installed water ATMs. Extensive behavioural change campaigns and strict SOPs ensure all stakeholders, including langars, comply with these high sanitation standards. Copy of the said report dated 04.12.2025 is annexed herewith and marked as **Annexure-II**.

9. That the Additional Chief Executive Officer, Shri Mata Vaishno Devi Shrine Board, Katra vide No. Co/SW/NGT/36-A/2029-30 dated 30.12.2025 has submitted a detailed report regarding the implementation of **EATIHR** recommendations. The Shri Mata Vaishno Devi Shrine Board has implemented a comprehensive environmental management plan for the Trikuta Hills. To manage crowd pressure, a daily ceiling of 50,000 pilgrims is strictly enforced via an RFID based yatra registration and tracking system. The enforcement of this system contributed to smooth regulation of pilgrim movement and accommodation. The movement of the pilgrimage on the Yatra track is facilitated through battery-operated vehicles. A comprehensive Solid waste management system has been implemented on the entire track and Shrine area to ensure complete collection, segregation, scientific processing, and environmentally safe disposal of all categories of solid waste generated along the yatra track and there is ban on single-use plastic. To further strengthen plastic waste management, 26 Reverse Vending machines (RVMs) have been installed at key locations for systematic collection of plastic waste. The collected and segregated waste is scientifically processed and disposed of through authorized agencies including IPCA/NEPRA. Approximately 200 metric tonnes of waste per month is being sent for recycling. A series of air quality improvement initiatives have been undertaken by Shri Mata Vaishno Devi Shrine Board, aimed at enhancing air quality, increasing green cover, conserving soil and water resources and preserving the natural environment of the Trikuta Hills. The Shrine Board has established a robust plantation programme under the Annual Green Plan (AGP), under which the Forest Wing undertakes plantation of approximately 2.0 lakh high-quality saplings every year in and around the Shrine Area. The Yatra track from katra onwards forms a part of the Banganga River catchment, and all surface run off along this corridor ultimately influences the water quality of the Banganga River. The Urban Environment Engineering Department (UEED), J&K, has prepared a comprehensive plan under the Banganga Rejuvenation Project, focusing on pollution abatement, improvement of water quality, and sustainable ecological restoration of the river system. The plan has been approved by the Ministry of Jal Shakti, department of Water resources, River Development & Ganga Rejuvenation, National

Commissioner/Secretary to Government
Forest Ecology & Environment Deptt.

River Conservation Directorate (NRCD), Government of India. With an approved cost of Rs. 92.10 crore, the project aims to bring all private households and establishments within the project area under a centralized sewerage network, and sewage treatment system, thereby ensuring complete interception, conveyance, and scientific treatment of wastewater before its discharge. Other initiatives involve rainwater harvesting, soil conservation check Dams, and fostering environmental consciousness through community volunteer participation. Copy of Additional CEO SMVD Katra's report dated: 30.12.2025 is annexed herewith and marked as **Annexure-III**

10. That the Member Secretary, JKPCC vide No. JKPCC/SC/OA No. 178/2022/25/1835 dated 23.12.2025 submitted a detailed report regarding the air quality assessment for various tourist spots of Kashmir Valley including Gulmarg, Sonamarg,and Pahalgam where the air quality has been found to be satisfactory/good. The J&K PCC has initiated air monitoring at various tourist locations across the Jammu region, such as Mansar and Surinsar,Patnitop, Purthu-Basohli and other prominent places. As regard water quality analysis for wetlands including Anchar Lakes, Dal/Nigeen Lake, Brari Numbal Lagoon, Khushalsar & Gilsar Lakes, Hokersar Lake etc, most of the wetlands have been found to not meet Class- 'B' criteria. Accordingly the Forest, Ecology and Environment Department has taken up the matter with Housing & Urban Development Department and Chief Wildlife Warden J&K to intimate the necessary steps being taken in this regard. Copy of detailed report of JKPCC dated: 23.12.2025 is annexed herewith and marked as **Annexure-IV.**

11. That the Housing & Urban Development Department UT of J&K vide OM.No.HUD-LIT/MISC/71/2022 (253367) dated 07.01.2026 has provided the detailed report/action taken report in pursuance of Hon'ble National Green Tribunal direction dated 30.01.2025. As per the report, efforts have been under taken for sewerage management, solid waste management, dewatering, dredging, Lake cleaning, disposal and Bio-Methanation of weeds and other waste etc. in various lakes. Copy of the Housing and Urban Development Department report dated 07.01.2026 is annexed herewith and marked as **Annexure-V.**

12. That the Principal Chief Conservator of Forests / Chief Wildlife Warden J&K vide No. WLP/Legal/2025/57 dated 18.12.2025 has submitted a detailed report/action taken report, which emphasizes that all protected areas are strictly governed under the Wildlife (Protection) Act, 1972, the tourist entry is Permit-based, time bound and confined to designated eco-tourism Zones defined in approved Management plans. Standard operating procedures are enforced, covering waste management, noise control, and prohibition of fire–causing materials, Eco-sensitive Zone (ESZs) have been notified around most National Parks and Sanctuaries, with monitoring committees overseeing the

Commissioner/Secretary to Government
Forest Ecology & Environment Deptt.

activities in these (ESZs) Protected Wetlands, including Ramsar sites, are managed under strict plans, with tourism highly restricted to safeguard avifaunal habitats. The said wetlands Sites are under the administrative control of the Department and managed strictly as per the approved Management plans and provisions of Wildlife (Protection) Act, 1972. Tourism activities in these wetlands are highly restricted, confined to designated areas and regulated to protect the habitats and ecological integrity. All protected areas are declared plastic- free Zones, with enforcement through inspections, awareness campaigns and penal action. Awareness and eco-education programs are regularly conducted for tourists, communities, and students to foster conservation values. Tourist footfall in these areas has remained small, and continuous monitoring ensures no adverse impact on Wildlife or ecological process of IHR. Copy of the Chief Wildlife Warden J&K report dated 18.12.2025 is annexed herewith and marked as **Annexure-VI**.

13. That the Department of Rural Development & Panchayati Rajvide No. RDD-Estt/NG/84/2025-12 (7714758) dated 29.12.2025 also submitted the detailed report regarding the implementation of Hon'ble National Green Tribunal Order dated 30.01.2025 in respect of **EATIHR** recommendations according to which the Union Territory of J&K has achieved ODF Plus Model status for all 6,650 villages, and now the focus is towards comprehensive Solid and Liquid waste Management. Biodegradable waste is processed scientifically through 172,251 individual and 10,000 community compost pits designed to create nutrient-rich compost. A door to door collection system utilises over 4,000 vehicles to transport waste to 2,850 segregation sheds for secondary sorting. Non-biodegradable plastic is managed at 132 dedicated Plastic waste management units (PWMUs) using shred, baling, and recycling technologies. Community-driven incentives like the Give Plastic, Take Gold scheme in Sadiwara reward residents for collecting large quantities of plastic waste. Innovative sustainability projects include converting polythene into handloom thread and using shredded plastic for bituminous road construction have been initiated in District Kishtwar. Polythene-free zones and reverse logistic have been implemented in ecologically sensitive pilgrimage and tourist areas to discourage plastic use. The financial sustainability is promoted through public-private partnership and user charges which generate revenue for local panchayats. Copy of the Rural Development & Panchayati Raj Department report dated 29.12.2025 is annexed herewith and marked as **Annexure-VII.**

14. That the Transport Department vide O.M No. TRPT-MVD/52/2025-2 (7692152) dated 31.12.2025 in pursuance to the Hon'ble National Green Tribunal Principal Bench Order dated 30.01.2025 has intimated that they are taking steps to improve air quality and reduce health impacts through a sustainable transport network. An Automated testing station (ATS) has been established in Jammu to

Commissioner/Secretary to Government
Forest Ecology & Environment Deptt.

conduct vehicle fitness tests using automated equipment. A vehicle scrapping policy is being implemented for vehicles over 15 years old to enhance road safety and reduce pollution. To promote adoption of electric vehicles, they have been fully exempted from Road/Token taxes which usually cost 9% of the vehicle value. The department is transitioning to a new fleet of electric RTC vehicles while scrapping older high emission models. Usage of non-BS-VI complaint vehicles will be restricted in tourist circuits and sensitive zones using a phased approach. Comprehensive data, based on tourist vehicle movement, will be integrated with the **VAHAN** system to track pollution impacts. Awareness campaigns for eco-friendly driving will be targeted at public transport operations in major destination like Pahalgam and Gulmarg. Copy of Transport department action taken report dated: 31.12.2025 is annexed herewith and marked as **Annexure-VIII**.

15. That the Tourism Department vide No. TSM/legal/130/2023 dated: 07.01.2026 has submitted the detailed report regarding steps being taken to operationalize the recommendations of the **EATIHR** in compliance with the Hon'ble National Green Tribunal Principal Bench Order dated 30.01.2025. To manage high visitor numbers, the department is expanding the sustainable homestays and tracking destinations-specific data for areas like Gulmarg and Pahalgam. Efforts to curb vehicular pollution include implementing traffic management measures, regulating eco-sensitive zones, and operating electric buses. Comprehensive solid and liquid waste management systems are being established, including sewerage treatment plants and mechanised waste processing. The department is promoting plastic-free zones and encouraging service providers to adopt water conservation and energy efficient practices. These initiatives aim to protect fragile eco-systems while supporting local livelihoods through model eco-villages and decentralised tourism. Further, the department proposes to scientifically determine the carrying capacity of major tourist destinations over the next two years. Copy of the Tourism Department report dated: 07.01.2026 is annexed herewith and marked as **Annexure IX.**

16. That the Principal Chief Conservator of Forests & HoFF, Jammu and Kashmir vide No. PCCF/Coord/OA-178/7267502/276 dated 27.01.2026 has submitted the detailed report regarding the implementation of **EATIHR** recommendation in compliance with the Hon'ble National Green Tribunal Order dated 30.01.2025. The PCCF provides that as part of the nature based Eco-Tourism and to create awareness about Bio-Diversity and diverse landscape of Jammu and Kashmir, Forest Department has opened Forest Huts for tourist /visitors through online booking and also notified number of 93 trek routes. During the last five years, 1877 Forest Hut bookings have been done whereby 4423 visitors have enjoyed the stay in Forest Huts. It is further submitted that, since the opening of Forest trek routes for tourist in 2023-24 till now 11,58,949 trekkers have visited

Commissioner/Secretary to Government
Forest Ecology & Environment Deptt.

Forest and wilderness area in UT of Jammu and Kashmir. Per year footfall in trekking route as well as staying in Forest and Wilderness is 3,86,316 and 884 respectively, which is small/insignificant considering that UT of Jammu and Kashmir has reserve forest area to the extent of 20,194 Sq. Km. Hence, negative impact of Tourism in forest area is negligible. The limited footfall is indicative of niche Eco-Tourism where people visit to appreciate local Bio-Diversity, landscape and pristine environment therefore the overall impact is on the positive side of promoting awareness about nature, environment and Bio-Diversity of Jammu and Kashmir without causing any detrimental effect to the place being visited. As part of the cleanliness drive the department has enforced no plastic zone trek routes and Eco-Tourism spots and carries out frequent cleanliness and awareness drives on Eco-Tourism spots, Under "Plastic Free" deliverable. Against a tentative target of 50 cleanliness campaigns, the department organized 590 drives in potential Eco-tourism sites as well as along Trek-routes, which subsequently increased to 5795 such drives during 2023-24. Copy of Pr. Chief Conservator of Forests & HoFF J&K report dated 27.01.2026 is annexed herewith and marked as **Annexure-X.**

It is, therefore, requested that the compliance report on behalf of Commissioner/Secretary Forest, Ecology and Environment Department UT of J&K for the implementation of EATIHR recommendation in respect of UT of Jammu & Kashmir be accepted for onward submission of collated compliance report before the Registrar General of the Hon'ble National Green Tribunal, Principal Bench, New Delhi.

30/1/26

Commissioner/Secretary to Government
Forest Ecology & Environment Deptt.

Commissioner/Secretary
Forest, Ecology and Environment Department
Union Territory of Jammu & Kashmir

Through

Dated: 30.01.2026

Gautam Singh Advocate
Chamber No.71
Supreme Court Compound
Supreme Court of India.

SHRI AMARNATHJI SHRINE BOARD

Chaitanya Ashram, Talab Tillo, Jammu-180002 (Nov –April)2nd Floor, Block-III, Engineering Complex, Raj Bagh, Srinagar 190008 (May-Oct)Ph: 0191-2555662, Telefax: 2503399: Ph: 0194-2313146, Telefax: 2313147, 2313148, 2313149
E-mail: sasbjk2001@gmail.com Website: jksasb.nic.in

Under Secretary to the Government,
Forest Ecology & Environment Department,
Civil Secretariat,
J&K, Jammu

No: SASB/2025/2715-17 Dated: 25.11.2025

Subject: M.A. No 14 in O.A. No. 178/2022 In re: News item published in The Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region but environmental cost has been catastrophic"- regarding.

Sir,

Kindly refer to your office letter No. FST-Lit/42/2022 (159453) dated 13.11.2025 enclosing letter No. 33/01/2023-CS-I dated 19th February 2025 from Ministry of Environment, Forest & Climate Change, CS-I (Mountain) Division, Agni-512, Indira Paryavaran Bhawan, Jorbagh Road, New Delhi enclosing therein report titled "Environment Assessment of Tourism in the Indian Himalayan Region (EATIHAR) by the G.B. Pant National Institute of Himalayan Environment Almora in response to National Green Tribunal Order dated 30.01.2025.

In this regard, the response of Shri Amarnathji Shrine Board (SASB) is enclosed herewith for further necessary action at your end.

Yours faithfully,

Dy. Chief Executive Officer

Copy to the:

1. Additional Chief Executive Officer, Shri Amarnathji Shrine Board.
2. PS to Chief Executive Officer, Shri Amarnathji Shrine Board.

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Response to M.A. No. 14 in O.A. No. 178/2022 In re: News item published in the Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region but environment cost has been catastrophic:-

A. Carrying capacity and Priorregistration:

1. In line with the directions of Hon'ble Supreme Court in Writ Petition (Civil) No.284/2012,titled Court on its own motion V/s Union of India & Ors passed on13th December 2012, SASB determines, from year to year, the number of pilgrims to be allowed to embark for Shri Amarnathji Yatra, after taking into consideration the weather conditions and forecasts, track conditions, infrastructure available in the enroute Camps and at the Holy Cave, which include the holding capacity and other required facilities. As per the carrying capacity available during the particular year, the number of pilgrims to be allowed for undertaking Shri Amarnathji Yatra is decided by Shri Amarnathji Shrine Board.

2. The pilgrims are registered through Banks and online mode, through Aadhaar based eKYC authentication and subsequently issued RFID cards for their tracking. This ensures that only the requisite number of pilgrims are registered as decided in the Board meeting.

3. Therefore, there is a well-established mechanism for Shri Amarnathji Yatra which ensures that the number of pilgrims registered is always inconsonance with the carrying capacity available for a particular year.

B. Waste Management at Pahalgam; enroute to Shri Amarnathji

1. Rural Development Department, Government of J&K/ Directorate of Rural Sanitation, Housing and Urban Development Department, Government of J&K and Tourism Department J&K along with its Development Authorities are responsible for putting in place effective arrangements for all sanitation related arrangements in the Yatra areas, outside the Yatra area & Base Camps/ Municipal areas for scientific disposal of waste produced in the Yatra period. The management and disposal of human & other degradable/ non-degradable wastes to maintain a high standard of sanitation in the entire Yatra area and beyond is undertaken by the concerned departments.

2. **Further, it is requested that any additional/ detailed information regarding sanitation activities may also be sought from the concerned Departments viz. Rural Development Department, Government of J&K/ Directorate of Rural Sanitation, Housing and Urban Development Department, Government of J&K and Tourism Department, Government of J&K along with its Development Authorities, who are responsible for the same for the annual Shri Amarnathji Yatra.**

Government of Jammu and Kashmir

Government of Jammu & Kashmir
Directorate of Rural Sanitation, J&K, Jammu
Swachh Bharat Mission (Grameen)

Ph./fax 0194-2470559 (Kashmir) Ph. 0191-2438269 (Jammu) Email: drs-jk@jk.gov.in

Commissioner / Secretary to Government,
Forest, Ecology & Environment Department,
J&K

No: DRS/2025-26/ 10468-72 **Dated:** 9 **-12-2025**

Subject: Brief on rural sanitation actions and measures relevant to the EATIHR / NGT directions on tourism-linked environmental impacts in the Himalayan region

Reference: - Administrative Department Rural Development and Panchayati Raj Letter no RDD-PSOCSS/8/2025-06(7692507) Dated: - 03/11/2025 titled M.A. 14/2024 in O.A No. 178/2022 2022 titled in news item published in the Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region but the environmental cost has been catastrophic" —reg.

Madam,

With reference to the above cited subject, this note summarizes actions taken and planned by the Directorate of Rural Sanitation (DRS), Jammu & Kashmir, that are relevant to the Environmental Assessment of Tourism in the Indian Himalayan Region (EATIHR) and the National Green Tribunal directions on sustainable tourism, waste management, air and water quality monitoring, and biodiversity protection. The purpose is to inform the Forest, Ecology & Environment Department and provide a concise Action Taken Report for the October 2025 review.

Context: The Directorate recognizes the need to reduce tourism-linked pressures on rural landscapes (solid waste, faecal waste, wastewater, and local water bodies) and align sanitation interventions with the NGT / EATIHR recommendations for the UT.

Waste Generation Quantification and zero land fill disposal activities for Shri Amarnath Ji Yatra (SANJY)

In reference to the observations of the Hon'ble National Green Tribunal in O.A. No.178/2022 regarding the need for prior monitoring of carrying capacity, tourist inflow, vehicular load, air quality, and solid waste management for Shri Amarnath Ji Yatra (SANJY), the position of the Directorate of Rural Sanitation (DRS), J&K, with respect to solid waste management and related environmental safeguards for SANJY-2024 and SANJY-2025, is submitted below:

Major Waste Generating Sources

i. Pilgrims (food waste, bottles, packaging)
ii. Langar committees (biodegradable & non-biodegradable waste)
iii. Vendors and shopkeepers

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iv. Pilgrim camps and lodging facilities
v. Security forces and administrative establishments
vi. Medical camps (biomedical waste requiring scientific disposal)

Shri Amarnath Ji Yatra 2024 – Waste Management Summary

The solid waste management operations during SANJY-2024 were monitored in real time through the Waste Management Dashboard portal named Shri Amarnath Ji Yatra 2024, ensuring complete traceability and scientific processing.

S. No.	Category	Waste Generated/ Collected (MT)	Waste Processed (MT)
1	Total Inert Waste Generated	49.45	49.45
2	Total Quantity of Wet Waste	169.98	169.98
3	Total Quantity of Dry Waste	193.16	193.16
*4	Total Quantity of Wet Waste Sent to Extended Forward Linkages.	169.98 *(Total waste collected and processed)*	
*5	Total Quantity of Dry Waste Sent to Extended Forward Linkages	193.16 *(Total waste collected and processed)*	
6	Total Quantity of Waste *(Inert + Wet +Dry)*	**412.59** *(Total waste collected and processed)*	

Shri Amarnath Ji Yatra 2025 – Waste Management Summary

The solid waste management operations during SANJY-2025 were monitored in real time through the Waste Management Dashboard, ensuring complete traceability and scientific processing.

S. No.	Category	Waste Generated/ Collected (MT)	Waste Processed (MT)
1	Total Quantity of Wet / Organic Waste	216.90	216.90
2	Total Quantity of Dry / Inorganic Waste	187.21	187.21
3	Total Quantity of Mule Dung	10.81	10.81
4	Bio-Medical Waste	2.69	2.69
5	TOTAL Waste Collected *(wet+ Dry+ Mule+ Biomedical)*	**417.61**	**417.61**

The Directorate ensured:

i. Daily waste collection, segregation, transportation and disposal.
ii. Deployment of monitoring teams at Baltal, Pahalgam, Panjtarni and Holy Cave.
iii. Mandatory waste-management SOPs for langars, vendors and service providers.
iv. Processing of biodegradable waste via composting and eco-friendly methods.
v. Routing of non-biodegradable waste to authorised MRFs.

Process and technology used

Tackling Solid Waste:

1. Daily Waste Collection

- Systematic collection of waste from langars, camps, track points, and rest areas.
- Dedicated ground teams ensure zero-litter zones.

2. Multi-Bin Segregation System

- Source segregation into biodegradable, non-biodegradable, and recyclable fractions.
- Color-coded bins placed strategically along the route.

3. Material Recovery Facility (MRF) Processing

- Collected recyclables transported to MRFs for sorting, baling, and channelization to recyclers.
- Ensures maximum recovery and minimum landfill load.

4. Solid–Liquid Separator

- Innovative separator units are used to separate wet and dry fractions efficiently.
- Reduces moisture content and improves processing efficiency at MRFs.

5. Mechanized Dustbins for Roadside Waste Collection

- Deployment of mechanized dustbins waste collection from the tracks.
- Enables efficient waste picking and collection from roads, reducing manual effort.
- Ensures faster turnaround, cleaner pathways, and enhanced hygiene along high-footfall routes.

6. Mule Dung Management (Track cleanliness)

- Introduction of innovative vacuum suction machines for quick and hygienic removal of mule dung from the track.
- Minimizes manual handling and ensures better sanitation through mechanized cleaning.
- Dedicated mobile cleaning squads deployed across the track.
- Majority of these squads are locals from Kashmir division, ensuring local livelihood support.
- Continuous collection of mule dung and sweeping to maintain hygiene.

Tackling Liquid Waste:

1. Soak/Leach Pits & Greywater Management

- Construction of soak/leach pits at critical points.
- Greywater drainage systems at langars and sanitation units to prevent stagnation.

2. Faecal Sludge Management (FSM)

- Regular collection of faecal sludges from toilets.
- Safe treatment through leach pits to avoid environmental contamination.

3. Wastewater Treatment

- Deployment of mobile/STP units alongthe route.

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996. Ensured no untreated wastewater enters water bodies or natural streams.

4. Composting at Langars & Rest Areas

- Segregation of biodegradable waste.
- On-site composting to reduce load on central waste handling.

5. Drainage Management

- Natural gradient–based channels for quick discharge of water.
- Prevents waterlogging, especially during rains and peak footfall.

The Zero Landfill initiative involved the following five key processes, ensuring every fraction of the waste was either treated, recycled, or converted:

1. Biogas Production

Process: Mule dung, a significant organic waste stream unique to the Yatra route, was successfully converted into Biogas.

Facility: A flexi biogas plant was established at the Baltal basecamp as a technology demonstration, showcasing a sustainable solution for animal waste.

2. Composting

Process: The entire volume of organic waste generated by the Yatra was converted into nutrient-rich Compost. This process diverts perishable waste from landfills and creates a beneficial soil amendment.

3. Recycling

Process: Dry waste was meticulously segregated into eight different categories (e.g., paper, cardboard, various plastics, metal).

Destination: The segregated materials were then sent to specialized recycling units for processing and reuse, minimizing the demand for virgin resources.

4. Waste to Product (Conversion)

Process: Multi-Layered Plastic (MLP), which is typically difficult to recycle, was successfully converted into Bricks. This is a prime example of Waste to Product innovation, giving a second life to non-recyclable materials in construction.

5. Bio-Medical Waste Management

Process: All Bio-Medical Waste (BMW) generated by medical facilities along the Yatra route was collected under strict protocols.

Destination: The collected BMW was safely transported to the designated Bio-Medical facility in Srinagar for environmentally compliant disposal and treatment.

Information Technology (IT) Integration for Monitoring and Management

The effectiveness and transparency of the waste management operation were significantly enhanced by integrating digital technology for real-time monitoring and data management.

1. Browser-Based App for Data Entry

Function: A user-friendly, browser-based application was deployed to facilitate data entry at all 14 Solid Waste Management (SWM) Camps along the Yatra route.

Impact: This standardized and digitized the recording of daily waste collection and segregation data at the source.

2. MIS Dashboard for Real-Time Monitoring

Function: A comprehensive Management Information System (MIS) Dashboard was used for central monitoring and strategic planning.

- **Key Metrics Tracked:**
- **Daily waste volume collected.**
- **Level and quality of segregation.**
- **Status of processing for management.**

Integration: The Dashboard was fully integrated into the official Website, providing a transparent view of the environmental impact and operational efficiency to stakeholders.

Key Environmental & Sanitation Achievements (Since 2022)

1. Zero Waste to Landfill

- A 100% on-site waste processing mandate has been operational since 2022.
- A network of 14 Solid Waste Management Camps ensures complete segregation and treatment.

2. Sanitation Infrastructure

- 4,800+ well-maintained toilets installed along the Yatra route.
- All units connected to soak pits; fecal sludge treated with organic/herbal agents to avoid contamination of fragile mountain ecosystems.

3. Elimination of Single-Use Plastic (SUP)

- Massive campaign against SUP usage.
- Distribution of reusable cloth bags increased from 50,000 to 1.5 lakh.

4. IEC and Behavioural Change

- Extensive Information, Education & Communication campaigns.
- Waste-management SOPs strictly enforced for all stakeholders including Langar Committees and Bhandara organizers.

5. Waste-to-Wealth Initiatives

- Production of organic compost from collected biodegradable waste.
- Compost distributed free of cost to local farmers, supporting the circular economy.

6. Water ATMs

- Installed along the route to discourage single-use plastic water bottles.

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Conclusion:

The Directorate of Rural Sanitation, J&K has implemented a robust, science-based waste management system for Shri Amarnath Ji Yatra to ensure that rising Yatri/tourist inflow does not harm the fragile Himalayan ecosystem.

Yours faithfully,

Anod Malhotra (JKAS)
Director General Rural Sanitation
J&K

Copy to:

1. Secretary to the Government, Department of Rural Development and Panchayati Raj, J&K – for kind information
2. Additional CEO, Shri Amarnath Ji Shrine Board
3. Private Secretary to CEO Shri Amarnath Ji Shrine Board for kind information of CEO Shrine Board
4. Office Record

File No. FST-Lit/42/2022-02-Forest Department (Computer No. 159453)
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Office of the Chief Executive Officer
Shri Mata Vaishno Devi Shrine Board, Katra

--*-*-*-*

Commissioner / Secretary
Department of Forest, Ecology & Environment
Govt. of Jammu & Kashmir

Sub: O.A. No. 178/2022 "News item published in the Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region but environmental cost has been catastrophic" with O.A. No. 475/2024 titled News Item spearing in the Hindu dated 04.03.2024 titled "Mountains of plastic are choking the Himalayan States".

Ref: Deptt. of Forest – Letter No. FST-Lit/42/2024(159453) dated: 22.12.2025.

Madam

With reference to the subject cited above, kindly find enclosed herewith the requisite information in respect of Shri Mata Vaishno Devi Shrine Board for kind information.

This issues with the approval of Chief Executive Officer, SMVDSB.

Yours faithfully

Alok Kumar Maurya, IFS
Addl. Chief Executive Officer, SMVDSB

No.: CO|SW|NGT|36-A|2029-30
Dated: 30|12|2025

Copy to the:
1. Chief Executive Officer, SMVDSB.
2. Concerned / Master File.

Information on Pollution Abatement Measures undertaken by Shri Mata Vaishno Devi Shrine Board, Katra, J&K.

Subject: O.A. No.178/2022 "News item published in the Hindu dated 27-02-2022 titled "Tourism has brought economic prosperity to the Himalayan region but environmental cost has been catastrophic" with O.A. No.475/2024 titled News Item appearing in the Hindu dated 04-03-2024 titled "Mountains of plastic are choking the Himalayan States".

Shri Mata Vaishno Devi Shrine Board has adopted a comprehensive and coordinated approach to environmental management in the Trikuta Hills region, focusing on effective solid and liquid waste management and enhancement of ambient air quality. These initiatives reflect the Board's commitment to preserving ecological balance while ensuring a safe, clean, and sustainable pilgrimage experience. The measures undertaken are detailed hereunder:

A. Carrying Capacity:

In compliance with the directions of the Hon'ble National Green Tribunal (NGT), a daily ceiling of 50,000 pilgrims has been enforced for undertaking the Yatra to the Holy Shrine. This limit has been fixed in view of the safe carrying capacity of the Bhawan area, which can accommodate approximately 50,000 persons at any given point of time. The enforcement of this regulation has significantly contributed to smooth regulation of pilgrim movement, enhanced public safety, and reduction of environmental pressure in and around the Shrine complex.

To ensure effective implementation of crowd management measures, RFID-based Yatra registration and tracking system has been put in place. The system mandates registration of every pilgrim at dedicated RFID counters established at Jammu and Katra. At present, 36 RFID issuance counters are operational. The entire process is continuously monitored by the Shrine Board's Operations Wing to facilitate real-time crowd regulation, data analytics, and

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coordinated emergency response. The Shrine Board remains committed to ensuring a safe, eco-sensitive, and efficient pilgrimage experience for all devotees.

It is pertinent to mention that pilgrim movement on the Yatra track between Adhkuwari and Bhawan is facilitated exclusively through battery-operated vehicles deployed by the Shrine Board. No private vehicles are permitted to ply on the Yatra track. This eco-friendly transportation arrangement ensures orderly movement of pilgrims while completely eliminating concerns related to vehicular congestion or vehicle carrying capacity on the track. The initiative also contributes significantly towards preservation of the fragile environment of the Shrine area.

B. Solid Waste Management on the Yatra Track:

A comprehensive solid waste management system has been implemented across the entire Yatra track and Shrine area to ensure complete collection, segregation, scientific processing, and environmentally safe disposal of all categories of solid waste generated along the Yatra track.

In view of the complete ban on single-use plastic on the Yatra track, the generation of plastic waste is minimal. The solid waste generated primarily comprises mule dung, used raincoats, flowers, discarded clothing, tetra packs, paper, metal cans, and other biodegradable and recyclable materials. In addition, free-to-use reverse osmosis (RO) based Water ATMs have been installed along the track to discourage the use of packaged drinking water and thereby avoid generation of plastic bottle waste.

The disposal and processing of different categories of solid waste are carried out in the following manner:

1. Segregation at Source and Primary Waste Collection:

Segregation of solid waste at source has been made mandatory throughout the Yatra area. Adequate sanitation manpower has been deployed, and sufficient waste collection bins have been installed at all strategic locations to ensure 100% collection of waste generated by pilgrims, shopkeepers, and service providers. A complete ban on the use of single use plastic by shopkeepers and vendors is being strictly enforced through continuous monitoring and enforcement mechanisms to curb generation of non-biodegradable waste.

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2. Disposal of Mule Dung:

The average daily generation of mule dung along the Yatra Track is approximately 3 tonnes. Out of this, about 1.4 tonnes of fresh mule dung collected from Chetak Bhawan is processed at the biogas plant located at Banganga, Katra. Commissioned in April 2012, the plant has a processing capacity of 4,000 kg per day and generates an average of 1,883.3 cubic meters of biogas per month, with 1 cubic meter of biogas equivalent to 0.45 kg of LPG, thereby contributing to clean energy generation and reduced dependence on conventional fuels.

The remaining approximately 1.6 tonnes of mule dung is collected free of cost by local vendors and utilized for preparation of organic manure and briquette manufacturing. This practice ensures complete utilization of organic waste, promotes a circular economy, and supports sustainable and eco-friendly resource management within the Yatra ecosystem.

3. Plastic Waste Collection through Reverse Vending Machines:

To further strengthen plastic waste management, 26 Reverse Vending Machines (RVMs) have been installed at key locations for systematic collection of plastic waste. This mechanism ensures segregation and organized channelization of plastic waste for recycling, thereby preventing littering and reducing plastic waste in the ecologically sensitive Yatra area.

4. Dedicated Waste Storage and Transportation System:

Dedicated garbage storage infrastructure has been established to facilitate hygienic handling of collected waste, including one centralized garbage store at Thanda Nala, Bhawan, and another at Adhkuwari. All segregated waste collected from the entire Yatra track and Shrine area is transported through designated vehicles from these storage points to the Solid Waste Management facility, ensuring seamless and hygienicdisposal of waste.

The collected and segregated waste is scientifically processed and disposed of through authorized agencies including as IPCA/NEPRA, with transportation carried out at a rate of ₹2.10 per kg. Approximately 200 metric tonnes of waste per month is being sent for recycling. Any residual waste remaining after segregation and transportis disposed in collaboration with Municipal Authorities in an environmentally compliant manner.

C. Air Quality Improvement Measures:

In compliance with the directives of the Hon'ble National Green Tribunal (NGT) and in alignment with the Shrine Board's commitment to ecological sustainability, a series of air quality improvement initiatives have been undertaken by Shri Mata Vaishno Devi Shrine Board. These measures are aimed at enhancing air quality, increasing green cover, conserving soil and water resources, and preserving the natural environment of the Trikuta Hills. The interventions cover the entire Yatra corridor from Katra to Bhawan and contribute to long-term environmental resilience of the region:

1. Mass Plantation under Annual Green Plan (AGP):

The Shrine Board has established a robust plantation programme under the Annual Green Plan (AGP), under which the Forest Wing undertakes plantation of approximately 2.0 lakh high-quality saplings every year in and around the Shrine area. The plantation includes indigenous and site-specific species suitable for hill ecology, such as Banj Oak, Grewia, Amla, Bahera, Arjun, Bauhinia, Jamun, Amrood, Bherda, as well as medicinal and ornamental plants, thereby ensuring ecological compatibility and long-term survival. These plantation drives significantly contribute to expansion of green cover, enhanced carbon sequestration, increased oxygen generation, and stabilization of hill slopes.

2. Improving Ambient Air Quality – Battery-Operated Vehicles (BoVs):

To reduce dependency on fossil-fuel-based transport and minimize vehicular emissions in the pilgrimage route, Battery-Operated Vehicles (BoVs) have been introduced and operationalized on designated stretches. This intervention has resulted in significant improvement in air quality, reduction in carbon footprint, and overall enhancement of pilgrim experience through a cleaner and quieter mobility system.

D. Water Quality Management and Pollution Abatement Measures for Banganga River:

The Yatra track from Katra onwards forms a part of the Banganga River catchment, and all surface run off along this corridor ultimately influence the water

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quality of the Banganga River. Recognizing this linkage, Shri Mata Vaishno Devi Shrine Board (SMVDSB) has adopted a holistic catchment-based approach to water quality management, ensuring that all activities along the Yatra track are aligned with the objective of protecting and rejuvenating the sacred Banganga River.

The Shrine Board has been consistently working towards improving water quality in the Shrine area, with the commitment on achieving 100% treatment of effluents generated from the Katra–Bhawan ecosystem. In furtherance of this commitment, approximately 75% of the wastewater generated within the Shrine premises is presently being treated through established Sewage Treatment Plants (STPs). The work for connecting all remaining establishments to centralized STPs is already underway and is targeted to be completed by December 2026, thereby ensuring that no untreated wastewater is discharged into natural streams or water bodies.

As a major environmental intervention for the restoration of the sacred Banganga River, the Urban Environment Engineering Department (UEED), J&K, has prepared a comprehensive plan under the Banganga Rejuvenation Project, focusing on pollution abatement, improvement of water quality, and sustainable ecological restoration of the river system. The plan has been approved by the Ministry of Jal Shakti, Department of Water Resources, River Development & Ganga Rejuvenation, National River Conservation Directorate (NRCD), Government of India.

With an approved cost of ₹92.10 crore, the project aims to bring all private households and establishments within the project area under a centralized sewerage network and sewage treatment system, thereby ensuring complete interception, conveyance, and scientific treatment of wastewater before its discharge.

To facilitate smooth and time-bound implementation of the project, a Memorandum of Understanding (MoU) was executed between SMVDSB and UEED on

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22.04.2022, clearly defining roles, scope of work, responsibilities, and monitoring mechanisms.

As part of project execution, SMVDSB has allotted 1.5 kanal of land for the establishment of a 1.2 MLD Sewage Treatment Plant (STP) dedicated to the Banganga sector. This facility will enable complete collection, conveyance, and scientific treatment of all domestic wastewater generated from the surrounding catchment area prior to its final discharge, thereby eliminating direct sewage inflow into the river and ensuring sustained improvement in the water quality of the Banganga River.

E. Other Initiatives:

1. Landscape Development & Aesthetic Upgradation:

Parks, gardens, flower beds and green belts along the Yatra track have been scientifically developed and maintained to improve visual aesthetics and environmental comfort for pilgrims. Seasonal flowering, lawn development, shrubbery creation and medicinal plant patches are also promoted for biodiversity enhancement and pilgrim awareness.

2. Water Conservation & Groundwater Recharge:

Recognizing the importance of water resource security, multiple groundwater recharge structures have been developed within the Shrine ecosystem to promote natural percolation and recharge of aquifers. Rainwater harvesting units, percolation pits and check structures have been created at strategic locations which not only enhance water availability but also help in groundwater table restoration essential for the fragile Himalayan terrain.

3. Soil & Moisture Conservation Measures:

To prevent soil erosion and reduce silt runoff, particularly during monsoon, vegetative check dams, contour trenches, brushwood barriers and slope stabilization measures have been undertaken. These bio-engineering interventions effectively slow down water flow, enhance moisture retention, promote natural vegetation growth and contribute to long-term ecological stability of the hills.

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4. Waste Management & Environmental Hygiene:

Plantation initiatives are synchronized with habitat cleanliness drives. Regular sanitation, biodegradable waste management, mulching of leaf litter, and organic composting from horticulture residue have been institutionalized to promote a zero-litter and eco-friendly Shrine environment.

5. Community & Volunteer Participation:

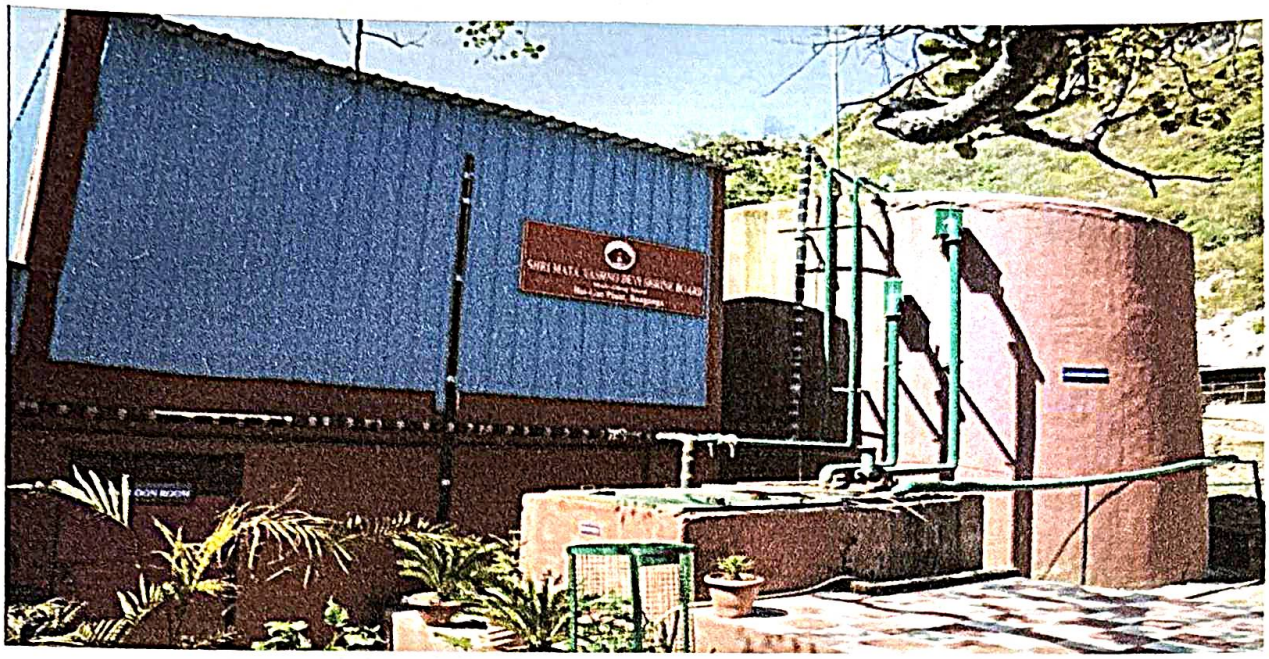
The Shrine Board periodically conducts mass awareness campaigns, plantation drives with locals, volunteers, schools and security staff to foster environmental consciousness and collective guardianship of Trikuta forests. This participatory model ensures long-term sustenance of the plantation efforts.

Alok Kumar Maurya, IFS
Addl. Chief Executive Officer, SMVDSB

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Annexure- __

Bio Gas plant for disposal of Mule dung

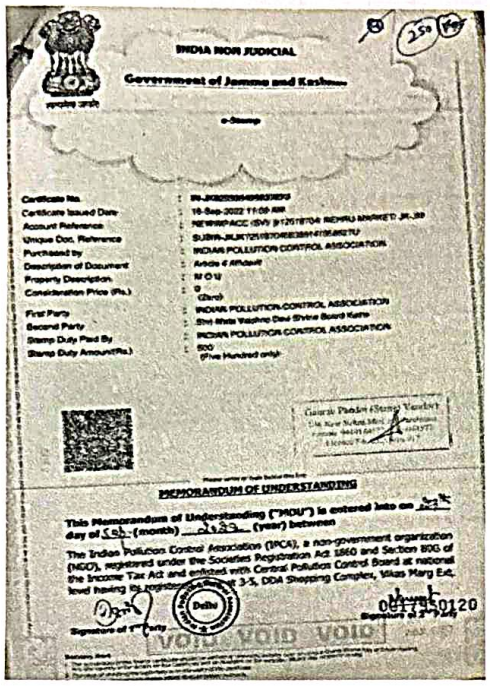


Reverse Vending Machines





MoU with Indian Pollution Control Association for disposal of Solid waste



INDIA NON JUDICIAL

Government of Jammu and Kashmir

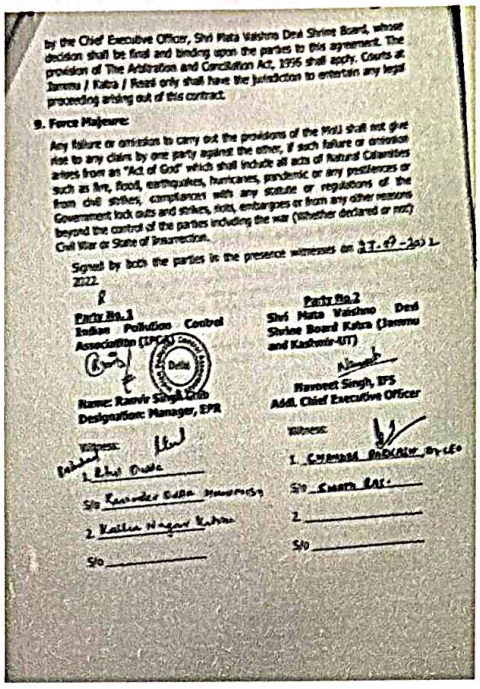
e-Stamp

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding ("MOU") is entered into on 21st day of Sept (month) 2022 (year) between

The Indian Pollution Control Association (IPCA), a non-government organization (NGO), registered under the Societies Registration Act 1860 and Section 80G of the Income Tax Act and enlisted with Central Pollution Control Board at national level having its registered office at 3-5, DDA Shopping Complex, Vikas Marg Ext,

VOID VOID VOID



by the Chief Executive Officer, Shri Mata Vaishno Devi Shrine Board, whose decision shall be final and binding upon the parties to this agreement. The provision of The Arbitration and Conciliation Act, 1996 shall apply. Courts at Jammu / Katra / Reasi only shall have the jurisdiction to entertain any legal proceeding arising out of this contract.

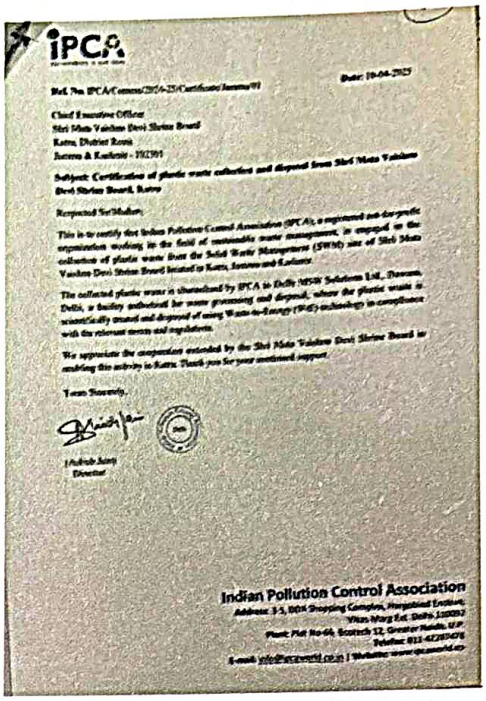
9. Force Majeure:

Any failure or omission to carry out the provisions of the MoU shall not give rise to any claims by one party against the other, if such failure or omission arises from an "Act of God" which shall include all acts of Natural Calamities such as fire, flood, earthquakes, hurricanes, pandemic or any pestilences or from civil strifes, compliances with any statute or regulations of the Government lock outs and strikes, riots, embargoes or from any other reasons beyond the control of the parties including the war (whether declared or not) Civil War or State of Insurrection.

Signed by both the parties in the presence witnesses on 27-09-2022

Party No. 1
Indian Pollution Control Association (IPCA)
Name: Ranvir Singh Deb
Designation: Manager, EPR

Party No. 2
Shri Mata Vaishno Devi Shrine Board Katra (Jammu and Kashmir-UT)
Praveer Singh, IFS
Addl. Chief Executive Officer



iPCA

Ref. No. IPCA/Comms/2024-25/Certificate/Jammu/01 Date: 10-04-2025

Chief Executive Officer
Shri Mata Vaishno Devi Shrine Board
Katra, District Reasi
Jammu & Kashmir - 182301

Subject: Certification of plastic waste collection and disposal from Shri Mata Vaishno Devi Shrine Board, Katra

Respected Sir/Madam,

This is to certify that Indian Pollution Control Association (IPCA), a registered not-for-profit organization working in the field of sustainable waste management, is engaged in the collection of plastic waste from the Solid Waste Management (SWM) unit of Shri Mata Vaishno Devi Shrine Board located in Katra, Jammu and Kashmir.

The collected plastic waste is channelized by IPCA to Delhi NCR Solutions Ltd., Narela, Delhi, a facility authorized for waste processing and disposal, where the plastic waste is scientifically treated and disposed of using Waste-to-Energy (WtE) technology in compliance with the relevant norms and regulations.

We appreciate the cooperation extended by the Shri Mata Vaishno Devi Shrine Board in enabling this activity in Katra. Thank you for your continued support.

Yours Sincerely,

Indian Pollution Control Association

MoU of Shrine Board & IPCA

Certificate from IPCA

Mass Plantation Drive by SMVDSB under Annual Green Plan



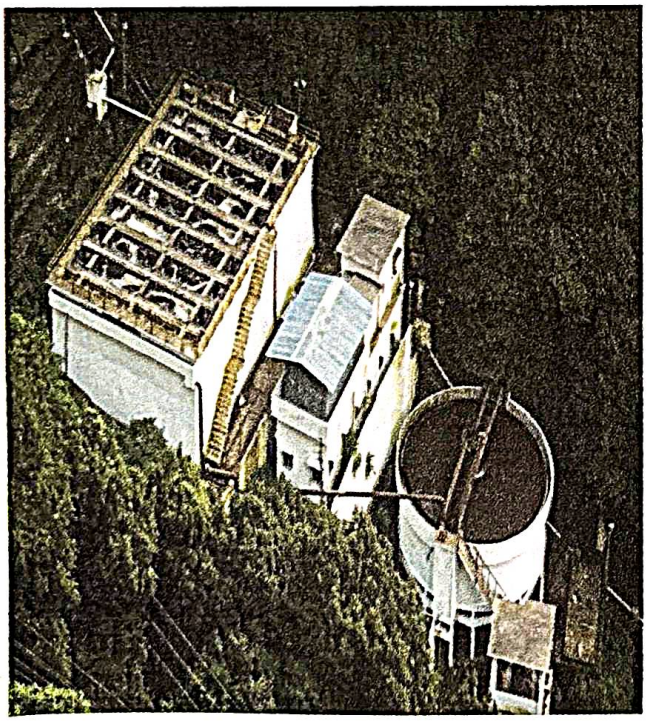
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Battery Operated Vehicle for transportation of pilgrims from Adhkuwari to Bhawan and back





Sewage Treatment Plants for Effluent Treatment



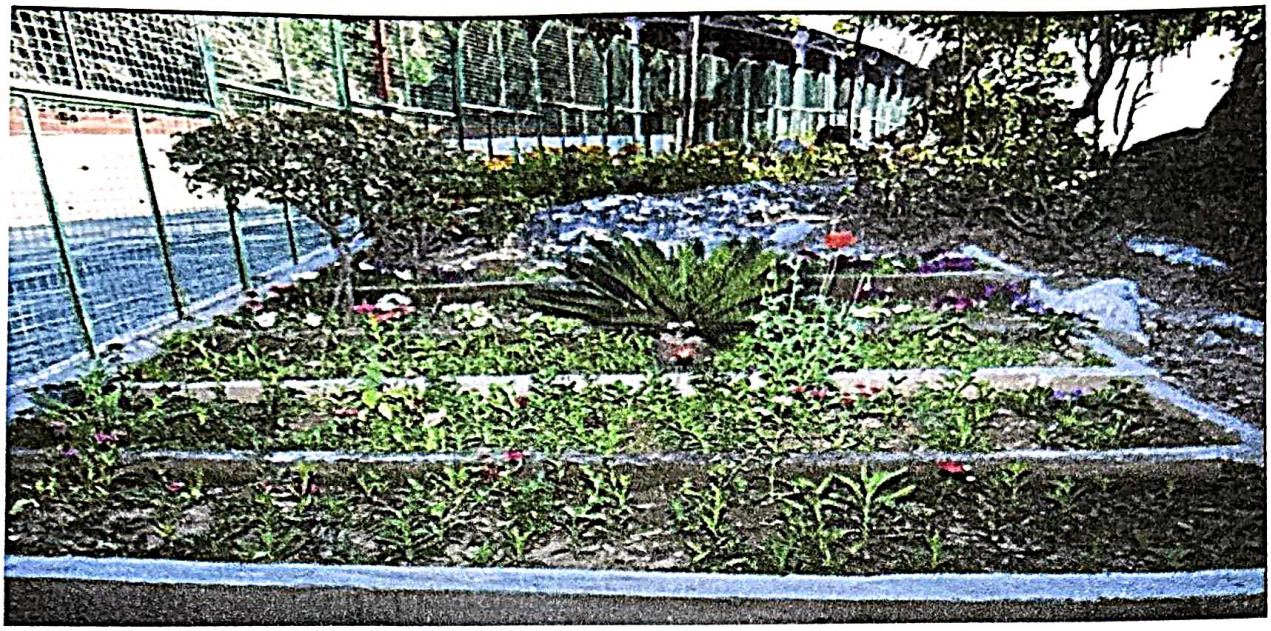
Bhawan



Trikuta Bhawan

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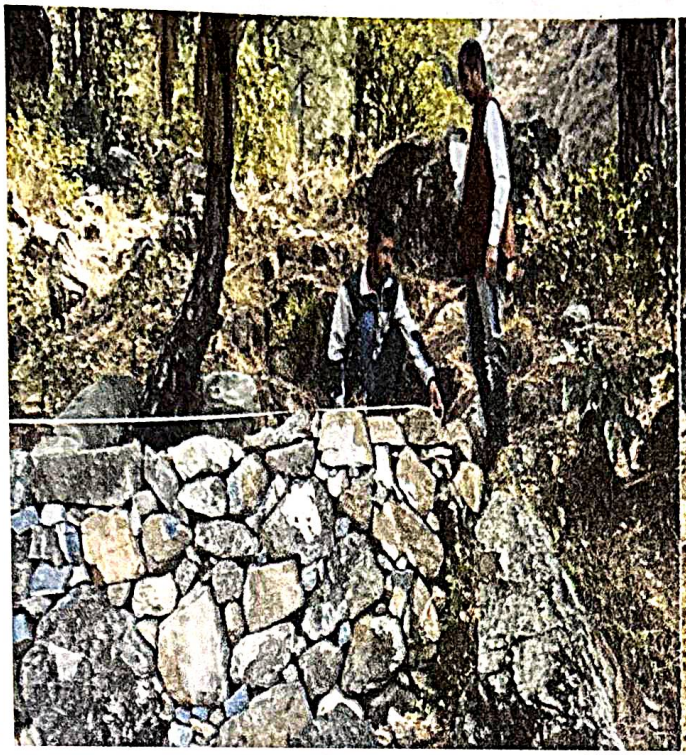
Landscape Development at Aesthetic Up-gradation along the yatra track

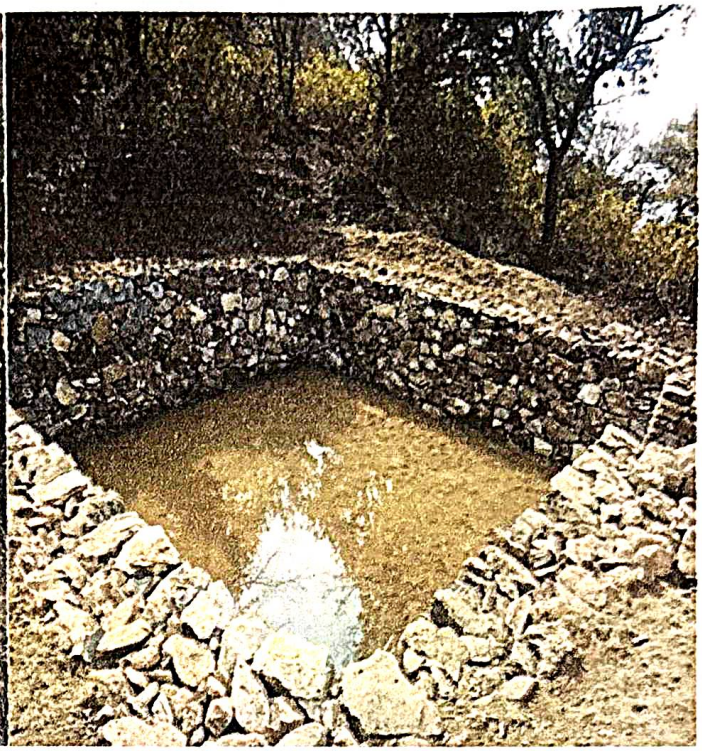


Plant raising facility at Kunia Nursery established By SMVDSB



Water Conservation and Ground Water recharge





1012

Jammu and Kashmir
Pollution Control Committee

chairman87jkspcb@gmail.com
membersecretaryjkspcb@gmail.com
0191 – 2472881, 2476925

Parivesh Bhavan, Forest Complex
Transport Nagar, Jammu, 180 006

Silk Factory Road
Rajbagh, Srinagar, 190 008

Commissioner/Secretary to Government,
Department of Forest, Ecology & Environment,
Civil Secretariat
Jammu/Srinagar

No: JKPCC/Sc./OA No.178/2022/25/1835 Dated:- 23-12-2025

Sub: M.A No. 14 in OA No. 178/2022 In re: News item published in The Hindu dated 27.02.2022 titled "Tourism has brough economic prosperity to the Himalayan region but environmental cost has been catastrophic"-regarding.

Ref:- No. FST-Lit/42/2022 (159453) dated 08-12-2025

Madam,

Kindly refer to your office No. FST-Lit/42/2022 (159453) dated 08-12-2025 on the subject cited above. In this connection, I am directed to submit that:

1. Water quality Analysis reports for wetlands (Anchar lake, Dal/Nigeen Lake, Brari Nambal Lagoon, Khushalsar Gilsar, Hokersar) have been submitted by Regional Director, JKPCC Kashmir vide No. PCC/RDK/LS (NGT) 2025/1302-04 dated 13-11-2025 (Copy enclosed). As per the report, most of the wetlands donot meet class 'B' criteria.
2. Air Monitoring conducted at the wetlands show satisfactory level of air quality parameters in Kashmir (Copy enclosed as Annexure-II) while the process of air monitoring at tourist spots of Jammu region (Sanasar, Mansar, Surinsar, Purthu- Basohli) has been initiated by J&KPCC, Jammu (Copy enclosed). The air monitoring at Patnitop is being conducted in collaboration with Central University.

Encl: A/A

Yours faithfully,

(Dr.R.Gopinath) IFS
Member Secretary

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Government of Jammu & Kashmir
J&K POLLUTION CONTROL COMMITEE
OFFICE OF THE REGIONAL DIRECTOR - KASHMIR
Sheikh-ul-Alam Campus, Rajbagh, Near Government Silk Factory, Srinagar-190008
www.jkspcb.in *Email: regionaldirectorkmr@gmail.com, Tel/fax 0194-2311842*

The Member Secretary,
JK PCC, Jammu.

No: PCC/RDK/LS (NGT)/2025/ 1302-04 Date:- 13-11-2025.

Subject: - OA No. 178/2022 titled News Item Published in the Hindu Dated 27 Feb 2022 Titled "Tourism has brought economic prosperity to the Himalayan Region but the environment cost has been catastropic."

Reference: - Yourt letter No. JKPCC/Sc./OA-178--2022/25/1523-24 dated 08-11-2025.

Sir,

Apropos to the subject and reference cited above, it is to submit that as a follow-up of the directions issued by the Hon'ble NGT vide its order dated 30-01-2025 passed in the afore-titled OA, water quality assessment of wetlands (viz. Anchar Lake , Dal Lake, Nigeen Lake, Brari Nambal Lagoon, Khushalsar, Gilsar & Hokersar) around Srinagar city as well as air quality monitoring of tourist spots like Sonamarg, Gulmarg & Pahalgam in Kashmir Valley has been carried out by the Water/& Air Laboratories of PCC, Srinagar and the respective updated Action Taken Reports in the matter as submitted by the ***I/c Water Laboratory and /c Air Laboratory, PCC, Kashmir*** are enclosed, hereto. On perusal of these reports, the out come of the air monitoring shows satisfactory level of air quality parameters at the afore-said tourist sites, however, the water test analysis reports suggested fluctuations with respect to various physico-chemical and microbiological parameters of the samples collected from the afore-mentioned wetlands around Srinagar and most of the water monitoring locations does not meet Class-B Primary water quality criteria. Hence, the status report is submitted for favour of kind perusal and further course of action as required in the afore-titled OA please.

Encls:- 15.

Regional Director,
Kashmir.
13.11.2025

Copy to:-

Smt. Anuradha SCA,

1. I/c Water Laboratory, PCC, Srinagar for information. This takes reference to the report submitted vide No. PCC/ROK/W.Lab/25-26/NGT-Wetland/85 dated 13-11-2025.
2. I/c Air Laboratory, PCC, Srinagar for information. This is w.r.t the report submitted vide No. JJKPCC/al/data/tourist/25/227 dated 13-11-2025.

M.S
By

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Government of Jammu & Kashmir
J&K POLLUTION CONTROL COMMITEE
Sheikh-ul-Alam Campus, Rajbagh, near Government Silk Factory, Srinagar-190008
www.jkspcb.in *Email: regionaldirectorkmr@gmail.com, Tel/fax 0194-2311842*

Regional Director
J&K Pollution Control Committee,
Kashmir
NO:- NO:-PCC/ROK//W.Lab / 25-26/ NGT-Wetland/ 85 Dated:- 13/11/2025

Subject: - ***Sub: OA No. 178/2022 titled News Item Published in The Hindu Dated 27 Feb 2022 Titled "Tourism has brought economic prosperity to the Himalayan Region but the environmental cost has been catastrophic."***

Reffrence no:-MS letter no:- JKPCC/Sc./O.A-178-2022/25/1523-24 Dated :-08/11/2025

Sir,

In accordance with the directions referenced in the subject, please find attached the water quality monitoring reports for the following wetlands:

- **Anchar Lake, Dal Lake, Barinambal, and Hokarsar** – covering the period from **August to October 2025**
- **Khushalsar and Gilsar** – for the month of **June 2025**

Water samples from these wetlands were analyzed for various physico-chemical parameters at the Water Laboratory of JKPCC, Srinagar. Additionally, microbiological analysis for Fecal Coliform and Total Coliform was carried out at the Bio-Laboratory of JKPCC, Srinagar.The detailed results of the water quality analysis are provided below:-.

S.no	Name of water body	No. of Monitoring locations	Test analysis result
1	Anchar lake	05	Out of 05 monitoring locations 04 locations do no meet class B(outdoor bathing) primary water quality criteria in respect of BOD, DO and feacal coliform (Detail enclosed as Annexure -1)
2	Dal and Nigeen Lake	24	Out of 24 monitoring locations none of locations continuously meet class B(outdoor bathing) primary water quality criteria in respect of BOD , however the value of DO meets class B criteria except at Nayadyar and Jogilankar. The value of feacal coliform exceeds at three locations viz Nayadyar ,Jogilankar and Near STP Habak.The value of p H at all monitoring locations meets class B criteria (Detail enclosed as Annexure -II)
3	Barinambal lagoon	04	None Out of 04 monitoring locations meet class B(outdoor bathing) primary water quality criteria in respect of BOD, DO and feacal coliform (Detail enclosed as Annexure -III)
4	Khushalsar Gil sar	03	None Out of 03 monitoring locations meet class B(outdoor bathing) primary water quality criteria in respect of BOD, DO and feacal coliform (Detail enclosed as Annexure -IV)
5	Gil sar		None Out of 03 monitoring locations meet class B(outdoor bathing) primary water quality criteria in respect of BOD, DO and feacal coliform (Detail enclosed as Annexure -V)
6	Hokarsar	03	Water quality data of all the three locations monitored meets the primary water quality criteria in terms of feacal coliform and p H However the value of BOD and DO generally does not confirm to class B criteria coliform (Detail enclosed as Annexure -VI)

Enclosures: AA

Yours Faithfully

I/C Water Lab
PCC Kashmir

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J&K Pollution Control Committee

Shiekh-ul-Alam Complex Rajbagh Kashmir

Water quality Data of Anchar Lake From August to October 2025

	Anchar lake: Near Sangam: 4045			Anchar lake: Central Anchar: 4044			Sindh Entry: 4043			Anchar lake: Near Jenab Sahab: 4047			Anchar lake: Near SKIMS Soura: 4046			Primary water quality criteria for outdoor Bathing(Organised) (class B)
Parameter	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	
Air Temp	27.1	28.6	25.9	27.3	28.3	25.3	27.4	28.6	25.2	27.3	28.7	25.6	27.5	28.4	25.7	
Water Temp	25.3	22.7	18.6	22.9	23.3	19.9	18.7	20.5	16.3	23.5	22.9	17.9	24.7	22.8	18.5	
pH	7.27	7.00	7.11	7.48	7.38	7.23	7.64	7.31	7.28	7.26	7.07	7.1	7.22	7.17	7.07	6.5 - 8.5
Conductivity	370.0	413.0	436.0	273.0	349.0	474.0	248.0	393.0	486.0	412.0	428.0	435.0	362.0	414.0	436.0	
TDS	203.0	227.0	230.0	150.0	190.0	250.0	140.0	216.0	257.0	227.0	235.0	219.0	199.0	227.0	230.0	
D O	**1.6**	**1.1**	**1.0**	**3.1**	**4.0**	5.6	6.1	3.2	5.0	**0.6**	**0.9**	**0.4**	**1.0**	**1.0**	**0.9**	≥5mg/l
COD	64.00	53.0	38.4	64.00	61.0	46.4	32.00	32.0	22.4	72.00	84.6	72.0	96.00	61.0	57.6	
BOD	**7.2**	**5.0**	**3.3**	**8.2**	**5.5**	**5.4**	2.5	2.6	2.2	**6.2**	**6.30**	**10.0**	**11.7**	**5.5**	**5.3**	≤ 3mg/l
Phosphate	0.29	0.39	0.40	0.12	0.186	0.140	0.11	0.153	0.079	0.39	0.497	0.5	0.22	0.384	0.394	
Ammonical Nitrogen	4.26	4.86	3.62	1.61	3.29	3.64	0.79	1.770	1.310	5.47	5.25	5.9	4.11	4.83	6.21	
Sulphate	33.93	33.63	36.51	39.99	43.32	47.57	33.78	57.41	59.69	34.08	32.57	39.7	33.02	30.75	38.93	
Hardness	156.0	180.0	192.0	152.0	202.0	224.0	136.0	212.0	246.0	174.0	176.0	192.0	160.0	176.0	196.0	
Calcium	45.69	50.50	52.10	40.88	56.11	64.12	35.27	49.69	75.35	44.88	50.50	56.1	40.88	60.12	53.70	
Magnesium	10.20	13.12	15.06	12.15	15.06	15.55	11.66	21.38	14.09	15.06	12.15	12.6	14.09	6.31	15.60	
Total Alkalinity	196.0	166.0	160.0	144.0	182.0	178.0	136.0	214.0	192.0	196.0	174.0	174.0	180.0	162.0	158.0	
Chloride	22.0	28.0	30.0	14.0	24.0	22.0	10.0	18.0	18.0	30.0	28.0	32.0	24.0	24.0	26.0	
Turbidity	14.0	11.0	10.0	60.0	16.0	9.0	68.0	21.0	6.0	16.0	14.00	11.0	16.0	10.0	14.0	
Nitrate Nitrogen	0.18	0.772	0.456	0.63	0.696	1.036	0.30	0.3	0.3	0.31	0.192	0.2	0.33	0.324	0.580	
Nitrite Nitrogen	0.13	0.345	0.416	0.54	0.672	0.998	0.24	0.288	0.256	0.12	0.185	0.4	0.28	0.547	0.553	
Sodium	3.00	21.0	18.0	3.00	18.0	15.0	5.00	11.0	10.0	12.00	20	18.0	14.00	20.0	24.0	
Potassium	2.00	5.0	3.0	2.00	5.0	4.0	2.00	2.0	2.0	5.00	7.0	6.0	4.00	5.0	6.0	
Total Coliform	73000	470000	450000	40000	550000	520000	39000	580000	560000	850000	730000	700000	TNTC	430000	400000	
Faecal Coliform	**2700**	**3500**	**3000**	1500	1800	1600	**7000**	**4000**	**3500**	**35000**	**70000**	**55000**	**3800**	**2600**	**2500**	500(deisrable) - 2500Max.

→ **All Values are in mg/l except pH, ,turbidity,Conductivity & Temperature.**

Microbiological Parameters done by Bio-Lab

Samples collected by

Analyzed by

I/C Water lab

1016

J&K Pollution Control Committee

Shiekh-ul-Alam Complex Rajbagh Kashmir

Water quality Data of DAL and Nigeen Lake From Agust to October 2025

	DALGATE			NEHRU PARK			Grand Palace			Near Nishat STP: 3253			Nishat Water Intake: 3261			water quality criteria for outdoor Bathing(Organised) (class B)
Parameter	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	
Air Temp	26.90	23.00	18.20	27.80	23.20	18.30	27.80	21.00	18.80	28.70	23.70	22.50	28.80	24.70	22.80	
Water Temp	25.30	22.40	16.00	26.30	22.40	15.80	26.90	22.40	15.90	29.50	23.10	19.00	29.60	23.00	19.20	
pH	7.86	7.35	7.18	8.36	7.47	7.56	8.38	7.63	7.90	8.40	7.78	7.66	8.73	7.63	7.75	6.5 - 8.5
Conductivity	209.00	223.00	322.00	207.00	221.00	240.00	202.00	226.00	243.00	223.00	226.00	252.00	180.00	225.00	250.00	
TDS	110.00	126.00	169.00	108.00	122.00	124.00	105.00	124.00	125.00	116.00	124.00	132.00	94.00	124.00	131.00	
D O	8.00	5.20	6.00	7.00	6.70	8.40	7.50	7.20	8.70	6.00	6.30	6.50	8.30	5.90	6.50	≥5mg/l
COD	48.00	59.70	46.40	48.00	52.00	52.80	48.00	43.00	41.60	56.00	55.00	49.60	48.00	63.00	48.00	
BOD	**4.30**	**6.30**	**5.00**	**4.60**	**6.00**	**5.80**	**3.40**	**5.50**	**5.20**	**4.10**	**7.00**	**6.00**	**4.20**	**6.00**	**4.90**	≤ 3mg/l
Phosphate	0.03	0.03	0.16	0.06	0.04	0.03	0.03	0.04	0.03	0.06	0.06	0.04	0.05	0.13	0.04	
Ammonical Nitrogen	1.29	1.38	0.48	1.07	1.19	0.49	1.02	1.46	0.54	1.57	1.08	0.64	0.79	1.43	0.59	
Sulphate	9.69	9.54	11.36	9.99	12.42	9.39	8.63	12.57	8.63	11.05	14.84	11.05	13.02	21.96	8.48	
Hardness	110.00	130.00	140.00	98.00	122.00	132.00	92.00	126.00	120.00	106.00	126.00	132.00	98.00	136.00	134.00	
Calcium	28.85	38.42	40.08	28.05	39.27	43.28	29.65	36.87	33.66	32.86	36.07	40.88	29.65	32.86	42.48	
Magnesium	9.23	8.26	9.72	6.80	5.83	5.83	4.37	8.26	8.74	5.83	8.74	7.29	5.83	13.12	6.80	
Total Alkalinity	112.00	132.00	138.00	P=8 M=92 T=100	118.00	130.00	P=10 M=90 T=100	116.00	106.00	P=8 M=104	116.00	120.00	P=12 M=74 T=86	120.00	128.00	
Chloride	12.00	16.00	20.00	18.00	12.00	18.00	14.00	14.00	16.00	12.00	14.00	16.00	18.00	16.00	16.00	
Turbidity	16.00	21.00	12.00	19.00	23.00	16.00	11.00	22.00	12.00	27.00	63.00	25.00	26.00	75.00	18.00	
Nitrate Nitrogen	0.21	0.16	0.23	0.13	0.19	0.24	0.14	0.18	0.20	0.14	0.38	0.27	0.16	0.42	0.18	
Nitrite Nitrogen	0.07	0.08	0.11	0.06	0.07	0.12	0.05	0.08	0.06	0.07	0.30	0.16	0.10	0.28	0.08	
Sodium	10.00	4.00	7.00	6.00	7.00	4.00	10.00	6.00	4.00	6.00	8.00	6.00	6.00	8.00	6.00	
Potassium	3.00	1.00	3.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00	
Total Coliform	5200.00	5800.00	3000.00	4000.00	3000.00	2400.00	3800.00	4000.00	1780.00	580.00	3500.00	2600	3000.00	7000.00	2800.00	
Faecal CFU/100 ml	800.00	950.00	750.00	150.00	108.00	27.00	24.00	10.00	30.00	180.00	163.00	36.00	300.00	500.00	40.00	500(deisrable) - 2500Max.

→ All Values are in mg/l except pH, ,turbidity,Conductivity & Temperature.

Microbiological Parameters done by Bio-Lab

Samples collected by

Analyzed by

I/C Water lab

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J&K Pollution Control Committee

Shiekh-ul-Alam Complex Rajbagh Kashmir

Water quality Data of DAL and Nigeen Lake From Agust to October 2025

	SKICC Backside			Makai Park Point			Nishat Garden			Near Shalimar Channel			Hazratbal Ablution point			Primary water quality criteria for outdoor Bathing(Organised) (class B)
Parameter	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	
Air Temp	28.10	25.00	19.00	28.30	23.80	21.60	29.10	24.50	23.0	29.30	25.00	20.20	28.10	28.60	21.30	
Water Temp	26.50	22.60	16.30	27.50	23.00	18.60	28.80	23.10	19.5	28.50	23.00	19.70	28.00	26.10	19.20	
pH	8.29	7.78	7.43	8.35	7.86	7.71	8.29	8.06	7.67	8.08	7.89	7.52	8.17	8.75	7.54	6.5 - 8.5
Conductivity	224.00	241.00	259.00	220.00	228.00	251.00	259.00	207.00	270.00	260.00	215.00	273.00	251.00	196.00	323.0	_
TDS	115.00	132.00	135.00	114.00	126.00	132.00	134.00	114.00	142.0	134.00	118.00	144.00	132.00	107.00	170.0	_
D O	7.00	7.20	8.40	6.50	7.50	8.90	8.20	7.00	7.20	8.70	2.90	5.50	6.20	5.50	6.0	≥5mg/l
COD	64.00	52.00	38.40	56.00	55.00	52.80	56.00	42.00	36.80	32.00	63.00	43.20	56.60	44.42	59.50	_
BOD	**4.80**	**5.50**	**4.00**	**4.50**	**6.40**	**5.50**	**4.00**	**5.50**	5.00	3.00	**7.00**	**5.00**	**6.50**	**5.30**	**6.6**	≤ 3mg/l
Phosphate	0.05	0.04	0.04	0.04	0.04	0.03	0.04	0.04	0.034	0.05	0.07	0.03	0.05	0.03	0.043	_
Ammonical Nitrogen	1.13	1.47	0.51	1.01	1.32	0.63	0.93	0.93	0.603	0.62	1.23	0.63	1.06	1.28	0.878	_
Sulphate	10.75	14.84	9.39	7.42	13.02	9.84	13.02	12.42	9.540	14.54	18.48	8.48	15.30	21.21	26.81	_
Hardness	110.00	130.00	140.00	102.00	126.00	130.00	130.00	124.00	152.0	118.00	126.00	164.00	170.00	108.00	184.0	_
Calcium	30.46	34.46	41.68	30.46	34.46	40.08	36.87	33.66	41.68	39.27	35.27	44.08	33.60	25.65	59.31	
Magnesium	8.26	10.69	8.74	6.31	9.72	7.29	9.23	9.72	11.66	4.86	9.23	13.12	20.89	10.69	8.74	
Total Alkalinity	104.00	122.00	120.00	P=8 M=100 T=108	118.00	104.00	134.00	106.00	132.00	126.00	108.00	150.00	150.00	P=8	140.0	_
Chloride	14.00	14.00	16.00	16.00	16.00	20.00	16.00	12.00	20.0	18.00	14.00	18.00	16.00	14.00	16.0	_
Turbidity	26.00	44.00	17.00	19.00	50.00	17.00	49.00	31.00	19.0	14.00	44.00	12.00	34.00	14.00	40.0	_
Nitrate Nitrogen	0.07	0.16	0.18	0.10	0.16	0.28	0.21	0.23	0.160	0.10	0.14	0.20	0.42	0.17	0.228	
Nitrite Nitrogen	0.06	0.14	0.10	0.07	0.12	0.12	0.07	0.20	0.067	0.08	0.08	0.54	0.09	0.11	0.211	
Sodium	10.00	5.00	4.00	5.00	5.00	5.00	5.00	8.00	6.0	6.00	9.00	7.00	10.00	9.00	7.0	
Potassium	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.0	1.00	2.00	3.00	2.00	3.00	1.0	
Total Coliform CFU/100 ml	760	900	1400.00	280	4500	900	520	3000	2600	450	4700	1000	700	1500	900	
Faecal CFU/100 ml	40	53	35.00	50	160	75	100	120	36	150	140	90.00	320	220	100	500(deisrable) - 2500Max.

→ **All Values are in mg/l except pH, ,turbidity,Conductivity & Temperature.**

Microbiological Parameters done by Bio-Lab

Samples collected by

Analyzed by

I/C Water lab

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J&K Pollution Control Committee

Shiekh-ul-Alam Complex Rajbagh Kashmir

Water quality Data of DAL and Nigeen Lake From Agust to October 2025

	Telbal entry: 3256			Near STP Habak: 3257			Near STP Hazratbal: 3258			Dobighat: 3259			Charchinari: 3252			Primary water quality criteria for outdoor Bathing(Organised) (class B)
Parameter	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	
Air Temp	28.80	28.10	22.50	28.80	28.00	22.50	28.80	28.00	22.00	28.00	28.20	21.00	28.60	23.30	21.30	
Water Temp	25.00	26.10	19.00	28.40	26.70	19.40	28.30	26.70	19.30	27.30	26.00	18.80	29.00	22.80	18.50	
pH	7.86	7.67	7.25	8.26	7.36	7.28	8.41	8.26	7.45	8.34	8.73	7.33	8.01	7.59	7.60	6.5 - 8.5
Conductivity	233.00	247.00	375.00	226.00	231.00	359.00	217.00	212.00	338.00	240.00	190.00	319.00	232.00	228.00	257.00	_
TDS	125.00	137.00	197.00	119.00	127.00	189.00	114.00	116.00	177.00	127.00	104.00	167.00	120.00	126.00	134.00	_
D O	8.10	6.50	9.00	7.00	5.50	5.70	6.50	5.50	5.00	5.70	6.90	5.60	8.50	6.00	9.00	≥5mg/l
COD	56.80	49.17	29.98	64.00	90.10	91.63	80.00	65.50	66.40	72.00	65.50	69.90	32.00	24.00	38.40	_
BOD	**7.30**	**4.20**	**3.90**	**5.70**	**12.20**	**12.60**	**8.70**	**7.80**	**8.20**	**8.50**	**7.20**	**7.40**	2.00	**3.60**	**3.80**	≤3mg/l
Phosphate	0.04	0.03	0.02	0.09	0.02	0.07	0.10	0.04	0.04	0.10	0.03	0.09	0.04	0.02	0.03	_
Ammonical Nitrogen	1.21	0.73	0.73	2.54	2.43	1.09	2.61	1.88	1.21	2.01	2.02	0.93	1.00	1.27	0.50	_
Sulphate	26.36	16.36	31.05	35.90	20.45	43.02	25.30	22.57	43.78	13.78	20.60	30.60	8.48	9.84	7.57	_
Hardness	174.00	122.00	176.00	170.00	126.00	178.00	172.00	104.00	192.00	176.00	104.00	170.00	110.00	124.00	138.00	_
Calcium	35.27	32.86	56.11	31.26	32.06	55.31	30.46	28.05	51.30	40.08	26.45	48.09	34.46	37.67	40.88	
Magnesium	20.89	9.72	8.74	22.35	11.17	9.72	23.32	8.26	15.55	18.46	9.23	12.15	5.83	7.29	8.74	
Total Alkalinity	124.00	106.00	156.00	126.00	96.00	166.00	P=10 M=130	92.00	162.00	P=8 M=132	P=8 M=80 T= 88	150.00	112.00	120.00	110.00	_
Chloride	16.00	12.00	14.00	14.00	16.00	16.00	16.00	14.00	22.00	14.00	12.00	18.00	16.00	14.00	20.00	_
Turbidity	21.00	11.00	14.00	78.00	60.00	70.00	67.00	33.00	50.00	69.00	32.00	30.00	9.00	8.00	9.00	
Nitrate Nitrogen	0.64	0.39	0.73	0.59	0.28	0.43	0.66	0.36	0.28	0.27	0.15	0.23	0.12	0.14	0.19	
Nitrite Nitrogen	0.16	0.29	0.59	0.13	0.24	0.38	0.15	0.16	0.26	0.16	0.08	0.21	0.04	0.11	0.04	
Sodium	13.00	11.00	7.00	12.00	12.00	9.00	10.00	12.00	9.00	10.00	10.00	7.00	3.00	4.00	4.00	
Potassium	3.00	3.00	2.00	2.00	4.00	3.00	2.00	3.00	2.00	2.00	3.00	2.00	<1	1.00	1.00	
Total Coliform CFU/100 ml	300	2500	1500	5000	4500	3000	6000	3200	6300	2600	2000	1180	175	1500	2000	
Faecal CFU/100 ml	50	200	150	**3000**	**2750**	1500	2000	1500	750	600	500	270	20	50	20	500(deisrable) - 2500Max.

→ All Values are in mg/l except pH, ,turbidity,Conductivity & Temperature.

Microbiological Parameters done by Bio-Lab

Samples collected by

Analyzed by

I/C Water lab

J&K Pollution Control Committee

Shiekh-ul-Alam Complex Rajbagh Kashmir

Water quality Data of DAL and Nigeen Lake From Agust to October 2025

	Abikarpora: 3254			Sonalank: 3260			Nayadyar: 4041			Jogilankar: 4042			Golden Lake:0			Primary water quality criteria for outdoor Bathing(Organised) (class B)
Parameter	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	
Air Temp	28.60	22.80	21.30	28.00	28.60	20.70	27.00	26.80	18.00	26.50	26.80	18.30	27.90	23.20	18.30	
Water Temp	29.30	22.70	18.20	27.00	25.90	18.00	25.00	24.00	16.80	25.20	24.60	10.50	27.40	22.50	16.50	
pH	7.89	7.34	7.43	7.82	8.57	7.49	7.04	7.15	7.07	7.09	7.21	7.04	8.20	7.40	7.43	6.5 - 8.5
Conductivity	234.00	239.00	260.00	258.00	205.00	279.00	467.00	585.00	787.00	335.00	501.00	779.00	212.00	221.00	243.00	_
TDS	121.00	131.00	137.00	136.00	113.00	146.00	240.00	319.00	412.00	178.00	273.00	406.00	110.00	122.00	128.00	_
D O	9.00	4.10	5.20	7.90	7.00	8.50	2.40	0.40	0.30	2.00	0.20	0.30	6.90	6.40	8.00	≥5mg/l
COD	40.00	24.00	30.40	49.60	32.70	33.20	88.00	98.30	149.90	80.00	73.00	146.60	56.00	43.00	46.40	_
BOD	3.40	3.10	3.60	4.50	3.20	3.00	8.70	14.00	20.30	7.90	11.10	19.30	4.60	5.00	4.50	≤ 3mg/l
Phosphate	0.05	0.02	0.02	0.04	0.02	0.06	0.79	0.88	1.56	0.52	0.63	1.42	0.06	0.04	0.04	_
Ammonical Nitrogen	0.92	0.88	0.55	1.16	0.82	0.66	8.56	9.41	15.56	6.39	7.17	15.46	1.03	1.38	0.49	_
Sulphate	10.75	9.99	7.57	18.63	13.48	16.21	20.60	35.45	53.63	14.69	26.20	50.75	10.45	11.36	11.96	_
Hardness	122.00	122.00	130.00	152.00	118.00	152.00	218.00	234.00	282.00	220.00	196.00	210.00	98.00	116.00	126.00	_
Calcium	36.07	41.68	40.88	36.07	30.46	49.69	46.49	60.92	67.33	47.29	56.91	58.51	30.46	36.07	36.87	
Magnesium	7.77	4.37	6.80	15.06	10.20	6.80	24.78	19.92	27.70	24.74	13.12	15.55	5.34	6.31	8.26	
Total Alkalinity	122.00	130.00	122.00	136.00	P=6 M=92 T=98	150.00	228.00	238.00	288.00	166.00	220.00	284.00	108.00	122.00	126.00	_
Chloride	14.00	12.00	18.00	18.00	14.00	14.00	30.00	36.00	60.00	22.00	32.00	56.00	14.00	14.00	18.00	_
Turbidity	11.00	5.00	10.00	48.00	10.00	17.00	14.00	22.00	32.00	19.00	26.00	107.00	22.00	22.00	13.00	_
Nitrate Nitrogen	0.14	0.12	0.25	0.57	0.20	0.13	0.93	0.65	0.13	0.51	0.54	0.35	0.22	0.17	0.22	
Nitrite Nitrogen	0.07	0.04	0.04	0.07	0.11	0.08	0.13	0.20	0.25	0.09	0.15	0.51	0.06	0.08	0.09	
Sodium	2.00	4.00	4.00	6.00	4.00	4.00	38.00	38.00	46.00	40.00	37.00	44.00	6.00	6.00	4.00	
Potassium	0.00	1.00	1.00	1.00	1.00	2.00	18.00	23.00	22.00	20.00	21.00	22.00	1.00	1.00	1.00	
Total Coliform CFU/100 ml	200	1700	1660	650	900	960	TNTC	TNTC	TNTC	TNTC	TNTC	TNTC	700	5200	2500	
Faecal CFU/100 ml	7	80	18	225	200	100	65000	68000	3000	75000	80000	50000	200	110	15	500(deisrable) - 2500Max.

→ All Values are in mg/l except pH, ,turbidity,Conductivity & Temperature.

Microbiological Parameters done by Bio-Lab

Samples collected by

Analyzed by

I/C Water lab

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1020

J&K Pollution Control Committee

Shiekh-ul-Alam Complex Rajbagh Kashmir

Water quality Data of DAL and Nigeen Lake From Agust to October 2025

	Khonkhan Area IPS			Ashaibagh Bridge: 4040			Nigeen: 3262			Saderbal						Primary water quality criteria for outdoor Bathing(Organised) (class B)
Parameter	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25				
Air Temp	26.30	26.10	18.50	27.30	27.00	19.6	27.30	28.00	20.0	27.30	28.00	22.5				
Water Temp	26.00	25.00	16.50	26.00	23.50	17.3	26.50	23.20	17.5	27.00	24.00	18.2				
pH	7.45	7.70	7.10	7.55	8.40	7.54	7.48	8.18	7.42	7.38	7.85	7.27				6.5 - 8.5
Conductivity	215.00	275.00	428.00	275.00	233.00	273.0	279.00	240.00	281.0	294.00	264.00	306.0				—
TDS	113.00	151.00	223.00	145.00	127.00	143.0	147.00	131.00	147.0	155.0	144.0	160.0				—
D O	5.10	6.00	**3.20**	**3.90**	6.50	8.1	**4.20**	6.60	8.5	**4.00**	6.30	5.5				≥5mg/l
COD	64.00	34.00	49.98	56.00	40.97	49.90	48.00	42.61	36.65	54.40	63.92	41.30				—
BOD	**6.50**	**2.40**	**6.20**	**5.70**	**5.00**	**5.3**	**4.50**	**3.50**	**3.2**	**4.70**	**5.70**	**4.3**				≤ 3mg/l
Phosphate	0.05	0.04	0.57	0.04	0.03	0.047	0.04	0.03	0.041	0.063	0.030	0.039				—
Ammonical Nitrogen	1.18	1.05	6.57	1.09	0.97	0.785	1.21	0.80	0.821	1.870	1.090	1.497				—
Sulphate	12.57	14.24	23.33	16.36	19.84	13.18	13.48	15.30	13.020	17.420	19.840	18.330				—
Hardness	180.00	136.00	196.00	160.00	124.00	152.0	166.00	134.00	156.0	170.0	132.0	170.0				—
Calcium	44.08	40.88	52.10	40.08	36.07	43.28	39.27	27.67	44.08	40.88	39.27	48.09				
Magnesium	17.01	8.26	16.03	14.58	8.26	10.69	16.52	9.72	11.17	16.52	8.26	12.15				
Total Alkalinity	140.00	130.00	176.00	150.00	p=6 M=106 T=112	128.0	150.00	110.00	146.0	134.0	124.0	146.00				—
Chloride	14.00	14.00	28.00	14.00	12.00	14.0	14.00	12.00	16.0	18.00	14.00	14.0				—
Turbidity	17.00	24.00	9.00	23.00	24.00	28.0	10.00	17.00	12.0	17.0	22.0	21.0				—
Nitrate Nitrogen	0.12	0.26	0.27	0.64	0.18	0.136	0.06	0.23	0.184	0.148	0.304	0.252				
Nitrite Nitrogen	0.08	0.20	0.23	0.06	0.10	0.073	0.04	0.09	0.134	0.035	0.156	0.220				
Sodium	12.00	8.00	18.00	5.00	6.00	5.0	4.00	7.00	6.0	6.0	9.00	6.0				
Potassium	2.00	2.00	4.00	1.00	2.00	2	1.00	3.00	2	1.0	2.00	2				
Total Coliform CFU/100 ml	4500	2000	1500	250	1200	700	500	2900	780	2900	5600	3500				
Faecal CFU/100 ml	1000	1350	600	95	50	20	175	425	250	400	460	180				500(deisrable) - 2500Max.

→ **All Values are in mg/l except pH, ,turbidity,Conductivity & Temperature.**

Microbiological Parameters done by Bio-Lab

Samples collected by

Analyzed by

I/C Water lab

5

9

The J&K Pollution Control Committee

Rajbagh,Srinagar Kashmir

Water Quality Data of Brari Nambal for the Month of August and September 2025

S.No	Parameters	Brari Nambal Inlet			Brari Nambal (Near Gousia Market)			Brari Nambal Opp. M.P.M.L.H. School			Primary water quality criteria for Bathing (class B)
	Month	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	Aug-25	Sep-25	Oct-25	
	Date of Sampling	01-08-2025	16-09-2025	07-10-2025	18-08-2025	16-09-2025	07-10-2025	18-08-2025	16-09-2025	07-10-2025	
1	Air Temprature	23.00	30.90	17.50	23.10	30.90	17.70	23.20	30.90	17.70	_
2	Water Temprature	26.0	25.3	12.0	25.60	25.90	13.10	25.50	25.80	13.30	_
3	PH	7.10	7.21	7.23	7.01	7.35	7.28	7.18	7.48	7.36	6.5 -8.5
4	Conductivity	247.00	429.00	630.00	254.00	378.00	640.00	264.00	367.00	596.00	_
5	TDS	133.00	228.00	332.00	136.00	201.00	337.00	146.00	195.00	313.00	_
6	Dissolved Oxygen	1.20	0.80	0.60	1.50	3.60	3.00	1.90	4.50	2.90	≥ 5mg/l
7	Chemical Oxygen Demand	56.00	74.97	80.00	64.0	83.3	128.0	72.00	116.00	104.00	.
8	*Biochemical Oxygen Demand for 3days at	7.50	10.10	16.00	6.80	13.30	15.50	8.10	19.30	14.70	≤ 3mg/l
9	Phosphate(PO4-P)	0.075	0.552	1.320	0.1	0.311	1.49	0.223	0.273	1.420	_
10	Ammonical Nitrogen (NH3-N)	1.76	6.59	9.28	2.38	4.57	15.11	3.40	4.03	13.06	_
11	Sulphate (SO4)	13.02	19.08	46.60	16.21	19.69	48.30	20.30	17.57	45.70	_
12	Hardness	126.00	164.00	222.00	138.00	166.00	286.00	202.00	154.00	208.00	_
13	Calcium (Ca)	36.87	48.89	65.73	44.88	44.88	91.38	40.88	50.50	63.32	_
14	Magnisium (Mg)	8.26	10.20	14.09	6.31	13.12	14.09	24.30	6.80	12.15	_
15	Total Alkalinity	142.00	190.00	242.00	130.00	172.00	254.00	128.00	166.00	216.00	_
16	Chloride	14.00	40.00	44.00	16.00	26.00	52.00	18.00	26.00	48.00	_
17	Turbidity	11.00	14.00	14.00	16.00	13.00	21.00	12.000	13.000	9.000	_
18	Nitrate Nitrogen(NO3-N)	0.048	0.336	0.248	0.088	0.088	0.300	0.032	0.096	0.420	_
19	Nitrite Nitrogen (NO2-N)	0.137	0.227	0.768	0.121	0.62	0.227	0.134	0.374	0.416	
20	Sodium	15.00	22.00	41.00	10.00	19.00	45.00	10.00	18.00	42.00	
21	Potassium	7.0	9.0	14.0	3.0	8.0	17.0	3.0	9.0	18.0	
22	Faecal Coliform(CFU/100ML)	54000	65000	230000	350000	200000	190000	29000	8500	59000	500 desirable -2500 Max

All values are in mg/l except pH,Conductivity & Temprature

This analysis report is confined only to the samples analysed

Microbiological Parameters done by Bio-Lab

Sample Collected by **Analysed by** **I/C Water Lab**

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1022

The J&K Pollution Control Committee

Rajbagh,Srinagar Kashmir

Water Quality Data of Brari Nambal for the Month of October 2025

S.No	Parameters	Brari Nambal Outlet			Primary water quality criteria for Bathing (class B)
	Month	Aug-25	Sep-25	Oct-25	
	Date of Sampling	18-08-2025	16-09-2025	07-10-2025	
1	Air Temprature	23.20	30.90	18.10	_
2	Water Temprature	25.60	26.50	13.20	_
3	ÞH	7.14	7.44	7.31	6.5 -8.5
4	Conductivity	275.00	364.00	639.00	_
5	TDS	147.00	193.00	335.00	_
6	Dissolved Oxygen	2.10	3.20	2.70	≥ 5mg/l
7	Chemical Oxygen Demand	80.0	58.3	64.0	.
8	*Biochemical Oxygen Demand for	10.00	12.60	13.70	≤ 3mg/l
9	Phosphate(PO4-P)	0.222	0.236	1.610	_
10	Ammonical Nitrogen (NH3-N)	3.48	3.75	13.75	_
11	Sulphate (SO4)	18.930	16.660	38.600	_
12	Hardness	236.00	146.00	244.00	_
13	Calcium (Ca)	40.08	47.29	67.33	_
14	Magnisium (Mg)	33.04	6.80	18.46	_
15	Total Alkalinity	136.00	152.00	276.00	_
16	Chloride	20.00	26.00	52.00	_
17	Turbidity(NTU)	16.00	13.00	14.00	_
18	Nitrate Nitrogen(NO3-N)	0.088	0.112	0.380	_
19	Nitrite Nitrogen (NO2-N)	0.1630	0.4440	0.1880	
20	Sodium	12.00	17.00	46.00	
21	Potassium	5.0	8.0	16.0	
22	Faecal Coliform(CFU/100ML)	79000	100000	80000	500 desirable -2500

All values are in mg/l except pH,Conductivity Turbidity & Temprature

This analysis report is confined only to the samples analysed

Microbiological Parameters done by Bio-Lab

Sample Collected by

Analysed by

I/C Water Lab

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J&K Pollution Control Committee

Shiekh-ul-Alam Complex Rajbagh Kashmir

Water Quality of Khushal Sar and Gilsar for the Month of June 2025

S. No	Date of Sampling	30-06-2025			30-06-2025			Primary water quality criteria for outdoor Bathing(Organised) (class B)
		Gilsar Inlet	Gilsar Rather Mohalla	Gilsar Outlet	Khulsar Inlet	Khulsarsar near Sazgaripora	Khulsar Outlet	
1	Air Temperature	33.1	33.0	32.6	32.6	32.1	33.0	
2	Water Temperature	29.1	29.0	29.8	29.7	30.0	29.0	
3	pH	7.25	7.26	7.44	7.49	7.95	7.34	6.5 - 8.5
4	Conductivity µs/cm	347.00	403.00	351.00	370.00	704.00	434.00	_
5	Total Dissolved Solids	187.00	211.00	183.00	204.00	368.00	206.00	_
6	Dissolved Oxygen	**4.5**	**2.3**	**4.10**	5.0	**4.00**	**2.5**	≥5mg/l
7	Chemical Oxygen Demand	90.3	67.5	50.3	80.4	215.00	60.4	_
8	*Biochemical Oxygen Demand	**7.3**	**6.7**	**4.9**	**7.3**	**22.1**	**7.0**	≤ 3mg/l
9	Phosphate (PO_4-P)	0.174	0.281	0.184	0.289	1.047	0.370	_
10	Ammonical Nitrate (NH3-N)	3.74	4.30	3.11	3.23	14.61	5.12	_
11	Sulphate	31.1	35.45	32.57	35.29	72.26	42.11	_
12	Hardness	152.0	178.0	146.0	154.0	238.0	154.0	_
13	Calcium	39.27	40.08	38.47	40.88	40.88	41.68	
14	Magnesium	13.12	18.95	12.15	12.63	33.04	12.15	
15	Total Alkalinity	154.00	162.00	144.00	140.00	270.00	154.00	_
16	Chloride	42.0	36.00	26.0	32.00	54.0	30.00	_
17	Turbidity	27.0	8.00	18.0	11.00	17.0	10.00	_
18	Nitrate Nitrogen	0.388	0.264	0.492	0.200	0.196	0.112	_
20	Sodium	12.0	12.0	11.0	12.0	27.0	14.0	_
21	Potassium	5.0	5.0	5.0	4.0	20.0	6.0	_
22	Feacal ColiformCFU/100 ml	**116000**	**215000**	**53000**	**48000**	**75000**	**37000**	500(deisrable) - 2500Max.

All Valves are in mg/L except pH, & Temperature

This analysis report is confined only to the samples analysed

Microbiological Parameters done by Bio-Lab

Sampled Collected by

Analysed by

I/c Water Lab

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1024

Annex-XI

J&K Pollution Control Committee

Shiekh-ul-Alam Complex Rajbagh Kashmir

Analysis Report

Water Quality OF Hokarsar wetland from August to October2025

Date of Sampling		August-2025.			September-2025.			October-2025.			Primary water quality criteria for outdoor Bathing(Organised) (class B)
	LOCATION	Hokarsar Budgam			Hokarsar Budgam			Hokarsar Budgam			
S.no	Parameters	Inlet 5494	Centre 5795	Outlet 5796	Inlet 5494	Centre 5795	Outlet 5796	Inlet 5494	Centre 5795	Outlet 5796	
1	Air Temp. °C	27.0	25.6	24.0	24.2	22.3	20.1	20.3	17.3	19.5	
2	Water Temp. °C	14.0	14.3	15.7	14.1	13.9	13.6	12.9	11.8	12.0	_
3	pH	7.96	7.29	7.21	7.19	7.08	7.04	7.32	7.05	7.22	6.5 - 8.5
4	Conductivity µs/cm	144.0	298.0	295.0	553.0	403.0	451.0	577.0	428.0	445.0	_
5	T.D.S	79.0	162.0	160.0	282.0	210.0	236.0	310.0	228.0	238.0	_
6	D.O	6.20	1.50	1.80	3.30	1.20	4.10	4.50	1.50	4.90	≥5mg/l
7	C.O.D	31.65	24.90	23.32	22.40	41.60	32.00	39.98	29.99	33.32	_
8	B.O.D	2.00	4.00	4.60	2.50	3.50	3.30	3.00	2.60	4.80	≤ 3mg/l
9	Phosphate	0.395	0.152	0.187	0.278	0.214	0.090	0.183	0.114	0.132	_
10	Ammonical Nitrogen	2.184	1.950	2.376	3.490	1.680	1.000	2.402	0.811	0.629	_
11	Sulphate	76.05	21.21	29.99	11.51	3.63	4.84	8.79	3.03	6.21	_
12	Hardness	92.0	168.0	168.0	156.0	194.0	212.0	290.0	220.0	204.0	_
13	Calcium	23.24	49.69	51.30	33.66	45.69	36.07	72.14	52.10	68.93	
14	Magnesium	8.26	10.69	9.72	17.49	19.44	29.64	26.73	17.98	11.66	
15	Total Alkalinity	92.0	178.0	172.0	266.0	194.0	222.0	252.0	194.0	202.0	_
16	Chloride	26.0	24.0	26.0	34.0	24.0	26.0	34.0	28.0	32.0	_
17	Turbidity NTU	90.0	62.0	96.0	29.0	21.0	22.0	19.0	8.0	7.0	_
18	Sodium	7.0	10.0	14.0	8.0	12.0	17.0	20.0	16.0	18.0	
19	Potassium	1.0	2.0	1.0	2.0	3.0	2.0	5.0	4.0	4.0	
20	Total Coliform CFU/100	7000.0	6300.0	5800.0	6500.0	5300.0	4600.0	6300.0	5700.0	4900.0	
21	Feacal Coliform CFU/100 ml	1200.0	1000.0	800.0	800.0	440.0	300.0	600.0	200.0	100.0	500(deisrable) - 2500Max.

→All Values are in mg/l except pH, conductivity,Turbidity & Temperature, Total Coliform & Faecal Coliform

Samples collected and submitted for analysis by WildLife wetland division

Analysis results are confined to the Samples Submitted for Analysis

Microbiogical analysis done by Micro-Biology Lab

Sampled Collected by

Analysed by

I/c Water Lab

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J&K POLLUTION CONTROL COMMITTEE

AIR LABORATORY SRINAGAR (KMR)

The Regional Director,
JKPCC Kashmir.

No: JKPCC/AL/DATA/TOURIST/25/227. Dated: 13 .11.2025

Subject: OA No. 178/2022 titled New Item Published in the Hindu 27th February titled "Tourism has brought Economic Prosperity to the Himalayan Region but the Environment cost has been Catastrophic."

Reference: Your office No. PCC/RDK/LS(NGT)/2025/1297-1300 dated 10-11-2025

Sir

In response to the above cited subject and reference no., kindly find enclosed herewith the Air Quality Monitoring Data of Tourists Sites (Sonamarg, Gulmarg and Pahalgam) for information please.

Encl: 3 leaves.

Yours faithfully

Scientist – "A"
AIR LAB.
JKPCC Kmr

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1026

J&K POLLUTION CONTROL COMMITTEE

AIR LABORATORY SRINAGAR (KMR)

AIR QUALITY MONITORING DATA OF TOURIST SITE SONAMARG

Date of Sampling	Sampling Site	Parameters				AQI	
		PM 10 (µg/m³)	PM 2.5 (µg/m³)	SO2 (µg/m³)	NO2 (µg/m³)		
30/04/2025	Near Hotel Akbar	43.06	17.26	5.21	13.36	43	Good
01/07/2025	Near Hotel Mount View	65.37	28.63	5.94	11.15	65	Satisfactory
25/07/2025	Near Hotel Akbar	58.67	24.38	4.80	10.13	59	Satisfactory
02/09/2025	Near Hotel Akbar	67.38	34.23	-	7.90	67	Satisfactory
23/10/2025	Near Hotel "Country Inn"	55.43	27.29	-	7.43	55	Satisfactory

Standard Limits:-

1) **24 Hour Average:-** (i) PM 10= 100µg/m³ (ii) PM2.5 = 60 µg/m³
(iii) SO_2 = 80 µg/m³ (iv) NO_2 = 80 µg/m³

2] **Annual Average: -** (i) PM = 60 µg/m³ (ii) PM2.5= 40µg/m³
(iii) SO_2 = 50 µg/m³ (iv) NO_2 = 40 µg/m³

3] **The monitoring data is confined to the samples collected only.**

A.Q.I Range:

{0 – 50 (Good), 51 – 100 (Satisfactory), 101 – 200 (Moderate), 201 – 300 (Poor)}

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J&K POLLUTION CONTROL COMMITTEE

AIR LABORATORY SRINAGAR (KMR)

AIR QUALITY MONITORING DATA OF TOURIST SITE GULMARG

Date of Sampling	Sampling Site	Parameters				AQI	
		PM 10 (µg/m³)	PM 2.5 (µg/m³)	SO2 (µg/m³)	NO2 (µg/m³)		
25/09/2025	Near Hotel Kolahoi Green	51.34	21.83	-	3.49	51	Satisfactory
16/10/2025	Near Hotel Kolahoi Green	54.08	26.38	-	6.33	54	Satisfactory
27/10/2025	Near Hotel Kolahoi Green	50.41	19.46	-	4.41	50	Good

Standard Limits:-

1) **24 Hour Average:-** (i) PM 10= 100µg/m³ (ii) PM2.5 = 60 µg/m³
(iii) SO_2 = 80 µg/m³ (iv) NO_2 = 80 µg/m³

2] **Annual Average: -** (i) PM = 60 µg/m³ (ii) PM2.5= 40µg/m³
(iii) SO_2 = 50 µg/m³ (iv) NO_2 = 40 µg/m³

3] **The monitoring data is confined to the samples collected only.**

A.Q.I Range:

{0 – 50 (Good), 51 – 100 (Satisfactory), 101 – 200 (Moderate), 201 – 300 (Poor)}

A/C

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1028

J&K POLLUTION CONTROL COMMITTEE

AIR LABORATORY SRINAGAR (KMR)

AIR QUALITY MONITORING DATA OF TOURIST SITE PAHALGAM

Date of Sampling	Sampling Site	Parameters				AQI	
		PM 10 (µg/m³)	PM 2.5 (µg/m³)	SO2 (µg/m³)	NO2 (µg/m³)		
19/06/2025	Near Hotel Wood Stock	63.69	27.71	3.93	9.13	64	Satisfactory
23/07/2025	Near Hotel Wood Stock	68.27	34.91	2.80	6.74	68	Satisfactory
18/09/2025	Near Hotel Baisaran	55.08	22.37	-	6.56	55	Satisfactory

Standard Limits:-

2) 24 Hour Average:- (i) PM 10= 100µg/m³ (ii) PM2.5 = 60 µg/m³
(iii) SO_2 = 80 µg/m³ (iv) NO_2 = 80 µg/m³

2] Annual Average: - (i) PM = 60 µg/m³ (ii) PM2.5= 40µg/m³
(iii) SO_2 = 50 µg/m³ (iv) NO_2 = 40 µg/m³

3] The monitoring data is confined to the samples collected only.

A.Q.I Range:

{0 – 50 (Good), 51 – 100 (Satisfactory), 101 – 200 (Moderate), 201 – 300 (Poor)}

Government of Jammu & Kashmir
Jammu and Kashmir Pollution Control Committee
Parivesh Bhawan, Forest Complex Transport Nagar, Jammu, 180 006
regionaldirectorjkspcbjmu@gmail.com

The Member Secretary,
J&K Pollution Control Committee,
Jammu.

No. JKPCC/RDJ/OA-178-2022/25/2735-36 Dated: 22/12/2025

Sub: OA No. 178/2022 titled News Item Published in the Hindu Dated 27 Feb 2022 titled " Tourism has brought economic prosperity to the Himalayan Region but the environmental cost has been catastrophic".

Ref: JKPCC/Sc./OA-178-2022/25/1523-24 dated 08.11.2025.

Sir,

With reference to the subject cited above and letter under reference, kindly find enclosed Ambient Air Quality monitoring report of Mansar and Surinsar tourist spots alongwith report submitted by Divisional Officer, PCC, Uhampur vide No. PCC/DO/Udh/2025/312 dated 13.11.2025

Submitted please for information and further directions in the matter.

Yours faithfully,

Encl: 03 Leaves

Regional Director,
J&K PCC, Jammu

Copy to Coordinator Labs, PCC, Jammu for information.

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1030

J&K Pollution Control Committee

Parivesh Bhawan, Gladni, Trasport Nagar, Narwal Jammu

Coordinator,
Pollution Control Committee,
Jammu.

No.: PCC/Air Lab/J/2025/73 Dated: - 18/12/25

Subject: Ambient Air Quality monitoring results of Mansar and Surinsar tourist spots conducted on 12-12-2025 & 13-12-2025.

Ref: - FST-Lit/42/2022(159443), dated 13-10-2025

Madam,

With reference to the subject cited above, Kindly find enclosed herewith the Ambient Air Quality Monitoring Data of Mansar and Surinsar tourist spots carried out on 12-12-2025 & 13-12-2025 as per verbal directions of Regional Director Jammu.

Submitted for further necessary action.

Mansar 18/12/25
I/C (Air Lab)
JKPCC Jammu

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7897878/2025/O/o Chairman (JKPCC)

UNION TERRITORY OF JAMMU & KASHMIR
POLLUTION CONTROL COMMITTEE
Air Laboratory Regional office Jammu

Subject: Ambient Air Quality monitoring results of Mansar and Surinsar Tourist spot conducted on 12/12/2025 & 13/12/2025.

Ref: FST-Lit/42/2022(159443); dated: 13.10.2025.

S.No	Date of Monitoring	Location of the Tourist spot	District	PM_{10} ($\mu g/m^3$)	$PM_{2.5}$ ($\mu g/m^3$)	NOx ($\mu g/m^3$)	SOx ($\mu g/m^3$)	Remarks
1.	12/12/2025 & 13/12/2025	Mansar	Samba	74	19.86	14.17	2.19	1. RDS has been used for monitoring.
2.		Surinsar	Jammu	70	18.16	12.88	2.00	

Note: 24 hourly monitoring has been conducted at above mentioned locations for $PM_{2.5}$, PM_{10}, NOx & Sox with 8 hourly intervals for PM_{10}, 4 hourly for NOx & Sox.

Standard limits:

24 Hourly Avg:- (i) PM_{10}-100ug/m^3 (ii) $PM_{2.5}$=60ug/m^3 (iii) SO2=80ug/m^3 (iv)NO2=80ug/m^3

L.A

FI/FA

Mansar 18/12/25

Scientist A
I/C Air Lab
JKPCC, Jammu

1031

Government of Jammu and Kashmir,
Housing & Urban Development Department,
Civil Secretariat, Jammu.
*****

O.M. No: HUD-LIT0MISC/71/2022-(253367)
Dated: 07.01.2026

Subject: M.A 14/2014 in O.A no.178/2022 titled News item published in the Hindu dated 27.02.2022 titled Tourism has brought economic Prosperity to the Himalayan region, but the environmental cost has been catastrophic.

The undersigned is directed to invite the kind attention of the Commissioner/Secretary to the Government, Forest, Ecology and Environment Department towards the subject cited above and to forward herewith a copy of the detailed report received from the Vice-Chairman, J&K LCMA, for further necessary action.

07-01-26.
(Adil Rehman)
Assistant Legal Remembrancer

Commissioner/Secretary to the Government,
Forest, Ecology and Environment Department,

Encl: A/A

File No. FST-Lit/42/2022-02-Forest Department (Computer No. 159453)
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J&K Lake Conservation & Management Authority
Dockyard Complex, Ishber Nishat, Srinagar, 191121
Website: www.jklcma.jk.gov.in email: vicechairman-jklcma@jk.gov.in **Phone No. 0194-4501426**

The Commissioner/Secretary to Govt,
Housing & Urban Development Department,
Civil Secretariat, Jammu.

No: LCMA/ 5004 **Dated:** 24 **.12.2025.**

Subject: M.A.14/2024 in O.A No. 178/2022 titled In re: News item published in The Hindu dated: 27-02-2022 titled " Tourism has brought economic prosperity to the Himalayan region but the environment cost has been catastrophic".

Reference: H&UDD letter No. HUD-LIT0MISC/71/2022-(253367), dated; 19-12-2025

Madam,

Kindly refer to the subject & reference cited above. In this context, the detailed report to the points pertaining to this Authority is herewith enclosed for perusal and further course of action at your end please

Yours faithfully,

24/12/25

(M. A. Qadri) JKAS
Vice Chairman
J&K Lake Conservation & Management Authority
Srinagar.

File No. FST-Lit/42/2022-02-Forest Department (Computer No. 159453)
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Website: www.jklcma.jk.gov.in email: vicechairman-jklcma@jk.gov.in **Phone No. 0194-4501426**

Subject: M.A.14/2024 in O.A No. 178/2022 titled In re: News item published in The Hindu dated: 27-02-2022 titled " Tourism has brought economic prosperity to the Himalayan region but the environment cost has been catastrophic".

Reference: H&UDD letter No. HUD-LIT0MISC/71/2022-(253367), dated; 19-12-2025

Detailed Report

Point 2: Studies on water quality assessment of wetlands around Srinagar (i.e Anchar, Dal, BrariNambal, Gilsar, Khushalsar, Hokersar, etc) are required as these have witnessed a significant reduction in the surface area.

The Jammu and Kashmir Lake Conservation and Management Authority (J&K LCMA) serves as a single point of Authority for conservation, management and restoration of Dal Lake, Nigeen Lake, Brari Nambal, Khushalsar and Gilsar Lakes. The Khushalsar & Gilsar Lakes have been recently handed over to J&K LCMA vide Government Order No. 51-JK(HUD) of 2025 , dated: 15.03.2025. The Anchar and Hokersar Wetlands does come under the jurisdiction of J&K LCMA.

J&K LCMA is carrying out regular and periodic water quality monitoring of the aforesaid wetlands through its in-house scientific establishment. The monitoring includes assessment of physico-chemical and biological parameters such as pH, Dissolved Oxygen (DO), Biochemical Oxygen Demand (BOD), Chemical Oxygen Demand (COD), nutrients and coliform levels, in order to evaluate the trophic status and overall health of the water bodies.

Monitoring water quality in lakes is critically important for a multitude of interconnected environmental, economic, and public health reasons. It serves as a vital diagnostic tool for the overall health of an ecosystem and the communities that depend on it. Without monitoring, we are managing blindly, risking irreversible damage to ecosystems and public health. In essence, monitoring lake water quality is like performing a regular check-up on a vital organ of the landscape. It provides the essential data needed to:

- Protect human health.
- Sustain thriving ecosystems.
- Underpin local economies.
- Guide smart policy and management decisions.
- Safeguard this precious resource for future generations.

Water quality status of Dal-Nigeen Lake for the Year -2025

Name of the water body. Dal- Nigeen lake	Bi-Annual Range of parameters	Primary water quality criteria (Class-B)
1.Nehru-park-basin	pH: 7.6--8.2 D.O: 6.5—7.4mg/l BOD:3.7—6.5mg/l	pH: 6.5---8.5 D.O:> 5mg/l BOD:< 3mg
2.Nishat-basin	pH: 7.9---8.3 D.O:5.9--8.0mg/l BOD:4.5--7.5mg/l	
3.Hazratbal-basin	pH: 7.8---8.4 D.O:6.4—8.0mg/l BOD:3.1--6.9mg/l	
4.Nigeen-basin	pH: 7.8—8.2 D.O:6.5---8.4mg/l BOD:4.3---7.0mg/l	

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As per the data table the lake water quality is with in the Class-B of the standards set by Central Pollution Control Board.

Physico- chemical data of back water channels of Dal- Nigeen Lake for the month of October-2025.

Parameters	*Units*	*Jogi lanker*	*Nowpora*	*Brarinambal lagoon*
Air Temp.	°C	16.2	16.4	17.4
Water Temp.	°C	16.9	16.8	16.5
Depth	Mtr	1.1	1.3	1.50
Trans	Mtr	0.2	0.2	0.2
Ph	-	7.3	7.4	7.4
Conductivity	µS/cm	373	321	390
TDS	mg/l	282	180	159
TSS	mg/l	75	38	39
D.oxygen	mg/l	1.8	3.0	4.2
Chloride	mg/l	25.1	19.0	24.0
Total Alkalinity	mg/l	198	180	170
Calcium	mg/l	61	49	44
Magnesium	mg/l	5.8	4.6	4.0
Silicate	mg/l	2.2	1.5	1.2
Sulphate	mg/l	48	35	35
Iron	mg/l	0.68	0.53	0.40
Nitrate Nitrogen	mg/l	0.54	0.64	0.55
Ammonical Nitrogen	mg/l	3.87	3.42	3.52
Ortho-Phosphate	mg/l	1.3	0.45	0.42
Total Phosphorous	mg/l	2.4	1.9	1.8
COD	mg/l	77	70	61
BOD	mg/l	20	15	16

Physico-chemical analysis report of Gillsar and Khushalsar -2025.

S.No	Parameters	Unit	Gillsar		Khushalsar	
			Spot-1	Spot-2	Spot-1	Spot-2
1.	Air Temp.	°C	21.0	21.5	21.5	21.6
2.	Water TEMP.	°C	18.0	18.2	17.9	18.3
3.	Diss.Oxygen	mg/l	5.1	4.5	4.8	4.9
4.	pH	mg/l	7.6	7.8	7.5	7.6
5.	Conductivity	µS/cm	354	380	380	400
6.	Chloride	mg/l	43.0	45.3	45.2	50.3
7.	Total Alkalinity	mg/l	143	240	234	175
8.	Ammonical Nitrogen	mg/l	1.0	1.4	5.8	7.2
9.	Nitrate Nitrogen	mg/l	0.544	0.470	0.400	0.515
10.	Orthophosphate	mg/l	0.422	0.390	0.414	0.648
11.	T. Phosphorous	mg/l	1.21	1.346	1.418	1.597
12.	COD	mg/l	40	45	35	41
13.	BOD	mg/l	11	15	12	18
14.	Fecal Coliform	Col/100ml	432	478	387	460

It is submitted that various studies and field assessments have indicated a gradual reduction in the surface area of certain wetlands, primarily on account of encroachments, eutrophication, excessive weed growth, siltation and inflow of untreated/partially treated sewage. However, the J&K LCMA has taken various projects and programmes for the restoration and rejuvenation of these waterbodies in the past. During the last few years, work for preservation of Dal- Nigeen Lake spread over an area of 25.01 Sq. Kms and in the catchment area of 337.17 Sq. Kms has been undertaken in a mission mode.

Dal-Nigeen Lake

During the last four years, 1/3rd of the Lake rejuvenated and 6.5 Sq. km was cleared from Lilies and Open expanse of the Dal Lake has been increased for the first time to more than 20.3 Sq.km. Further, in order to improve the ecological health and overall condition of the Dal-Nigeen Lake, the Authority has completed various projects besides recurring activities are being executed throughout the year to keep the Dal-Nigeen Lake neat & clean.

Presently, the Dal-Nigeen Lake is not facing any threat of deterioration. These lakes have almost everywhere clear established boundaries in the form of macadamized roads. This creates physical barrier and leaves no scope for encroachment of these water bodies. In the areas, where road construction is not possible, the LCMA utilizes geo-tagging technology. This allows for precise mapping and documentation of the lake and wetland boundaries, enabling accurate monitoring and enforcement.

1. Sewage Management:

a) Outside Lake:

The sewage coming out of 18 No. of Municipal wards and other areas coming within the jurisdiction of J&K Lake Conservation and Management Authority with a population of 302575 souls as per Census 2011 and with incremental increase in population up to year 2023 including 10 to 15% of floating population (485409 souls) is about 52.40 MLD. Presently the sewage is catered through the following functional Sewerage Treatment Plants.

S. No.	Site	Capacity	Technology	Year of construction	Area catered	Population Served	Present Status	Progress
1	STP Laam	4.5 MLD	FAB	2005-06	Makai Park to Ishber, Deavan colony & its Habitation	41667	Functional	All STPs conform to CPCB Norms. Not conforming to NGT Norms. STPs are being now upgraded under AMRUT 2 to improve the quality of treated outflow. J&K UEED has issued allotments.
2	STP Habak	3.2 MLD	FAB	2005-06	Habak, Shanpora, Meerakhshah colony, Part Zakura & Pankajwari etc	29630	Functional	
3	STP Hazratbal	7.5 MLD	FAB	2005-06	Hazratbal, Nigeen, Saidakadal, Saderbal, Kanitar, Professor Colony	69444	Functional	
4	STP Brari Nambal	16.1 MLD	SBR	2012-13	Habitation of Boulvard road from Dalgate to Zabarwan park, Western side Syeda Kadal, Jogilankar, Khojarbal, Rainawari, Daulatabal, Khanyar etc	149047	Functional	
5	Nallah Amir Khan	5.4 MLD	SBR	2012-13	Umar colony, Lal Bazar Bagwanpora, Amada Kadal, Bota Kadal	50000	Functional	
	Total	**36.70 MLD**				**339788**		

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Further 100 number of bio-digesters have been installed on pilot project basis, through which sewage is being arrested. With the installations of these bio-digesters sewage load on Tailbal Nallah has been reduced. The bio-digesters are working satisfactorily, as confirmed by the reports of water quality from NABL accredited lab, these bio digesters are working on O&M from last one year.

In addition to existing sewerage infrastructure as tabulated above, 30 MLD STP is being constructed at Gupt Ganga Ishber Nishat for catering the gap of sewage generated and treated. The DPR "Sewerage Scheme for Pollution abatement of Dal Lake including construction of STP for uncovered area around Dal Lake in Srinagar City" stands approved by the Government under AMRUT 2.0 and work stands allotted by J&K Urban Environmental & Engineering Department (UEED). The project besides catering the untreated sewage, shall also augment the treatment of existing STP's to meet the NGT norms. Existing STPs at Laam (4.5MLD), Habak (3.2 MLD) & Hazratbal (7.5 MLD) become Intermediate Pumping Stations (IPSs) of the new 30MLD STP at Gupt Ganga, Nishat.

Further, the J&K LCMA has created / developed various detention/Oxidation ponds in the periphery of the Lake especially on Northern side, the main catchment. About 8-10 MLD sewage (unconnected) is being routed through these oxidation ponds for removal of nutrient load before entering into the lake through natural detention & oxidation. This is a temporary arrangement till it is connected with the proposed 30 MLD STP to be constructed at Gupt Ganga by J&K UEED.

The J&K LCMA has recently installed Online Continuous Effluent Monitoring System (OCEMS) at five STPs at Hazratbal, Habak, Laam, Nallah Amir Khan and Brari Nambal to record various Physio-chemical parameters like BOD, COD, TSS etc. on real-time basis. This is a step towards paradigm shift towards latest technology and smart monitoring of effluent quality.

The Operation and Maintenance of all the five STPs has been outsourced through tendering and is being carried out through Private agency under proper monitoring of the Authority.

S. No.	Name of the STP	Date of start of Contract	Period	Project/ Advertised cost (In Cr.)	Allotted Cost (in Cr)	Name of the Agency
01	1. Brarinumbal 2. Nallah Amir Khan	Dec-2024	02 Yrs	4.26	3.50	M/s Ecoo Chem Sales and Services, Gujrat
02	1. Laam 2. Habak 3. Hazratbal	Nov-2024	02 yrs	6.00	5.26	M/s Global Scientific Inc, Nagpur

The analysis results of the STPs samples analyzed in LCMA, Research and Monitoring Division, Miskeen Bagh, Srinagar. (**LCMA**) as on 11-12-2025.

Parameters	Units	Hazratbal 7.5 MLD		Habak 3.2 MLD		Laam 4.5 MLD		Brarinambal LDA(16.1 MLD)		Brarinambal UEED(17 MLD)		Nallah Amir Khan(5.4 MLD)		Norms as per NGT	Permissible limits as per CPCB
		Raw	Final	Raw	Final	Raw	Final	Raw	Final	Raw	Final	Raw	Final		
Air Temperature	°C	11.3		11.4		11.5		11.0		11.0		11.2		--	--
W. Temp.	°C	10.3	9.5	10.3	9.6	10.4	9.6	10.1	9.3	10.0	9.3	11.2	9.4	--	5°C above receiving water body
pH	--	7.0	7.4	7.2	7.3	7.0	7.6	6.9	7.7	7.0	7.4	7.0	7.5	--	--
T-Phosphorous	mg/l	2.2	1.4	2.1	1.8	2.3	1.5	4.3	1.3	3.4	2.4	2.4	1.6	1.0 as T.P	5.0
Ammonical Nitrogen	mg/l	26.6	24.8	24.2	20.1	24.8	11.0	19.8	8.4	32.2	27.0	24.8	11.9	10 as	50

Nitrogen	mg/l	1.1	1.0	0.9	1.2	0.9	1.2	0.9	1.2	0.70	0.9	0.7	0.9	T.Nitrogen	-
T.S.S	mg/l	289	145	299	132	248	140	255	18	235	138	258	14	--	100
T. coliform	Col/ 100 ml	-	800	--	900	--	400	-	700	-	4000	-	550	230 (P) 100 (D)	Less than 1000
Dissolved Oxygen	mg/l	-	3.2	-	3.4	-	4.4	-	4.6	-	2.6	-	4.2	-	-
COD	mg/l	180	66	198	94	110	38	160	42	221	123	152	94	50	250
BOD	mg/l	-	26	-	28	-	17	-	12	-	51	-	16	10	30

b) Inside Lake: -

i. **Houseboat sewage treatment:**

The sewage generated by Houseboats is connected to existing STPs through HDPE sewer line laid recently by J&KLCMA to prevent the sewage from directly going into lake. out of a total no. of 617 Houseboats in Dal lake, 570 no. of Houseboats have been connected with the sewerage network on scientific lines while 47 remain unconnected or scattered. In the same away all houseboats on Eastern and western sides of Nigeen Lake Stand connected with STP Nallah Amir Khan and Hazratbal respectively.

ii. **Hamlets inside Dal Lake**:

For Eco-hamlets inside the Lake modular compact STPs are being constructed at each Hamlet to treat the sewage before its final disposal. In this regard sewerage network has already laid in six hamlets. Sump wells and control rooms have also been constructed. It can be made functional as soon as the STP,s are constructed & commissioned. The tendering processes for the construction of modular STP,s in the Hamlets is underway. Two STP,s of 250KLD and 60KLD are to be constructed for these six hamlets. Further, 28 Nos. of prefabricated modular based on MBR Technology to be constructed for 28 Hamlets inside Dal lake under In-situ conservation Project (PDP Project) 'Iintegrated Management Plan for Conservation of Dal-Nigeen Lake Ecosystem"

2. Solid Waste Management:

3-5 MT solid waste is being collected on daily basis from the House boats, hamlets/villages inside lake & from open water surfaces including inflow & outflow channels of Dal Nigeen Lake. The solid waste collected is handed over to SMC at their designated collection points on the periphery of the lake for final disposal at SMC dumping site outside the lake. Solid Waste Management executed during last 04 Years are as under.

S. No.	Financial Year	Tendered cost (in Cr.)	Total Allotted cost (in Cr.)	Workdone Cost (in Cr)	Total No. of labours deployed	Disposal	Status/Remarks
01	2022-23	1.64	1.38	1.09	35,421	Collected solid waste handed over to SMC.	Completed in March-2023.
02	2023-24	2.87	1.96	1.34	29,786		Completed in March-2024.
03	2024-25	2.25	1.72	1.53	29,722		Completed in May-2025.
04	2025-26	2.09	1.77	0.83 In progress	25,349		To be completed in March-2026

3. Deweeding, Dredging and Lake Cleaning:

For the Conservation, Management & Development of Dal-Nigeen Lake, the Authority has taken several measures/projects in the recent time which includes De-weeding, Dredging and rejuvenating the lake ecosystem in a scientific & systematic manner.

- De-weeding/Skimming/Cleaning is being carried out by deploying 10 weed harvesters and manually as well in order to keep the Dal- Nigeen Lake Clean.
- In the last three years, 1/3rd of the Lake rejuvenated and 6.5 Sq. km was cleared from Lilies.
- Open expanse of the Dal Lake has been increased for the first time to more than 20.3 Sq.km.
- Quantity of weed extracted through Harvesters during last 03 years till date= 383771 Cums
- Quantity of weed extracted manually during last 03 years till date= 75000 Cums.
- Total quantity of Dredged out Material from Dal lake during last 03 years till date= 74269 Cums

Mechanical Deweeding by Hired Weed Harvesters Cum Trash Floating Weed Skimmer

S. No.	Financial Year	Tendered cost (in Cr.)	Total Allotted cost (in Cr.)	Workdone cost (in Cr.)	Disposal of weed	Status/Remarks
01	2021-22	4.24	4.36	4.36	Dyke at Shalimar	02 Yrs. Contract for 03 Machines with M/s Classic Construction completed in November-2023.
02	2022-23	2.71	2.49	2.48	Dyke at Shalimar	02 Yrs. Contract for 02 Machines with M/s Kesar Impex completed in November-2023.
03	2023-24	1.05	1.04	0.72	Dyke at Shalimar	01 Yr. Contract for 03 Machines with M/s Kesar Impex completed in March-2024.
04	2024-25	7.04	6.59	2.66	NAFED Plant	01 Yr. Contract for 08 Machines with M/s Potential Engineering but supplied only 05 machines and completed in March-2025.
05	2025-26	7.04	5.35	2.50 In progress	NAFED Plant	01 Yr. Contract for 08 Machines (tendered out) with two firms on Bid splitting procedure M/s Classic Construction (5) & M/s Kesar Impex (3).

Manual Deweeding (300 to 320 labors daily):

S. No.	Financial Year	Tendered cost (in Cr.)	Total Allotted cost (in Cr.)	Workdone Cost (in Cr)	Total No. of labours deployed	Disposal of weed	Status/Remarks
01	2021-22	4.05	2.90	1.88	61,162	Dyke at Shalimar	Completed in March-2022.
02	2022-23	DPTL Mode		273.65	65,000	Dyke at Shalimar	Completed in March-2023.
03	2023-24	4.34	4.21	3.05	60,979	Dyke at Shalimar	Completed in March-2024.
04	2024-25	5.40	4.17	3.90	63,893	NAFED Plant	Completed in May-2025.
05	2025-26	4.79	3.60	1.60 In progress	50,700	NAFED Plant	To be completed in March-2026

Besides, 20 navigation channels (10 KM in length) have been retrieved by way of Dredging, widening/deepening.

4. Disposal and Bio-methanation of the weed and other waste from lake (NAFED PROJECT):

- A project in collaboration with National Agricultural Cooperative Marketing Federation of India Ltd. (NAFED) undertaken for scientific disposal of the waste and creation of manure plant/Biogas plant. 96 Kanals of land has been handed over to NAFED for establishment of Plant. The proposed capacity of processing 70,000 metric tonnes of extracted weed into CBG and organic manure. The stage -I of plant is completed & operational for converting weed into bio-manure. The most significant perk of the plant, however, happens to be the fact that its environment friendly and pollution-free. Besides, the project helps in addressing the issue of unscientific disposal of lake weed and also monetizing the waste generated from the lake. This project has also catalysed the economic growth as it enables the availability of fertilisers at a lower cost.

Brari-Numbal Lagoon:

- This Brari-Nambal Lagoon is connected lively with Dal Lake through an open channel called as Nowpora channel approximately half a km length.
- The Brari-Nambal is a revenue village of Tehsil Khanyar, wherein some portion is in the shape of waterbody commonly known as "Baba Demb Brari Numbal Lagoon". The "Baba Demb Brari-Numbal Lagoon" is existing upon many survey No's including proprietary as well sarkar comprising of 858 Kanals 10 Marlas. Out of which 618 Kanak 04 Marlas recorded as proprietary and 240 Kanal 06 Marlas recorded as Sarkar.
- Because of its huge area under the proprietorship of private parties, the dredging and other developmental works got hampered as the land owners showed resentment and didn't allow the J&K lake conservation and Management Authority (LCMA) to carry out the dredging and other works which has badly affected the other restoration measures being undertaken by the Authority.
- The J&K Lake Conservation & Management Authority (LCMA) puts in every effort to keep the Brari Nambal Lagoon's water quality and other Ecological Parameters healthy. However, in case of encroachments, the J&K LCMA has devised the proper plan for removal of encroachments through various teams under the Enforcement wing of J&K LCMA. Wherever and whenever any encroachment is observed swift action is taken and the encroachment is removed.

- Flushing of Lagoon waters is done with appropriate frequency through Babadem hydraulic regulation gate, which keeps the water body fresh and maintains the hydrological connection with river Jhelum. The settlement of sediment load/suspended material is being dredged out with appropriate frequency to keep the water body navigable. The recent required dredging work has been executed by J&K LCMA vide allotment order No. LD-II/732-38 dated:04.07.2020 with a completion cost of 23.70 lacs. The water body of Brari Nambal Lagoon is presently fully navigable.

Khushalsar & Gilsar Lakes:

The Khushalsar and Gilsar are two interconnected Lakes located in Srinagar. These lakes form a part of extensive Dal- Nigeen- Anchar Lake system and hydrologically linked with Anchar Lake through a narrow channel called Nallah Amir Khan. These Lakes have been recently handed over to J&K Lake Conservation & Management authority (LCMA) vide Government Order No. 51-JK(HUD) of 2025 on 15.03.2025.

The J&K LCMA has started dredging/cleaning of the Lakes and is under progress. Further, under NGT grants, garland sewer network is being constructed through J&K UEED for Rs. 41.17 Cr around Khushalsar Lake to be connected to Noorbagh STP.

Initiative taken to contain the encroachment in and around waterbodies:

- The J&K LCMA has taken various initiatives detailed below to Contain encroachment / Mushroom and Irregular Growth of Habitations in & around waterbodies:

1. **Demarcation and Fencing of Lake Boundaries**:
   - Lake boundaries have been clearly demarcated through GPS and satellite imagery.
   - Erection of fencing at vulnerable points to physically prevent encroachments.
2. **Regular Anti-Encroachment Drives**:
   - Joint eviction operations are conducted with district administration and law enforcement agencies.
   - Unauthorized constructions and encroachments are regularly identified and demolished by Enforcement Wing of J&K LCMA.
3. **Enforcement of Building Permissions**:
   - Construction activities within the lake's regulated area are strictly monitored.
   - Permissions are granted only as per the guidelines laid down in the Master Plan and Zonal Plans.
4. **Relocation and Rehabilitation**:
   - Households and dwellers within the lake have been rehabilitated under various schemes, including the Dal Lake Rehabilitation Project.
   - Allotment of plots at Rakh-i-Arth and other sites to encourage voluntary relocation.

Installation of Surveillance Infrastructure:

- For better and effective monitoring of lake cleaning activities like de-weeding, solid waste collection, dredging and also to check the illegal ferrying of construction material in the peripheral areas of the lake, 29 cameras ANPR/PTZ installed at different locations in Phase 1st.
- 35 cameras to be installed in Phase 2nd from Habak to Dalgate via NIT. Work under progress.

6. **Community Participation and Awareness:**
   - Awareness campaigns conducted among locals to sensitize them about the ecological importance of the lake.
   - Public notices and stakeholder consultations for reporting illegal developments.

7. **Legal and Regulatory Framework**:
   - Enforcement of the J&K Control of Building Operations Act and J&K Development Act.
   - Penal action initiated against violators including FIRs and demolition orders.

➢ Moreover, nakas are being laid by Enforcement Wing of LCMA on routine basis in order to curb the transportation of illegal construction material within LCMA Jurisdiction. During the nakas, the seized vehicles are being handed over to the concerned Police stations for registering of FIRs against the violators. The details of actions taken by Enforcement wing for the last 05 years is as under:

S. No.	Year	Demolitions	FIR against violators for illegal constructions	FIR against Vehicles/ seized vehicles	Total FIRs lodged	Sealed Structures
01.	2021	466	130	15	145	08
02.	2022	398	165	04	169	03
03.	2023	633	213	02	215	02
04.	2024	664	136	14	150	05
05.	2025 (Nov)	446	57	19	76	02
Total		**2,607**	**701**	**54**	**755**	**20**

GOVERNMENT OF JAMMU & KASHMIR
OFFICE OF THE PR. CHIEF CONSERVATOR OF FORESTS (WILDLIFE)/
CHIEF WILDLIFE WARDEN

The Commissioner / Secretary to Government
Forest, Ecology and Environment Department
Civil Secretariat J&K, Srinagar

No: WLP/Legal/2025/57 Date: 18.12.2025

Subject: M.A. No. 14 in O.A. No. 178/2022 in re: News item published in The Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region but the environmental cost has been catastrophic" regarding.

Reference: Administrative Department's Communication No: FST-Lit/42/2022(159453) dated 08.12.2025.

Madam,

Kindly find enclosed herewith the Compliance / Action Taken Report in the case M.A. No. 14 in O.A. No. 178/2022, News item published in The Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region but the environmental cost has been catastrophic".

Yours faithfully

Encl: compliance / action taken report

(Sarvesh Rai) IFS
Principal Chief Conservator of Forests &
Chief Wildlife Warden, J&K

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BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL
PRINCIPAL BENCH, NEW DELHI
M.A. No. 14 of 2022
In O.A. No. 178 of 2022

COMPLIANCE / ACTION TAKEN REPORT

The Department of Wildlife Protection, Union Territory of Jammu & Kashmir, respectfully submits this Compliance / Action Taken Report in pursuance of the directions issued by the Hon'ble National Green Tribunal in M.A. No. 14 of 2022 in O.A. No. 178 of 2022, arising out of the news item published in The Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region but environmental cost has been catastrophic."

It is submitted that all Wildlife Protected Areas in the Union Territory of Jammu & Kashmir are governed strictly under the provisions of the Wildlife (Protection) Act, 1972. Entry of tourists or any other persons into National Parks, Wildlife Sanctuaries and Conservation Reserves is highly regulated activity, and permitted only with the prior approval, in accordance with the prescriptions contained in the approved Management Plans. Tourism zones within these Protected Areas are defined and regulated as per the Management Plans. All approved Management Plans of Wildlife Protected Areas contain a dedicated chapter on eco-tourism, prepared strictly in accordance with the guidelines issued by the Ministry of Environment, Forest and Climate Change, emphasizing nature education, community participation and low-impact tourism. It is ensured that all tourism activity remains confined to designated areas. Thus, entry in Protected Areas is permit-based, time-bound and activity-specific, and no free-flow or mass tourism is permitted.

The Department is simultaneously promoting guided and supervised eco-tourism activities such as trekking, bird watching, animal sighting and nature walks, all of which are designed to be low-impact and educational in nature, thereby contributing to sustainable tourism practices without compromising ecological integrity. All visitors are acquainted with Standard Operating Procedures, including detailed Do's and Don'ts, which they are required to adhere to during their visit. These SOPs emphasize responsible behaviour, noise control, waste management, and respect for wildlife. Further, no inflammable substances such

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as matchsticks, lighters or any fire-causing material are permitted to be carried inside Protected Areas, and strict entry-point checks are conducted to ensure compliance.

Eco-Sensitive Zones (ESZ) have been notified around most National Parks and Wildlife Sanctuaries in the Union Territory, functioning as an additional protective buffer to regulate anthropogenic activities including tourism and related infrastructure development. Activities in these ESZs are monitored by duly constituted Monitoring Committees. Zonal Master Plans for the ESZs are being prepared which shall incorporate tourism master plans as well to regulate tourism.

Protected Wetlands, including Ramsar Sites under the administrative control of the Department, are managed strictly as per approved Management Plans and the provisions of the Wildlife (Protection) Act, 1972.

Tourism activities in these wetlands are highly restricted, confined to designated areas and regulated to protect avifaunal habitats and maintain ecological integrity.

All Wildlife Protected Areas in the Union Territory have been declared Plastic-Free Zones, and visitors are prohibited from carrying plastic items inside these areas. Enforcement measures include entry-point inspections, signage, awareness campaigns and penal action for violations. Regular patrolling, inspections and monitoring are carried out by the Wildlife Protection staff to ensure strict adherence to statutory provisions and management prescriptions. The Department also conducts awareness and sensitization programmes for tourists, tour operators, local communities and other stakeholders to promote responsible and sustainable tourism practices.

In addition, well-coordinated and regular visits of students from various educational institutions are organized for eco-education, nature interpretation and participation in cleanliness drives, thereby fostering environmental stewardship among youth and strengthening public engagement in conservation.

It is further submitted that the tourist footfall in Wildlife Protected Areas and Protected Wetlands during the last three years has remained very small.

Continuous monitoring ensures that tourism pressure does not adversely affect wildlife habitats or ecological processes.

In view of the above, it is respectfully submitted that tourism in Wildlife Protected Areas and Protected Wetlands of the Union Territory of Jammu & Kashmir is being strictly regulated, sustainably managed and continuously monitored in accordance with statutory provisions, approved Management Plans, Eco-Sensitive Zone frameworks and as per the guidelines of the MoEF&CC.

This Compliance / Action Taken Report is submitted for the kind consideration of the Hon’ble Tribunal.

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Satyameva Jayate

Government of Jammu & Kashmir
Department of Rural Development & Panchayati Raj
Civil Secretariat, Jammu/Srinagar

Email ID : jkrdd-pr@jk.gov.in website: jkpr.gov.in Tel. No. 0191-2564763 (J), 0194-2506269 (S)

No. RDD-Estt0NG/84/2025-12 (7714758)
Dated:29.12.2025

Subject: Brief note on Solid Waste Management in J&K.

The undersigned is directed to invite the kind attention of Commissioner/Secretary to the Government, Department of Forest, Ecology and Environment toward captioned subject and to forward herewith, the overall facts and figures of the action taken and planned by the Directorate of Rural Sanitation (DRS) J&K, received vide letter No. DRS/2025-26/11285 dated 27.12.2025 (copy enclosed) for taking further necessary action at their end.

(Bishan Dass)
Under Secretary to Government

Commissioner/Secretary to the Government
Department of Forest, Ecology and Environment
Encl:A/A.

Copy to Private Secretary to Secretary to the Government, Department of Rural Development & Panchayati Raj for kind information of the Secretary.

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Government of Jammu & Kashmir
Directorate of Rural Sanitation, J&K, Jammu
Swachh Bharat Mission (Grameen)
Ph./fax 0194-2470559 (Kashmir) Ph. 0191-2438269 (Jammu) Email: drs-jk@jk.gov.in

Secretary to Government,
Department of Rural Development and Panchayati Raj,
J&K

No: DRS/2025-26/11285- Dated: 27-12-2025

Subject: Brief note on Solid Waste Management in J&K

Reference: - O.A. No. 178/2022" News item published in the Hindu dated 27.02.2022 titled" Tourism has brought economic prosperity to the Himalayan region but environmental cost has been catastrophic with O.A. No. 475/2024 titled News Item appearing in the Hindu dated 04.03.2024 titled Mountains of plastic are choking the Himalayan States"

Sir,

Your kind attention is drawn on the subject and references cited above. In this regard ,it is stated that the factual report on the Solid waste management efforts in SANJY Yatra stands submitted to your office vide this office's letter No.DRS/2025-26/11119 dated 22/12/2-25 (copy enclosed).

In continuation to above, please find enclosed herewith the overall facts and figures of the actions taken and planned by the Directorate of Rural Sanitation (DRS), Jammu & Kashmir. relevant to the Solid Waste Management in J&K.

Yours faithfully,

27.12.2025

Director General
Rural Sanitation, J&K

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Under **Swachh Bharat Mission (Grameen)**, Jammu and Kashmir has emerged as a top performer, having declared **all its 6,650 villages** across the **20 districts** as **ODF Plus Model** villages. This milestone, officially recorded on the Ministry of Jal Shakti's portal, signifies that every village has moved beyond toilet construction towards implementing comprehensive **Solid and Liquid Waste Management (SLWM)** systems.

With regard to solid waste management in Jammu & Kashmir, **solid waste generated at household and community level is broadly categorized into two major types**, namely:

1. **Biodegradable Waste**
2. **Non-Biodegradable Waste**

Biodegradable waste

It includes organic matter such as kitchen waste, food leftovers, vegetable and fruit waste, garden waste, and other natural materials that decompose naturally through biological processes. This category of waste is suitable for **composting, bio-methanation, and other organic waste treatment methods** such as NADEP composting and Gobardhan projects.

- **COMMUNITY COMPOST PIT**

The biodegradable waste generated in Jammu & Kashmir is processed through individual and community compost pits for scientific processing. Household-level biodegradable waste is treated through individual compost pits, while biodegradable waste collected from multiple households and community sources is processed in **community compost pits**. A total **of 172,251 individual compost pits** have been constructed in Jammu & Kashmir to promote household-level composting of biodegradable waste. **Community compost pits** are a decentralized and low-cost method adopted in J&K under **Swachh Bharat Mission (Grameen)** for managing **biodegradable (wet) waste** at village and community level. These pits are designed to convert organic waste into **nutrient-rich compost** through aerobic decomposition.

In J&K, **community compost pits** are commonly constructed near **segregation sheds, Panchayat land, community areas, or agricultural fields**, and are used for treating:

i. Kitchen waste
ii. Vegetable and fruit waste
iii. Garden and leaf litter
iv. Cattle dung and other biodegradable waste

The structure is usually a **rectangular brick-lined pit** with side ventilation holes that allow air circulation, which speeds up composting and reduces foul smell.

This decentralized composting approach reduces the load on transportation systems, promotes local waste treatment, and enables the conversion of organic waste into useful compost, thereby supporting sustainable solid waste management and environmental protection in Jammu & Kashmir.

A total of **10,000 community compost pits** have been constructed in Jammu & Kashmir for decentralized management of biodegradable waste.

NON-BIODEGRADABLE WASTE

It includes materials that do not decompose naturally, such as plastics, glass, metals, rubber, multilayer packaging, and other inert materials.

In rural J&K, non-biodegradable waste is no longer just "city trash." It now includes:

- **Plastics :** Single-Use Plastics(SUP), Milk pouches, snack wrappers (multi-layered packaging), and carry bags.
- **Agricultural Waste:** Pesticide cans, fertilizer bags, and plastic mulching sheets used in apple orchards and vegetable farms.
- **Consumer Goods:** Glass bottles, tin cans, used batteries, and increasingly, **E-waste** (old mobile phones, chargers, and LED bulbs).
- **Sanitary Waste:** Used diapers and sanitary napkins, which are often thrown into local streams due to a lack of specialized disposal.

❖ DOOR-TO-DOOR COLLECTION

Collection of solid waste in J&K is carried out through a Door-to-Door (D2D) collection system. Under this system, waste is collected directly from households, institutions, and commercial establishments by designated sanitation workers.

The **solid waste collected through Door-to-Door collection is transported to designated Segregation Sheds**, where secondary segregation is carried out. At segregation sheds, biodegradable waste is separated for composting or bio-methanation, while non-biodegradable waste is further sorted for recycling, baling, shredding, co-processing in Plastic waste management units . By providing a designated place for waste handling, segregation sheds help **prevent littering and open dumping** in villages. Controlled handling of waste minimizes **foul smell, vector breeding, and health risks**. **Segregation Sheds** are foundation of **Circular Economy. Segregation sheds** act as the link between door-to-door collection and recycling/processing facilities, supporting sustainable waste management systems. A total **of 2,850 segregation sheds** are constructed in Jammu & Kashmir to support decentralized solid waste management.Solid waste collection is carried out using a combination of motorized vehicles and non-motorized tri-cycles, pushcarts, and trolleys. **The total fleet including both motorized vehicles and non-motorized tri-cycles, pushcarts, and trolleys is 4185.**

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❖ PLASTIC WASTE MANAGEMENT UNITS

The segregated non-biodegradable waste from segregation sheds, particularly plastic waste, is transported to designated Plastic Waste Management Units (PWMUs). Plastic Waste Management Units (PWMUs) are dedicated facilities established to handle, process, and manage plastic waste in a scientific and environmentally safe manner.

In Jammu & Kashmir, Plastic Waste Management Units (PWMUs) employ a series of machinery designed to efficiently process collected plastic waste. The process begins with **manual and conveyor-assisted sorting**, where workers or semi-automatic optical sorters separate plastics by type, such as PET, HDPE, LDPE, and PP. Once sorted, plastics are fed into **shredders or granulators** that reduce them into smaller pieces or flakes, making them easier to handle for recycling. After cleaning, the plastics are **compacted using hydraulic balers**, forming dense bales that simplify storage and transport to recyclers or industrial users; this step is particularly important for lightweight materials like plastic films and bags.

In J&K, most units focus on segregation, shredding, washing, drying, and baling, with capacities ranging from a few hundred kilograms to several tonnes per day, ensuring an organized flow from collection to recycling or industrial reuse.

Transportation of loose plastic waste over long distances in J&K is expensive. PWMUs reduce waste volume through **shredding and baling**, resulting in:

- Lower fuel costs
- Fewer vehicle trips
- Efficient logistics in mountainous terrain

These units play a critical role in reducing plastic pollution by enabling segregation of different plastic categories and channelization of plastic waste to recyclers, cement kilns for co-processing.

Programs in villages often hire **Swachhta Doots and local workers** who collect waste (including plastic) from homes and community dustbins, sort it, and bring it to processing sheds or units. These roles provide **regular paid work** while improving sanitation and reducing rural plastic pollution. **"Give Plastic, Take Gold" Community Reward Scheme:** In **Sadiwara village** (Anantnag district), a *unique community-driven incentive* was introduced where residents who collect large quantities of plastic waste can earn **gold coins**—for example, a 10-gram gold coin for collecting **20 quintals (2,000 kg) of plastic** and smaller rewards for lower amounts.

This idea, promoted by the local panchayat and supported by community volunteers and the district administration, helped the village become nearly plastic-free in a short span and engaged people of all age groups in cleaning up their environment.

In pilgrimage and tourist areas, **plastic collection drives, temporary storage points, and reverse logistics systems** are used to bring back plastic waste from ecologically sensitive zones. Several tourist destinations and resort areas in Kashmir have been declared **polythene-free or no plastic zones**, with restrictions on non-biodegradable plastics. Operators found violating these regulations can face administrative actions, which helps discourage unrestricted plastic use at high-footfall spots like Gulmarg, Pahalgam, Sonamarg .

PWMUs strengthen the waste value chain, improve recycling efficiency, and support sustainable solid waste management in Jammu & Kashmir in line with Plastic Waste Management Rules and Swachh Bharat Mission guidelines. PWMUs ensure that plastic waste is diverted away from open dumping and burning and is brought into a formal waste management and recycling system. By enabling recycling and reuse, PWMUs convert plastic waste from an environmental burden into a **resource with economic value**.

A total of **132 Plastic Waste Management Units (PWMUs)** have been established in Jammu & Kashmir for scientific processing of plastic waste.

A **Successful Case Study** on Effective Implementation of **Plastic Waste Management**

Under the Swachh Bharat Mission (SBM), the Rural Development Department (RDD) of **Block Narsoo, District Udhampur,** in partnership with MS Hardev Enterprises, has successfully established an efficient Plastic Waste management system. This initiative, implemented through a public-private partnership (PPP) model, actively involves local panchayats to ensure sustainable waste management. To ensure financial sustainability, user charges have been introduced for households and commercial establishments. Additionally, the PWMU serves as a revenue source for the panchayat, contributing a minimum rent of ₹5,000 per month as Own Source Revenue (OSR), along with a share in profits generated from selling processed plastic to recyclers.

- **The polythene problem-and a craft-based solution**

In 2025 Mohammad Aamir ,a Kashmiri Engineer and his team developed a process to transform polythene into thread-a material that could then be woven into eco-friendly bags and chadars using traditional handlooms.

- **From Waste to Wealth: Use of Plastic Waste in Road Construction in Kishtwar**

Kishtwar district had adopted an innovative and sustainable approach to manage plastic waste by utilizing non-recyclable and low-value plastic in road construction. Plastic waste collected through **door-to-door collection and segregation sheds** was further processed at Plastic Waste Management Units (PWMUs), where it was shredded into small pieces as per Indian Road Congress (IRC) guidelines.

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The shredded plastic was used in **bituminous road construction**, where it was mixed with hot aggregates, improving binding properties and enhancing road durability. This practice not only reduced **the quantity of plastic waste going to landfills but also increased road life, resistance to water damage, and load-bearing capacity**.

Government of Jammu and Kashmir
Transport Department, Civil Secretariat, J&K

O.M. No.TRPT-MVD/52/2025-02 (7692152)
Dated: 31 -12-2025

Subject Record Note of the meeting regarding M.A.14/2024 in Original Application No. 178/2022 in News item published in the Hindu dated 27-02-2022 titled Tourism has brought economic prosperity to the Himalayan region but Environmental cost has been catastrophic with O.A. No. 475/2024 in News item tilted Mountains of plastic are choking the Himalayan States appearing in the Hindu dated 04-03-2024.

In continuation to this department's letter of even number dated 11.11.2025 (copy enclosed) regarding the subject cited above. The Transport Department has also taking following steps to improve air quality, reduce health impacts, and move towards a more sustainable and low-carbon transport network in the Union Territory of Jammu & Kashmir:-

Automated Testing Stations (ATS):

As per the Ministry (MoRTH) Notification G.S.R. 652 (E), dated 23rd September, 2021, one private ATS has been established in Jammu, which is ready for operation shortly for carrying out the fitness testing of vehicles through automated equipment after passing of which Certificate of Fitness shall be granted by Automated Testing Stations (ATSs), which is applicable to all the vehicles and their last Registered Owners.

Registered Vehicle Scrapping Facility (RVSF):

The Transport Department issued guidelines for the implementation of the Motor Vehicle Registration and Functions of Vehicle Scrapping Facility Rules, 2021 in the Union Territory, vide Government Order No. 83-JK(TR) of 2025 dated: 27-10- 2025, which is aiming to reduce pollution, enhance road safety and foster a circular economy through responsible vehicle recycling. The policy applies to vehicles that are 15 years old or no longer roadworthy due to damage or deterioration.

Incentive to e-vehicle Buyers:

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The Transport Department fully exempted Road/Token all Electric Vehicles, which is levied @ 9% of the cost of vehicles to other category of vehicles. The transition to higher-grade fuels like BS-VI and the promotion of electric vehicles (EVs), which produce zero tailpipe emissions, are vital steps for a cleaner environment.

Pollution Checking Centre.

Over and above 100 pollution checking centres across the UT owned and operated by private persons is functional and there is a continuous effort to increase their number.

New Fleet:

The Department is in process to be purchase of new fleet of e-vehicle for RTC to reduce emissions and old RTC vehicles to be scrapped through RVSF to minimum pollution emission from old vehicles.

31.12.25

(Raman Sharma)JKAS
Deputy Secretary to the Government
Transport Department

Commissioner/Secretary to the Government,
Forest, Ecology & Environment Department.

Encls: (**A/A**).

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Government of Jammu and Kashmir

Transport Department, Civil Secretariat,

J&K.

OM No. MVD0N/52/2025-02(7692152)
Dated: 11-10-2025

Subject: Record Note of the meeting regarding M.A.14/2024 in Original Application No. 178/2022 in News item published in the Hindu dated 27-02-2022 titled Tourism has brought economic prosperity to the Himalayan region but Environmental cost has been catastrophic with O.A. No. 475/2024 in News item tilted Mountains of plastic are choking the Himalayan States appearing in the Hindu dated 04-03-2024.

The undersigned is directed to the refer Commissioner/Secretary to the Government, Department of Forest, Ecology and Environment Department to her OM No. FST-Lit/42/2022(159453) dated 13-10-2025, regarding the subject cited above and to convey the comments of the Transport Department with regard to promotion of carbon-neutral/phasing out of non BS-VI vehicles in tourist electric circuits in the UT of Jammu and Kashmir as under:-

1. **Promotion of Carbon Neutral and Electric Vehicles:**

The Transport Department concurs to the recommendation for the promotion of carbon-neutral buses, cabs, and other public transport vehicles in the Union Territory. The Department has already initiated steps to encourage adoption of electric vehicles (EVs).

2. **Restriction on Non-Compliant Vehicles in Tourist Circuits:**

The proposal to restrict plying of vehicles not conforming to Bharat Stage-VI (BS-VI) emission standards within identified tourist circuits and environmentally sensitive zones is agreed to in principle. However, implementation will require a phased approach considering vehicle availability, local transport needs, and public convenience. The Department shall coordinate with Traffic Police and Regional Transport Offices (RTOs/ARTOs) to identify specific routes and prepare an enforcement plan.

3. **Database on Tourist Vehicle Movement and Pollution Impact:**

The Department supports the recommendation to prepare a proper database on vehicular movement in tourist circuits, including registration details, vehicle type, and fuel. The Transport Department proposes to integrate this data with the VAHAN system

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to facilitate regular monitoring and analysis of vehicular emissions in coordination with the Pollution Control Committee.

4. **Coordination with other Departments:**
The Department agrees with the observation of the Chair that the Transport Department should be represented in future meetings related to Implementation of the NGT directions, especially concerning promotion of carbon-neutral and electric transport systems, vehicular emission monitoring, and traffic management in pilgrimage/tourist areas.

5. **Awareness initiatives:**
The Department shall also explore inclusion of eco-friendly driving and pollution control awareness campaigns for public transport operators and taxi unions operating in tourist destinations like Gulmarg, Pahalgam, Sonamarg, Patnitop, and Vaishno Devi.

However, the Government may initially consider to promote Hybrid Vehicles and slowly ensure shifting to Electric Vehicles keeping in mind the topography and cost of Electric Vehicles.

10/11/25

(**Raman Sharma)JKAS**
Deputy Secretary to the Government,
Transport Department

Commissioner/Secretary to the Government,
Forest, Ecology and Environment Department

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Government of Jammu and Kashmir

Tourism Department, Civil Secretariat, J&K.

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No.TSM/legal/130/2023

Dated 07 -01.2026

Subject:- M.A No. 14/2024 in Original Application No. 178/2022 in News item published in the Hindu dated 27.02.2022 titled Tourism has brought economic prosperity to the Himalayan region but environmental cost has been catastrophic with O.A No. 475/12024 in news item titled Mountain of Plastic are choking the Himalayan States appearing in the Hindu dated 04.03.2024.

The undersigned is directed to invite the kind attention of the Commissioner/Secretary to the Government, Forest and Ecology & Environment Department, to the above-cited subject and to inform that, in compliance with the directions of the Hon'ble National Green Tribunal (NGT) and the Ministry of Environment, Forest and Climate Change (MoEF&CC) the Tourism Department has initiated steps to operationalize the recommendations of the EATIHR report through inter-departmental coordination and phased implementation. Destination-wise data on tourist arrivals/inflow for major tourist destinations including Gulmarg, Pahalgam, Sonamarg, Yusmarg, Doodhpathri, Patnitop, Sanasar, Mansar and Purthu–Basohli and other tourist destinations has been compiled and enclosed as **Annexure–I.**

The Department is in the process of factoring destination-specific carrying capacity, taking into consideration accommodation availability, transport infrastructure, civic amenities and seasonal tourist inflow.

a. **Carrying Capacity:-** At present, the accommodation infrastructure in the Union Territory comprises a substantial number of registered hotels, guest

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houses, and government-operated facilities catering to diverse tourism segments. In the Kashmir Valley, there are approximately 1,500 registered hotels and guest houses providing about 78,670 beds. In addition, the homestay model is being gradually expanded in several offbeat and rural areas such as Gurez, Aharbal, and Doodhpathri, with the objective of promoting balanced and sustainable tourism while supplementing existing accommodation capacity. In the Jammu region, around 820 hotels and guest houses are operational, offering nearly 37,800 beds, largely catering to pilgrimage-related tourism, particularly in and around Katra. Further, the Jammu & Kashmir Tourism Development Corporation (JKTDC) operates a network of 36 hotels and 199 huts across the Union Territory, providing regulated and reliable accommodation facilities for tourists.

At present, a formal, destination-wise carrying capacity assessment programme has not yet been undertaken by the Department. The management of tourist inflow and related infrastructure is presently being handled through the respective development authorities and directorates. However, recognizing the importance of scientifically determining carrying capacity for ensuring long-term environmental sustainability and balanced tourism growth, the Department will propose to initiate carrying capacity programme over the next two years. These programme will aim to guide future planning, regulate visitor pressure at major destinations, and support the promotion of sustainable and responsible tourism practices across the Union Territory.

b. Vehicular Flow:- Approximately about 15,000 taxis are presently operating in the Union Territory, which contributes to congestion and localized pollution in major tourist destinations. During the year 2024, Jammu & Kashmir recorded approximately 2.35 million tourist visits. Peak tourist inflow in destinations such as Srinagar, Gulmarg, Pahalgam,

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Patnitop, has resulted in traffic congestion, pressure on civic amenities etc. In order to curb vehicular pollution and ensure effective decongestion of traffic at major tourist destinations across the Union Territory of Jammu & Kashmir, various traffic management and sustainable mobility measures are being implemented by the Department/Development Authorities. Regulated traffic movement is being enforced, particularly during peak tourist seasons, to manage vehicular inflow and prevent congestion at high-footfall locations. As part of the carbon-neutral initiative, electric buses are being operated on a weekly basis by the Directorates to promote clean and environment-friendly public transport and to reduce dependence on conventional fuel-based vehicles. Further, the movement of vehicles in eco-sensitive zones is being regulated and, wherever necessary, curtailed in order to minimize pollution levels, protect fragile ecosystems, and maintain the environmental carrying capacity of such areas. Measures such as controlled entry of vehicles, promotion of shared and public transport, designated parking arrangements, and restriction of unnecessary vehicular movement within core tourist zones are also being adopted to ease congestion and improve traffic flow.

c. **Waste Management:-** In order to address issues relating to solid and liquid waste management at various tourist destinations, the Tourism Department has undertaken a range of measures to address solid and liquid waste management at tourist destinations in furtherance of its statutory responsibility to ensure sanitation, public hygiene, and sustainable tourism. Waste collection and segregation systems have been put in place through installation of dustbins and establishment of functional solid waste management arrangements at key locations. Existing waste processing facilities are operational, and proposals for capacity augmentation and creation of additional treatment facilities are being pursued through due administrative procedures to meet increasing requirements.

For liquid waste management, sewerage treatment plants have been made operational at major destinations to ensure scientific treatment and safe disposal of wastewater, with additional plants proposed to be taken up in a phased manner, subject to availability of resources and completion of necessary formalities. In several areas, waste management infrastructure has already been strengthened or upgraded, and further improvements are under execution to align with environmental standards and operational needs. Mechanized systems for waste processing have also been introduced where feasible to enhance efficiency and regulatory compliance.

In locations where permanent infrastructure is yet to be established, cleanliness and sanitation are being maintained through interim arrangements, including engagement of private service providers and utilization of municipal services for collection, transportation, and disposal of waste. These arrangements ensure continuity of hygiene standards until permanent facilities are commissioned. Overall, the Department is following a phased, systematic, and legally compliant approach to strengthening solid and liquid waste management across tourist destinations. Details of the measures undertaken and proposed at major tourist locations are enclosed as Annexure-II.

d. **Other Initiatives.** Tourism service providers including hotels, guest houses, home- stays and tour operators are being encouraged to adopt sustainable practices relating to energy efficiency, water conservation, waste reduction, recycling and use of local products. It is further proposed to develop major tourist destinations as plastic-free zones through strict enforcement of the ban on single-use plastics and promotion of eco-friendly alternatives.

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I. The Tourism Department coordinates with district administrations to prevent encroachments and regulate houseboat and shikara operations. Tourism activities in protected and wilderness areas are regulated under the Wildlife (Protection) Act, 1972 by the Department of Wildlife Protection. The Tourism Department shall wherever possible enforce eco-friendly practices, waste carry-back protocols, seasonal visitor regulation and other safeguards for promotion of sustainable Tourism.

II. It is further submitted that the Eco-Tourism Policy is under formulation by the Tourism Department. The policy seeks to provide a comprehensive framework for sustainable destination development, conservation of natural ecosystems, community participation, carrying-capacity-based tourism planning, responsible visitor behaviour and green certification of tourism units.

III. The Homestay Initiative in J&K is a key component of the Department's strategy to promote sustainable and inclusive tourism by providing alternative accommodation options and generating livelihood opportunities for local communities. It encourages community participation, preserves local culture and traditions, and promotes environmentally responsible tourism with a lower ecological footprint. The initiative also helps decongest urban tourist centres by dispersing visitors to rural and lesser-known areas. Capacity-building and training programmes have been introduced to ensure quality standards in hygiene, safety, and hospitality. Registration of over 2,500 homestays reflects strong community involvement and commitment to eco-sensitive, community-driven tourism.

IV. The Department is promoting eco-tourism through integrated initiatives focused on sustainability, conservation, and community

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participation. Training is being provided for eco-friendly practices, homestay operations, and market linkages, while conservation-oriented activities and festivals promote biodiversity awareness and nature-based tourism in offbeat areas. Model eco-villages and tourist villages are being developed by integrating traditional practices, cultural preservation, and sustainable livelihoods. Cleanliness drives, trekking routes, adventure tourism, and eco-friendly tenting and glamping are being promoted alongside familiarization tours and seasonal cultural festivals. Together, these efforts support responsible tourism, strengthen local participation, and aid in conserving natural and cultural heritage.

(Owais Mushtaq,)JKAS
Additional Secretary to the Government
Tourism Department.

Commissioner/Secretary to the Government,
Forest and Ecology & Environment Department,

File No. FST-Lit/42/2022-02-Forest Department (Computer No. 159453)
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Annexure - 'A'

Jammu & Kashmir (Total Attractions Footfall)						
S.No	Name of District	Destination	Tourist Fall for the year 2024		Tourist Fall for the year 2025 (upto July 2025)	
			DTV	FTV	DTV	FTV
1	Anantnag	Pahalgam	819812	14483	509594	6085
		Verinag	52179	31	13369	24
2	Baramulla	Gulmarg	1095969	10837	472867	5734
3	Ganderbal	Sonmarg	833920	16559	311159	6613
		Mansbal	39487	215	83962	119
4	Budgam	Doodpathri	1188084	1492	107222	812
5	Udhampur	Patnitop	1214890	0	629096	0
6	Samba	Mansar	1364260	0	666227	0
7	Doda	Bhaderwah	694737	0	240590	1
		Total	**7303338**	**43617**	**3034086**	**19388**
		G. Total	**7346955**		**3053474**	

"ANNEXURE-B"

Initiatives with respect to Solid waste Management/ Liquid Waste Management/STP at Major Tourist Destinations in the UT of J&K.

Major Tourist Destination	Solid Waste Management	Future / in pipeline proposal	Liquid Waste Management	Future / in pipeline proposal
Gulmarg	02 MT /day capacity	The Proposal for Construction of 25 MT capacity of SWTP stands approved and same is being executed currently	Not yet	The Proposal for Construction of 3 MLD capacity of SWTP stands approved and same is being executed currently
Sonmarg	10 MT Disintegrator 01 MT Electro Magnetic at present functional.	02MT Magnetic Disintegrator in pipeline.	1200 KLD functional.	Phase 2nd during upcoming Capex Budget 2026-27.
Pahalgam	SWTP of 05 MT per day operational at Pahalgam.	10 MTS per day (In addition to the existing SWTP of Pahalgam development Authority. The Municipal Committee Pahalgam has also proposed one additional SWTP at Pahalgam for which identification / allotment of land is under process by MC Pahalgam.	One Sewerage Treatment Plant having capacity of 2.00 MLD is operational through UEED – Srinagar	Additional 4 Nos mini STPs are proposed to be constructed in Pahalgam to provide the STP facilities in these areas.
Patnitop Development Authority	01 MT non-biodegradable and 02 MT biodegradable installed in 2016.	The proposal of 5 MT Solid Waste Treatment Plant to efficiently process increased waste, in pipeline.	1.2 MLD waste management plant.	
Kokernag Development Authority	02 MT/day Segregator 300kg/day /Electro Magnetic Disintegrator 500T/day is functional at kokernag.			Proposal will be undertaken for construction of STP plant.

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1066

Wullar Mansbal Development Authority	Presently solid waste management plant is under construction. Civil part of the plant has been completed, electrification work is in process.	01 Integrated SWP with capacity of 15MT /day is in pipeline		01 MLD STP project is proposed by UEED for Liquid Waste Management.
Directorate of Tourism Jammu	The Directorate has installed 04 No. of Solid Waste Management Plants at Suchetgarh (01 No.), Katra (01 No.) and Bhagwati Nagar (02 No.)			One of the component namely "Installation of STP at Mansar" amounting Rs. 15.77 cr. included in the DPR in respect of Tourist infrastructure at Mansar under Swadesh Darshan 2.0 received from Chenab Zone has been submitted to Administrative Department for perusal.
Surinsar Mansar Development Authority	Presently the sanitation/cleanliness for four tourist destinations viz: Mansar, Surinsar, Purandal and Utterbehni is outsourced.	Proposal will be undertaken for construction of SWP plant		The steps are being taken to install Swerage Treatment Plant (STP) for proper disposal of liquid waste in a scientific manner. The Authority already approached to UEED and survey has been conducted by the technical team of UEED (west) and submitted the feasibility report for Mansar lake for an amount of Rs. 1577.25 lacs. The exercise is in process.

Annexure X

Government of Jammu and Kashmir
Office of the Pr. Chief Conservator of Forests
Jammu and Kashmir
***

The Commissioner Secretary to the Government,
Forest, Ecology & Environment Department,
J&K, Civil Secretariat,
J&K Jammu.

No: PCCF/Coord/OA-178/726750 2/276 Dated:- 27-01-2026

Sub: M.A. No. 14/2024 in OA No. 178/2022 titled re: News item published in the Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region but the environmental cost has been catastrophic"- regarding date 24-11-2025

Ref: - Administrative Departments Communication No. FST-Lit/42/2022(159453).

Madam,

kindly find enclosed herewith the Compliance / Action taken report in the case M.A. No. 14/2024 in OA No. 178/2022 titled re: News item published in the Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region but the environmental cost has been catastrophic".

Issued with the approval of the Pr. Chief Conservator of Forests (HoFF), J&K, Jammu.

Yours faithfully,

27/1/26

Dr.K. Anandh (IFS),
Chief Conservator of Forests
(Central)

Encl:- Compliance report.

BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL
PRINCIPAL BENCH, NEW DELHI
M.A. No. 14 of 2024
In O.A No. 178 of 2022

Compliance/ Action Taken Report

The Jammu and Kashmir Forest Department, Union Territory of Jammu and Kashmir respectfully submits this compliance/ Action Taken Report in pursuance of the direction issued by the Hon'ble National Green Tribunal in M.A No. 14 of 2024 in O.A No. 178 of 2022 titled "Tourism has brought economic prosperity to the Himalayan region but environmental cost has been catastrophic".

It is submitted that as part of the nature based Eco-Tourism and to create awareness about Bio-Diversity and diverse landscape of Jammu and Kashmir, Forest Department has opened Forest Huts for visitors through online booking and also notified number of 93 trek routes. During the last five years, 1877 Forest Hut bookings have been done whereby 4423 visitors have enjoyed the stay in Forest Huts. It is further submitted that, since the opening of forest trek routes for tourist in 2023-24 till now 11,58,949 trekkers have visited Forest and wilderness area in UT of Jammu and Kashmir. Per year footfall in trekking route as well as staying in Forest and Wilderness is 3,86,316 and 884 respectively, which is small/insignificant considering that UT of Jammu and Kashmir has reserve forest area to the extent of 20,194 Sq. Km. Hence, negative impact of Tourism in forest area is negligible.

The limited footfall is indicative of niche Eco-Tourism where people visit to appreciate local Bio-Diversity, landscape and pristine environment therefore, the overall impact is on the positive side of promoting awareness about nature, environment and Bio-Diversity of Jammu and Kashmir without causing any detrimental effect to the place being visited.

As part of the cleanliness drive the department has enforced no plastic zone trek routes and Eco-Tourism spots and carries out frequent cleanliness and awareness drives on Eco-Tourism spots. Under "Plastic Free" deliverable, against a tentative target of 50 cleanliness campaigns, the department organized 590 drives in potential Eco-tourism sites as well as along Trek-routes, which subsequently increased to 5795 such drives during 2023-24.

This Compliance/Action Taken Report is submitted for kind consideration of the Hon'ble Tribunal.

1070

Annexure III

MA No.14/2024 in OA No. 178/2022 titled In re: News Item published in the Hindu dated 27-02-2022 titled “Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic”-reg.

SAT PAL DHIMAN < satpal.dhiman29@gov.in >

Fri, 30 Jan 2026 2:18:34 PM +0530

To "mountaindiv-moefcc"<mountaindiv-moefcc@gov.in>

Cc "Chief Secretary"<cs-hp@nic.in>,"envsecy-hp"<envsecy-hp@nic.in>

Respected Sir/Madam,

With reference to the Ministry’s letter No. 33/01/2023-CS-I dated 19.02.2025 and subsequent email communications on the above-mentioned subject, it is respectfully submitted that the Hon’ble National Green Tribunal, vide its order dated 30.01.2025 passed in MA No. 14/2024 in Original Application No. 178/2022, issued specific directions to the Chief Secretaries of the States to ensure implementation of the recommendations in the EATIHR Report and directed to submit Compliance Report to the Ministry by 31-01-2026.
In pursuance of the aforesaid directions of the Hon’ble Tribunal, inputs w.r.t implementation of recommendations were obtained from all concerned stakeholder Departments of the State Government, and a meeting was convened under the Chairmanship of the Chief Secretary. Based on these deliberations and inputs received, a Compliance Report on behalf of the Chief Secretary, Government of Himachal Pradesh has been prepared, and same is enclosed herewith in PDF format with his prior approval for onward submission to the Ministry, enabling its filing before the Hon’ble National Green Tribunal. It is requested that further necessary action in the matter may kindly be taken accordingly.

Yours faithfully,

Additional Secretary (EST &CC) to the
Government of Himachal Pradesh
Armsdale, H.P. Secretariat, Shimla
Phone No. 0177-2621874

1 Attachment(s)

Compliance Report -GoHP in …
399.6 KB

Annexure III

GOVERNMENT OF HIMACHAL PRADESH

COMPLIANCE REPORT

W.R.T. HON'BLE NGT DIRECTIONS PASSED ON DATED 30/1/2025
IN MA NO. 14/2024 IN ORIGINAL APPLICATION NO. 178/2022

BRIEF BACKGROUND:

The directions were passed by Hon'ble National Green Tribunal on dated 30.01.2025 in MA No. 14/2024 in Original application no. 178/2022 in the matter of News item published in The Hindu dated 27.02.2022 titled as "**Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic**" with Original Application No. 475/2024 in news item titled as "**Mountains of plastic are choking the Himalayan States**" appearing in the Hindu dated 04.03.2024.

> *.... the recommendation made in the **EATIHR (Environmental Assessment of Tourism in the Indian Himalayan Region)** in respect of each of the State and UT of IHR are required to be effectively implemented by that State/UT. To protect the environment from damage in the eco-sensitive Himalayan States, expeditious steps are required to be taken by these States and UTs to ensure effective, proper and time-bound implementation of the recommendations…*
>
> *... the Chief Secretaries/Administrative Head of the States and UTs of IHR to monitor and ensure the full, effective and timely implementation of recommendations made in the EATIHR in respect of their State/UT. The compliance report will be submitted by the Chief Secretary/Administrative Heads of the States and UTs to the Secretary, MoEF&CC by 31.01.2026, who in turn will ensure submission of collated compliance report before the Registrar General of the Tribunal by 31.03.2026. If it is found necessary, the matters will be listed again before the Tribunal for consideration…*

RECOMMENDATIONS MADE IN THE EATIHR REPORT FOR THE STATE OF HIMACHAL PRADESH

A. Shimla, Kullu, Kangra, Lahual & Spiti, Chamba, Kinnaur, etc., districts are famous tourist destinations where mass tourism is prevailing. Here, there is an ample scope for regulation in **developing sustainable tourism within a carrying capacity.** In view of discouraging mass tourism, there is a need to create theme-based tourism such as ecotourism, agri-tourism, snow tourism, adventure tourism, pilgrimage tourism, culture and heritage tourism, health and wellness, etc.

B. **Assessment of carrying capacity of popular tourist places like Chandra tal, Pin Valley, Great Himalayan National Park (GHNP), etc.** would

maintain the spots sustainably. Decentralization of tourists from surrounding tourist resorts to tiny spots or from overcrowded destinations could be other ways for developing responsible tourism or ecotourism.

C. Implementation of **efficient solid waste management system** need to be strengthened with upgraded technologies or methods under waste to energy recovery systems. In view of making budgetary provision for the same, **green tax** is being collected from the tourists upon entering into tourist spots like Shimla, Manali and Dharmshala.

D. In view of **minimizing air pollution**, introducing clean fuel buses like electric buses need to further expand. These have already been in use at Rohtang Pass (3978m) and other different routes in Himachal Pradesh. Use of **carbon neutral buses and cabs** should be promoted in the state. Taxi/personal vehicle that does not conform to Bharat 6 standards should make prohibited for the state.

E. NGOs need to be involved in conducting public awareness programs on waste minimization, substitution and management among different stakeholders including tourists. Also, **proper signboards** would go a long way in making aware the public and tourist about biodiversity conservation, low-carbon sources of energy and adapting practices for promoting **NDC, SDGs and LiFE**.

F. Expansion in the **institutional capacity of local government for climate change planning** is urgently needed.

STEPS TAKEN BY THE STATE OF HIMACHAL PRADESH TO ENSURE EFFECTIVE, PROPER AND TIME-BOUND IMPLEMENTATION OF THE EATIHR (ENVIRONMENTAL ASSESSMENT OF TOURISM IN THE INDIAN HIMALAYAN REGION) RECOMMENDATIONS

A. DEVELOPING SUSTAINABLE TOURISM

i. State Government of Himachal Pradesh has taken various initiatives towards sustainable tourism through government policies and funded projects that balance economic growth with environmental conservation. Key initiatives emphasize eco-tourism sites, infrastructure upgrades, and community involvement across tourism dominated districts of the State. These efforts align with state tourism policies to promote inclusive development. **Himachal Pradesh Tourism Policy 2019** prioritizes sustainable development goals, including zero-waste destinations, renewable energy adoption, and water conservation in tourist areas. The revised **Eco-Tourism Policy 2024**, aligned with the Forest Conservation Act 2023, supports community-based models for activities like trekking and bird watching while ensuring ecosystem protection.

ii. Tourism units i.e. **hotels, resorts, guest houses are being registered as per the provisions laid down under the H.P. Tourism Development & Registration Act, 2002** and the H.P. Tourism Development & Registration of Tourism Trade Rules, 2012. The Department of Tourism register only those units which have approved map/ blue print, completion certificate of building NOC/ clearance from the competent authority like Municipal Corporation/Council (MC), Town & Country Planning (TCP), Assistant

Engineer, Himachal Pradesh Public Works Department (HPPWD), etc. In addition, consent to establishment and consent to operate certificates are also being taken from the H.P. Pollution Control Board before registering the tourism units.

iii. The Department has **introduced the Himachal Pradesh Home Stay Rules, 2025** and objective is diversification of the tourists to new and unexplored rural areas. The focus is on adopting sustainable tourism practices and tourism stakeholders are being encouraged for promotion of sustainable and environment friendly tourism activities. The objective of the Home Stay Policy is to provide alternate accommodation options for tourists and to experience culture, customs, traditions and life style of rural areas, besides generation of employment opportunities to the locals.

iv. The Govt. has also started **Chief Minister Tourism Startup Scheme-2025** on 13.10.2025 with an objective to diversify the tourists to new and unexplored rural areas and for taking tourists influx to the rural and interior areas of the State, and to decongest the urban areas/popular tourist destinations. Under this scheme, interest subvention is also introduced for the new Home Stay Units vide which 3% interest subvention for the Homestays in Urban Areas, 4% for Rural Areas Home Stays and 5% for Tribal Areas Home Stays have been proposed.

v. Koksar, a small cluster of five villages with around 132 households and 93 commercial establishments is traditionally dependent on agriculture, the region saw a major shift after the inauguration of the Atal Tunnel in October 2020. The **MRF setup in the area** has successfully collected and processed 11.41 tons of material by the end of December 2025. Additionally, to ensure the long-term financial sustainability of operations, a user fee structure has been initiated, encouraging community ownership and shared responsibility for maintaining a cleaner, more sustainable environment.

vi. The Hon'ble NGT, vide its order dated 09-05-2016, has **restricted the total number of vehicles** permitted to ply towards Rohtang Pass to 1200 vehicles per day, comprising 800 petrol vehicles and 400 diesel vehicles. Further, vide order dated 19-06-2017, the Hon'ble Tribunal has permitted an additional 100 vehicles per day exclusively for tourism purposes, subject to compliance with the prescribed conditions.

vii. The **limited vehicle permits** are being issued strictly through an online system on a first-come, first-serve basis from the official website of the District Administration, Kullu, i.e. http://rohtangpermits.nic.in, ensuring transparency, fairness and avoidance of manual intervention.

viii. As per the directions of the Hon'ble NGT, a permit fee of Rs. 500/- per vehicle (vide order dated 15-12-2015) and congestion charges of Rs. 50/- per vehicle (vide order dated 06-02-2014) are being levied on each vehicle proceeding to Rohtang Pass. The collection of the said fee and charges is being carried out through the online system by the Tourism Development Council, Manali.

ix. In order to regulate the **adventure tourism activities** the All-Terrain Vehicle (ATV) and Snow Scooter in Rohtang Manali area, District Kullu are being registered. Brief details are as follows:-

Sr. No.	Renewal	For New Registration	Total

1.	11 (ATV)	179	**190**
2.	25 (Snow Scooter)	35	**60**
Total	**36**	**214**	**250**

x. In order to maintain Air Quality and to reduce Noise Pollution, the Department of Tourism through Tourism Development Council Manali is providing funds for following works to offset the adverse impact of tourism activities on the environment:

- Maintenance of afforestation, re-afforestation, natural regeneration in Rohtang area.
- Establishment of Nature Park at Gulaba including Gazebo, Rain Shelter, Cafeteria, Natural Trails and Walking Trails, Sky Cycle etc.
- Maintenance of plantation carried out in compliance of the Hon'ble National Green Tribunal orders.
- Construction of Swarnim Vatika near Tungu Mod at Kothi and C/o Boundary wall, path and fencing in Swarnim Vatika in consultation with state forest department.

B. ASSESSMENT OF CARRYING CAPACITY OF POPULAR TOURIST PLACES AND EFFECTIVE MANAGEMENT OF FOREST, BIODIVERSITY AND ECO-SENSITIVE AREA

i. The State Government through State Centre on Climate Change is **undertaking environmental carrying capacity study** of important eco sensitive zones of the state of HP as per the directions of Hon’ble National Green Tribunal in the matter of OA No. 462/2018 titled as D.V. Girish vs. Union of India. These studies are undergoing in three Eco-sensitive zones of Himachal Pradesh viz. i) Environmental Carrying Capacity Assessment of Eco-Sensitive Zone: Manali Wildlife Sanctuary (MWS), Himachal Pradesh; ii) Carrying capacity assessment of Eco-Sensitive Zone, Col. Sher Jung National Park, Simbalbara, Himachal Pradesh; & iii) Carrying capacity assessment of Eco-Sensitive Zone, Renukaji Wildlife Sanctuary, Sirmaur District, Himachal Pradesh.

ii. The State Forest Department takes all necessary action as per the prevailing rules and acts to prevent any illicit felling and forest degradation in the forest areas.

iii. Cutting of trees at times is unavoidable while constructing four lane projects in a state like Himachal Pradesh. But while taking the Forest Clearance approvals during diversion of forest land for highway and other projects, *Van (Sanrakshan Evam Samvardhan) Adhiniyam, 1980* specifies for Compensatory Afforestation (CA) on degraded forest land which is twice in extent to the area proposed to be diverted for the development/construction projects. The purpose of the CA is to compensate the loss of land by land and the loss of trees by trees.

iv. There has been substantial progress in **Eco-Sensitive Zone (ESZ) notification across Himachal Pradesh**, particularly for Wildlife Sanctuaries, where ESZs

are now notified for a clear majority of sites. Out of total 38, the 23 Wildlife Sanctuaries have either fully notified ESZs or are at an advanced stage (draft issued or proposal submitted). As a result, over 1,800 sq. km of ESZ area has already been formally notified, representing a **significant expansion of regulated buffer zones around ecologically sensitive landscapes**. This reflects sustained institutional momentum by the Forest Department and Ministry of Environment, Forests & Climate Change (MoEF&CC) to operationalize landscape-level conservation beyond core protected boundaries.

v. Several large and high-value Protected Areas—including Great Himalayan National Park (GHNP), Kheerganga NP, Inderkilla National Park, Tirthan and Sainj Wild Life Sanctuary (WLS), Bandli WLS, Pong Dam Lake WLS, Churdhar WLS, and Pin Valley NP—already have ESZ proposals submitted, draft notifications issued, or revisions underway. Many pending cases are procedural, linked to final Protected Area notifications or resolution of rights-holder objections, rather than lack of intent. Taken together, this indicates that a majority of Himachal Pradesh's Protected Areas are now either covered by ESZs or firmly on track for notification, signalling a positive shift towards stronger buffer-zone governance and more resilient conservation planning at the landscape scale. The details of Wildlife Sanctuary, National Park & Conservation Reserve of the State are as follows:

Category of Protected Area	**Total Area in (Sq. Km)**	**Total Area of ESZ in (Sq. Km)**
Wildlife Sanctuary	**6134.61**	1807.777
National Park	**2247.28**	31.24
Conservation Reserve	**1606.41**	**Not mandated**

The details of the Protected Areas wise Eco-Sensitive Zones of Himachal Pradesh are at **Annexure-I**.

vi. The Great Himalayan National Park (GHNP) was inscribed as the United Nations Educational, Scientific and Cultural Organization's (UNESCO) World Heritage Site in 2014 under the Natural category, in recognition of its outstanding universal value and representative biodiversity of the Western Himalayas. Every year, various **conservation and management activities are undertaken** in the Park through Centrally Sponsored Schemes, Compensatory Afforestation Fund Management and Planning Authority (CAMPA), and funds of the Biodiversity Conservation Society, with the objective of conserving its pristine landscapes and rich flora and fauna.

vii. For the financial year 2025–26, an amount of ₹ 3.03 Cr has been earmarked for implementing key **conservation interventions**, including group patrolling, **long-term ecological monitoring** of selected species, development and maintenance of essential infrastructure, habitat restoration measures, and strengthening community participation.

viii. In GHNP, effective community involvement, coupled with regulated visitor entry, plays a vital role in maintaining cleanliness and ecological integrity of the Park. Regular awareness programmes are conducted in and around the Park to sensitise local communities and visitors. In addition, the Park management organises periodic cleanliness drives with active participation of staff and local stakeholders on various occasions.

ix. **Himachal Pradesh State Biodiversity Board**, established under the Biological Diversity Act, works to conserve the state's rich biodiversity, regulate the commercial use of biological resources, and promote sustainable use.The Board **conducts capacity-building workshops and awareness programs**, supports documentation of local biodiversity, and collaborates with institutions for holistic conservation. It also plays a key role in implementing biodiversity action plans and ensuring fair **benefit-sharing from biological resources.**

x. The Himachal Pradesh State Biodiversity Board has been **actively engaged in developing People's Biodiversity Registers (PBRs)**, which record local biodiversity, traditional knowledge, and ecological changes through community participation.

xi. These registers are prepared by **Biodiversity Management Committees (BMCs)** at the Gram Panchayat level, with a focus on biodiversity-rich districts. So far, 3,775 BMCs have been constituted, and 3,775 PBRs have been completed. The process of uploading these registers on the web portal is ongoing, with 1,211 PBRs uploaded to date. In addition, a Biodiversity Action Plan and Strategy have also been formulated.

C. EFFECTIVE SOLID WASTE MANAGEMENT

i. The Government of Himachal Pradesh through Urban Development Department (UDD) issued directions that the concerned Urban Local Bodies (ULBs), rural local bodies, notified areas, temple trusts, etc. shall quantify the solid waste generated due to tourism activities and ensure scientific disposal of the same.

ii. This is given impetus by Hon'ble High Court in the matter of Suleman and others vs. Union of India and others a/w connected matters vide CWP 2369/2018, wherein the court has directed that "We should impress upon the State Government to empower the local bodies to levy solid waste management charges upon tourists in entry point to make solid waste management services sustainable". The Hon'ble NGT is also directed the state to strengthen the Solid Waste Management practices in the state.

iii. The management of solid waste generated from hill spots and trekking/expedition is a challenging task. Different scientific studies, which were carried out in the state, highlighted how tourism impacts waste management. The average waste generation was 200 gm-300 gm/person/day in hill spots and 200 gm - 288 gm during trekking/expeditions during 2003 (Kuniyal et al., 2003). This waste comprised 65.2% - 83.1% of bio-degradable waste of the total waste which mainly contained vegetable waste, fruits, and other food material. In case of non- biodegradable waste, its components were largely glassware, polythene, plastic bottles, and wrappers. Among non-biodegradable waste, it was recommended that 60.68% of waste was able to be recycled if collected and transported properly. In Kullu and Manali region, the biodegradable waste generated from the tourists was found to be 47.6% and 65.5% of the total waste generated respectively(Kuniyal et al. 2003b).

iv. Himachal Pradesh generates the maximum amount of garbage in May and June when floating population visit from plain to the mountain. Total waste

generated from the 60 ULBs is 381 MTPD (as on Nov 2025), out of which almost 208 MT is wet waste and 154.0 is dry waste and 19.0 MT is inert waste. Previously, the guidebook on solid waste management titled, “State Strategy on Solid Waste Management”, published by UDD in 2019, stated total solid waste generation by the ULBs was estimated 370 MTPD.

v. To ensure **uninterrupted sanitation facilities** mobile toilet units are being installed in important tourist destination like at Sissu & at North Portal of Atal Tunnel. Bye-laws are also being framed by the Panchayats under Solid Waste Management Rules, 2016 prohibiting littering by the visitors in tourist destinations. The Closed-Circuit TeleVision **(CCTV)** cameras are also deployed for monitoring through coordinated collaboration involving education institutions, Self Help Groups (SHGs) and local Non-Government Organizations (NGOs), approximately 120 metric tonnes of non-biodegradable waste have been collected and scientifically processed during year 2025 to minimize dependency on landfills and ensuring environmentally sound disposal. Material Recovery Facilities are setup at Koksar area of Lahaul & Spiti.

vi. It has been made mandatory for all public and private transport vehicles, including taxis and tourist vehicles, to install dustbins to prevent littering, with penalties prescribed for non-compliance. These measures aim to protect the environment and control plastic waste effectively in the state. It has been made mandatory to put garbage bags/dust bins in public transport vehicles to prevent littering along the road side. Additionally, the District Administration of emerging tourist destinations in Lahaul & Spiti District is regularly monitoring all aspects of sewage, sullage, and solid waste management to effectively address environmental concerns.

vii. Green Tax has been imposed by the Tourism Development Council, Manali, for which the Government has already framed guidelines regarding the utilization of funds from the Composite Environmental Fund generated at Green Tax Barriers in Manali for levying and charging fees on vehicles entering Manali Town for tourism development. The Tourism Department is also making concerted efforts to provide improved sanitation services in collaboration with Sulabh International at Rohtang Pass, Solang Nala, Hadimba Temple, and the Green Tax Barrier.

viii. The Green Tax funds are being utilized exclusively for developmental, preventive and regulatory measures in the area extending from Vashisht to Rohtang Pass and up to five kilometers beyond Rohtang Pass. The utilization of these funds is strictly in accordance with the directions of the Hon’ble NGT issued vide orders dated 17-07-2018 in O.A 389/2018 Court on its own motion vs. State of H.P & Ors., with a focus on maintaining ecological balance, regulating vehicular movement, improving infrastructure, managing waste, and ensuring environmental protection in this environmentally sensitive zone.

ix. State of Himachal Pradesh is one of the first Indian states to **ban plastic carry bags** in the year 2009 under the Non-Biodegradable Garbage (Control) Act, 1995. In the year 2011, the state government extended the ban to include **disposable plastic cups, plates and glasses** made up of non-biodegradable material. In 2018, **thermocol plates, plastic cups, and glasses** were banned under the said Non-Biodegradable Garbage (Control) Act, 1995. The state fully banned certain single-use plastic items from July 1, 2022, ahead of the

national ban. Items like **plastic spoons, straws, plates, and earbuds with plastic sticks etc.** are prohibited.

x. The State Government issued a notification (No. STE-F(4)-1/2017-L dated 29.03.2025, prohibiting the use of PET bottles (up to 500 ml) by Government Departments, Boards, Corporations, other State Government Organizations in their all indoor official meetings, conferences, events etc. as well as in Himachal Pradesh Tourism Development Corporation (HPTDC) hotels and the private hotels in the State. They will adopt sustainable alternatives, such as, glass bottles, water dispensers/kiosks or steel containers.

xi. The State of HP also launched a Plastic Buyback Scheme, where school children and citizens are encouraged to collect and sell single use plastic waste at ₹75/kg. This incentivizes plastic collection and increases public participation. The claims of more than Rs. 1.12 Cr. have been settled under this scheme. Himachal Pradesh uses shredded plastic waste in road construction, reducing bitumen use and promoting plastic recycling. Schools, colleges, and NGOs actively run awareness campaigns. Eco Clubs in the Schools promote waste segregation, recycling, and sustainable habits among youth.

xii. The State Government has developed and launched the **"Banned SUP eChallanHP"** mobile app and web portal to enforce the ban on single-use plastics in the state from 5th June, 2025. Authorized officers can use this mobile app to issue challans to violators, who can then pay the fine instantly by scanning a QR code or later through the app or portal. This initiative helps monitor and penalize violators under the H.P. Non-Biodegradable Garbage (Control) Act, 1995, ensuring effective implementation of the plastics ban.

xiii. The State Government in the month of June, 2025 **notified the Deposit Refund Scheme (DRS)** as a key instrument to implement Extended Producer Responsibility (EPR) and eliminate Single-Use Plastics (SUP). Under this scheme, a refundable deposit will be secured on select plastic products through unique QR code, which will be refunded upon their return. This incentivization is expected to influence consumer behaviour positively and foster the growth of a circular economy. The Hon'ble High Court of Himachal Pradesh is also monitoring the progress of implementation of waste management including DRS in the State. A pilot project of DRS has been implemented during Mani Mahesh Yatra in district Chamba, HP. The process of implementation of DSR in the entire State has been initiated for effective solid waste management. The steps for the operationalization of the DRS have been initiated and are in progress.

xiv. Himachal Pradesh has moved decisively to mandate **100% registration of Producers, Importers, and Brand Owners (PIBOs)** under the Extended Producer Responsibility (EPR) framework, aiming to strengthen waste collection infrastructure, especially for plastic packaging. The State Pollution Control Board has directed all PIBOs—be they operating in one or multiple states—to register on the Centralised EPR portal or with HP State Pollution Control Board (HPSPCB), submit detailed action plans, and enter formal agreements with plastic waste processors and local bodies (ULBs/panchayats) for systematic collection, segregation, transport, and processing. HPSPCB continues to push for 100% registration to ensure full implementation of EPR guidelines. More than 600 industries have been identified in the State and are

being registered under EPR. 20- Brand Owners, 160- Producers, 92-Importers, 45-Plastic Waste Processors are registered in the State through HPSPCB. Registration of 37 additional Producers, 9-Brand Owner & 1Importer is in process.

xv. All consented hotels and homestays in Himachal Pradesh are equipped with septic tanks and connected to common sewage treatment plants maintained by Jal Shakti Vibhag and Shimla Jal Prabandhan Nigam. It has been made mandatory to install sewage treatment plants for hotels and homestays having more than 25 rooms.

xvi. The majority of state's urban-rural bodies are dustbin- free, and garbage is managed through door-to-door collection.

xvii. In addition to all, the Eco-Tourism Policy places special emphasis on integrated waste management and encourages tourists, local communities, and stakeholders to adopt sustainable practices, including waste reduction, water conservation, and minimization of ecological footprints. The policy promotes the use of renewable, biodegradable, and environmentally friendly materials, along with scientific and eco-friendly waste disposal mechanisms, to maintain the ecological integrity of eco-tourism sites.

xviii. For improved management of the Chandertal Wetland Ramsar Site, the Himachal Pradesh State Wetland Authority has submitted a five-year Integrated Management Plan (IMP) to the Ministry of Environment, Forest & Climate Change (MoEF&CC), Government of India, seeking financial assistance. The IMP recognises tourism as an important ecosystem service that contributes to local livelihoods, while also identifying unregulated tourism as a key anthropogenic pressure on the fragile high-altitude wetland ecosystem. Accordingly, the tourism strategy under the IMP focuses on regulating tourism activities within the ecological limits of the wetland, in line with the Ramsar principle of wise use. A central element of the action plan is the introduction of a carrying capacity–based mechanism to regulate the number of tourists visiting Chandertal, along with controlled regulation of vehicular access, in order to minimise physical disturbance, emissions and pressure on wetland margins. To address the impacts of camping activities, the IMP proposes restriction of camps in the immediate vicinity of the wetland and the development of an alternate camping site downstream, thereby redistributing tourism pressure away from the ecologically sensitive core area.

xix. The action plan under the Integrated Management Plan (IMP) for the Chandertal Wetland places emphasis on promoting environmentally responsible tourist behaviour through the notification of Tourist Do's and Don'ts and the installation of interpretative signage highlighting the Ramsar status, ecological sensitivity, and cultural values of Chandertal. Capacity building of tourism stakeholders forms a critical component of the plan, with targeted training programmes for camp owners, staff, and taxi operators to enhance awareness of high-altitude wetland ecology, wildlife sensitivity, and responsible tourism norms. Recognising solid waste as a major tourism-related concern, the IMP also proposes training of tourism operators in waste segregation and zero-littering practices, supported by the establishment of scientific waste collection and disposal systems to prevent pollution of the wetland.

D. AIR & WATER POLLUTION MANAGEMENT

i. The State Government through HPSPCB is **monitoring the Ambient Air Quality** at 25 locations under the Central Pollution Control Board (CPCB) sponsored National Ambient Air Quality Monitoring Programme (NAMP) in 12 towns/ cities across the State including Shimla, Manali and Dharamshala. Additionally, the HPSPCB has also established one real time ambient air quality monitoring station at Baddi. The CPCB has sanctioned 47 new monitoring stations which will also expand monitoring network in Shimla, Manali & Dharmshala besides other new towns/cities of the State. The State Government through HPSPCB is in a process to procure and setup one real time monitoring station in Shimla. For the benefit of common masses, air quality/ findings are regularly disseminated through official website of the HPSPCB as well as AQI Mobile App.

ii. **Assessment of the water quality of natural water bodies** is one of the most important activities of the State Government through HPSPCB. Water quality of all major rivers and wetlands across the state is being conducted through SPCB at 243 locations on monthly basis under the National Water Monitoring Programme/Monitoring of Indian National Aquatic Resources (NWMP/MINARS) and at 128 locations on quarterly basis under State Water Quality Monitoring Programme (SWQMP). Monitoring of the specified rivers and lakes (Beas, Satluj, Dal, Riwalsar) is being conducted on monthly basis.

iii. In District Shimla, there are 20 monitoring stations under the Indian National Aquatic Resources System (MINARS) and 6 Surface Water Quality Monitoring (SWQM) stations. In District Kullu & Lahaul–Spiti, there are 25 MINARS and 21 SWQM stations. District Kangra has 20 MINARS and 23 SWQM stations, District Chamba has 16 MINARS and 23 SWQM stations, and District Kinnaur (Rampur) has 22 MINARS and 12 SWQM stations.

iv. An action plan has also been prepared through SPCB for control and mitigation of water pollution issues in few polluted river stretches, which are being implemented involving various stakeholders.

v. The Jal Shakti Vibhag is also **monitoring water quality of all the river supply schemes** regularly through National Accreditation Board for Testing and Calibration Laboratories (NABL) accredited laboratories and sample results are made available on Jal Jeevan Mission (JJM) portal. In addition, treated and disinfected effluent from Sewage Treatment Plants (STPs) is being properly disposed of into nallahs and rivers in accordance with prescribed norms.

vi. In order to accelerate the adoption of electric mobility across the state by creating an enabling ecosystem for electric vehicles and supporting infrastructure, the **Himachal Pradesh Electric Vehicle Policy, 2022** has been notified by the State Government.

vii. The State Government through Himachal Road Transport Corporation (HRTC) has been actively working towards the **adoption of electric mobility and promotion of green energy** in the State of Himachal Pradesh. At present, HRTC is operating 110 electric buses and 50 e-taxis across different regions of

Himachal Pradesh. These electric vehicles are being deployed on various routes to reduce carbon emissions, improve energy efficiency, and provide environmentally sustainable public transport services to the people of the State. Further, the procurement process for 327 electric buses, comprising 297 Type-I and 30 Type-III electric buses, is under progress. The Letter of Award for procurement of 297 Type-I electric buses has been issued on 09.04.2025 and the induction of these buses into the fleet of HRTC is expected in the near future. The addition of these buses will significantly enhance the capacity and reach of electric public transport services in the State. Moreover, there is a proposal under consideration for the procurement of additional electric buses in the near future to further strengthen the electric fleet. HRTC is undertaking the development of charging infrastructure at 80 locations across Himachal Pradesh to support the existing and upcoming electric vehicles. The establishment of charging stations at strategic locations is a crucial step towards ensuring the smooth operation and long-term sustainability of electric mobility initiatives.

viii. Himachal Pradesh has also implemented multiple measures to protect the ecologically sensitive Rohtang Pass. **Vehicle entry is strictly limited** to reduce pollution, with daily permits capped to control traffic volume. To further curb emissions, **electric buses and CNG vehicles have been introduced** on this route. A Common Effluent Treatment Plant (CETP) has been established to treat wastewater from tourist facilities. The state has also banned plastic usage and littering in the area. Regular monitoring of air and water quality accompanies extensive awareness campaigns involving tourists and locals to safeguard the fragile Himalayan ecosystem.

ix. These efforts have collectively contributed to improved environmental conditions at Rohtang Pass.

E. PUBLIC AWARENESS PROGRAMME

i. State Government has launched several awareness programs through the Department of Environment, Science, Technology & Climate Change, District Administration and stakeholder departments to tackle plastic waste, including campaigns like **"Polythene Hatao - Paryavaran Bachao"** which focused on collecting plastic litter from vulnerable areas such as hill slopes, forests, and rivers. The government also promotes sustainable waste management by educating the public about the harms of single-use plastics and encouraging alternatives.

ii. The Tourism and Civil Aviation Department is also **conducting awareness programmes** from time to time for safety/security and promotion of tourism. Necessary signages and sign- boards are installed at various tourist places for safety and guidance of tourists. In order to develop human resource in the hospitality sector, the Department of Tourism & Civil Aviation, HP is imparting skill and capacity building training through Institutes of Hotel Management (IHM) and HP Kaushal Vikas Nigam to the youth engaged in tourism & hospitality sector i.e. Hotels, Restaurant/Dhabas, Food & Beverage

Services, Tourist guides, Home Stay owners, Taxi drivers, Porters etc. In the last three years, a total of 3500 youths have been imparted trainings.

iii. The Department of Tourism & Civil Aviation has given directions to the field offices w.e.f. 22.07.2025 to display notices/ posts at the reception areas indicating fine upto Rs. 5000/- for improper waste disposal and littering, and directions have also been given to ensure that wet and dry dustbins are provided at the receptions/ counters.

iv. The Department of Environment, Science, Technology & Climate Change has also installed signboards at entry points and other prominent locations across the State to **sensitise** tourists about banned single-use plastic (SUP) items and the applicable penal provisions.

v. The adventure tourism & sports related training is also being imparted through Atal Bihari Vajpayee Institute of Mountaineering and Allied Sports (ABVIMAS), Manali (Kullu) such as for Paragliding, Mountaineering, River-Rafting, Skiing, Hiking, etc.

vi. A solid waste recovery model has been envisaged by the "Bir Hotels Association for Sustainable and Holistic Awareness" and waste warriors in collaboration with the District Administration Kangra at Dharamshala. A waste management campaign titled “Trek it Back- Bring Back your Waste” has been organized by Forest Division Dharamshala at the Bhagsu Waterfall area near Shiva Café along the Triund Trek on 15.12.2025 by associating Trek Operators, Stakeholders and Hotel Association.

vii. In Spiti, District Lahaul & Spiti, an efficient solid waste management system is implemented annually, with preparatory measures undertaken in the month of April prior to the tourist season and in October before the onset of winter. The Spiti District Administration and the Special Area Development Authority (SADA) organise cleanliness drives with the active participation of local residents, Vyapar Mandals, hotel and homestay owners. Solid waste is collected daily by SADA and segregated at the Material Recovery Facility (MRF). Cleanliness drives are conducted every year to strengthen effective waste management, with ensured involvement of non-governmental organisations. NGOs such as Waste Warriors and Healing Himalayas are engaged for proper waste disposal. To enhance community participation, awareness camps are organised and waste disposal bags are distributed with the support of Healing Himalayas to sensitise the general public on the importance of effective waste disposal.

viii. **Training cum awareness camps** were organized at Kugti, Bharmour and Holi, Chamba for creating awareness and sensitizing local communities about responsible tourism. During 2025-26 three trainings are being organized for local youth of Chamba such as River Rafting Training at Pirdi (Kullu), Trekking Guide Course at Bharmour and Water Sports Training at Pong Dam.

ix. In Himachal Pradesh, Mission LiFE activities are being implemented through schools, community groups, and the Himachal Pradesh Council for Science, Technology & Climate Change (HIMCOSTE) by organising awareness campaigns, pledge drives, outreach programmes, and clean-up activities aligned with the Mission LiFE themes.

F. INSTITUTIONAL CAPACITY OF LOCAL GOVERNMENT FOR CLIMATE CHANGE PLANNING

i. Climate change has emerged as a global crisis. In 2025, the world is witnessing record-breaking temperatures, escalating heatwaves, and intensified extreme weather events such as floods, droughts, wildfires, and powerful storms, all linked to rising greenhouse gas emissions. The Climate change is a global phenomenon characterized by long-term shifts in average weather patterns and an ongoing increase in Earth's average surface temperature, primarily driven by human activities such as fossil fuel burning, deforestation, and industrial processes.

ii. The Intergovernmental Panel on Climate Change (IPCC) 6th Assessment Report states that the global surface temperature has already risen about 1.1°C above the pre-industrial level (1850-1900). Without rapid and deep greenhouse gas emission cuts, the world is likely to surpass 1.5°C warming between 2030 and 2040. Projections indicate that by 2100, temperatures could increase from 1.4°C to as high as 4.4°C depending on emission scenarios, with more severe risks under higher emissions pathway. Thus, climate change is a global environmental crisis and will continue to affect all regions, ecosystems, and human societies through rising temperatures and altered climate patterns, with significant implications for health, economies, and natural systems.

iii. State Government has **developed an Environmental Master Plan (EMP)** that established baseline data for the state's natural and physical resources. The plan identifies ecologically sensitive zones and the critical issues that impact them, while outlining corrective measures as well as the manpower and regulations needed to implement them. The plan is shared with the entire stakeholder department to include recommendation in their respective annual action plan.

iv. **State Environment Plan** has also been prepared, finalized and circulated amongst all stakeholders as per the directions from Hon'ble National Green Tribunal (NGT) issued vide order passed on dated 08.02.2022 in the matter OA No. 360/2018 titled as Shree Nath Sharma Vs. Union of India. The plan is hosted on official portal of the Department. The recommended actions are being implemented by the stakeholders.

v. State is committed to combating the impacts of climate change through multiple initiatives. The state has **established the Department of Environment, Science, Technology & Climate Change (DEST&CC)** as a nodal agency to coordinate climate action. Efforts include implementing the State Action Plan on Climate Change, promoting renewable energy, enhancing forest cover, and developing climate-resilient villages to foster sustainable development and adaptation. These initiatives reflect the state's proactive approach to address climate challenges comprehensively.

vi. **Himachal Pradesh Knowledge Cell on Climate Change (HPKCCC) has been setup** and has been made functional in the Respondent State from the year 2015 onwards with the technical and financial assistance of DEST&CC under National Mission for Sustaining Himalayan Ecosystem (NMSHE). Through this cell actions are taken for designing strategies for the growth of the State by setting up a knowledge network, assessing the socio-economic

and ecological consequences of global environmental/ climate change etc. by bridging gaps on climate change knowledge.

vii. The knowledge cell has also conducted detailed & village level climate change vulnerability assessments and developed adaptation plans specifically for the major river basins in the state. These assessments use scientific models and field studies to identify climate risks. The resulting adaptation frameworks guide sustainable water resource management, agricultural planning, and disaster risk reduction, helping local communities and authorities to better cope with climate-related hazards in each basin. The reports and knowledge products of HPKCCC are hosted on official web portal: https://dest.hp.gov.in.

viii. A pilot **project under National Adaptation Fund for Climate Change (NAFCC)** for Sustainable Livelihood of Agriculture Dependent Rural Communities in Drought Prone District of Himachal Pradesh through Climate Smart Solutions has been implemented with the support from the Ministry of Environment, Forests & Climate Change (MoEF&CC), in one of the drought prone district Sirmour of Himachal Pradesh.

ix. Himachal Pradesh has **developed the State Action Plan on Climate Change (SAPCC)** to localize and implement the National Action Plan on Climate Change (NAPCC), addressing state-specific climate challenges and priorities. The SAPCC is designed to align Himachal's actions with **Nationally Determined Contributions (NDCs)**. The SAPCC is a dynamic document, regularly updated to reflect the latest knowledge and state needs; the current version, 'State Strategy and Action Plan on Climate Change 2021-30,' guides efforts to adapt to and mitigate climate impacts while supporting sustainable, resilient development.

x. To ensure effective implementation, a State Level Climate Change Governing Council, chaired by the Hon'ble Chief Minister, oversees strategic decisions, while the Executive Council, led by the Chief Secretary, manages operations. The DEST&CC serves as the nodal agency for SAPCC execution and coordination.

xi. The plan emphasizes mission-wise targets and sectoral strategies, with a focus on improving rural livelihoods, enhancing resilience, and achieving carbon-neutral development. **Stakeholder departments are tasked with integrating SAPCC recommendations into their policies and programs,** ensuring that climate action is mainstreamed across all sectors of the state's economy and governance.

xii. The **Climate Change Adaptation in Rural Areas of India (CCA-RAI) programme in Himachal Pradesh** is a collaborative initiative implemented by the DEST&CC in collaboration with Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) and Ministry of Environment, Forest & Climate Change (MoEF&CC), Government of India. Its core aim is to integrate climate adaptation into state and local planning to enhance the resilience of rural communities to climate change. Pilot adaptation projects were launched in Bilaspur district, focusing on water management in drought-prone panchayats such as Kandrour. These interventions targeted issues like erratic rainfall, droughts, crop failures, and soil erosion, advancing sustainable agriculture and water conservation. The project provided technology needs assessment (TNA) for adaptation, especially in the water sector—helping

identify technical gaps and viable solutions to climate vulnerabilities. CCA-RAI Himachal is recognized for its integrated, participatory model, blending bottom-up knowledge with technical support to promote community resilience and sustainable development in the face of climate risks.

xiii. The **Climate Adaptation and Finance in Rural India (CAFRI) project** in Himachal Pradesh is an Indo-German technical cooperation initiative, supported by GIZ, the Ministry of Environment, Forests and Climate Change (MoEFCC), and the National Bank for Agriculture and Rural Development (NABARD). CAFRI aims to enhance climate resilience and adaptation planning in rural regions by integrating finance and gender-sensitive approaches with state climate action plans. Under this programme **adaptive capacity development** for approximately 5,000 women farmers in drought-prone and climate change areas of the State is being undertaken between year 2023 to 2026.

xiv. Himachal Pradesh, despite its commendable performance on the **Sustainable Development Goals (SDG)** India Index 2023–24, remains highly vulnerable to climate change due to its fragile ecosystems and dependence on natural resources. Rising temperatures, erratic monsoons, glacial retreat, and an increasing incidence of natural disasters such as landslides and flash floods have significant repercussions on agriculture, water resources, biodiversity, and public health. In response, the State Government supported by United Nations Development Programme (UNDP) has **prepared an inclusive, climate-responsive Himachal Pradesh Human Development Report (2025)** - Building the Future in a Climate-Impacted World.

xv. Himachal Pradesh's initiative to prepare the Human Development Report (HDR) for the Future in a Climate-Impacted World represents a pioneering step in India. It is the first state to comprehensively integrate human development assessment with climate vulnerability, addressing how climate risks influence health, education, livelihoods, and overall progress.

xvi. This HDR stands out because it incorporates climate-adjusted measures of the Human Development Index (HDI), providing a direct assessment of how climate change affects core development indicators-such as literacy, poverty eradication, health outcomes, and social inclusion.

xvii. The report reviews vulnerabilities across agriculture, water, forestry, construction, tourism, health, and governance, setting a blueprint for development in a warming world. Himachal’s HDR details that rising temperatures, glacial retreat, erratic rainfall, and frequent disasters are already costing the state thousands of lives and crores in damages, threatening the gains made in education, health, and income.

xviii. The report calls for climate-resilient growth strategies like watershed management, micro-irrigation, disaster prevention, ecological restoration, renewable energy, and the creation of a climate resilience fund to safeguard achievements and prepare for future challenges. This groundbreaking HDR not only celebrates Himachal’s social progress but warns that climate change could reverse decades of development unless growth becomes climate-smart and sustainable.

Annexure-I

Details of the Protected Areas & Eco-Sensitive Zones of Himachal Pradesh

Sr. No	Name of District	Name of Wildlife Division	Name of Protected Ares	Category of Protected Area	Area in (Sq. Km)	Whether ESZ notified or not?	Area of ESZ in (Sq. Km)	Remarks
1	2	3	4	5	6	7	8	9
1	Kullu	**WL Kullu**	Khokhan	WLS	14.94	Yes	7.45	
2	Kullu	**WL Kullu**	Kanawar	WLS	107.29	Yes	64.655	
3	Kullu	**WL Kullu**	Kais	WLS	12.61	Yes	24.651	
4	Kullu	**WL Kullu**	Manali	WLS	29.00	Yes	15.68	
5	Kullu	**GHNP Shamshi**	Tirthan	WLS	61	No		Proposal has been submitted to MoEF &CC. The proposed area for ESZ is 91.42
6	Kullu	**GHNP Shamshi**	Sainj	WLS	90	No		Proposal has been submitted to MoEF &CC. The proposed area for ESZ is 25.9374
7	Kullu	**GHNP Shamshi**	Great Himalyan	National Park	754.40	No		Proposal has been submitted to MoEF &CC. The proposed area for ESZ is 211.28
8	Kullu	**Kullu (T)**	Inderkilla	National Park	40	Issued but will be revised		Final notification of the Inderkilla national park is pending due to objection raised by Rightholders. However, final notification of the ESZ issued but the same will be amended after the final notification of the PA
9	Kullu	**DFO Parvati**	Kheerganga	National Park	710	No		Final notification of the PA is pending and ESZ proposal will be prepared after the final notification of the National Park.

10	Mandi	**WL Kullu**	Bandli	WLS	32.11	Draft notification issued	28.18	ESZ final notification pending with MoEF & CC
11	Mandi	**WL Kullu**	Nargu	WLS	132.38	Yes	50.0425	
12	Mandi	**WL Kullu**	Shikari Devi	WLS	29.94	Yes	19.2045	
13	Kangra	**WL Hamirpur**	Pong Dam Lake WLS	WLS	207.59	Draft notification issued	114.7	ESZ final notification pending with MoEF & CC
14	Kangra	**WL Hamirpur**	Dhauladhar WLS	WLS	982.86	Yes	32.64	
15	Chamba	**WL Chamba**	Gamgul Siyabchi	WLS	108.40	Yes	28.90	
16	Chamba	**WL Chamba**	Sechu Twan Nalla	WLS	390.29	Yes	46.45	
17	Chamba	**WL Chamba**	Kalatop-Khajjiar	WLS	17.17	Yes	9.95	
18	Chamba	**WL Chamba**	Kugti	WLS	405.49	Yes	82.00	
19	Chamba	**WL Chamba**	Tundah	WLS	64.00	Yes	46.74	
20	Solan	**WL Shimla**	Majathal	WLS	37.71	Yes	12.68	
21	Solan	**WL Shimla**	Chail	WLS	16.00	Yes	34.04	
22	Solan	**Solan (T)**	Shilli	Conservation Reserve	1.49	Not mandatory	-	
23	Solan	**Kunihar (T)**	Daralaghat	Conservation Reserve	0.67	Not mandatory	-	
24	Sirmour	**WL Shimla**	Col. Sher Jung Simbalbara	National Park	27.88	Yes	31.24	
25	Sirmaur	**WL Shimla**	Renukaji	WLS	3.87	Yes	16.43	
26	Sirmaur	**WL Shimla**	Churdhar	WLS	55.52	Draft notification	83.90	ESZ proposal submitted to MOEF& CC
27	Shimla	**WL**	Shimla Water	WLS	10.20	Yes	7.71	

		Shimla	Catchment					
28	Shimla	**WL Shimla**	Talra	WLS	46.48	Yes	22.56	
29	Shimla	**WL Shimla**	Potter Hill	Conservation Reserve	2.24	Not mandatory	-	
30	Shimla	**WL Sarahan**	Daranghati	WLS	171.50	Yes	22.5	
31	Lahaul & Spiti	**WL Spiti**	Pin Valley	National Park	693	No	-	Intention notification of Pin Valley National Park has been issued on 29th August 2025 and ESZ proposal will be submitted to MoEF & CC after the Final Notification of the National Park.
32	Lahaul & Spiti	**WL Spiti**	Kibber	WLS	2220.17	Yes	627	
33	Lahaul & Spiti	**WL Spiti**	Chandertal	WLS	50.09	-	-	ESZ proposal submitted to MOEF& CC
34	Lahaul & Spiti	**WL Spiti**	Tsarp Chu	Conservation Reserve	1585	Not mandatory	-	
35	Kinnaur	**WL Sarahan**	Rupi Bhabha	WLS	503	Yes	85.53	
36	Kinnaur	**WL Sarahan**	Rakcham-Chitkul	WLS	304	Yes	464.8	
37	Kinnaur	**WL Sarahan**	Lippa Asarang	WLS	31	Yes	298.469	
38	Bilaspur	**Bilaspur (T)**	Shri. Naina Devi	Conservation Reserve	17.01	Not mandatory	-	

Annexure IV

Uttarakhand Tourism Development Board

Pt. Deendayal Upadhaya Paryatan Bhawan,
Near ONGC Helipad, Garhi Cantt,
Dehradun - 248003

No:7643/ NGT/2025-26 Date: 01/01/2026

To,
Dr. Susan George K.,
Scientist 'E', Environment Education/ Mountain Division,
Ministry of Environment, Forest and Climate Change,
Indira Paryavaran Bhavan, New Delhi

Subject: M.A. 14/2024 in OA No. 178/2022 titled In re: News item published In The Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic" - regarding.

Dear Sir,

In reference to the emails dated 30 Dec 2025 and 22 Dec. 2025 and your letter No. 33/01/2023-CS-I dated 19-02-2025 and as is desired, we are hereby submitting compliance report as per the NGT Order dated 30.01.2025 as below:

S.No.	NGT Recommendation for Uttarakhand	Compliance Status
1.	Clean fuel energy-based vehicles like electric vehicles, carbon neutral buses and cabs, could be promoted as the eco-friendly options for minimising vehicular pollution in the fragile tourist spots like Nainital, Mussoorie, Almora, Dehradun, Haldwani, etc. Taxi/personal vehicles with Bharat 6 standards only should be allowed in such areas. Use of electric vehicles should be encouraged in the State.	In compliance to the NGT recommendations for Uttarakhand, appropriate measures have been taken by the state in regard to Clean fuel energy-based vehicles. The following actions have been taken: At present, 197 CNG buses of the Corporation are being operated from various plain-area depots/locations of the state of Uttarakhand to Delhi and via Delhi. In the year 2025, 100 new diesel buses of the BS-VI model have been included in the bus fleet, which will be operated to various hilly locations across the state of Uttarakhand. In the year 2025, 20 mini buses (Tempo Traveller AC BS-VI model have been included in the bus fleet, which are pollution-free. At present, a decision to procure a total of 250 new BS-VI model buses—200 for plain routes and 50 for hilly routes—was taken in the 39th meeting of the Board of Directors held on 03-

S.No.	NGT Recommendation for Uttarakhand	Compliance Status
		12-2025. Further necessary action is being taken in this regard. Twelve Volvo buses of the BS-VI model are being operated on the Delhi route on a contract basis. On a contract basis, an EOI (Expression of Interest) has been issued for the tender of 12 new BS-VI model Mid-segment AC and AC Sleeper buses, which are likely to be included in the Corporation's bus fleet soon. Action is in progress to operate 100 electric buses in Dehradun city and 37 in Haridwar city, i.e., a total of 137 PM e-Buses, under the PM e-Bus scheme. In the year 2024, 130 new BS-06 model diesel buses have been added to the bus fleet of the Uttarakhand Transport Corporation. These buses are being operated from various hilly regions of the state of Uttarakhand up to the national capital, Delhi." Detailed report submitted by Uttarakhand Transport Department is attached as Annexure -1 Urban Development Department is promoting Electric Vehicle for door-to-door waste collection vehicle, 347 EV are proposed for door-to-door waste collection replacing diesel vehicle. 30 EV buses are also running by Nagar Nigam Dehradun under Smart City Project. Compliance report submitted by Urban Development Directorate is attached as Annexure -2 Further it is to be informed that E-buses are proposed under Sustainable, Inclusive and Climate Resilient Tourism Development at Tehri Lake Area Project funded by ADB under Tourism Department. In a major green initiative, the government has amended the Motor Vehicle Taxation Act, 2003, expanding the scope of tax exemptions provided under the January 2, 2019 notification. Previously, exemptions were

S.No.	NGT Recommendation for Uttarakhand	Compliance Status
		limited to battery, solar-powered, and CNG vehicles, but now plug-in hybrid and strong hybrid electric vehicles have also been included. The aim is to promote eco-friendly vehicles and reduce pollution in the state. Also the state government has introduced 'Green Cess' a new levy on all vehicles registered outside the state entering Uttarakhand, aimed at funding pollution control, road safety, and green initiatives, especially in tourist areas. The collection of Green Cess is getting started from 02 Jan 2026.
2.	Air and water quality monitoring should be done on continuous basis and waste management practices need also to be followed as per the action plan of the ESZ.	Air & Water quality monitoring in the state is continuously being done by Uttarakhand Pollution Control Board (UKPCB). Presently Air Quality Monitoring is being done at 13 cities and surface water quality monitoring is being done at 79 locations and ground water quality monitoring is being done at 46 locations. Compliance report submitted by Uttarakhand Pollution Control Board (UKPCB) is attached as Annexure -3 For the solid waste disposal in Eco Sensitive Zone as per the provisions of the Solid Waste Management Rules 2016 as well as per the ESZ notifications, following action has been taken - • ISWM Plant Operational- 16 • Sanitary Land Fill (SLF) Constructed-04 (Dehradun, Haridwar, Kirtinagar & Joshimath) • CBG plant Constructed/functional- 02 (Rudrapur & Mussoorie) • MRF plant operational-85 • Plastic Compactors Operational – 84 • NADEP/Compost Pit constructed- 663. • Quantity of Total Legacy Waste in State- 23.51 Lac MT • Total Quantity of Legacy Waste Remediated-10.68 Lac MT (45.42%) Compliance report submitted by Urban Development Directorate is attached as Annexure -2

S.No.	NGT Recommendation for Uttarakhand	Compliance Status
3.	The network of scientific wastewater management facilities need to be enhanced. This step would be able to save river system from the repercussions of unsustainable tourism. Further, this step may be used for landscape management and would stop the wastage of fresh water.	Waste water management is being dealt by Uttarakhand Jal Nigam and Uttarakhand Jal Sansthan. **State Septage Management Protocol** notified by the State Government in 2017 mandates effective septage management across 107 ULBs of Uttarakhand. Among these ULBs, 92 have established Septage Management Cells (SMCs), while Gazette notifications of byelaws have been issued by 76 ULBs. Additionally, 17 ULBs have sent bylaws to Roorkee for gazette publication, and 09 ULBs are at various stages of approval. **Collection and Transportation** of Septage/Faecal sludge: Collection & Transport: 164 cesspool vehicles available, 48 registered under ULBs. Draft of policy for "Safe Reuse of Treated water has been made and under approval stages" Compliance report submitted by Urban Development Directorate is attached as Annexure -2 Presently 70 STPs of 430.915 MLD (Annexure-1) are functional in Uttarakhand state under different departments. In addition to these 70 STPs, 31 STPs of 150.672 MLD (Annexure-2) are under construction and 16 STPs of 100.900 MLD (Annexure-3) at DPR stage. All the STPs are being constructed to meet the effluent standards as specified by Hon'ble NGT. The larger STP are being equipped with OCEMS facility to monitor the performance of STPs. Compliance report submitted by Uttarakhand Peyjal Nigam is attached as Annexure -4
4.	In high altitude trek routes practices like use of 'low carbon' sources of energy, biodiversity conservation etc., should be promoted.	Department of Tourism & Department of Forest have jointly prepared 'Uttarakhand Trekking Rules 2025'. The draft of Uttarakhand Trekking Rules 2025 has been reviewed and recommendations/

S.No.	NGT Recommendation for Uttarakhand	Compliance Status
		amendments have been submitted to Forest Department for finalization of the Uttarakhand Trekking Rules 2025. Points related to environment friendly practices and biodiversity conservation etc. are covered in the final draft of Uttarakhand Trekking Rules 2025. Copy of draft of 'Uttarakhand Trekking Rules 2025' is attached as Annexure -5
5.	Institutional capacity building in context of changing climate and practices concerned with LiFE for promotion of SDGs should be done by local Government.	At all ULBs level and state level, different institutional capacity building program are being organized time to time in context of changing climate and practices concerned for the promotion SDGS. Following are summary of Capacity Building and Trainings organized 1. From 2024 to July 2025, a total of 15 awareness and orientation sessions were organized, covering various Swachh Bharat Mission (Urban) related topics. These sessions benefited 534 officials and workers from Urban Local Bodies (ULBs). 2. 17 capacity-building training workshops were conducted, training 465 officials and workers from ULBs and the Urban Development Department. 3. 07 research workshops were held, involving 197 officials and workers from the Urban Development Department. 4. 02 exposure visits were organized for 74 officials to Bangalore, aimed at enhancing knowledge and skills through field learning and best practice sharing. Compliance report submitted by Urban Development Directorate is attached as Annexure -2 Ever since the launch of the Sustainable Development Goals in 2015 as part of the United Nations' 2030 Agenda for

S.No.	NGT Recommendation for Uttarakhand	Compliance Status
		Sustainable Development, the state of Uttarakhand has shown remarkable progress in aligning with the Sustainable Development Goals (SDGs), a global framework aimed at eradicating poverty, reducing inequality, and promoting sustainable development. Overall, with an astounding score of 79 in 2023, **Uttarakhand and Kerala are ranked first** nationwide in SDG achievements. This accomplishment represents a substantial improvement over the 60 points Uttarakhand achieved in 2018. In the vernacular of SDGs, a score of 65 to 99 indicates that the state is a "Front Runner", and Uttarakhand's overall progress firmly places it in this category. Moreover, Uttarakhand is ranked as a frontrunner in achieving the Sustainable Development Goals (SDGs) 1, 2, 3, 4, 6, 7, 8, 10, 11, 12, 13, 15, and 16, reflecting its broad commitment to sustainable development. Status report submitted by 'Centre for Public Policy & Good Governance – CPPG, Department of Planning is attached as Annexure -6

Thanks and Best Regards,

(Abhishek Ruhela)
Addl. Chief Executive Officer/Addl. Secretary –Tourism

Encl: As Above

Copy to: *(For kind information)*

1. The Chief Secretary, Govt. of Uttarakhand.
2. The Secretary, Ministry of Tourism, Govt. of India, Transport Bhawan, New Delhi.
3. The Secretary - Tourism, Govt. of Uttarakhand.
4. Additional Director, UTDB - – *for necessary action.*

(Abhishek Ruhela)
Addl. Chief Executive Officer/Addl. Secretary –Tourism

उत्तराखण्ड परिवहन निगम
परिवहन भवन, द्वितीय तल,
कुल्हान देहरादून

पत्रांक 111 /एचक्यू/संचालन–।।/2025 दिनांक 24 दिसम्बर, 2025

सेवा में,

अपर निदेशक पर्यटन,
उत्तराखण्ड पर्यटन विकास परिषद्,
प0 दीन दयाल उपाध्याय पर्यटन भवन,
निकट– ओ0एन0जी0सी0 हैलीपैड, गढ़ी कैन्ट, देहरादून।

विषयः– NGT Order dt. 30-01-2025 में उत्तराखण्ड से सम्बन्धित बिन्दुओं के अनुपालन रिर्पोट के संबंध में।

महोदय,

उपरोक्त विषयक अपने कार्यालय पत्र संख्या–7250, दिनांक 10 दिसम्बर, 2025 का संदर्भ ग्रहण करने का कष्ट करें।

उक्त के क्रम में उत्तराखण्ड परिवहन निगम से सम्बन्धित आख्या/सूचना संलग्न कर आवश्यक कार्यवाही हेतु प्रेषित है।

संलग्नः–(उपरोक्तानुसार)

भवदीय,

(भूपेश आनन्द कुशवाहा)
उप महाप्रबन्धक(तकनीकी)
निगम मुख्यालय

प्रतिलिपिः–

1– वैयक्तिक सहायक, प्रबन्ध निदेशक को महोदया के सादर अवलोकनार्थ।
2– वित्त नियंत्रक, उत्तराखण्ड परिवहन निगम मुख्यालय, देहरादून को सूचनार्थ प्रेषित।
3– महाप्रबन्धक(संचालन/तकनीकी), उत्तराखण्ड परिवहन निगम मुख्यालय, देहरादून को सूचनार्थ प्रेषित।

उप महाप्रबन्धक(तकनीकी)

S.No.	NGT Recommendation for Uttarakhand	Compliance Status
1.	Clean fuel energy-based vehicles like electric vehicles, carbon neutral buses and cabs, could be promoted as the eco- friendly options for minimising vehicular pollution in the fragile tourist spots like Nainital, Mussoorie, Almora, Dehradun, Haldwani, etc. Taxi/personal vehicles with Bharat 6 standards only should be allowed in such areas. Use of electric vehicles should be encouraged in the State.	• उत्तराखण्ड परिवहन निगम में वर्ष 2024 में 130 नई बसें बी0एस0–06 मॉडल की डीजल बसें बस बेड़े में शामिल की गई हैं, जो कि उत्तराखण्ड राज्य के विभिन्न पर्वतीय स्थानों से देश की राजधानी दिल्ली तक संचालित हो रही हैं। • वर्ष 2025 में माह दिसम्बर, 2025 तक 100 नई बसें बी0एस0–06 मॉडल की डीजल बसें बस बेड़े में शामिल की जा रही हैं, जो कि उत्तराखण्ड राज्य के विभिन्न पर्वतीय स्थानों तक संचालित की जानी हैं। • वर्ष 2025 में 20 मिनी बस(टैम्पो ट्रैवलर) वातानुकूलित बी0एस0–06 मॉडल की बस बेड़े में शामिल की गई हैं जो कि प्रदूषण मुक्त हैं। • वर्तमान में 200 बसें मैदानी मार्ग एवं 50 बसें पर्वतीय मार्ग हेतु अर्थात कुल 250 नई बसें बी0एस0–06 मॉडल की क्रय करने हेतु निदेशक मण्डल की 39 वीं बैठक दिनांक 03–12–2025 में निर्णय लिया गया है जिसके संबंध में अग्रिम कार्यवाही की जा रही है। • वर्तमान में निगम में 197 सी0एन0जी0 बसें उत्तराखण्ड राज्य के विभिन्न मैदानी डिपो /मैदानी स्थानों से दिल्ली व दिल्ली होकर संचालित की जा रही हैं। • 12 बी0एस0–06 मॉडल की वोल्वो बसें अनुबन्ध के आधार पर दिल्ली मार्ग पर संचालित की जा रही हैं। • अनुबन्ध के आधार पर 12 Midsegment AC and AC Sleeper बी0एस0–06 मॉडल की नई बसों का टेण्डर का एल0ओ0आई0 जारी किया गया है जो कि शीघ्र ही निगम बस बेड़े में शामिल होने की सम्भावना है। • देहरादून शहर में 100 एवं हरिद्वार शहर में 37 अर्थात कुल 137 पी0एम0 ई–बस योजना के अंतर्गत संचालित किये जाने की कार्यवाही गतिशील है। • निगम में बी0एस0–03 एवं बी0एस0–04 मॉडल की बसों को उनके बस संचालन के मानक पूर्ण होने पर निगम बस बेड़े से कम करने की कार्यवाही की जा रही है।

2.	Air and water quality monitoring should be done on continuous basis and waste management practices need also to be followed as per the action plan of the ESZ.	यह बिन्दु निगम से सम्बन्धित नहीं है।
3.	The network of scientific wastewater management facilities need to be enhanced. This step would be able to save river system from the repercussions of unsustainable tourism. Further, this step may be used for landscape management and would stop the wastage of fresh water.	यह बिन्दु निगम से सम्बन्धित नहीं है।
4.	In high altitude trek routes practices like use of 'low carbon' sources of energy, biodiversity conservation etc., should be promoted.	यह बिन्दु निगम से सम्बन्धित नहीं है।
5.	Institutional capacity building in context of changing climate and practices concerned with LiFE for promotion of SDGs should be done by local Government	यह बिन्दु निगम से सम्बन्धित नहीं है।

1098

उत्तराखण्ड परिवहन निगम
परिवहन भवन, द्वितीय तल ,
कुल्हान देहरादून

पत्रांक 475 /एचक्यू/संचालन–।।/2024 दिनांक 23 अक्टूबर, 2024

सेवा में,

वरिष्ठ निजी सचिव,
मा0 मुख्यमंत्री जी,
उत्तराखण्ड सरकार, देहरादून।

विषयः–उत्तराखण्ड परिवहन निगम की नई 130 बसों का संचालन शुभारम्भ किये जाने के संबंध में।

महोदय,

सादर अवगत कराना है कि वर्तमान में उत्तराखण्ड परिवहन निगम के बस बेड़े में 130 नई छोटी बी0एस0–06 मॉडल की डीजल शामिल होने हेतु प्राप्त होनी शुरू हो चुकी है।

विशेष आयुक्त, परिवहन, एनसीटी दिल्ली सरकार, 5/9, अन्डर हिल रोड़, दिल्ली के पत्र संख्या–23(1643)सीएपी/टीपीटी/पीसीडी/2021/54135 , दिनांक 15–06–2022 एवं सचिव, CAQM (Commission for Air Quality Management) की अध्यक्षता में हुई बैठकों में उत्तराखण्ड परिवहन निगम को प्राप्त निर्देशों के क्रम में दिल्ली में वाहनों के प्रदूषण की समस्या को दूर करने के लिये दिल्ली में परिनियोजित मात्र बी0एस0–06 मॉडल वाहनों के संचालन पर सहयोग देने के लिये अन्य राज्य परिवहन/निगमों की भांति उत्तराखण्ड परिवहन निगम द्वारा भी दिल्ली में मात्र बी0एस0–06/ सी0एन0जी0 वाहनों का संचालन किया जाना है।

उपरोक्त को दृष्टिगत रखते हुये वर्तमान में निगम को प्राप्त हो रही 130 नई छोटी बी0एस0–06 मॉडल की डीजल बसों को उत्तराखण्ड राज्य के विभिन्न पर्वतीय स्थानों से परिवहन निगम की पूर्व से दिल्ली व दिल्ली होकर बी0एस0–03 एवं बी0एस0–04 मॉडल की संचालित डीजल बसों के स्थान पर रिपलेश/बदला जाना है, ताकि CAQM (Commission for Air Quality Management) के निर्देशों का अनुपालन हो सके और परिवहन निगम का राज्य के विभिन्न पर्वतीय स्थानों से दिल्ली मार्ग का बस संचालन यथावत् बना रहे।

उक्त नई 130 बसों को निम्नवत् डिपो को हस्तान्तरित किया जाना प्रस्तावित है:–

उत्तराखण्ड के पर्वतीय स्थानों से दिल्ली तक संचालित बस सेवाओं एवं बसों की संख्या			
क्रम संख्या	डिपो का नाम	बस सेवाओं की संख्या	बसों की संख्या
1	अल्मोडा	6	12
2	भवाली	3	7
3	रानीखेत	7	15
4	बागेश्वर	3	10
5	काठगोदाम	2	5

....शेष....पृष्ठ....02...पर...

6	[illegible]	2	2
7	[illegible]	6	16
8	[illegible]	6	12
9	[illegible]	9	28
10	[illegible]	1	2
11	[illegible]	4	8
12	[illegible]	2	4
13	[illegible]	4	9
	कुल:	55	130

अतः महोदय से अनुरोध है कि उक्त बसों के संचालन शुभारम्भ किये जाने हेतु मा0 मुख्यमंत्री जी, उत्तराखण्ड सरकार द्वारा हरी झण्डी दिखाने हेतु समय लेना चाहें।

भवदीय,

(अनिल सिंह गर्ब्याल)
महाप्रबन्धक(प्रशासन)

प्रतिलिपिः– निम्न को सादर सूचनार्थ प्रेषित।

1– अध्यक्ष, उत्तराखण्ड परिवहन निगम, देहरादून।
2– सचिव, परिवहन, उत्तराखण्ड शासन, देहरादून।
3– परिवहन आयुक्त, उत्तराखण्ड कुल्हान, सहस्त्रधारा रोड़, देहरादून।
4– वैयक्तिक सहायक, प्रबन्ध निदेशक, उत्तराखण्ड परिवहन निगम को महोदय के सादर अवलोकनार्थ प्रेषित।

महाप्रबन्धक(प्रशासन)

1100

उत्तराखण्ड परिवहन निगम,
परिवहन भवन,द्वितीय तल
कुल्हान,देहरादून।

पत्रांक 84 नि0मु0/संचालन–II/25 दिनांक 29 नवम्बर, 2025

मण्डलीय प्रबन्धक(संचालन/तकनीकी),
उत्तराखण्ड़ परिवहन निगम,
देहरादून मण्डल।

विषयः– 100 नई बसों का रजिस्ट्रेशन के सम्बन्ध में।

उपरोक्त विषयक आप अवगत ही है कि 100 नई बसें माह नवम्बर से उत्तराखण्ड़ परिवहन निगम को मिलना सुनिश्चत हो गयी है, जिसमें से बसें प्राप्त होना शुरू भी हो गयी हैं।

अतः उक्त के सम्बन्ध में आपको निर्देश दिये जाते हैं कि आप तत्काल नई बसों के रजिस्ट्रेशन का कार्य करने की प्रक्रिया सुनिश्चित करें साथ ही समय–समय पर आने वाली वाहनों के रजिस्ट्रेशन का कार्य भी नियमित रूप से कराते रहें ताकि 100 नई बसों को संचालन के लिए डिपो को तुरन्त उपलब्ध कराया जा सके।

29/11

(क्रान्ति सिंह)
महाप्रबन्धक(संचालन)

29-11-2025

उत्तराखण्ड परिवहन निगम,
परिवहन भवन,द्वितीय तल
कुल्हान,देहरादून।

पत्रांक 85 नि0मु0/संचालन–II/25 दिनांक 29 नवम्बर, 2025

मण्डलीय प्रबन्धक(तकनीकी),
उत्तराखण्ड़ परिवहन निगम,
देहरादून मण्डल।

विषयः– नई 100 बसों का डिपोवाईज आवंटन के सम्बन्ध में।

उपरोक्त विषयक अवगत कराना है कि प्रबन्ध निदेशक महोदया द्वारा 100 नई बसों के आवंटन सम्बन्धी प्रस्ताव की पत्रावली पर अनुमोदन कर दिया गया है।

उक्त के सम्बन्ध में आपको समस्त डिपो को बस आवंटन करने हेतु अधिकृत किया जाता है, अतः आप संलग्न चार्ट के अनुसार डिपो के सम्मुख बसों की संख्या के आधार पर 100 नई बसों का आवंटन करना सुनिश्चित करें तथा कृत कार्यवाही से निगम मुख्यालय को अवगत करायें।

संलग्नः– (उपरोक्तानुसार)

29/11

(क्रान्ति सिंह)
महाप्रबन्धक(संचालन)

29-11-2025

डिपो वाईज 166" / 174 व्हील बेस की नई छोटी बसों की आवश्यकता की समरी		
क्र0सं0	डिपो का नाम	100 बसों के आवंटन हेतु प्रस्तावित बसें
1.	पर्वतीय	54
2.	हरिद्वार	6
3.	ऋषिकेश	4
4.	श्रीनगर	2
5.	कोटद्वार	10
6.	रूड़की	0
देहरादून मण्डल		76
7.	अल्मोडा	0
8.	रानीखेत	2
9.	बागेश्वर	0
10.	भवाली	2
11.	काठगोदाम	0
12.	हल्द्वानी	4
13.	रामनगर	4
नैनीताल मण्डल		12
14.	पिथौरागढ़	6
15.	लेहाघाट	2
16	टनकपुर	4
टनकपुर–मण्डल		12
कुल		100

उत्तराखण्ड परिवहन निगम,
परिवहन भवन,द्वितीय तल
कुल्हान,देहरादून।

पत्रांक 798 नि0मु0/संचालन–II/25 दिनांक 23 जून, 2025

1 मण्डलीय प्रबन्धक (संचालन/तकनीकी),
उत्तराखण्ड़ परिवहन निगम,
देहरादून मण्डल।

2– सहायक महाप्रन्धक
उत्तराखण्ड़ परिवहन निगम,
हरिद्वार डिपो।

3– सहायक महाप्रन्धक
उत्तराखण्ड़ परिवहन निगम,
ऋषिकेश डिपो।

4– सहायक महाप्रन्धक
उत्तराखण्ड़ परिवहन निगम,
पर्वतीय डिपो।

विषयः– मिनी बस (टैम्पो ट्रैवलर) के संचालन के सम्बन्ध में।

उपरोक्त विषयक अवगत कराना है कि वर्तमान में 20 मिनी बस 3700 WB(17D+D) AC WM) प्राप्ति होनी वाली हैं, जिनको M/S-Force Ltd Pune द्वारा प्राप्त कराया जाना है तथा उन में से 12 मिनी बस (टैम्पो ट्रैवलर) देहरादून/8 नैनीताल के संचालन हेतु सक्षम चालक की आवश्यकता होगी।

उक्त के सम्बन्ध में मुझे यह कहने के निदेश प्राप्त हुयें कि दिनांक 24.06.2025 को समय प्रातः 11:00 बजे निगम मुख्यालय में एक मिटिंग आहूत की गयी है।

अतः आपको निर्देश दिये जाते हैं कि आप दिनांक 24.06.2025 को समय प्रातः 11 बजे निम्न सूचनाओं के साथ निगम मुख्यालय में अनिवार्य रूप से प्रतिभाग करना सुनिश्चित करें।

1– अपने डिपो के सक्षम चालक की सूचना तथा मिनी बस (टैम्पो ट्रैवलर) का संचालन करने में सक्षम हों।
2– वे चालक जो विगत 6 माह में सेवानिवृत्त हो चुके हैं।
3– बी0एस0–3, बी0एस0–4 बसों की संख्या जो अपने कि0मी0, वर्ष पूरे कर चुके हैं, किन्तु अभी भी संचालित की जा रही है।
4– टैम्पो ट्रैवलर चलाने हेतु, **Action Plan**/चालकों की व्यवस्था/**Proposed Route** एवं **Time Table** तथा परमिट की स्थिति।

(पवन मेहरा)
महाप्रबन्धक(संचालन)

प्रतिलिपिः

1. वैक्तिक सहायक प्रबन्ध निदेशक महोदय यू0टी0सी0 को महोदया के सादर अवलोकनार्थ प्रषित।
2. म0प्र0(संचा0/तक0) नैनीताल मण्डल को इस निर्देश के साथ की वे भी समय प्रातः 11 बजे तक आनलाईन के माध्यम से अनिवार्य रूप से प्रतिभाग करना सुनिश्चित करें।

संशोधित

उत्तराखण्ड परिवहन निगम,
परिवहन भवन, द्वितीय तल,
कुल्हान, देहरादून।

पत्रांक 350 /एच.क्यू./संचालन–II/2025 दिनांक 23 सितम्बर, 2025

सेवा में,

सचिव,
उत्तराखण्ड शासन,
परिवहन विभाग
देहरादून।

विषयः– पी0एम0ई–बस सेवा के अन्तर्गत संशोधित बसों की माँग के परिप्रेक्ष्य में अनुमति/सहमति प्रदान करने के सम्बन्ध में।

सन्दर्भः– K-14011/17/2023-UT- , दिनांक 15.03.2024, अनु सचिव, आवासन एवं शहरी कार्य मंत्रालय, भारत सरकार, शहरी, परिवहन–I, डेस्क, 001– सी, निर्माण भवन, नई दिल्ली।

महोदय,

उपर्युक्त विषयक निगम मुख्यालय के पत्र सं0 921, 03.09.2025 का सन्दर्भ ग्रहण करने का कष्ट करें। जिसके द्वारा पी0ए0म ई–बस सेवा के अन्तर्गत स्वीकृत संशोधित बसों की मांग के परिप्रेक्ष्य में अनुमति/सहति प्रदान करने के सम्बन्ध में टंकण त्रुटिपूर्ण सूचनाा प्रेषित गयी है।

उक्त के क्रम में अनु सचिव, आवासन एवं शहरी कार्य मंत्रालय, भारत सरकार, शहरी, परिवहन–I, डेस्क, 001– सी, निर्माण भवन, नई दिल्ली के पत्र सं0 K-14011/17/2023-UT- , दिनांक 15.03.2024 द्वारा उत्तराखण्ड़ राज्य को संशोधित बसों की मांग निम्नवत स्वीकृति की गई हैः–

City	State/UT	Sanctioned demand			Revised demand			Remark
	Uttarakhand	12 m	9m	7 m	12 m	9m	7m	• 28 nos 7 m buses converted to 28 nos 9 m buses • 12 nos of 7 m buses demand dropped.
Dehradun		-	70	30	-	100	-	
Haridwar		-	40	10	-	38	-	
	Total		110	40	-	138	-	
							-	

अतः अनु सचिव, आवासन एवं शहरी कार्य मंत्रालय, भारत सरकार, शहरी, परिवहन–I, डेस्क, 001– सी, निर्माण भवन, नई दिल्ली के पत्र सं0 K-14011/17/2023-UT- , दिनांक 15.03.2024 का पत्र संलग्न कर इस अनुरोध के साथ प्रेषित है कि State level Strering Commiite से बसों के आवंटन (यथासंशोधन) के क्रम में अनुमोदन/अनुमति प्रदान करने का कष्ट करें।

संलग्नकः– (उपरोक्तानुसार)

भवदीय,

(पवन मेहरा)
महाप्रबन्धक(संचालन)

PMU PM-eBus Sewa

From:	PMU PM-eBus Sewa
Sent:	01 December 2025 17:42
To:	bksant1971@gmail.com; utcmdhq
Cc:	Routhangpui Routhangpui; himanshu Jain; Abhishek Gupta; Ram Paunikar
Subject:	Regarding Eligible Additional Buses as per Quantity Variation Clause under PM-eBus Sewa Scheme

Dear Sir,

With reference to the subject matter, regarding the additional quantity of buses under the quantity variation clause for the state of Uttarakhand.

Eligible additional buses as per Clause 25 for State of Uttarakhand:

1. **Uttarakhand: 27 Buses (Additional Quantity Requested by State- 28)**

Quantity Variation Clause 25 of RfP is reproduced below:

1. *Bidders may note that the quantity of Buses awarded to them are subject to maximum **25% upward** variation (no downward variation is permitted) on Package quantity of each State/ UT.*
2. *The Quantity variation clause must be exercised by the State(s) within one year from the issuance of the Letter of Confirmation of Quantity. The demand for additional Buses will need to be approved by MoHUA and only the quantity of Buses eligible under PM-eBus Sewa scheme will be considered for quantity variation.*
3. *Furthermore, the demand for additional Buses may be from either an existing city under this tender or a new city identified by the State(s) and approved by MoHUA. However, the additional quantity of Buses to be supplied to any new city which is not part of this Tender document will be subject to mutual consent of the Selected Bidder.*
4. *Lastly, the additional quantity requested by State(s) from Package 1 will be restricted to the maximum quantity which does not vitiate inter-se position of L1 to L2 or L3 as the Selected Bidder due to weighted average method of L1 selection for Package 1.*

In reference to Point No. 3 of Clause 25, the request for additional buses requires confirmation from the State.

The matter is submitted for your kind consideration and approval to enable us to proceed accordingly with the tendering agency (CESL).

Sincere Regards,
PMU, PM-eBus Sewa
MoHUA

1106

उत्तराखण्ड परिवहन निगम
परिवहन भवन, द्वितीय तल ,
कुल्हान देहरादून

पत्रांक 58 /एचक्यू/संचालन–।।/2025, दिनांक 13 नवम्बर, 2025

उप महाप्रबन्धक(आई0टी0/तकनीकी),
उत्तराखण्ड परिवहन निगम मुख्यालय,
देहरादून।

विषयः– अनुबन्ध पर बस बेड़े में शामिल किये जाने वाली ए0सी0/ए0सी0स्लीपर बसों के किराये के संबंध में।

उपरोक्त विषयक निगम मुख्यालय के आदेश संख्या–421/एचक्यू/एच0क्यू।।–HB/ 25, दिनांक 06 अगस्त, 2025 के द्वारा उत्तराखण्ड परिवहन निगम में निजी बस स्वामियों से ए0सी0/ए0सी0स्लीपर नयी बसें अनुबन्ध पर संचालित करने हेतु टेण्डर संख्या 214/2025 जारी किये गये थे।

उक्त टेण्डर के अंतर्गत निगम मुख्यालय के पत्र संख्या–478, दिनांक 03 सितम्बर, 2025 के द्वारा देहरादून–दिल्ली–देहरादून मार्ग पर बी0एस0–06 मॉडल की नई 12 मीटर ए0सी0 बस 2 X 2 45 सीटर 06 बसों के लिये, पत्र संख्या–479, दिनांक 03 सितम्बर, 2025 के द्वारा देहरादून– दिल्ली–देहरादून मार्ग पर बी0एस0–06 मॉडल की नई 12 मीटर ए0सी0 बस 2 X 2 45 सीटर 02 बसों की एवं (20सीटर व 20 स्लीपर)ए0सी0 12 मीटर 02 बसों के लिये, पत्र संख्या–480, दिनांक 03 सितम्बर, 2025 के द्वारा हल्द्वानी–दिल्ली–हल्द्वानी मार्ग पर बी0एस0–06 मॉडल की नई 12 मीटर ए0सी0 बस 2 X 2 45 सीटर 02 बसों के लिये अर्थात कुल 12 बसों के लिये एल0ओ0आई0 जारी की गई है। उक्त बसें माह नवम्बर, 2025 तक निगम के बस बेड़े में शामिल होने की सम्भावना है।

उपरोक्त नई बसें (2X2) ए0सी0एक्सप्रेस सेवा के रूप में संचालित किया जाना है तथा निगम मुख्यालय स्तर पर उक्त बसों के संचालन हेतु किराये की दरें निम्न प्रकार निर्धारित की गई हैं:–

कम सं0	मार्ग का नाम	बस का प्रकार/श्रेणी	किराया प्रति यात्री रू0 में
1	देहरादून–दिल्ली मार्ग	ए0सी0एक्सप्रेस	704.00
2	हल्द्वानी–दिल्ली मार्ग	ए0सी0एक्सप्रेस	730.00
3	हल्द्वानी–जयपुर मार्ग	ए0सी0एक्सप्रेस	1077.00

उक्त के अतिरिक्त ए0सी0स्लीपर बस में स्लीपर हेतु अतिरिक्त रू0 223.00 प्रति यात्री लिया जायेगा।

अतः यूटीसीएफएमएस व ई–टिकट मशीन में उपरोक्तानुसार ए0सी0एक्सप्रेस श्रेणी के अंतर्गत किराया फीड व अपडेट करवाना सुनिश्चित करें।

(क्रान्ति सिंह)
महाप्रबन्धक(संचालन)

प्रतिलिपिः–निम्न को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।
1–वैयक्तिक सहायक, प्रबन्ध निदेशक को महोदया के सादर अवलोकनार्थ प्रेषित।
2–समस्त अधिकारीगण, उत्तराखण्ड परिवहन निगम मुख्यालय देहरादून।
3–समस्त मण्डलीय प्रबन्धक(संचालन/तकनीकी)उत्तराखण्ड परिवहन निगम।
4–समस्त डिपो सहायक महाप्रबन्धक, उत्तराखण्ड परिवहन निगम।
5–सहायक महाप्रबन्धक,उत्तराखण्ड परिवहन निगम,ISBT,देहरादून/कश्मीरीगेट व आनन्द विहार, दिल्ली।

12/11
महाप्रबन्धक(संचालन)

उत्तराखण्ड परिवहन निगम, निदेशक मण्डल की 39वीं बैठक दिनाँक 03–12–2025 का कार्यवृत्त।

आज दिनाँक 03–12–2025 को निदेशक मण्डल की 39वीं बैठक निर्धारित थी जिसमें निम्नवत उपस्थिति रही:–

1–	श्री एल0 फैनई, प्रमुख सचिव, उत्तराखण्ड शासन।	अध्यक्ष
2–	श्री जे0एल शर्मा, संयुक्त सचिव परिवहन विभाग, उत्तराखण्ड शासन। (प्रतिनिधि प्रमुख सचिव/सचिव, परिवहन विभाग)	निदेशक
3–	श्री राजेन्द्र सिंह पतियाल, संयुक्त सचिव लोक निर्माण विभाग, उत्तराखण्ड शासन। (प्रतिनिधि प्रमुख सचिव/सचिव, लोक निर्माण विभाग)	निदेशक
4–	श्रीमती सोनिया भारती, अनु सचिव, पर्यटन विभाग,उत्तराखण्ड शासन। (प्रतिनिधि प्रमुख सचिव/सचिव, पर्यटन विभाग)	निदेशक
5–	श्री उमेश नाराण पाण्डेय, अपर सचिव, सार्वजनिक उद्यम एवं औद्योगिक विकास विभाग, उत्तराखण्ड शासन।	निदेशक
6–	प्रबन्ध निदेशक, उत्तराखण्ड परिवहन निगम।	निदेशक
7–	श्री, प्रकाश चन्द्र आर्य, उप सचिव, नियोजन विभाग, उत्तराखण्ड शासन। (प्रतिनिधि अपर सचिव, नियोजन विभाग)	निदेशक

उपरोक्त के अतिरिक्त परिवहन निगम के निम्नलिखित अधिकारी उपस्थित रहे:–

1– श्री पवन मेहरा, महाप्रबन्धक (कार्मिक/तकनीकी/वित्त), उत्तराखण्ड परिवहन निगम।
2– श्री क्रान्ति सिंह, महाप्रबन्धक (संचालन), उत्तराखण्ड परिवहन निगम।
3– श्री प्रदीप कुमार सती, सचिव निगम बोर्ड, उत्तराखण्ड परिवहन निगम।
4– श्री भूपेश आनन्द कुशवाहा, उप महाप्रबन्धक (तकनीकी), उत्तराखण्ड परिवहन निगम।

निम्न निदेशकों के उपस्थित न होने के कारण उन्हें उपस्थिति से छूट प्रदान की गयीः–

1–	अपर सचिव (वित्त), परिवहन कार्य उत्तराखण्ड शासन	निदेशक
2–	अनुसचिव, सडक परिवहन एवं राजमार्ग मंत्रालय भारत सरकार, नई दिल्ली।	निदेशक
3–	निदेशक, यातायात, वाणिज्यिक (दर), रेलवे बोर्ड भारत सरकार, नई दिल्ली।	निदेशक

कार्यसूची मद संख्या 1:– निदेशक मण्डल की 38 वीं बैठक दिनाँक 18–06–2025 के कार्यवृत्त की पुष्टि।

निदेशक मण्डल द्वारा 38 वीं बोर्ड बैठक दिनाँक 18–06–2025 के कार्यवृत्त की पुष्टि की गयी।

कार्यसूची मद संख्या 2:– उत्तराखण्ड परिवहन निगम निदेशक मण्डल की दिनाँक 18–06–2025 को सम्पन्न हुई 38वीं बोर्ड बैठक में लिये गये निर्णय की कार्यान्वयन आख्या।

निदेशक मण्डल 38वीं बोर्ड बैठक के सम्बन्ध में निगम स्तर की कृत कार्यवाही से अवगत हुआ। साथ ही निम्नवत निर्देश दिये जाने का निर्णय लिया गयाः–

2(5)– समिति द्वारा प्रस्तुत रिपोर्ट के अनुसार उत्तर प्रदेश परिवहन निगम में डीजल बस को Electric Retrofitment में परिवर्तित किये जाने की लागत प्रतिबस रू0 90.00 लाख है, जो कि काफी अधिक है। Electric Retrofitment रजिस्ट्रेशन की नीति उत्तराखण्ड राज्य में बनी है अथवा नहीं, के सम्बन्ध में परिवहन विभाग से जानकारी प्राप्त कर ली जाये। यदि है, तो उसके सम्बन्धित फर्म के पंजीकरण आदि के सम्बन्ध में आवश्यक जानकारी भी प्राप्त कर ली जाये। इसके उपरान्त यदि UPSRTC की तर्ज पर ही प्रयोग के तौर पर सम्बन्धित फर्म द्वारा उत्तराखण्ड परिवहन निगम को भी निशुःल्क 01 डीजल बस को Retro fitting के माध्यम से Electric bus में convert किये जाने की सहमति प्रदान की जाती है तो सफल परीक्षण के उपरान्त ही शेष बसों को Electric bus में convert किये जाने सम्बन्धी प्रस्ताव निदेशक मण्डल की आगामी बैठक में प्रस्तुत किया जाये।

2(6)– इलेक्ट्रिक बसों को क्रय करने के सम्बन्ध में अनुदान हेतु कैम्पा (प्रतिपूरक वनरोपण निधि प्रबंधन एवं योजना प्राधिकरण) से भी अनुरोध कर लिया जाये।

कार्यसूची मद संख्या 3:– उत्तराखण्ड परिवहन निगम की अद्यतन वित्तीय एवं भौतिक प्रगति विवरण।

निदेशक मण्डल उत्तराखण्ड परिवहन निगम की वर्तमान स्थिति से अवगत हुआ।

कार्यसूची मद संख्या 4:– उत्तराखण्ड परिवहन निगम बस बेड़े में बीएस–6 साधारण मैदानी मार्ग हेतु 200 बड़ी (210"/218") तथा 50 पर्वतीय मार्गों की 166"/174" व्हील बेस बसें क्रय किये जाने विषयक।

वर्तमान में परिवहन निगम में बीएस–6 दिल्ली एन0सी0आर0 में प्रवेश हेतु 130 पर्वतीय मार्ग की निगम बसे, 197 सीएनजी अनुबन्धित, 12 वोल्वों अनुबन्धित, 25 साधारण अनुबन्धित बीएस–6 बसें कुल 364 बसें उपलब्ध है। राज्य की जनता की सुविधा को दृष्टिगत रखते हुए मैदानी मार्ग पर बसों की संख्या को बढाया जाना आवश्यक है। मैदानी मार्ग में सुविधा हेतु देहरादून, हरिद्वार, नैनीताल, हल्द्वानी, टनकपुर, तथा पड़ौसी राज्य दिल्ली, एन0सी0आर0, उत्तर प्रदेश, पंजाब, हरियाणा, चण्डीगढ़, तथा राजस्थान इत्यादि मार्गों के लिए परिवहन निगम में 200 बड़ी साधारण बसे (210''/218'') तथा राज्य की जनता को पर्वतीय मार्ग में सुविधा हेतु 205 व्हील बेस की 50 बसों की आवश्यकता होने पर तत्काल निगम की बस बेड़े में बीएस–6 मैदानी मार्ग मानक की 200 बड़ी (210"/218") तथा 50 पर्वतीय मार्गों की 166"/174" व्हील बेस बसें शामिल किये जाने जाने का निगम का प्रस्ताव है।

निदेशक मण्डल द्वारा विचारोपरान्त मैदानी मार्गों हेतु 200 बसें (210"/218" व्हील वेस की बी0एस0–6 मानक) तथा पर्वतीय मार्गों हेतु 50 बसें (166"/174" व्हील वेस की बी0एस0–6 मानक) की इस प्रकार कुल 250 बसें क्रय किये जाने हेतु निर्णय लिया गया।

कार्यसूची मद संख्या 5:– 100 नई बसों की क्रय की कार्यवाही में भारत सरकार द्वारा वाहनों में जी0एस0टी0 पर 28 प्रतिशत से 18 प्रतिशत कम जीएसटी दर होने के कारण कुछ राशि शेष रह गई है। उक्त शेष धनराशि में 09 और बसों का क्रय किये जाने के सम्बन्ध में।

उत्तराखण्ड परिवहन निगम के निदेशक मण्डल की 35 वीं बोर्ड बैठक दिनांक 28 फरवरी 2024 को पर्वतीय मार्ग हेतु 100 नई बसें डीजल युक्त बी0एस0–6 क्रय किये जाने का निर्णय लिया गया था, जिसके क्रम में 100 नई बसों हेतु मै0 टाटा मोटर्स लि0 को रू0 35,35,000/–(पैंतीस लाख पैंतीस हजार रूपये मात्र) जी0एस0टी0 सहित भुगतान की अनुमति निदेशक मण्डल की 38वीं बैठक में प्रदान की गयी।

उक्त के अतिरिक्त निदेशक मण्डल द्वारा वर्तमान में निगम की संचालित बस सेवाओं के सम्बन्ध में निगम अधिकारियों द्वारा यात्रियों से ऑन लाईन टिकट बुकिंग, अनुबन्धित ढ़ाबों, यात्रियों के प्रति चालकों/परिचालकों के व्यवहार, विभिन्न बस स्टॉपेजों पर बसों की उपलब्धता तथा बसों में यात्रियों की यात्रा के अनुभव के सम्बन्ध में आवश्यक सुझाव प्राप्त कर परीक्षण करते हुए विस्तृत रिपोर्ट आगामी निदेशक मण्डल की बैठक में प्रस्तुत किये जाने के निर्देश दिये गये।

निदेशक मण्डल की बैठक अध्यक्ष महोदय को धन्यवाद के साथ सम्पन्न हुई।

08/12/25

(एल0 फैनई)
अध्यक्ष
उत्तराखण्ड परिवहन निगम बोर्ड।

उत्तराखण्ड परिवहन निगम
परिवहन भवन, द्वितीय तल
कुल्हान, देहरादून।

पत्रांक 1435/एच0क्यू0/सचिव निगम–बोर्ड बैठक/2025 दिनाँक 08 दिसम्बर, 2025

प्रतिलिपिः– निम्नलिखित **को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।**

1– प्रमुख सचिव/अध्यक्ष, उत्तराखण्ड परिवहन निगम बोर्ड, उत्तराखण्ड शासन।
2– प्रमुख सचिव/सचिव, परिवहन विभाग, उत्तराखण्ड शासन, देहरादून।
3 – प्रमुख सचिव/सचिव, लोक निर्माण विभाग, उत्तराखण्ड शासन, देहरादून।
4– प्रमुख सचिव/सचिव, पर्यटन विभाग, उत्तराखण्ड शासन, देहरादून।
5– अपर सचिव, नियोजन विभाग, उत्तराखण्ड शासन, देहरादून।
6– अपर सचिव, सार्वजनिक उद्यम एवं औद्योगिक विकास विभाग, उत्तराखण्ड शासन।
7– अपर सचिव, वित्त (परिवहन कार्य), उत्तराखण्ड शासन, देहरादून।
8– प्रबन्ध निदेशक, उत्तराखण्ड परिवहन निगम, मुख्यालय, देहरादून।
9– अनुसचिव, सडक परिवहन एवं राजमार्ग मंत्रालय, नई दिल्ली।
10– निदेशक, यातायात, वाणिज्यिक (दर), रेलवे बोर्ड, भारत सरकार, नई दिल्ली।

8/12

(प्रदीप सती)
सचिव निगम
उत्तराखण्ड परिवहन निगम बोर्ड।

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शहरी विकास निदेशालय, उत्तराखण्ड।

31/62 राजपुर रोड, देहरादून–248001
Email –sbmurbaninfo@gmail.com, दूरभाष एवं फैक्स– 0135–2742885

सेवा में, पत्रांक –4703 दिनांक –22/12/25

अपर सचिव, पर्यटन विभाग, उत्तराखण्ड शासन /
अपर मुख्य कार्यकारी अधिकारी, पर्यटन विकास परिषद, उत्तराखण्ड।

विषयः **मा० हरित अधिकरण में योजित वाद M-A- No-14/2024 In Original Application No- 178/2022 News item published in the hindu dated 27&02&2022 tilled, "Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic"&reg के संबंध में**

महोदय,

कृपया, उपरोक्त विषयगत प्रकरण के संबंध में अपर सचिव, पर्यटन विभाग उत्तराखण्ड शासन /अपर मुख्य कार्यकारी अधिकारी, पर्यटन विकास परिषद, उत्तराखण्ड की अध्यक्षता में मा० हरित अधिकरण में योजित वाद M-A- No-14/2024 In Original Application No-178/2022 News item published in the hindu dated 27&02&2022 tilled, "Tourism has brought economic prosperity to the Himalayan region] but the environmental cost has been catastrophic" में मा० अधिकरण द्वारा पारित आदेश दिनांक 30.01.2025 के अनुपालन हेतु दिनांक 11.12.2025 को आहूत बैठक में शहरी विकास विभाग से संबंधित बिंदुओं पर अनुपालन आख्या/एक्शन टेकन रिपोर्ट उपलब्ध करवाये जाने की अपेक्षा की गयी है।

तदक्रम में उक्तानुसार शहरी विकास विभाग से संबंधित बिंदुओं पर अनुपालन आख्या/एक्शन टेकन रिपोर्ट **(संलग्नक–1)** इस पत्र के साथ संलग्न कर अग्रेतर आवश्यक कार्यवाही हेतु प्रेषित की जा रही है।

संलग्नक–यथोपरि

भवदीय,

(वैभव गुप्ता)
संयुक्त निदेशक।

संख्या एवं दिनांक तदैव

प्रतिलिपिः–निम्नलिखित को सूचनार्थ प्रेषितः–

1. निजि सचिव, सचिव शहरी विकास विभाग, उत्तराखण्ड शासन को सचिव महोदय के संज्ञानार्थ।
2. सदस्य सचिव, उत्तराखण्ड प्रदूषण नियंत्रण बोर्ड, देहरादून।
3. समस्त जिलाधिकारी, उत्तराखण्ड।
4. स्टॉफ ऑफिसर, ई0एम0सी0, मुख्य सचिव, उत्तराखण्ड शासन।
5. निदेशक, राज्य पर्यावरण संरक्षण एवं जलवायु परिवर्तन निदेशालय, देहरादून।

(वैभव गुप्ता)
संयुक्त निदेशक।

Action Taken/Compliance Report Format

S. N.	Recommendations for Uttarakhand	Action Taken/Compliance
1	Clean fuel energy-based vehicles like electric vehicles, carbon neutral buses and cabs, could be promoted as the ecofriendly options for minimizing vehicular pollution in the fragile tourist spots like Nainital, Mussoorie, Almora, Dehradun, Haldwani, etc. Taxi/personal vehicles with Bharat 6 standards only should be allowed in such areas. Use of electric vehicles should be encouraged in the State.	• Department is promoting Electric Vehicle for the door-to-door waste collection vehicle • In this direction 347 Electric Vehicles are proposed for the door-to-door waste collection replacing Diesel vehicle • Against Total 347 EV, 172 Vehicle of 2.2 cum and 166 vehicles of 1.1 cum capacity along with 46 Fast Charging Station • 30 EV Buses is also running by NN Dehradun under smart city project to promote clean fuel energy based vehicles.
2	Air and water quality monitoring should be done on continuous basis and waste management practices need also to be followed as per the action plan of the ESZ.	• 30 EV Buses is also running by NN Dehradun under smart city project to promote clean fuel energy based vehicles. • For the solid waste disposal in Eco-sensitive Zone as per the provisions of the Solid Waste Management Rules 2016 as well as per the ESZ notifications, following action has been taken- ❖ ISWM Plant Operational- 16 ❖ Sanitary Land Fill (SLF) Constructed– 04 (Dehradun, Haridwar, Kirtinagar & Joshimath) ❖ CBG plant Constructed/functional- 02 (Rudrapur & Mussoorie) ❖ MRF plant operational- 85 ❖ Plastic Compactors Operational - 84 ❖ NADEP/Compost Pit constructed- 663. ❖ Quantity of Total Legacy Waste in State- 23.51 Lac MT ❖ Total Quantity of Legacy Waste Remediated- 10.68 (45.42 %)
3	The network of scientific wastewater management facilities need to be enhanced. This step would be able to save river system from the repercussions of unsustainable tourism. Further, this step may be used for landscape management and would stop the wastage of fresh water.	Waste water management is being dealt by Uttrakhand Jal Nigam and Uttarakhand Jal Sansthan. **State Septage Management Protocol** notified by the State Government in 2017 mandates effective septage management across 107 ULBs of Uttarakhand. Among these ULBs, 92 have established Septage Management Cells (SMCs), while Gazette notifications of byelaws have been issued by 76 ULBs. Additionally, 17 ULBs have sent bylaws to Roorkee for gazette publication, and 09 ULBs are at various stages of approval. **Collection and Transportation** of Septage/Faecal sludge: Collection & Transport: 164 cesspool vehicles available, 48 registered under ULBs.

		Draft of policy for "Safe Reuse of Treated water has been made and under approval stages "
4	In high altitude trek routes practices like use of 'low carbon' sources of energy, biodiversity conservation etc., should be promoted.	NA
5	Institutional capacity building in context of changing climate and practices concerned with LiFE for promotion of SDGs should be done by local Government	At all ULBs level and state level, different institutional capacity building program are being organized time to time in context of changing climate and practices concerned for the promotion SDGs. **Following are summary of Capacity Building and Trainings organized-** 1. From 2024 to July 2025, a total of 15 awareness and orientation sessions were organized, covering various Swachh Bharat Mission (Urban) related topics. These sessions benefited 534 officials and workers from Urban Local Bodies (ULBs). 2. 17 capacity-building training workshops were conducted, training 465 officials and workers from ULBs and the Urban Development Department. 3. 07 research workshops were held, involving 197 officials and workers from the Urban Development Department. 4. 02 exposure visits were organized for 74 officials to Bangalore, aimed at enhancing knowledge and skills through field learning and best practice sharing.

(दिग्विजय सेमवाल)
वरिष्ठ अपशिष्ट प्रबन्धन सलाहकार

मुख्यालय
उत्तराखण्ड प्रदूषण नियंत्रण बोर्ड
"गौरा देवी पर्यावरण भवन"
46बी, आई.टी. पार्क, सहस्त्रधारा रोड़, देहरादून
E-mail : ukpcblegalcell@gmail.com, दूरभाष : 0135-2607092

पत्रांक : यूकेपीसीबी/एच.ओ./सा0–183–556/2025/1480. दिनांक 12.12.2025

सेवा में,

अपर मुख्य कार्यकारी अधिकारी,
उत्तराखण्ड पर्यटन विकास परिषद्
पं0 दीन दयाल उपाध्याय पर्यटन भवन
निकट–ओ0एन0जी0सी0 हेलीपैड,
गढ़ी कैन्ट, देहरादून।

विषयः– मा0 राष्ट्रीय हरित अधिकरण द्वारा M.A. No. 14/2024 (मूल आवेदन सं0 178/2022) एवं मूल आवेदन सं0 475/2024 में पारित आदेश दिनांक 30.01.2025 में प्रदूषण नियंत्रण बोर्ड से सम्बन्धित बिन्दुओं पर अनुपालन आख्या।

महोदय,

कृपया उपरोक्त विषयक सन्दर्भ में दिनांक 11.12.2025 को आहूत बैठक में दिये गये निर्देशों के अनुक्रम में मा0 हरित अधिकरण में योजित वाद In Original Application No. 178/2022 News item published in the hindu dated 27-02-2022 tilled, "Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic" के क्रम में उत्तराखण्ड प्रदूषण नियंत्रण बोर्ड से संबंधित बिंदुओं पर कार्यवाही करते हुए अनुपालन आख्या आपको उपलब्ध करवाये जाने की अपेक्षा की गयी है।

अतः उक्तानुसार उत्तराखण्ड प्रदूषण नियंत्रण बोर्ड से संबंधित बिन्दु 2 Air and water quality monitoring should be done on continuous basis and waste management practices need also to be followed as per action plan of the Eco Sensitive Zone (ESZ). उत्तराखण्ड प्रदूषण नियंत्रण बोर्ड द्वारा उत्तराखण्ड राज्य में 79 स्थानों पर सतही जल का अनुश्रवण प्रतिमाह किया जाता है एवं 46 स्थानों पर भू–गर्भीय जल का अनुश्रवण अर्द्धवार्षिक किया जाता है (सूची संलग्न) इसी प्रकार राज्य के 13 शहरों में परिवेशीय वायु गुणवत्ता का अनुश्रवण किया जाता है (सूची संलग्न)।

उपरोक्त जल एवं वायु गुणवत्ता के आंकड़े प्रदूषण नियंत्रण बोर्ड की वेबसाईट पर प्रदर्शित किये जाते हैं। सूचनार्थ सादर प्रेषित।

संलग्नकः यथोपरि।

भवदीय

(डा. पराग मधुकर धकाते)
सदस्य सचिव

Air Quality Monitoring Locations in Uttarakhand

S.No.	Name of City	Location	Monitoring	Category
1	Dehradun	Clock Tower	Manual	Residential
		ISBT		Residential
		Raipur		Residential
		Doon University	CAAQMS	Residential
		Cumulative concentration		
2	Rishikesh	*PWD Guest House	Manual	Commercial
		SPS Hospital		Commercial
		Natraj Hotel		Commercial
		Shivaji Nagar	CAAQMS	Residential
		Cumulative concentration		
3	Kashipur	Govt. Hospital	Manual	Sensitive
		Govt. Girls Inter College	CAAQMS	Sensitive
		Cumulative concentration		
4	Haridwar	SIDCUL	Manual	Industrial
		Rishikul	Manual	Industrial
		Nagar Nigam Roorkee	Manual	Commercial
5	Rudrapur	Govt. Hospital	Manual	Sensitive
6	Haldwani	Jal Sansthan	Manual	Commercial
7	Uttarkashi	CMO Office	Manual	Commercial
8	Tehri	Nagar Palika Parishad	Manual	Commercial
9	Pauri	Nagar Palika Parishad	Manual	Commercial
10	Gopeshwar	Nagar Palika Parishad	Manual	Commercial
11	Almora	Vikas Bhawan	Manual	Commercial
12	Bageshwar	Nagar Palika Parishad	Manual	Commercial
13	Nainital	Nagar Palika Parishad	Manual	Commercial

Source: Uttarakhand Pollution Control Board website
(https://ukpcb.uk.gov.in//public/fileupload/825.pdf)

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10	Gopeshwar	Nagar Palika Parishad	Manual	Commercial
11	Almora	Vikas Bhawan	Manual	Commercial
12	Bageshwar	Nagar Palika Parishad	Manual	Commercial
13	Nainital	Nagar Palika Parishad	Manual	Commercial

Details in reference to meeting held on 11.12.2025

1. Surface Water Monitoring Locations – 79 (Monthly)
2. Ground Water Monitoring Locations – 46 (Half Yearly)
3. Total parameters analyzed in Central Laboratory – 45

List of Parameters analysed in Central Laboratory, Dehradun

Field Observations (4)	Core Parameters (07)	General Parameters (14)	Microbiological Parameters (03)	Trace Metals (15)	Others (2)
Colour	pH	Phenolphthalein Alkalinity	Faecal Coliform	Arsenic	AOX
Odour	Temperature	Total Alkalinity	Total Coliform	Nickel	TOC
Weather	Conductivity	Chloride	Faecal Streptococci	Iron	
Station Details	Dissolved Oxygen	COD		Chromium	
	BOD	Hardness		Lead	
	Nitrate - N	Calcium		Copper	
	Nitrite - N	Sulphate		Mercury	
		Sodium		Cadmium	
		Total Dissolved Solids		Zinc	
		Total Suspended Solids		Aluminium	
		Phosphate		Silver	
		Magnesium		Cobalt	
		Potassium		Molybdenum	
		Fluoride		Selenium	
				Manganese	

Ground Water Monitoring Locations

S.No	Monitoring Location
District - Chamoli	
1.	Handpump, near patrol pump, Joshimath, Chamoli
2.	Handpump, near Gopinath mandir, Gopeshwar, Chamoli
District - Rudraprayag	
3.	Handpump, near Mandhakini ghat, Auguestmuni, Rudraprayag
4.	Handpump, near Bus Stand, Rudraprayag town
District - Uttarkashi	
5.	Handpump near market, Chinyalisaur, Uttarkashi
6.	Handpump near market, Uttarkashi
District – Tehri Garhwal	
7.	Handpump, Bhagirathipurum, Tehri
8.	Handpump, near Chamund, New tehri
District – Pauri Garhwal	
9.	Handpump near Devi Mandir, Kotdwar, Pauri Garhwal
10.	Handpump near Hanuman Mandhir, Siggadi Ind. Area, Kotdwar, Pauri Garhwal
Distrcit - Dehradun	
11.	Handpump near Rusan Pharma, Pharma city, Selaqui,Dehradun
12.	Handpump near Old Police Station, Selaqui, Industrial Area-1
13.	Handpump near Honeywell Pvt. Ltd., Selaqui, Industrial Area-2
14.	MSW Landfill site, Sisambada, Dehradun-1 ,North side
15.	MSW Landfill site, Sisambada, Dehradun-1 ,South side
District - U.S. Nagar	
16.	Handpump at Santipuri Kiccha - 2, U.S. Nagar
17.	Handpump at Santipuri Kiccha - 1, U.S. Nagar
18.	Handpump at Pantnagar Industrial Area - 2, U.S. Nagar
19.	Handpump at Pantnagar Industrial Area - 1, U.S. Nagar
20.	Handpump at Sitarganj Industrial Area - 2, U.S. Nagar
21.	Handpump near Sitarganj Industrial Area - 1, U.S. Nagar
22.	Handpump near Gurudwara, Muradabad Road, Kashipur, U.S. Nagar
23.	Handpump near Kendriya Vidyalaya, Bazpur Road, Kashipur, U.S. Nagar
24.	Handpump near I.G.L Lagoon, Chamalida, Kashipur, U.S. Nagar
25.	Handpump at Chaiti Chauraha, Bajpur Road, Kashipur, U.S. Nagar
26.	Handpump near Govt Primary School, Kashipur, U.S. Nagar
27.	Handpump at Industrial Area, Mahuakheraganj, Kashipur, U.S. Nagar
28.	Handpump near old Industrial Area, Kashipur near IGL, U.S. Nagar.
District - Haridwar	
29.	Handpump at CHC, Bhagwanpur Industrial Area - 1
30.	Handpump at Sikendarpur, Lakeshwari, Bhagwanpur Industrial Area- 2
31.	Handpump at Ramnagar Roorkee Industrial Area -1
32.	Handpump at Village Sunhera, Roorkee Industrial Area - 2
33.	Handpump at Roshnabad, Collectorate, SIDCUL, Industrial Area - 1
34.	Handpump at Saleempur Mahdood Chowk, SIDCUL Industrial Area - 2

35.	Handpump near Municipal Solid Waste Landfill Site, Sarai, Jawalapur Haridwar
36.	Handpump near Municipal Solid Waste Landfill Site, ,Sarai, Jawalapur Haridwar
District - Pithoragarh	
37.	Handpump at Pithoragarh Town near Chandrabhaga, Pithoragarh
38.	Handpump at Pithoragarh Town near Pithoragarh fort, Pithoragarh
District - Almora	
39.	Handpump near jai shri college, Khatyari, Almora
40.	Handpump near Pataldevi, Almora
District - Nainital	
41.	Handpump at Ramnagar Town near Govt PG College, Ramnagar
42.	Handpump at Nainital Town near Sariyatal
District - Bageshwar	
43.	Handpump near Kafilgair, Bageshwar
44.	Handpump near Roadways station, Bageshwar
District - Champawat	
45.	Handpump near Shivmandir, Champawat
46.	Handpump near Gas Station Lohaghat, Champawat

Surface Water Monitoring Stations in the state of Uttarakhand	
District- Chamoli	
1	River Alakananda at Badrinath
2	River Alaknanda B/C River Dhauli Ganga at Vishnuprayag
3	River Dhauli Ganga B/C River Alaknanda at Vishnuprayag
4	River Alaknanda A/C River Dhauli Ganga at Vishnuprayag
5	River Alaknanda B/C River Nandakini at Nandprayag
6	River Nandakini B/C River Alaknanda at Nandprayag
7	River Alaknanda A/C River Nandakini at Nandprayag
8	River Alaknanda B/C River Pindar at Karanprayag
9	River Pindar B/C River Alaknanda at Karanprayag
10	River Alaknanda A/C River Pindar at Karanprayag
District- Rudraprayag	
11	River Mandakini at Kedarnath
12	River Mandakini B/C River Alaknanda at Rudraprayag
13	River Alaknanda B/C River Mandakini at Rudraprayag
14	River Alaknanda A/C River Mandakini at Rudraprayag
15	River Mandakini D/S at Augustmuni, Rudraprayag
District- Uttarkashi	
16	River Bhagirathi U/S at Gangotri,
17	River Yamuna U/S at Yamunotri
18	River Yamuna D/S at Sayana-Chatti
19	River Bhagirathi D/S at Uttarkashi
20	River Yamuna at Barkot

District- Tehri Garhwal	
21	River Alaknanda B/C River Bhagirathi at Devprayag
22	River Bhagirathi B/C River Alaknanda at Devprayag
23	River Alaknanda A/C River Bhagirathi (River Ganga D/S) at Devprayag
24	Tehri Lake at Koti colony, Tehri
District- Dehradun	
25	River Ganga D/S at Bairaaj, Rishikesh
26	River Ganga D/S at Lakkarghat, Rishikesh
27	River Ganga A/C River Song (River Ganga D/S) at Raiwala, Dehradun
28	River Ganga A/C River Song (River Ganga D/S) Near Birla guest house, Dist-Dehradun
29	River Suswa D/S at Mathurawala, Dehradun
30	River Suswa B/C River Song at Barafutta, Doiwala, Dehradun
31	River Song D/S before confluence into River Ganga Near Nepali Farm, Rishikesh
32	River Yamuna D/S at Vikash Nagar, Dehradun
33	Yamuna Canal at Dakpathar, Dehradun
34	River Yamuna at Dakpathar, Dehradun
35	River Yamuna at Lakhwar, Dehradun
36	River Yamuna at Kalsi, Dehradun
37	River Tons Before joining to River Yamuna at Dakpathar, Dehradun
38	River Tons at Selaqui, Dehradun
39	River Rispana U/S at Shikhar Fall, Dehradun
40	River Rispana D/S Near IT Park, Dehradun
41	River Rispana B/C to River Bindal at Mothorowala
42	River Bindal U/S at Bindal Bridge, Dehradun
43	River Bindal D/S Near Kargi Chowk, Dehradun
44	River Bindal B/C to River Rispana at Mothorowala, Dehradun

45	Asan Wetland
District- Haridwar	
46	River Ganga canal D/S at Har ki Pauri, Rishikul Bridge, Haridwar
47	River Ganga at Har Ki Pouri, Haridwar
48	River Ganga D/S at Bisanpur Kundi Village, Haridwar
49	River Ganga Canal at Lal Ta Rao Bridge, Haridwar
50	River Ganga Canal at Damkothi, Haridwar
51	River Ganga U/S at Bindughat Dudhiyaban, Haridwar
52	River Ganga D/S at Balkumari Mandir, Ajeetpur, Haridwar
53	Upper Ganga Canal D/S at Roorkee, District- Haridwar
54	River Banganga D/S at Laksar before entering U.P
55	River Ganga D/S at Sultanpur, Haridwar
District- Pauri Garhwal	
56	River Ganga U/S at Lakshmanjhula, Rishikesh
57	River Ganga D/S at Swargashram, Rishikesh
58	River Nayar U/S at Satpuli , Pauri Garhwal
59	River Nayar D/S at Satpuli , Pauri Garhwal
District- Nainital	
60	Nainital Lake Water Intake, Nainital
61	Bheemtal Lake Water Intake, Nainital
62	Gola River at Haldwani, Nainital
63	Sattal lake, Nainital
64	Naukichyatal lake, Nainital
65	River Shipra D/S near Neem Karoli Dam, Bhawali, Nainital
District- Udham Singh Nagar	
66	Kosi River at Kashipur Bajpur Road Bridge, Kashipur, US Nagar
67	Dhella River U/S at Kashipur Moradabad Road Bridge, US Nagar

68	Dhella River D/S at Thakurdwara, Aliganj Road, US Nagar
69	Bhella River U/S Kashipur, (U/S Ramnagar Road), US Nagar
70	Bhella River at Lohia Bridge D/S Kashipur (D/S Lohiya Bridge), US Nagar
71	Pilakhar River at Bilaspur, Rampur, US Nagar
72	Nanduar River U/S Sitarganj Industrial Area, (Nandour U/S Sitarganj), US Nagar
73	Nanduar River D/S Sitarganj Industrial Area, (Nandour D/S Sitarganj), US Nagar
74	Kichha River at Kichha, (River Kichha (D/S Nagarbhalla, Kashipur), US Nagar
75	Kalyani River at U/S Pantnagar Industrial Area, US Nagar
76	Kalyani River at D/S Pantnagar Industrial Area, US Nagar
77	River Kailash Downstream behind Sitarganj Industrial Area, US Nagar
District- Almora	
78	River Kosi D/S near Khairna- Ranikhet Bridge, Almora
District- Bageshwar	
79	River Saryu D/S Near Bilona Bridge, Bageshwar

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ई–मेल : upsvnn@gmail.com

उत्तराखण्ड पेयजल संसाधन विकास एवं निर्माण निगम
प्रधान कार्यालय 11–मोहिनी रोड, देहरादून

पत्रांकः 1448 / नागर अनुभाग –एम0जी0टी0 / 95 दिनांकः 24 /12/2025

सेवा में,

सदस्य सचिव,
उत्तराखण्ड प्रदूषण नियंत्रण बोर्ड,
''गौरा देवी पर्यावरण भवन''
46 बी, आई0टी0पार्क, सहस्त्रधारा रोड़
देहरादून।

विषयः– **मा0 एन0जी0टी0 में योजित एम0ए0 संख्या 14/2024 (ओ0ए0 संख्या 178/2022): में आदेश दिनांक 30.01.2025 एवं G.B. Pant National Institute of Himalayan Environment (GBPNIHE), Almora द्वारा तैयार रिपोर्ट Environmental Assessment of Tourism in the Indian Himalayan Region (EATIHAR) के सम्बन्ध में।**

महोदय,

उपरोक्त विषयक अपर सचिव, पर्यटन/अपर मुख्य कार्यकारी अधिकारी, उत्तराखण्ड पर्यटन विकास परिषद् देहरादून की अध्यक्षता मे दिनांक 11.12.2025 को हुयी बैठक में मा0 एन0जी0टी0 में योजित एम0ए0 संख्या 14/2024 (ओ0ए0 संख्या 178/2022): हेतु पारित आदेश दिनांक 30.01.2025 एवं G.B. Pant National Institute of Himalayan Environment (GBPNIHE), Almora द्वारा तैयार रिपोर्ट Environmental Assessment of Tourism in the Indian Himalayan Region (EATIHAR) के सम्बन्ध में विभागीय आख्या उपलब्ध कराने हेतु निर्देशित किया गया था।

उक्त वांछित आख्या क्षेत्रीय कार्यालय से प्राप्त कर आपको अग्रेतर कार्यवाही हेतु इस पत्र के साथ संलग्न कर सादर प्रेषित की जा रही है।

संलग्नकः– उपरोक्तानुसार।

भवदीय
24.12.25
(इं0 संजय सिंह)
मुख्य अभियन्ता (मु0)

पृ0सं0 एवं दिनांक तदैव।
प्रतिलिपि निम्नलिखित को सूचनार्थ एंव आवश्यक कार्यवाही हेतु प्रेषितः–

1. अपर निदेशक पर्यटन, उत्तराखण्ड पर्यटन विकास परिषद्, देहरादून।
2. महाप्रबन्धक, निर्माण मण्डल (गंगा), उत्तराखण्ड पेयजल निगम, हरिद्वार।

मुख्य अभियन्ता (मु0)

1126

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उत्तराखण्ड पेयजल संसाधन विकास एवं निर्माण निगम
प्रधान कार्यालय 11–मोहिनी रोड, देहरादून

पत्रांकः 1448 / नागर अनुभाग –एन0जी0टी0/ 95 दिनांकः 24/12/2025

सेवा में,

सदस्य सचिव,
उत्तराखण्ड प्रदूषण नियंत्रण बोर्ड,
''गौरा देवी पर्यावरण भवन''
46 बी, आई0टी0पार्क, सहस्त्रधारा रोड़
देहरादून।

विषयः– **मा0 एन0जी0टी0 में योजित एम0ए0 संख्या 14/2024 (ओ0ए0 संख्या 178/2022): में आदेश दिनांक 30.01.2025 एवं G.B. Pant National Institute of Himalayan Environment (GBPNIHE), Almora द्वारा तैयार रिपोर्ट Environmental Assessment of Tourism in the Indian Himalayan Region (EATIHAR) के सम्बन्ध में।**

महोदय,

उपरोक्त विषयक अपर सचिव, पर्यटन/अपर मुख्य कार्यकारी अधिकारी, उत्तराखण्ड पर्यटन विकास परिषद् देहरादून की अध्यक्षता मे दिनांक 11.12.2025 को हुयी बैठक में मा0 एन0जी0टी0 में योजित एम0ए0 संख्या 14/2024 (ओ0ए0 संख्या 178/2022): हेतु पारित आदेश दिनांक 30.01.2025 एवं G.B. Pant National Institute of Himalayan Environment (GBPNIHE), Almora द्वारा तैयार रिपोर्ट Environmental Assessment of Tourism in the Indian Himalayan Region (EATIHAR) के सम्बन्ध में विभागीय आख्या उपलब्ध कराने हेतु निर्देशित किया गया था।

उक्त वांछित आख्या क्षेत्रीय कार्यालय से प्राप्त कर आपको अग्रेतर कार्यवाही हेतु इस पत्र के साथ संलग्न कर सादर प्रेषित की जा रही है।

संलग्नकः– उपरोक्तानुसार।

भवदीय

(इं0 संजय सिंह)
मुख्य अभियन्ता (मु0)

पृ0सं0 एवं दिनांक तदैव।

प्रतिलिपि निम्नलिखित को सूचनार्थ एंव आवश्यक कार्यवाही हेतु प्रेषितः–

1. अपर निदेशक पर्यटन, उत्तराखण्ड पर्यटन विकास परिषद्, देहरादून।
2. महाप्रबन्धक, निर्माण मण्डल (गंगा), उत्तराखण्ड पेयजल निगम, हरिद्वार।

24.12.25
मुख्य अभियन्ता (मु0)

कार्यालय महाप्रबन्धक
निर्माण मण्डल (गंगा)
उत्तराखण्ड पेयजल निगम,
जगजीतपुर, पोस्ट–कनखल
हरिद्वार–249408

Office of General Manager
Construction Circle (Ganga)
Uttarakhand Peyjal Nigam,
Jagjeetpur, Post-Kankhal,
Haridwar-249408

Email:-gmgangahw@gmail.com

Letter No. 6373 / Karya-32 (OA-178/2020) / 03 date : 20-12-2025

सेवा में,

मुख्य अभियन्ता (मु0),
प्रधान कार्यालय,
उत्तराखण्ड पेयजल निगम,
देहरादून।

विषय – **मा0 एन0जी0टी0 में योजित एम0ए0 संख्या 14/2024 (ओ0ए0 संख्या 178/2022) : में आदेश दिनांक 30.01.2025 एवं G.B. Pant National Institute of Himalayan Environment (GBPNIHE), Almora द्वारा तैयार रिपोर्ट Environmental Assessment of Tourism in the Indian Himalayan Region (EATIHAR) के सम्बन्ध में।**

महोदय,

1. उपरोक्त विषयक अपर निदेशक पर्यटन, उत्तराखण्ड पर्यटन विकास परिषद्, गढ़ी कैन्ट, देहरादून के पत्रांक 7250/2/2025–26 दिनांक 10.12.2025 एवं प्रधान कार्यालय के पत्रांक 1415/नागर अनुभाग–एन0जी0टी0/93 दिनांक 11.12.2025 के क्रम में आख्या निम्नानुसार प्रेषित है :–

Uttarakhand

Sl. No.	Point	Remarks
1	Clean fuel energy-based vehicles like electric vehicles, carbon neutral buses and cabs, could be promoted as the ecofriendly options for minimising vehicular pollution in the fragile tourist spots like Nainital, Mussoorie, Almora, Dehradun, Haldwani, etc. Taxi/personal vehicles with Bharat 6 standards only should be allowed in such areas. Use of electric vehicles should be encouraged in the State.	Not pertains to Peyjal Nigam
2	Air and water quality monitoring should be done on continuous basis and waste management practices need also to be followed as per the action plan of the ESZ.	Not pertains to Peyjal Nigam
3	The network of scientific wastewater management facilities need to be enhanced. This step would be able to save river system from the repercussions of unsustainable tourism. Further, this step may be used for landscape management and would stop the wastage of fresh water.	Presently 70 STPs of 430.915 MLD **(Annexure-1)** are functional in Uttarakhand state under different departments. In addition to these 70 STPs, 31 STPs of 150.672 MLD **(Annexure-2)** are under construction and 16 STPs of 100.900 MLD **(Annexure-3)** at DPR stage. All the STPs are being constructed to meet the effluent standards as specified by Hon'ble NGT. The larger STP are being equipped with OCEMS facility to monitor the performance of STPs.
4	In high altitude trek routes practices like use of 'low carbon' sources of energy, biodiversity conservation etc., should be promoted.	Not pertains to Peyjal Nigam
5	Institutional capacity building in context of changing climate and practices concerned with LiFE for promotion of SDGs should be done by local Government.	Not pertains to Peyjal Nigam

संलग्नक :– उपरोक्तानुसार।

भवदीय

(आर0के0 जैन)
महाप्रबन्धक

"जल संचय–जीवन संचय" "कृपया जल स्त्रोतों को प्रदूशित होने से बचाईये।"
वैधानिक चेतावनी– जल स्त्रोतों को प्रदूशित करना दण्डनीय अपराध है।

Details of existing STPs in the State

SL	District	Town	Name of STP	Construction agency	O&M Agency	STP Capacity (MLD)
1	Almora	Almora	2.0 MLD STP, Bakh, Almora	UKPJN	UJS	2.000
2	Chamoli	Badrinath	0.26 MLD STP, Shri Badrinath	UKPJN	UJS	0.260
3	Chamoli	Badrinath	1.0 MLD STP-2, Near Bamini Jhula Pul, Badrinath	UKPJN	UJS	1.000
4	Chamoli	Badrinath	0.010 MLD STP-3, Near Temple, Badrinath	UKPJN	UJS	0.010
5	Chamoli	Chamoli-Gopeshwar	0.760 MLD STP-1 Near Mahindra Show Room (Chamoli Ghat)	UKPJN	UJS	0.760
6	Chamoli	Chamoli-Gopeshwar	0.050 MLD STP-5 Near Old Suspension Bridge, Chamoli	UKPJN	UJS	0.050
7	Chamoli	Chamoli-Gopeshwar	1.19 MLD STP-2 Vivekanand Colony, Gopeshwar	UKPJN	UJS	1.190
8	Chamoli	Chamoli-Gopeshwar	1.25 MLD STP-3, Pokhari Bend, Gopeshwar	UKPJN	UJS	1.250
9	Chamoli	Chamoli-Gopeshwar	1.12 MLD STP-4, Dindayal Upadhyay Park (Baitarni), Gopeshwar	UKPJN	UJS	1.120
10	Chamoli	Joshimath	1.08 MLD STP-1, Pokhari, Joshimath	UKPJN	UJS	1.080
11	Chamoli	Joshimath	2.70 MLD STP-2, Marwari, Joshimath	UKPJN	UKPJN	2.700
12	Chamoli	Karan Prayag	0.050 MLD STP-1, Near Police Chowki, Karan Prayag	UKPJN	UJS	0.050
13	Chamoli	Karan Prayag	0.100 MLD STP-2, Near Purana Pul, Karan Prayag	UKPJN	UKPJN	0.100
14	Chamoli	Karan Prayag	0.050 MLD STP-3, Near Subhash Nagar, Karan Prayag	UKPJN	UJS	0.050
15	Chamoli	Karan Prayag	0.050 MLD STP-4, Near Naya Pul, Karan Prayag	UKPJN	UKPJN	0.050
16	Chamoli	Karan Prayag	0.100 MLD STP-5, Near Ward No.1 & 3 , Karan Prayag	UKPJN	UKPJN	0.100
17	Chamoli	Nand Prayag	0.100 MLD STP-1, Near Forest Nala, Nand Prayag	UKPJN	UJS	0.100
18	Chamoli	Nand Prayag	0.050 MLD STP-2, Near Sangam road Nala, Nand Prayag	UKPJN	UJS	0.050
19	Dehradun	Dehradun	20 MLD STP, Motharawala-I, Dehradun	UKPJN	UJS	20.000
20	Dehradun	Dehradun	20 MLD STP, Motharawala-II, Dehradun	UKPJN	UJS	20.000
21	Dehradun	Dehradun	68 MLD STP, Kargi, Dehradun	ADB	UJS	68.000
22	Dehradun	Dehradun	0.42 MLD STP, Vijay Colony, Dehradun	UKPJN	UJS	0.420

SL	District	Town	Name of STP	Construction agency	O&M Agency	STP Capacity (MLD)
23	Dehradun	Dehradun	0.71 MLD STP, Salawala, Dehradun	UKPJN	UJS	0.720
24	Dehradun	Dehradun	1.0 MLD STP, Jakhan, Dehradun	UKPJN	UJS	1.000
25	Dehradun	Dehradun	5.0 MLD STP, Indira Nagar, Dehradun	UKPJN	UJS	5.000
26	Dehradun	Mussoorie	3.12 MLD STP, Bhattafall, Mussoorie	UKPJN	UJS	3.120
27	Dehradun	Mussoorie	1.2 MLD STP, Happy Valley, Mussoorie	UKPJN	UJS	1.200
28	Dehradun	Mussoorie	1.3 MLD STP, Landour, South, Mussoorie	UKPJN	UKPJN	1.300
29	Dehradun	Mussoorie	0.8 MLD STP, Landour, North, Mussoorie	UKPJN	UJS	0.800
30	Dehradun	Mussoorie	0.9 MLD STP, Kurli Bazar, Mussoorie	UKPJN	UJS	0.900
31	Dehradun	Rishikesh	26 MLD STP, Lakkarghat, Rishikesh	UKPJN	UKPJN	26.000
32	Haridwar	Haridwar	27 MLD STP, Jagjeetpur (UPG in NGP-2019), Haridwar	UKPJN	UJS	27.000
33	Haridwar	Haridwar	18 MLD STP, Jagjeetpur, Haridwar	UKPJN	UJS	18.000
34	Haridwar	Haridwar	18 MLD STP, Sarai (UPG in NGP-2019), Haridwar	UKPJN	UJS	18.000
35	Haridwar	Haridwar	68 MLD STP, Jagjeetpur, Haridwar	UKPJN	UKPJN	68.000
36	Haridwar	Haridwar	14 MLD STP, Sarai, Haridwar	UKPJN	UKPJN	14.000
37	Haridwar	Roorkee	33 MLD STP, Saliyar (ADB), Roorkee	ADB	UJS	33.000
38	Nainital	Bheemtal	1.25 MLD STP, Bheemtal	UKPJN	UJS	1.250
39	Nainital	Haldwani	28 MLD STP, Indira Nagar (AMRUT), Haldwani	UKPJN	UKPJN	28.000
40	Nainital	Nainital	0.45 MLD STP, Hari Nagar, Nainital	UKPJN	UJS	0.450
41	Nainital	Nainital	0.80 MLD STP, Krishnapur, Nainital	UKPJN	UJS	0.800
42	Nainital	Nainital	0.45 MLD STP, Narayan Nagar, Nainital	UKPJN	UJS	0.450
43	Nainital	Nainital	10 MLD STP, Roosi, Nainital	UKPJN	UJS	10.000
44	Nainital	Ramnagar	7.0 MLD STP, Transport Nagar, Ramnagar	UKPJN	UKPJN	7.000
45	Nainital	Ramnagar	1.5 MLD STP, Puchdi, Ramnagar	UKPJN	UKPJN	1.500
46	Pauri	Devprayag	1.4 MLD STP, Bah Bazar, Devprayag	UKPJN	UJS	1.400
47	Pauri	Srinagar	0.050 MLD STP, Taulia Nala, Srikot	UKPJN	UKPJN	0.050
48	Pauri	Srinagar	0.075 MLD STP, Junior High School Nala, Srikot	UKPJN	UKPJN	0.075
49	Pauri	Srinagar	3.5 MLD STP, Srinagar (UPG in NGP-2019), Srinagar	UKPJN	UKPJN	3.500

SL	District	Town	Name of STP	Construction agency	O&M Agency	STP Capacity (MLD)
50	Pauri	Srinagar	1.0 MLD STP, Srinagar	UKPJN	UJS	1.000
51	Pauri	Swarg Ashram	3.0 MLD STP, Swargashram (UPG in NGP-2019)	UKPJN	UJS	3.000
52	Pithoragarh	Pithoragarh	5.0 MLD STP, Ancholi, Pithoragarh	UKPJN	UKPJN	5.000
53	Pithoragarh	Pithoragarh	1.25 MLD STP, Nirada, Pithoragarh	UKPJN	UKPJN	1.250
54	Rudraprayag	Rudra Prayag	0.075 MLD STP-1, Near Anoop Negi School, Rudra Prayag	UKPJN	UJS	0.075
55	Rudraprayag	Rudra Prayag	0.100 MLD STP-2, Near Rudra Complex, Rudra Prayag	UKPJN	UKPJN	0.100
56	Rudraprayag	Rudra Prayag	0.075 MLD STP-3, Near Bus Stand, Rudra Prayag	UKPJN	UKPJN	0.075
57	Rudraprayag	Rudra Prayag	0.100 MLD STP-4, Near State Bank (Maszid), Rudra Prayag	UKPJN	UKPJN	0.100
58	Rudraprayag	Rudra Prayag	0.125 MLD STP-5, Near Steel Bridge, Rudra Prayag	UKPJN	UJS	0.125
59	Rudraprayag	Rudra Prayag	0.050 MLD STP-6, Near Belni Road, Rudra Prayag	UKPJN	UKPJN	0.050
60	Tehri	Devprayag	0.075 MLD STP, Shanti Bazar, Devprayag	UKPJN	UKPJN	0.075
61	Tehri	Devprayag	0.150 MLD STP, Sangam Bazar, Devprayag	UKPJN	UKPJN	0.150
62	Tehri	Kirtinagar	50 KLD STP, Kirtinagar	UKPJN	UJS	0.050
63	Tehri	Kirtinagar	10 KLD STP, Kirtinagar	UKPJN	UJS	0.010
64	Tehri	Muni ki Reti	5 MLD STP, Chorpani, Muni ki reti	UKPJN	UKPJN	5.000
65	Tehri	Muni ki Reti	7.5 MLD STP, Chandreshwar Nagar, Muni Ki Reti	UKPJN	UKPJN	7.500
66	Tehri	Tapovan	3.5 MLD STP, Tapovan (UPG in NGP-2019)	UKPJN	UJS	3.500
67	Tehri	Tehri	5.0 MLD STP, Bhagirathipuram, Tehri	THDC	UJS	5.000
68	Uttarkashi	Gangotri	1.0 MLD STP, Gangotri (State Sector)	UKPJN	UJS	1.000
69	Dehradun	Dehradun	3.0 MLD STP, Kaulagarh, Dehradun	UKPJN	UKPJN	3.000
70	Uttarkashi	Uttarkashi	2.0 MLD STP, Gyansu (UPG in NGP- 2019), Uttarkashi	UKPJN	UJS	2.000
	Total					**430.9150**

Details of Under Construction STPs in the State

SL	District	Town	Name of STP	Construction agency	STP Capacity (MLD)
1	Dehradun	Dehradun	Sapera Basti, Dehradun	UKPJN	15.000
2	Pauri	Neelkanth	Neelkanth	UKPJN	1.500
3	Pauri	Swargashram	Swargashram	UKPJN	3.000
4	Rudraprayag	Gaurikund	Near Saptkund Gaurikund Rudraprayag	UKPJN	0.200
5	Rudraprayag	Gaurikund	Ghoda Padav, Gaurikund Rudraprayag	UKPJN	0.010
6	Rudraprayag	Gaurikund	Near Saptkund Gaurikund Rudraprayag	UKPJN	0.006
7	Rudraprayag	Gaurikund	Near Saptkund Gaurikund Rudraprayag	UKPJN	0.006
8	Rudraprayag	Tilwada	Near Mayali Pul Tilwada Rudraprayag	UKPJN	0.100
9	Tehri	Muni Ki Reti - Dhalwala	Muni ki Reti-Dhalwala, Distt. Tehri	UKPJN	8.000
10	Tehri	Muni Ki Reti - Dhalwala	Muni ki Reti-Dhalwala, STP	UKPJN	0.300
11	US Nagar	Bazpur	Bazpur Distt. U.S. Nagar (Pilakhar River)	UKPJN	10.000
12	US Nagar	Kashipur	Kashipur Distt. U.S. Nagar (Dhella River)	UKPJN	10.000
13	US Nagar	Kashipur	Mukhandpur, Kashipur, Distt. U.S. Nagar (Kosi River)	UKPJN	0.500
14	US Nagar	Kashipur	Gularia, Kashipur Distt. U.S. Nagar (Dhella River)	UKPJN	0.300
15	US Nagar	Kashipur	Jaspur Khurd, Kashipur Distt. U.S. Nagar (Bhella River)	UKPJN	1.000
16	US Nagar	Kashipur	Hempur Smile, Kashipur Distt. U.S. Nagar (Bhella River)	UKPJN	2.000
17	US Nagar	Kashipur	Beljudi Kashipur Distt. U.S. Nagar (Dhella River)	UKPJN	0.500
18	US Nagar	Kichha	Kichha, Rudrapur Distt. U.S. Nagar (Kichha River)	UKPJN	3.000
19	US Nagar	Sitarganj	Sitarganj Distt. U.S. Nagar (Nandhour River)	UKPJN	3.000
20	Pauri	Kotdwar	Kotdwar STP with Co-Treatment	UKPJN	21.000
21	Almora	Almora	Pandeykhaula Almora	UKPJN	1.500
22	Dehradn	Mussoorie	Arcadia Zone, Mussoorie Distt. Dehradn	UKPJN	0.700
23	Dehradun	Mussoorie	Library Zone, Mussoorie Distt. Dehradun	UKPJN	1.100

SL	District	Town	Name of STP	Construction agency	STP Capacity (MLD)
24	Dehradun	Mussoorie	Company Garden Zone Mussoorie, Distt. Dehradun	UKPJN	0.700
25	Dehradun	Mussoorie	Camel's Back Zone, Mussoorie, Distt. Dehradun	UKPJN	0.700
26	Dehradun	Mussoorie	Dhobi Ghat Zone, Mussoorie, Distt. Dehradun	UKPJN	0.050
27	Tehri	Narendra Nagar	Narendra Nagar, Distt. Tehri	UKPJN	2.000
28	US Nagar	Kashipur	Kashipur under AMRUT, Distt. - US Nagar	UKPJN	18.000
29	Dehradun	Dehradun	Nakronda, Dehradun, Distt. Dehradun	ADB	18.000
30	Dehradun	Dehradun	Banjarawala Package -1, Daurwala, Dehradun	ADB	11.000
31	Nainital	Nainital	Roosi Pond, Nainital Distt. Nainital	ADB	17.500
	Total				**150.6720**

Details of STPs at DPR Stage in the State

SL	District	Town	Name of STP	Construction agency	STP Capacity (MLD)
1	US Nagar	Rudrapur	Rudrapur (Kalyani River)	UKPJN	39.0000
2	Dehradun	Rishikesh	Rishikesh (Khadri) STP	UKPJN	5.0000
3	Haridwar	Shivalik Nagar	Shivalik Nagar STP	UKPJN	8.0000
4	Haridwar	Manglour	Manglour, STP with Co-Treatment	UKPJN	8.1000
5	Pauri	Pauri	Pauri, STP with Co-Treatment	UKPJN	1.0000
6	Pauri	Satpuli	Satpuli, STP with Co-Treatment	UKPJN	1.1000
7	US Nagar	Jaspur	Jaspur, STP with Co-Treatment	UKPJN	6.5000
8	Uttarkashi	Barkot	Barkot, STP Co-Treatment Plant	UKPJN	2.9500
9	Uttarkashi	Purola	Purola, STP Co-Treatment Plant	UKPJN	1.2500
10	Uttarkashi	Uttarkashi	Gyansu STP	UKPJN	4.0000
11	Uttarkashi	Uttarkashi	Gangori STP	UKPJN	1.0000
12	Pauri	Srinagar	Srikot STP	UKPJN	2.5000
13	Pauri	Srinagar	Ufalda STP	UKPJN	0.5000
14	Pithoragarh	Dharchula	Dharcula, Distt. Pithoragarh – STP Co-Treatment Plant	UKPJN	2.5000
15	Dehradun	Vikasnagar	Vikasnagar STP with Co-Treatment	ADB	7.000
16	Nainital	Haldwani	Haldwani STP with Co-Treatment	ADB	10.500
	Total				**100.9000**

उत्तराखण्ड ट्रैकिंग नियमावली, 2025 ड्राफ्ट

अध्याय–1

प्रारम्भिक

संक्षिप्त नाम, विस्तार, लागू होना तथा प्रारम्भ	**1.**	(1) इस नियमावली को उत्तराखण्ड ट्रैकिंग नियमावली, 2025 कहा जाएगा। (2) इसका विस्तार सम्पूर्ण उत्तराखण्ड में ट्रैकिंग गतिविधियाँ तक सीमित होगा। (3) यह तत्काल प्रभाव से प्रवृत्त होगी।
परिभाषायें	**2.**	जब तक विषय या संदर्भ में कोई बात प्रतिकूल ना हो इस नियमावली में:– (1) ''राज्य'' से उत्तराखण्ड राज्य अभिप्रेत है; (2) ''CWLW'' से उत्तराखण्ड का मुख्य वन्यजीव प्रतिपालक अभिप्रेत है; (3) ''UTDB'' से उत्तराखण्ड पर्यटन विकास परिषद अभिप्रेत है; (4) ''मु0का0अ0'' से उत्तराखण्ड पर्यटन विकास परिषद का मुख्य कार्यकारी अधिकारी अभिप्रेत है; (5) ''अ0मु0का0अ0 (साहसिक विंग)'' से उत्तराखण्ड पर्यटन विकास परिषद के विंग के अपर मुख्य कार्यकारी अधिकारी अभिप्रेत है; (6) ''जिला अधिकारी'' से सम्बंधित जिले के जिला अधिकारी अभिप्रेत है; (7) "प्रभागीय वनाधिकारी" से सम्बन्धित जिले के वनाधिकारी अभिप्रेत है; (8) ''जिला पर्यटन विकास अधिकारी'' से यथास्थिति सम्बंधित जिले के UTDB का प्रभारी अधिकारी अभिप्रेत है; (9) ''साहसिक खेल अधिकारी'' से सम्बंधित जिले का साहसिक गतिविधियों का प्रभारी अधिकारी अभिप्रेत है; (10) CMO से सम्बन्धित जिले में स्वास्थ्य गतिविधियों का प्रभारी अधिकारी अभिप्रेत है; (11) ''NIM'' से नेहरू पर्वतारोहण संस्थान, उत्तरकाशी अभिप्रेत है; (12) ''IMF'' से भारतीय पर्वतारोहण संघ, नई दिल्ली अभिप्रेत है; (13) AMSL से ''(समुद्र तल से (AMSL)'' एक बिन्दु कि औसत ऊंचाई अभिप्रेत है; (14) ''High altitude trekking'' से 4000 मीटर से उच्च ट्रैक मार्ग पर ट्रैकिंग गतिविधि अभिप्रेत है;

		(15) ''Low altitude trekking'' से 4000 मीटर तक की निम्न ऊंचाई के ट्रैक मार्गों पर ट्रैकिंग गतिविधि अभिप्रेत है; (16) ट्रैकिंग से सम्बन्धित पहाड़ी व दुर्गम क्षेत्रों में किए जाने वाले साहसिक गतिविधियों से अभिप्रेत है। (17) आपदा प्रबन्धन इकाई से सम्बन्धित प्राकृतिक एवं मानव जनित आपदाओं के नियंत्रण, राहत एवं पुनर्वास कार्यों से अभिप्रेत है; (18) ''इनर लाइन परमिट'' राज्य सरकार द्वारा किसी व्यक्ति/समूह को सामरिक प्रतिबंधित क्षेत्र में सीमित अवधि तक यात्रा अनुमति के लिए जारी अधिकारिक यात्रा दस्तावेज अभिप्रेत है; (19) ''LIU'' से पुलिस विभाग की स्थानीय अधिसूचना इकाई अभिप्रेत है; (20) ''UIAA'' से यूनियन आफ इंटरनेशनल एल्पाइन सशोसिएशन अभिप्रेत है; (21) ''CE'' से कन्फर्मिटी यूरोपियन अभिप्रेत है; (22) ''रजिस्ट्रीकृत टुअर आपरेटर/एजेंसी/कम्पनी/फर्म'' से उत्तराखण्ड पर्यटन विकास परिषद के अधीन यात्रा एवं पर्यटन व्यवसाय नियमावली 2014 (यथासंशोधित) के तहत पंजीकृत फर्म/एजेंसी अभिप्रेत है; (23) "SDRF" से राज्य आपदा प्रतिक्रिया बल अभिप्रेत है। (24) "हाई एल्टीटयूड गाइड"– गाइड जो 4000 मीटर की ऊँचाई से ऊपर के ट्रैकिंग मार्गों का भिज्ञ व्यक्ति अभिप्रेत है; (25) "लो एल्टीटयूड गाइड"– गाइड जो 4000 मीटर से नीचे के ट्रैकिंग मार्गों पर ट्रैकिंग दलों का नेतृत्व करने के लिये अधिकृत व्यक्ति अभिप्रेत है; (26) ''HAPE'' से हाई एल्टीटयूड़ पल्मोनरी एडिमा अभिप्रेत है; (27) ''HACE'' से हाई एल्टीटयूड़ सेरिब्रल एडिमा अभिप्रेत है; (28) ''High altitude trekking'' व ''Low altitude trekking'' धार्मिक स्थलों पर लागू नहीं होगा ।
अध्याय दो **पंजीकरण**		
टुअर आपरेटर / एजेन्सी/कम्पनी/ फर्म का पंजीकरण एवं पंजीकरण का नवीनीकरण	**3.**	(1) ट्रैकिंग गतिविधियों के टुअर आपरेटर/एजेंसी/कम्पनी/फर्म को उत्तराखण्ड में ट्रैकिंग गतिविधियों संचालित करने हेतु **अनुलग्नक 'क'** पर निर्धारित प्रारूप को भरकर आवेदन शुल्क ₹1,000/– (ऑनलाईन) के साथ UTDB के देहरादून कार्यालय में आवेदन करना होगा। (2) पंजीकरण 5 वर्ष के लिए मान्य होगा। आवेदक पंजीकरण का नवीनीकरण कराने हेतु पूर्व बिन्दु सं0– (1) में वर्णित आवेदन की

		प्रक्रिया का पालन करते हुये आवेदन करेगा। (3) साझेदारी टुअर आपरेटर/एजेंसी/कम्पनी/फर्म होने की दशा में प्राधिकार–पत्र (पावर ऑफ अटार्नी) आवेदन पत्र के साथ प्रस्तुत किया जाना आवश्यक होगा। (4) प्रत्येक टुअर आपरेटर/एजेंसी/कम्पनी/फर्म जो इस नियमावली के लागू होने की तिथि से पूर्व साहसिक गतिविधियों का संचालन कर रहा है उसे इस नियमावली के लागू होने के 90 दिनों के भीतर पंजीकृत होना अनिवार्य होगा।
हाई/लो एल्टीटयूड़ गाईड का पंजीकरण एवं पंजीकरण का नवीनीकरण	**4.**	(1) लो/हाई एल्टीटयूड़ गाईड पंजीकरण हेतु आवेदन पत्र **अनुलग्नक– 'क–।'** व **'क–।।'** के साथ संबंधित जनपद के जिला पर्यटन विकास अधिकारी कार्यालय में जमा किया जायेगा। (2) जिला पर्यटन विकास अधिकारी प्राप्त आवेदनों का निरीक्षण अध्याय तीन के उपनियम 7 व 9 में निहित प्राविधानों के आधार पर करते हुये उपयुक्त आवेदनों को संस्तुति सहित उत्तराखण्ड पर्यटन विकास परिषद मुख्यालय को प्रेषित करेगा। (3) जनपद स्तर से प्राप्त उपयुक्त आवेदनों पर मु0का0अ0, UTDB या उनके द्वारा नामित अधिकारी द्वारा **अनुलग्न 'च'** के प्रारूप पर गाईड पहचान पत्र जारी किए जाऐंगें। (4) हाई/लो एल्टीटयूड़ गाईड का पंजीकरण 5 वर्ष के लिए मान्य होगा। आवेदक पंजीकरण का नवीनीकरण उसी रीति से करा सकेगा जैसा कि अध्याय तीन में उपनियम 6 व 7 में वर्णित है। (5) प्रत्येक हाई/लो एल्टीटयूड़ गाइड जो इस नियमावली के लागू होने की तिथि से पूर्व साहसिक गतिविधियों का संचालन कर रहा है उसे इस नियमावली के लागू होने के 90 दिनों के भीतर पंजीकृत होना अनिवार्य होगा।
अध्याय तीन **टुअर आपरेटर/एजेंसी/कम्पनी/फर्म – हाई/लो एल्टीटयूड़ गाइड की योग्यताएं, दायित्व एवं पर्यटकों के कर्तव्य**		
टुअर आपरेटर/एजेंसी/कम्पनी/फर्म की पंजीकरण	**5.**	(1) ट्रैकिंग गतिविधियों के टुअर आपरेटर/एजेंसी/कम्पनी/फर्म को उत्तराखण्ड पर्यटन एवं यात्रा व्यवसाय पंजीकरण नियमावली 2014 (यथासंशोधित) के प्राविधानों के तहत पंजीकृत होना आवश्यक है।
ट्रैकिंग गतिविधियों के टुअर आपरेटर/एजेंसी/कम्पनी/फर्म की योग्यताएं	**6.**	निम्नलिखित योग्यताएं धारण करने वाले आवेदक टुअर आपरेटर/एजेंसी/कम्पनी/फर्म हेतु आवेदन करने के लिए अर्ह होगा– (1) आवेदक को अन्य हिमालयी क्षेत्र में ट्रैकिंग का व्यवहारिक/तकनीकी ज्ञान एवं अनुभव होना आवश्यक है, जिसका निरीक्षण, परीक्षण उत्तराखण्ड पर्यटन विकास परिष्द द्वारा गठित तकनीकी समिति द्वारा मौखिक परीक्षा के माध्यम से किया जायेगा।

		(2) संबंधित टुअर आपरेटर/एजेंसी/कम्पनी/फर्म या गाइड, जैसी भी स्थिति हो, भारतीय दण्ड संहिता, 2023, भारतीय वन अधिनियम 1927 (यथा संशोधित), वन्यजीव संरक्षण अधिनियम 1972 यथा संशोधित), जैव विविधता अधिनियम 2002, पर्यावरण संरक्षण अधिनियम 1986 तथा अन्य अधिनियम उत्तराखण्ड या भारत सरकार द्वारा प्रख्यापित की गयी हो के अधीन किसी अपराध का दोषी/दण्डीत न हो। (3) यदि टुअर आपरेटर/एजेंसी/कम्पनी/फर्म या गाइड, जैसी भी स्थिति हो, सक्षम न्यायालय द्वारा दिवालिया घोषित न किया गया हो तथा उन्मुक्त न हुआ हो;
पंजीकरण का निरस्तीकरण/अस्वीकार करना	**7.**	(1) किसी टुअर आपरेटर/एजेंसी/कम्पनी/फर्म या गाइड का पंजीकरण अस्वीकार /निरस्तीकरण करने पर पंजीकरण अधिकारी द्वारा कारणाों का लिखित रूप से अभिलेखित करेगा। पंजीकरण अस्वीकार/निरस्तीकरण करने से पूर्व पंजीकरण अधिकारी द्वारा संबंधित आवेदक/व्यक्ति को सुनवाई का अवसर प्रदान करेगा। (2) किसी टुअर आपरेटर/एजेंसी/कम्पनी/फर्म या गाइड के आवेदन को पूर्व में अस्वीकार किया गया हो, या पूर्व में पंजीकृत किसी टुअर आपरेटर/एजेंसी/कम्पनी/फर्म या गाइड का पंजीकरण किसी कारणवश निरस्त किया गया हो, वह इस नियमावली के अन्तर्गत बनाये गये आर्हता को पूर्ण करने पर पूनः पंजीकरण करने हेतु नियम 5 एवं 6 के अन्तर्गत आवेदन करेगा।
ट्रैकिंग गतिविधियों के टुअर आपरेटर/एजेंसी/ कम्पनी/फर्म के दायित्व तथा कार्य	**8.**	(1) राज्य में बिना वैद्य पंजीकरण के ट्रैकिंग गतिविधियों का संचालन अनुमन्य नहीं होगा। (2) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म तथा इसके कर्मचारी इस नियमावली तथा इसके उपबंधों का कड़ाई से अनुपालन करेंगे। (3) टाईगर रिजर्व, राष्ट्रीय उद्यान, वन्यजीव विहार तथा संरक्षण आरक्षित वन क्षेत्र में प्रवेश की अनुमति प्रदान करने हेतु वन्यजीव (संरक्षण) अधिनियम 1972 के उपबन्धों के अधीन मुख्य वन्यजीव प्रतिपालक प्राधिकृत है। इसी प्रकार समस्त आरक्षित वन क्षेत्रों में प्रवेश के लिये अनुमति प्रदान करने हेतु सम्बन्धित प्रभागीय वनाधिकारी प्राधिकृत हैं। अतः ऐसे क्षेत्रों में ट्रैकिंग गतिविधियों के संचालन से पूर्व उत्तराखण्ड वन विभाग के पोर्टल पर ऑनलाईन आवेदन कर अनुमति प्राप्त करना आवश्यक होगा एवं वांछित शुल्कों का भुगतान करना होगा जैसा कि आवश्यक हो। (4) लो/हाई एल्टीट्यूड़ ट्रैकिंग के सफल अभियान के लिये टुअर आपरेटर/एजेंसी/कम्पनी/फर्म **अनुलग्नक 'ख' एवं 'ग'** में वर्णित सामान/Equipment ले जाना आवश्यक होगा। लो/हाई एल्टीटयूड ट्रैकिंग टुअर के लिए जो भी आवश्यक हो को वह टुअर आपरेटर/एजेंसी/कम्पनी/फर्म द्वारा उपलब्ध कराया जायेगा। (5) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म सुनिश्चित करेगा कि

		लो/हाई एल्टीट्यूड़ ट्रैकिंग में प्रयुक्त होने वाले (**अनुलग्नक 'घ'**) में वर्णित सुरक्षा उपकरण अनिवार्य रूप से गाइड के पास उपलब्ध हो। (6) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म को ट्रैकिंग गतिविधि के दौरान उपयुक्त होने वाले (**अनुलग्नक 'ख'**) में वर्णित तकनीकी उपकरण जो कि "UIAA/CE" प्रमाणित हो को साथ में रखना अनिवार्य होगा। (7) ट्रैकिंग में प्रत्युक्त होने वाले कैपिंग व अन्य उपकरण जो **अनुलग्नक 'ग'** में वर्णित है को टुअर आपरेटर/एजेंसी/कम्पनी/फर्म द्वारा उपयोग किया जायेगा। (8) ट्रैकिंग गतिविधियों के संचालन से पूर्व टुअर आपरेटर/एजेंसी/कम्पनी/फर्म द्वारा सभी उपकरणों का परीक्षण, उचित भंडारण, उपकरण की प्रयोग अवधि का नियमित अनुश्रवण किया जायेगा। क्षतिग्रस्त अथवा निर्धारित प्रयोग अवधि पूर्ण कर चुके तकनीकी उपकरणों/सामान का उपयोग पूर्णतः निषिद्ध होगा। (9) ट्रैकिंग अवधि में खाद्य पदार्थ तैयार करने हेतु पर्याप्त मात्रा में उपयुक्त ईधन की आपूर्ति टुअर आपरेटर/एजेंसी /कम्पनी/फर्म द्वारा अपने व्यय पर सुनिश्चित करेगा एवं किसी भी वन सम्पदा का उपयोग नही करेगा। (10) टुअर आपरेटर/एजेंसी /कम्पनी/फर्म द्वारा टुअर/अभियान के दौरान उपार्जित समस्त जैविक एवं अजैविक कूड़े/प्लास्टिक आदि को संग्रहण करेगा एवं अन्तिम निकास चौकी में निर्धारित स्थान पर जमा करना अनिवार्य होगा। ऐसे न करने पर सुसंगत नियम/अधिनियम के अन्तर्गत टुअर आपरेटर/एजेंसी /कम्पनी/फर्म के विरूद्ध आवश्यक विधिक कार्यवाही की जायेगी। (11) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म वन विभाग के पोर्टल अथवा जिला स्तर पर प्रचलित प्रक्रिया के अनुसार ट्रैकिंग पर जाने वाले सभी कर्मचारियों (गाइड, कुक, अश्व संचालक, सर्पोट स्टॉफ एवं पोर्टर) के आवश्यक विवरण, अनुमन्य बीमा, स्वघोषणापत्र तथा योग्यता से सम्बन्धित प्रमाण पत्र अपलोड/उपलब्ध करायेगा। (12) प्रत्येक टुअर आपरेटर/एजेंसी/कम्पनी/फर्म तथा गाईड ट्रैकिंग अभियान में प्रयुक्त होने वाले समान के कुल वजन (प्रति पोर्टर 25 कि0ग्रा0) के सापेक्ष प्रत्येक पोर्टर द्वारा ढुलान किये जाने वाले वजन के अनुपात में पोर्टरों की समुचित संख्या का उपयोग करेगा। (13) टुअर/अभियान से पूर्व टुअर आपरेटर/एजेंसी/कम्पनी/फर्म ट्रैकिंग में प्रयुक्त होने वाले पोर्टर एवं अश्व संचालक के भोजन एंव आवास की व्यवस्था आपसी सहमति के अनुसार सुनिश्चित करेंगें। (14) किसी दुर्घटना/अप्रिय घटना के घटित होने पर टुअर

		आपरेटर/एजेंसी/कम्पनी/फर्म स्थानीय जिला प्रशासन, पुलिस प्रशासन, आपदा प्रबन्धन अधिकारी, वनाधिकारी तथा सम्बंधित जिला पर्यटन अधिकारी को यथासमय सूचित करना अनिवार्य होगा। (15) टुअर, ट्रैकिंग के दौरान उत्पन्न हुये किसी भी कानूनी कार्यवाही का सम्पूर्ण उत्तरदायित्व सम्बन्धित टुअर आपरेटर/एजेंसी/कम्पनी/फर्म तथा गाइड का होगा। किसी भी प्रकार की दुर्घटना/अप्रिय घटना आदि के घटित होने पर उत्तराखण्ड सरकार के सम्बन्धित अधिकारी/कर्मचारी किसी भी परिस्थिति में उत्तरदायी नहीं होगें। (16) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म यह सुनिश्चित करेगा कि ट्रैकिंग/साहसिक गतिविधियों में उसकी फर्म में कार्यरत स्टाफ में न्यूनतम 60 प्रतिशत स्थानीय निवासी हो, जो उत्तराखण्ड के मूल निवासी होगा। (17) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म यह सुनिश्चित करेगा कि ट्रैकिंग की अवधि में रसोइया (कुक), किचन सहायक, पोर्टर, खच्चर चलाने वालो की सहायक टीम उपयुक्त गर्म कपड़ों से सुसज्जित हो एवं पोर्टर/अश्व संचालक एवं किचन स्टॉफ हेतु अतिरिक्त टैंट एवं स्लीपिंग बैग आदि की व्यवस्था सुनिश्चित करेंगें। (18) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म तथा गाईड, ट्रैकिंग दल के सदस्य सामरिक क्षेत्रों/संरक्षित क्षेत्रों/रिजर्व क्षेत्रों हेतु निर्धारित नियमों/शर्तों का पूर्णतः पालन करने हेतु बाध्य होगा। (19) लो/हाई एल्टीटयूड़ ट्रैकिंग में प्रतिभाग करने वाले प्रत्येक ट्रैकर्स का वैध बीमा, फिटनेस/चिकित्सा प्रमाण पत्र (**''अनुलग्नक ड़''**) एवं स्वघोषणापत्र टुअर आपरेटर/एजेंसी/कम्पनी/फर्म द्वारा रखा जायेगा एवं मांगे जाने पर प्रस्तुत करना होगा। (20) टुअर के दौरान सम्मिलित समस्त घोड़ा, खच्चर आदि पालतू पशुओं का आवश्यक टीकाकरण किया जाना सुनिश्चित करेगा एवं इससे संबंधित प्रमाण पत्र क्षेत्र के पशु चिकित्साधिकारी से प्राप्त करना होगा। (21) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म तथा गाइड प्रस्तावित ट्रैक हेतु वतानुकुलित मौसम की जानकारी मौसम विभाग से प्राप्त करेगा। यदि ट्रैकिंग के दौरान ट्रैकर्स को यह सूचना मिलती है कि निकट भविष्य में मौसम खराब होने वाला है, तो सभी को सुरक्षित स्थान या निकटतम कैंप में रूकवाना अनिवार्य होगा। वहीं, यदि ट्रैक शुरू होने से पहले मौसम विभाग से खराब मौसम की चेतावनी मिलती है, तो ट्रैकिंग को निर्धारित अवधि के लिए रोक दिया जाएगा और मौसम साफ होने के बाद ही ट्रैकिंग शुरू की जाएगी। (22) बुकिंग के समय टुअर आपरेटर/एजेंसी/कम्पनी/फर्म यह

		सुनिश्चित करेगा कि प्रतिभागियों को गतिविधि में शामिल जोखिम के विषय में ठीक से जानकारी दी गयी है। (23) ट्रैकिंग अवधि की योजना (भ्रमण कार्यक्रम) पर्याप्त Acclimatization के साथ बनाया जाना होगा। (24) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म सुनिश्चित करेगा कि पर्याप्त प्राथमिक चिकित्सा किट उनके पास हो। प्राथमिक चिकित्सा किट की सूची **"अनुलग्नक घ"** के अनुसार होगी। (25) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म सुनिश्चित करेगा कि गाइड एवं प्रतिभागियों का न्यूनतम लो एल्टीट्यूड़/ हाई एल्टीट्यूड ट्रैकिंग गतिविधियों में (1:12) का अनुपात बना रहे। (26) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म को ट्रैकिंग प्रारंभ होने से पूर्व और पश्चात् संबंधित क्षेत्रों की पुलिस चौकी/पुलिस थाना/वन चौकी में ट्रैकरों के साथ–साथ प्रमाणित गाइडों/कार्मिकों/ अनुदेशकों की सूची भी प्रस्तुत करनी होगी। (27) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म सुनिश्चित करेगा कि कोई भी ट्रैकर बीच रास्ते में ट्रैक परित्याग नहीं करेगा। अत्यावश्यकता की दशा में, या तो पूर्ण ट्रैकिंग समूह एक समूह के रूप में वापस आएगा या ट्रैक का परित्याग करने वाले ट्रैकर अनुदेशक/गाइड को पर्यवेक्षणाधीन वापस आएंगे। (28) ट्रैकिंग आयोजकों को स्थानीय प्रशासन, वन विभाग, और पर्यटन विभाग द्वारा समय–समय पर जारी दिशा–निर्देशों का पालन करना होगा। (29)टुअर/अभियान के दौरान एवं समाप्ति के पश्चात प्रतिभागियों/ टुअर आपरेटर/एजेंसी/कम्पनी/फर्म द्वारा दिए गये फीड बैक को UTDB/वन विभाग में ऑनलाईन/ ऑफलाईन या उत्तराखण्ड शासन द्वारा निर्धारित प्रक्रिया के माध्यम से टुअर आपरेटर/एजेंसी/कम्पनी/फर्म द्वारा अपलोड किया जायेगा।
लो एल्टीटयूड़ गाइड की योग्यताएं	**9.**	(1) लो एल्टीटयूड़ गाइड हेतु आयु सीमा 18 वर्ष से 55 वर्ष तक होगी। (2) मान्यता प्राप्त प्रतिष्ठान से उन्नत प्राथमिक चिकित्सा एवं सीपीआर प्रशिक्षित होना आवश्यक होगा। (3) मान्यता प्राप्त पर्वतारोहण संस्थानों से बेसिक पर्वतारोहण का पाठयक्रम पूर्ण किया हो। अथवा किसी मान्यता प्राप्त संस्था द्वारा आयोजित लो एवं हाई एल्टीटयूड गाइड प्रशिक्षण प्राप्त होना चाहिए। अथवा नियमावली के प्रख्यापन से पूर्व लो एल्टीटयूड़ गाइड के रूप में अनुभवी गाइड का कार्य किया हो, व्यक्ति हेतु पर्वतारोहण प्रशिक्षणों में यथास्थिति अनुसार छूट प्रदान की जा सकेगी। (पंजीकृत टुअर

		आपरेटर/एजेंसी/कम्पनी/फर्म द्वारा प्रदत्त प्रमाण–पत्र प्रस्तुत करने होगें)। (4) 4000 मीटर तक की ऊँचाई के 2 पृथक ट्रैकिंग मार्गों पर सहायक के रूप में कार्य किया हो (पंजीकृत टुअर आपरेटर/एजेंसी/कम्पनी/फर्म द्वारा प्रदत्त प्रमाण–पत्र प्रस्तुत करना होगा)। (5) राज्य की भौगोलिक, पारिस्थितिकी, संस्कृति एवं हिमालय के संबंध में विस्तृत जानकारी रखता हो। (6) आकस्मिकता के दृष्टिगत् हैलीपैड बनाने, डिस्ट्रैस सिग्नल देने एवं रेस्क्यू करने में सक्षम हो।
हाई एल्टीटयूड़ गाइड की योग्यताएं	10.	(1) हाई एल्टीटयूड़ गाइड हेतु आयु सीमा 20 वर्ष से 55 वर्ष तक होगी। (2) मान्यता प्राप्त प्रतिष्ठान से उन्नत प्राथमिक चिकित्सा एवं सीपीआर प्रशिक्षित होना चाहिए। (3) मान्यता प्राप्त पर्वतारोहण संस्थानों से बेसिक एवं एडवांस पर्वतारोहण का पाठयक्रम पूर्ण किया हो। अथवा किसी मान्यता प्राप्त संस्था द्वारा आयोजित हाई एल्टीटयूड गाइड प्रशिक्षण प्राप्त होना चाहिए। (4) 4000 मीटर से अधिक ऊँचाई के 2 पृथक–पृथक ट्रैकिंग मार्गों पर सहायक/लो एल्टीटयूड़ गाइड के रूप में कार्य किया हो (पंजीकृत टुअर आपरेटर/एजेंसी/कम्पनी/फर्म द्वारा प्रदत्त प्रमाण–पत्र प्रस्तुत करने होगें)। (5) राज्य की भौगोलिक, पारिस्थितिकी, संस्कृति एवं उच्च हिमालय के संबंध में विस्तृत जानकारी रखता हो। (6) आकस्मिकता के दृष्टिगत् हैलीपैड बनाने, डिस्ट्रैस सिग्नल देने एवं रेस्क्यू करने में सक्षम हो।
लो/हाई ट्रैकिंग गाइड के दायित्व एवं कार्य	11.	(1) ट्रैकिंग के दौरान ट्रैकिंग दल के साथ सामंजस्य बनाये रखना अनिवार्य होगा। (2) ट्रैकिंग गतिविधियों के संचालन से पूर्व सभी उपकरणों का परीक्षण, उचित भंडारण, उपकरण की प्रयोग अवधि का नियमित अनुश्रवण करना होगा। (3) पोर्टर की लापरवाही से टीम के उपकरणों की किसी भी नुकसान से बचाने के लिए आवश्यक व्यवस्था करनी होगी। (4) यह सुनिश्चित करना कि ट्रैकिंग टीम केवल निर्दिष्ट मार्ग का ही उपयोग करें तथा ऐसे मामले में जहां ट्रैक मार्ग को बदलना आवश्यक है टीम लीडर के अनुमति के उपरान्त ही मार्ग बदलने

		हेतु निर्णय लेगा। (5) गाइड, ट्रैकिंग दल के सदस्य सामरिक क्षेत्रों/संरक्षित क्षेत्रों/रिजर्व क्षेत्रों हेतु निर्धारित नियमों/शर्तों का पूर्णतः पालन करने हेतु बाध्य होगा। (6) ट्रैकिंग अभियान के प्रारम्भ से पूर्व प्रत्येक गाइड द्वारा प्रतिभागियों को गतिविधि में शामिल जोखिम के विषय, सुरक्षा, खोज और बचाव के विषय में व्यापक जानकारी देनी होगी तथा सुरक्षित ट्रैकिंग के लिए टीम के समस्त सदस्यों को आवश्यक सलाह देनी होगी। ट्रैक मार्ग का व्यापक विवरण जैसे कि समय तथा किलोमीटर के रूप में ट्रैक की दूरी, रास्ते में रूचि के स्थान और स्थान की ऊंचाई बताना होगा। (7) दुर्घटना अथवा टीम के किसी सदस्य की बीमारी की स्थिति में बचाव/प्राथमिक चिकित्सा की व्यवस्था करनी होगी। (8) गाइड प्रस्तावित हाई एल्टीटयूड ट्रैक हेतु अच्छे मौसम की जानकारी हेतु मौसम विभाग से जानकारी प्राप्त करेगा। मौसम विभाग द्वारा क्षेत्र विशेष में खराब मौसम की चेतावनी जारी किये जाने पर ट्रैकिंग नहीं की जायेगी। (9) यह सुनिश्चित करना होगा कि ट्रैकिंग एवं कैम्पिंग के दौरान सभी ट्रेक मार्ग एवं कैम्प स्थल साफ रहे तथा ट्रैकिंग के दौरान उत्पन्न कचरा को वापस लाकर निर्धारित स्थानों पर निस्तारित करें। (10) ट्रैकिंग के सभी सदस्यों को पर्याप्त Acclimatization के साथ ही ट्रैकिंग गतिविधियों का संचालन करेगा। (11) ट्रैकर्स तथा सहयोगी कर्मचारियों की सुरक्षा के सभी उपायों को अमल में लाया जायेगा। (12) ट्रैकिंग से पूर्व गाइड सुनिश्चित करेगा कि ट्रैक में जाने वाले दल की संख्यानुसार **''अनुलग्नक ख एवं ग''** में वर्णित कैम्पिंग/तकनीकी/अन्य उपकरण तथा **''अनुलग्नक घ''** में वर्णित सुरक्षा उपकरण उपलब्ध हो। (13) गाइड यह सुनिश्चित करेगा कि ट्रैकिंग टीम द्वारा किसी भी मादक पेय/मादक पदार्थों का सेवन ट्रैकिंग की अवधि में न करें। (14) गाइड को ट्रैकिंग संचालको के लिए मानचित्रों और कम्पास के उपयोग करना अनिवार्य होगा।
बीमा एवं क्षतिपूर्ति	**12.**	(1) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म सुनिश्चित करेगा कि सभी ट्रैकर जो ट्रैकिंग अभियान में प्रतिभाग कर रहे है सभी का मेडिक्लेम बीमा पालिसी जिसमें बचाव कार्य में आने वाले लागत भी सम्मिलित हो। (2) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म सुनिश्चित करेगा कि ट्रैकिंग गतिविधियों में कार्यरत उसके सभी कर्मचारियों का न्यूनतम

		रू0 5 लाख का बीमा जिसमें कम से कम तीन लाख रूपये का जीवन बीमा और दो लाख रूपये का बचाव बीमा (कुल पाँच लाख रूपये का बीमा) करवाया गया हो।
चिकित्सा सहायता	**13.**	(1) गाइडों को सामान्य स्वास्थ्य जोखिम एवं हाइ एल्टीट्यूड से संबंधित होने वाले बिमारियां जैसे कि हाइपोथर्मिया, फ्रोस्टबाइट, सनस्ट्रोक, HAPE, HACE तथा Acute Mountain Sickness आदि के विषय में जानकारी तथा सामान्य इलाज के संबंध में जानकारी होनी चाहिए। (2) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म मार्ग में पड़ने वाले अस्पताल/प्राथमिक स्वास्थ्य देखभाल केन्द्र अथवा निकटतम उपलब्ध स्थानीय आपातकालीन सेवा, आपातकालीन मामलों में, यदि आवश्यक हो, के साथ समन्वय बनाए रखना आवश्यक होगा।
पर्यटक के दायित्व	**14.**	(1) ट्रेकिंग क्षेत्र में प्रवेश से पहले सभी आवश्यक परमिट और दस्तावेज प्राप्त करना। (2) गाइड, स्थानीय प्रशासन और ट्रेकिंग एजेंसियों द्वारा दिए गए सुरक्षा दिशानिर्देशों का पालन करना। (3) ट्रैक पर जाने से पहले आवश्यक शारीरिक और मानसिक तैयारी करना और हाई एल्टीट्यूड एवं अन्य ट्रैकिंग से संबंधित बीमारियों से बचाव हेतु सावधानी बरतना। (4) स्थानीय परंपराओं, रीति–रिवाजों को पालन करना और लोगों के प्रति आदर बनाए रखना। (5) ट्रैकिंग समूह और मार्गदर्शकों द्वारा तय किए गए समय का पालन करना। (6) मौसम और ट्रैकिंग क्षेत्र के अनुसार उपयुक्त कपड़े, जूते, प्राथमिक चिकित्सा किट, टॉर्च, नक्शा आदि साथ रखना। (7) बिना अनुमति के या खतरनाक रास्तों पर न जाना और अकेले ट्रैकिंग न करना। (8) स्थानीय लोगों की आजीविका को बढ़ावा देने के लिए स्थानीय गाइड, पोर्टर और होमस्टे का उपयोग करना। (9) यदि किसी साथी ट्रेकर को स्वास्थ्य संबंधी परेशानी हो तो उसकी सहायता करना एवं स्थानीय प्रशासन को ससमय सूचित करना। (10) वन सम्पदा एवं वन्यजीवों को नुकसान न पहुचाना।

		(11) ट्रैकिंग के दौरान प्लास्टिक, पौलिथीन एवं अन्य अजैविक सामग्रियों का प्रयोग न करना। (12)ऐतिहासिक या धार्मिक स्थलों का सम्मान करना और नैतिक फोटोग्राफी करना। (13) ट्रैकिंग क्षेत्र में लगाए गए सभी सरकारी कानूनों और दिशा–निर्देशों का पालन करना। (14) यदि क्षेत्र में हिमस्खलन, भूस्खलन, वन्यजीव खतरे या मौसम परिवर्तन की संभावना हो, तो सतर्क रहना और तुरंत सुरक्षित स्थान पर प्रस्थान करना। (15) किसी भी आपदा की स्थिति में प्रशासन, बचाव दल और अन्य ट्रेकर्स के साथ सहयोग करना।
		अध्याय चार **तकनीकी, विनियामक एवं परीक्षण समिति**
जिला स्तर पर तकनीकी समिति का गठन	**15.**	उत्तराखण्ड वन विभाग द्वारा ट्रैकिंग गतिविधियों के लिए प्रत्येक जिला स्तर पर एक तकनीकी समिति का गठन किया जायेगा। उक्त तकनीकी समिति में निम्नलिखित अधिकारी/सदस्य शामिल होंगें। 1. जिलाधिकारी अथवा नामित अधिकारी — अध्यक्ष 2. जनपद के नोडल वनाधिकारी — सदस्य सचिव 3. प्रभागीय वनाधिकारी — सदस्य 4. पुलिस प्रतिनिधि (एल0आई0यू0/एस0डी0आर0एफ0) — सदस्य 5. जिला पर्यटन विकास अधिकारी/साहसिक खेल अधिकारी — सदस्य 6. जिला आपदा प्रबन्धन अधिकारी — सदस्य 7. जिला चिकित्सा अधिकारी/प्रतिनिधि — सदस्य 8. पर्वतारोहण/ट्रैकिंग के भिज्ञ एक स्थानीय तकनीकी विशेषज्ञ सदस्य (जिलाधिकारी द्वारा नामित) — सदस्य
तकनीकी समिति के कार्य/दायित्व	**16.**	(1) वन विभाग एवं अन्य शासकीय विभाग द्वारा ट्रैकिंग हेतु निर्गत निर्देशों का जनपद में परिपालन करना। (3) जनपद में निहित सभी ट्रेकिंग मार्गों का आंकलन करना और ट्रेक की धारण क्षमता के संबंध में शासन या शासन द्वारा निर्धारित समिति को अपना सुझाव देना। (4) ट्रैक मार्गों में पालन किए जाने वाले दिशा–निर्देश जिसमें अपशिष्ट प्रबंधन भी सम्मिलित हो को जारी करना। (5) सुरक्षा एवं बचाव के उद्देश्य से सुरक्षा एवं बचाव उपकरणों तथा अन्य सुरक्षा उपायों की आवश्यकतानुसार समय–समय पर समीक्षा करना एवं दिशा–निर्देश जारी करना।

		(6) समय–समय पर ट्रैकिंग से पर्यावरण के पड़ने वाले प्रभावों का आंकलन करना एवं उचित कदम उठाना। (7) ट्रैक मार्ग की कठिनाई के आधार पर वर्गीकरण करना एवं मौसम की अनुकूलता, ट्रैक मार्ग की भौतिक स्थिति के आधार पर ट्रैकिंग अवधि का निर्धारण करना। (8) स्थानीय समुदायों का आजीविका संवर्धन हेतु समय–समय पर स्थानीय जन समुदायों को पर्यटन गतिविधियों में सम्मिलित करने हेतु दिशा–निर्देश जारी करना। (9) स्थानीय समुदायों का आजीविका संवर्धन हेतु स्थानीय ट्रैकिंग गाइडों की पहचान करना और उनके कौशल विकास हेतु सिफारिश करना। (10) अपने क्षेत्रान्तर्गत ट्रैकिंग के दौरान होने वाली अप्रिय घटनाओं की जाँच करना। (11) आवश्यक पड़ने पर विशेष परिस्थिति में तकनीकी समिति द्वारा लिए गए अनुशंसाओं या निर्णयों को अंतिम अनुमोदन के लिए विनियामक समिति के समक्ष प्रस्तुत करना। (12) विनियामक समिति द्वारा समय–समय पर जारी किये गये निर्देश एवं सुझाव का अनुपालन करना। (13) शासन, पर्यटन विभाग, वन विभाग तथा मा0 न्यायालय द्वारा समय–समय पर जारी किये गये दिशा–निर्देशों का अनुपालन करना।
परीक्षण समिति	**17.**	उत्तराखण्ड पर्यटन विभाग द्वारा टुअर आपरेटर/एजेंसी/कम्पनी/फर्म द्वारा प्राप्त आवेदनों एवं उपकरणों के परीक्षण हेतु निम्न प्रकार परीक्षण समिति का गठन करेगाः– 1. अपर मुख्य कार्यकारी अधिकारी (सा0वि0) या उनके द्वारा नामित अधिकारी — अध्यक्ष 2. जिला पर्यटन विकास अधिकारी/साहसिक खेल अधिकारी — संयोजक–सचिव 3. जिलाधिकारी द्वारा नामित विषयविशेषज्ञ — सदस्य 4. जिला आपदा प्रबन्धन अधिकारी द्वारा नामित सदस्य सचिव — सदस्य 5. प्रभागीय वनाधिकारी द्वारा नामित अधिकारी जो वन क्षेत्राधिकारी के स्तर से कम न हो — सदस्य
परीक्षण समिति के कार्य/दायित्व	**18.**	(1) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म तथा लो/हाई गाइडों की अनुज्ञा हेतु प्राप्त आवेदन पत्रों (नये आवेदन पत्र/बायोडाटा/नवीनीकरण) की तकनीकी रूप से जाँच करना। (2) ट्रैकिंग हेतु उपयुक्त उपकरणों की अन्तर्राष्ट्रीय मानकों के अनुसार परीक्षण करना। (3) समिति द्वारा नियमानुसार परीक्षोपरान्त उचित पाये गये आवेदकों को संस्तुति सहित उत्तराखण्ड पर्यटन विकास परिषद् को अग्रसारित करना।

		(4) उत्तराखण्ड पर्यटन एवं यात्रा व्यवसाय नियमावली– यथासंशोधित के अधीन पंजीकृत टुअर आपरेटर/एजेंसी/कम्पनी/फर्म के कार्यालयों/उपकरणों का समय–समय पर निरीक्षण/परीक्षण करना। (5) उत्तराखण्ड पर्यटन विकास परिषद् द्वारा जारी किये गये अन्य ऐसे दायित्वों/ दिशा–निर्देश का अनुपालन करना।
विनियामक समिति का गठन	**19.**	उत्तराखण्ड वन विभाग विनियामक समिति का गठन करेगी जिसमें निम्नलिखित अधिकारी/सदस्य सम्मिलित होंगे–– 1. मुख्य वन जीव प्रतिपालक (CWLW) अध्यक्ष 2. अपर मुख्य कार्यकारी अधिकारी (सा0विं0) UTDB सदस्य 3. उप महानिरीक्षक (एल0आई0यू0/एस0डी0आर0एफ0) सदस्य 4. प्रधानाचार्य, नेहरू पर्वतारोहण संस्थान, उत्तरकाशी सदस्य 5. मुख्य वन संरक्षक (इको टूरिज्म) सदस्य सचिव
विनियामक समिति के कार्य/दायित्व	**20.**	विनियामक समिति के निम्नलिखित दायित्व/कार्य होंगे– (1) ट्रैकिंग गतिविधि के लिए बचाव प्रोटोकॉल सहित सुरक्षा दिशा–निर्देश तैयार करना। (2) आवश्यकता अनुसार समय–समय पर उत्तराखण्ड सरकार को ट्रैकिंग नियमों में संशोधन करने हेतु सिफारिश करना। (3) जिला स्तर समिति के सुझावों का परीक्षण करना एवं समुचित दिशा–निर्देश जारी करना। (4) सुरक्षा एवं बचाव सम्बन्धी समस्त नियम एवं विनियम बनाने अथवा परिवर्तन के संबंध में विचार करना। (5) वन विभाग अथवा अन्य विभागों द्वारा अध्यारोपित ट्रैकिंग शुल्क का मूल्यांकन कर शुल्क का पुनर्निर्धारण कर करना। (6) ट्रैक की धारण क्षमता का निर्धारण हेतु जिला स्तर समिति के सुझाव/प्रस्ताव पर विचार करना एवं शासन को अपने सुझाव/संस्तुति संदर्भित करना। (7) शासन, न्यायालय द्वारा समय–समय पर जारी किये गये अन्य ऐसे दायित्वों/ दिशा–निर्देश का अनुपालन करना।
		अध्याय पाँच **सुरक्षा उपाय**
सुरक्षा एवं बचाव उपकरण	**21.**	(1) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म सुनिश्चित करेगा कि हिमाच्छादित क्षेत्र या कठिन भू–भाग में की जाने वाली ट्रैकिंग गतिविधियों में ट्रैकिंग अभियान समूह के प्रत्येक सदस्य के पास प्रस्तावित ट्रैक की आवश्यकताओं के अनुरूप **अनुलग्नक''ख, ग** एवं **घ''** में सूचीबद्ध पर्याप्त उपकरण हो। (2) ऐसे किसी भी सुरक्षा उपकरण को प्रयोग से हटाया जाना होगा यदि उपकरण क्षमता समाप्त हो गयी/क्षतिग्रस्त हो गया है या

		इसका आवश्यकता से अधिक उपयोग हो गया हो। (3) ट्रैकिंग भ्रमण कार्यक्रम योजना पर्याप्त ब्रेक के साथ बनाई जायेगा। टुअर आपरेटर/एजेंसी/कम्पनी/फर्म तथा गाइड यह सुनिश्चित करेगा कि सभी प्रतिभागी सूर्यास्त से पूर्व अगले कैम्प में पहुंचे। (4) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म सुनिश्चित करेगी कि प्रतिभागी एवं गाइड का उपयुक्त अनुपात बना रहे। (5) प्रतिकूल मौसम की दशा में जिला स्तर पर जारी की गयी दिशा–निर्देश का अनुपालन करना। (6) इस नियमावली के अन्तर्गत सुरक्षा एवं बचाव से संबंधित अन्य सभी प्राविधानों का अनुपालन करना।
आपात स्थिति और बचाव	22.	**लो/हाई एल्टीट्यूड़ के जोखिम को कम करने हेतु आवश्यक दिशा–निर्देशः–** (1) सभी प्रतिभागियों को स्वयं का चिकित्सीय रूप से स्वस्थ घोषित करना होगा और निर्धारित अनुबंध पत्र (Indennity Bond) पर हस्ताक्षर करना होगा। (2) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म सुनिश्चित करेगा कि किसी ट्रैकिंग अभियान के संचालन से पूर्व व्यापक जोखिम मूल्यांकन किया गया है तथा ठीक से प्रलेखित किया गया है। (3) लो/हाई एल्टीट्यूड वाले ट्रैक हेतु व्यक्तियों के पास पर्याप्त प्राथमिक चिकित्सा किट एवं जीवन रक्षक औषधियां होनी चाहिए। (4) लो/हाई एल्टीट्यूड वाले ट्रैकिंग दल के पास आक्सीजन तथा अन्य समस्त निर्धारित रेस्क्यू उपकरण उपलब्ध होने चाहिए। (5) लो/हाई एल्टीट्यूड़ गाइड तथा सभी प्रतिभागियों को आपातकाल की स्थिति में वैकल्पिक निकास मार्ग का पता होना चाहिए। (6) प्रतिभागियों के पास विस्तृत और प्रलेखित आपातकालीन कार्य योजना, निकटतम आपातकालीन नम्बर उपलब्ध होना चाहिए।
अप्रिय घटना घटित होने की स्थिति में	23.	(1) अप्रिय घटना/दुर्धटना की स्थिति में गाइड अथवा आपरेटर द्वारा अविलम्ब जिला आपदा प्रबन्धन प्राधिकरण एवं निकटतम पुलिस/वन/राजस्व चौकी को सूचित किया जाएगा। (2) जिला आपदा प्रबन्धन प्राधिकरण द्वारा प्राप्त सूचना के आधार पर राष्ट्रीय आपदा प्रबन्धन के अधिनियम के अन्तर्गत कार्यवाही अमल में लाई जायेगी। (3) गाइड द्वारा प्राथमिक उपचार (First Aid) दिया जायेगा। यदि आवश्यक हो तो पीड़ित को बेस कैंप, रोड हेड या निकटतम हेलिपैड तक सुरक्षित पहुंचाने की व्यवस्था करेगा। (4) हेली रेस्क्यू (Heli Rescue) की आवश्यकता के दृष्टिगत जिला आपदा प्रबन्धन प्राधिकरण द्वारा नियमानुसार कार्यवाही की जायेगी। (5) अप्रिय घटना से बचाव के लिए गाइड और ट्रैकिंग दल के सभी सदस्यों को ट्रैकिंग के दौरान सुरक्षा मानकों का पालन करना होगा और पूर्व निर्धारित ट्रैक रूट से भटकने से बचना होगा।

		(6) किसी भी दुर्घटना की स्थिति में घटना का पूर्ण विवरण रिकॉर्ड किया जाएगा और जांच के लिए शासन या जिलाधिकारी द्वारा गठित समिति को उपलब्ध कराया जाएगा।
		अध्याय– छः **पर्यावरण सुरक्षा से सम्बंधित मानक**
पर्यावरण सुरक्षा के मानक	**24.**	हिमालयी क्षेत्र की पारिस्थिति की संवेदनशीलता और पारिस्थिति के तंत्र तथा वन्य जीव के संरक्षण के दृष्टिगत् प्रत्येक पंजीकृत टुअर आपरेटर/एजेंसी/कम्पनी/फर्म, गाइड एवं पर्यटकों को निम्नलिखित मानकों का अनुपालन सुनिश्चित करना होगा– (1) इस नियमावली के अन्तर्गत बनाये गये ऐसे समस्त नियम/अधिनियम, शासन, मा0 न्यायालयों द्वारा समय–समय पर जारी किये गये दिशा–निर्देश जो वन, वन्यजीव तथा पारिस्थिति के सुरक्ष एवं संवर्धन हेतु निर्धारित किया गया हो। (2) ट्रैकिंग के दौरान कचरा प्रबंधन (Waste Management), जल संसाधन संरक्षण और जैव विविधता की संरक्षण के लिए सतत पर्यटन (Sustainable Tourism) के सिद्धांतों का अनुपालन अनिवार्य होगा।
धारण क्षमता	**25.**	(1) टुअर आपरेटर/एजेन्सी/कम्पनी/फर्म द्वारा प्रस्तावित ट्रैकिंग गतिविधियों में निर्धारित धारण क्षमता (Carrying Capacity) का कड़ाई से अनुपालन करना होगा। (2) प्रत्येक ट्रैक मार्ग की अधिकतम अनुमति योग्य ट्रैकर्स की संख्या को ध्यान में रखते हुए ही अनुमति प्रदान की जाएगी। निर्धारित संख्या से अधिक ट्रैकर्स को किसी भी स्थिति में ट्रैक पर जाने की अनुमति नहीं दी जाएगी। (3) ट्रैकिंग परमिट जारी करने से पहले यह सुनिश्चित किया जाएगा कि धारण क्षमता से अधिक ट्रैकर्स को मंजूरी न मिले, जिससे ट्रैकिंग मार्गों पर अतिरिक्त दबाव न पड़े और जैव विविधता संरक्षित रह सके। (4) यदि किसी विशेष अवधि में किसी ट्रैक मार्ग पर भीड़–भाड़ बढ़ती है, तो तकनीकी समिति द्वारा पूर्व निर्धारित वैकल्पिक ट्रैकिंग रूट का सुझाव दिया जा सकता है, जिससे भीड़–भाड़ का संतुलन बना रहे।
		अध्याय– सात **दण्ड एवं शास्ति**
दण्ड एवं शास्ति	**26.**	(1) यदि टुअर आपरेटर/एजेंसी/कम्पनी/फर्म या उनके प्रतिनिधि लो/हाई एल्टीट्यूड़ ट्रैकिंग पर उपयुक्त उपकरण जैसा कि "**अनुलग्नक ख एवं ग**" में वर्णित है के बिना ट्रैकिंग संचालित करते पाये जाते हैं तो इस नियमावली के अन्तर्गत दी गयीं प्राविधान के तहत अर्थदण्ड/शास्ति से दण्डित किया जायेगा। (2) यदि टुअर आपरेटर/एजेंसी/कम्पनी/फर्म विहित सुरक्षा मानकों के अनुसार उपकरण, मैनपावर तथा अन्य सुविधाएं नही रखते है

		तो इस नियमावली के अन्तर्गत दी गयी प्राविधान के तहत अर्थदण्ड/शास्ति से दण्डित किया जायेगा। (3) सभी टुअर आपरेटर/एजेंसी/कम्पनी/फर्म इस नियमावली के अधीन बनाये गये उपबंधो का कार्यान्वयन सुनिश्चित करेंगे तथा किसी नियम के उल्लंघन किये जाने पर **इस नियमावली के अन्तर्गत दी गयीं** प्राविधान के तहत अर्थदण्ड/शास्ति से दण्डित किया जायेगा। (4) इनर लाइन क्षेत्र में चिन्हित ट्रैकिंग मार्गों पर बिना अनुमति के ट्रैकिंग अभियान संचालित करना संबंधित अधिनियम/नियम के अधीन दण्डनीय होगा। (5) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म तथा गाइड आदि, यदि पर्यावरणीय नियमों/दिशा–निर्देशों का उल्लंघन करते पाया जाता है तो तकनीकि समिति की अनुसंशा के आधार रजिस्ट्रीकरण निरस्त कर दिया जायेगा। (6) यदि गाइड या पोर्टर लो/हाई एल्टीट्यूड़ वाले ट्रैक पर आवश्यकतानुरूप उपकरण जैसे **"अनुलग्नक ख, अनुलग्नक ग"** व **"अनुलग्नक घ"** में वर्णित है, के बिना टूर संचालित करते पाये जाते है तो जिला पर्यटन विकास अधिकारी/साहसिक खेल अधिकारी को जिनमें टुअर आपरेटर/एजेंसी/कम्पनी/ फर्म के ऊपर ₹10,000/– (₹दस हजार) रूपये का जुर्माना करने का अधिकार है। (7) सभी टुअर आपरेटर/एजेंसी/कम्पनी/फर्म/लो/हाई एल्टीटयूट गाईड इस नियमावली के अधीन बनाये गये उपबंधो का कार्यान्वयन सुनिश्चित करेंगे तथा किसी नियम के उल्लंघन किये जाने पर ₹10,000/– (₹दस हजार) का जुर्माना किया जायेगा तथा यदि अपराध पुनः किया जाता है तो रजिस्ट्रीकरण निलंबित/निरस्त किया जायेगा। (8) यदि टुअर आपरेटर/एजेंसी/कम्पनी/फर्म विहित सुरक्षा मानकों के अनुसार उपकरण, मैनपावर तथा अन्य सुविधाएं नही रखते है तो तो जिला पर्यटन विकास अधिकारी/साहसिक खेल अधिकारी को टुअर आपरेटर/एजेंसी/कम्पनी/फर्म के ऊपर ₹10,000/– (₹दस हजार) रूपये का जुर्माना करने का अधिकार है। निर्धारित अर्थदण्ड/शास्ति से दण्डित किये जा सकेगें। (9) उत्तराखण्ड पर्यटन विकास परिषद् टुअर आपरेटर/एजेंसी/ कम्पनी/फर्म तथा गाइड जैसे भी स्थिति हो, को उन आधारों का उल्लेख करते हुए नोटिस देगा, जिन पर उसे सुनवाई का अवसर देने के पश्चात कार्रवाई करने का प्रस्ताव है। (10) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म तथा गाइड आदि, यदि पर्यावरणीय नियमों/दिशा–निर्देशों का उल्लंघन करते पाया जाता है तो वन, वन्यजीव तथा पर्यावरण अधिनियम तथा इसके अधीन बनाये गये नियमों के संगत उपबंधों के अधीन दण्डनीय होगा।

		(11) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म तथा गाइड आदि, यदि पर्यावरणीय नियमों/दिशा–निर्देशों का उल्लंघन करते पाया जाता है तो रजिस्ट्रीकरण निलम्बित कर दी जायेगी तथा सम्बंधित प्रभागीय वन अधिकारी/संरक्षित क्षेत्र निदेशक/उपनिदेशक की जानकारी में लाया जायेगा तथा पर्यावरण संरक्षण अधिनियम 1986 के अधीन बनाये गये नियमों के संगत उपबंधों के अधीन दण्डनीय होगा। (12) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म तथा गाइड आदि, यदि वन्यजीव संरक्षण नियमों/दिशा–निर्देशों का उल्लंघन करते पाया जाता है तो रजिस्ट्रीकरण निलम्बित कर दी जायेगी तथा सम्बंधित प्रभागीय वन अधिकारी/संरक्षित क्षेत्र निदेशक/उपनिदेशक की जानकारी में लाया जायेगा तथा वन्यजीव (संरक्षण) अधिनियम 1972 के अधीन बनाये गये नियमों के संगत उपबंधों के अधीन दण्डनीय होगा। (13) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म तथा गाइड आदि, यदि भारतीय वन अधिनियमों, 1927 (यथासंशोधित), व संरक्षण अधिनियम, 1980 (यथासंशोधित), जैवविविधता अधिनियम, 2002 में दिये गये प्राविधानों का उल्लंघन करते पाये जाने पर रजिस्ट्रीकरण निलम्बित कर दी जायेगी तथा सम्बंधित प्रभागीय वन अधिकारी/संरक्षित क्षेत्र निदेशक/उपनिदेशक की जानकारी में लाया जायेगा तथा संबंधित अधिनियिम में दिये गये प्राविधान के अनुसार दण्डनीय होगा।
पर्यटन विभाग से संबंधित प्रकरणों पर अपील	**27.**	(1) इस नियमावली के अधीन, रजिस्ट्रीकरण अधिकारी के आदेशों के विरूद्ध अपीलीय अधिकारी अपर मुख्य कार्यकारी अधिकारी, साहसिक, UTDB को अपील की जा सकेगी। (2) ऐसी प्रत्येक अपील आदेश की दिनांक से 90 दिनों के भीतर की जायेगी। अपीलीय अधिकारी 90 दिनों की समाप्ति के पश्चात भी अपील ग्रहण कर सकेगा यदि उसका यह समाधान हो जाय कि अपीलार्थी ऐसी अपील करने से पर्याप्त कारणों से निवारित रहा है। (3) ऐसी अपील की प्राप्ति पर तथा अपीलार्थी को सुनवाई का युक्तियुक्त अवसर देने के पश्चात् तथा ऐसी जांच करने के पश्चात् जैसा वह उचित समझे, अपीलीय प्राधिकारी लिखित कारणों से ऐसा आदेश पारित कर सकेगा जैसा वह उचित समझे।
		अध्याय– आठ **पर्यटक/प्रतिभागी द्वारा की गयी शिकायत एवं निराकरण**
वन विभाग से सम्बन्धित शिकायतें एवं निराकरण	**28.**	(1) अवैध प्रवेश शुल्क या अवैध वसूली की शिकायत। (2) वन्यजीवों से जुड़ी सुरक्षा व्यवस्थाओं की कमी।

		(3) ट्रैकिंग मार्गों पर स्वच्छता और बुनियादी सुविधाओं की अनुपलब्धता। (4) ट्रैकिंग परमिट या अनुमति प्रक्रिया में देरी। (5) संरक्षित क्षेत्रों में अनावश्यक प्रतिबंध या अनुचित व्यवहार। (6) फीड बैक वन विभाग की वेबसाइट में अपलोड करेगा। **शिकायतों का निराकरण निम्न प्रकार किया जायेगा–** (1) शिकायत दर्ज करने के लिए ट्रैकर/प्रतिभागी, टुअर आपरेटर/एजेंसी/कम्पनी/फर्म तथा गाइड द्वारा वन विभाग के स्थानीय कार्यालय/ऑनलाइन पोटल या हेल्पलाइन नंबर/ईमेल में संपर्क करें। (2) त्वरित जांच कर संबंधित अधिकारी द्वारा समस्या का समाधान किया जाएगा। (3) आवश्यकतानुसार उच्चाधिकारियों तक शिकायत भेजी जाएगी।
पर्यटन विभाग से सम्बन्धित शिकायतें एवं निराकरण	**29.**	(1) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म या गाइड द्वारा अनुचित व्यवहार या ठगी। (2) पूर्व निर्धारित सुविधाएँ और सेवाएँ उपलब्ध न कराना। (3) ट्रैकिंग या साहसिक गतिविधियों के दौरान सुरक्षा उपायों में लापरवाही। (4) गलत या अधूरी जानकारी देना, जिससे जोखिम बढ़ सकता है। (5) उपकरणों की गुणवत्ता खराब होना या तकनीकी सहायता में कमी। (6) ट्रैकिंग के दौरान भोजन, ठहरने या परिवहन सेवाओं की अनियमितता। (7) अभियान से सम्बन्धित फीड बैक UTDB विभाग की वेबसाइट में अपलोड करेगा। **शिकायतों का निराकरण–** (1) ट्रैकर्स/प्रतिभागी पर्यटन विभाग की ऑनलाइन पोर्टल/ईमेल या स्थानीय कार्यालय में शिकायत दर्ज कर सकते हैं। (2) टुअर आपरेटर/एजेंसी/कम्पनी/फर्म तथा गाइड के विरुद्ध जांच कर उचित कार्यवाही की जाएगी। (3) यदि सेवा मानकों का उल्लंघन पाया जाता है, तो संबंधित टुअर आपरेटर/एजेंसी/कम्पनी/फर्म या गाइड के खिलाफ दंडात्मक कार्यवाही की जाएगी। (4) शिकायतों का त्वरित समाधान सुनिश्चित करने के लिए एक निगरानी तंत्र बनाया जाएगा।

अनुलग्नक 'क (नियम 3(1))'

व्यवसायिक ट्रैकिंग टूअर आपरेटर हेतु आवेदन पत्र आवेदक उत्तराखण्ड पर्यटन विकास परिषद में निम्नलिखित विवरण ऑनलाईन/ऑफलाईन जमा किये जायेंगे–	पासपोर्ट साइज फोटो

1–	आवेदक का नाम	
2–	पहचान पत्र (आधार कार्ड सं0)	
3–	फर्म /कम्पनी/संगठन का नाम	
(क)	पूरा पता	
(ख)	ई–मेल	
(ग)	मोबाइल/टेलीफोन/फैक्स नम्बर	
(घ)	GST सं0 (प्रमाण पत्र संलग्न करें)	
(च)	बीमा का विवरण (छायाप्रति संलग्न)	
3–	साझेदारों/निदेशकों का विवरण (साझेदारी विलेख की प्रति संलग्न करें)	

घोषणा

मैं/हम..... यह घोषणा करते है कि––

1– मैने/हमने उत्तराखण्ड ट्रैकिंग नियमावली को भली भांति पढ लिया है तथा इस नियमावली के उपबंधों को पालन करने की सहमत प्रदान करते है।

2– मैं/हम जिलाधिकारी/जिला पर्यटन विकास अधिकारी/साहसिक खेल अधिकारी/जिला वन अधिकारी के निर्देशों के अनुसार सूचना देने को सहमत है।

3– किसी भी विवाद की स्थिति में जिलाधिकारी का निर्णय अंतिम व सभी को मान्य होगा।

4– मैं/हम एतदद्वारा यह घोषणा करते हैं कि उपरोक्त सूचना मेरी जानकारी के अनुसार सत्य है, यदि उपरोक्त सूचना गलत या धोखाधड़ी पूर्ण पाई जाती है तो मुझे/हमें अपना आवेदन पत्र निरस्त किये जाने में कोई आपत्ति नहीं है।

संलग्नक– आवेदक के हस्ताक्षर

दिनांक– नाम

अनुलग्नक 'क–I (नियम 4(1))

व्यवसायिक हाई एल्टीट्यूड़ ट्रैकिंग गाइड हेतु आवेदन पत्र आवेदक निम्नलिखित विवरण ऑनलाईन/ऑफलाईन जमा किये जायेंगे–		पासपोर्ट साइज फोटो
1–	आवेदक का नाम	
2–	पिता/माता का नाम	
3–	शैक्षिक योग्यता	
4–	ब्लड ग्रुप	
5–	पूर्ण पता	
क)	स्थाई	
ख)	अस्थाई	
6–	ई–मेल	
7–	फोन नम्बर	
8–	क्या किसी फर्म का स्थायी कर्मचारी है, यदि हॉ तो फर्म/कम्पनी/संगठन का नाम/फ्री लांसर	
9–	ट्रैकिंग का प्रशिक्षण/ अनुभव (अनुभव की प्रतियां संलग्न करे)	

घोषणा

मैं/हम..... यह घोषणा करते है कि––

1– मैने/हमने उत्तराखण्ड ट्रैकिंग नियमावली को भली भांति पढ लिया है तथा इस नियमावली के उपबंधों को पालन करने की सहमत प्रदान करते है।

2– मैं/हम जिलाधिकारी/प्रभागीय वनाधिकारी/जिला पर्यटन विकास अधिकारी/साहसिक खेल अधिकारी के निर्देशों के अनुसार सूचना देने को सहमत है।

3– किसी भी विवाद की स्थिति में जिलाधिकारी का निर्णय अंतिम व सभी को मान्य होगा।

4– मैं/हम एतदद्वारा यह घोषणा करते हैं कि उपरोक्त सूचना मेरी जानकारी के अनुसार सत्य है, यदि उपरोक्त सूचना गलत या धोखाधड़ी पूर्ण पाई जाती है तो मुझे/हमें अपना आवेदन पत्र निरस्त किये जाने में कोई आपत्ति नहीं है।

संलग्नक– आवेदक के हस्ताक्षर

दिनांक– नाम

अनुलग्नक 'क–II (नियम 4(1))'

व्यवसायिक लो एल्टीट्यूड़ ट्रैकिंग गाइड हेतु आवेदन पत्र आवेदक निम्नलिखित विवरण ऑनलाईन/ऑफलाईन जमा किये जायेंगे–		पासपोर्ट साइज फोटो
1–	आवेदक का नाम	
2–	पिता/माता का नाम	
3–	शैक्षिक योग्यता	
4–	ब्लड ग्रुप	
5–	पूर्ण पता	
क)	स्थाई	
ख)	अस्थाई	
6–	ई–मेल	
7–	फोन नम्बर	
8–	क्या किसी फर्म का स्थायी कर्मचारी है, यदि हॉ तो फर्म/कम्पनी/संगठन का नाम/फ्री लांसर	
9–	ट्रैकिंग का प्रशिक्षण/ अनुभव (अनुभव की प्रतियां संलग्न करे)	

<u>घोषणा</u>

मैं/हम..... यह घोषणा करते है कि––

1– मैने/हमने उत्तराखण्ड ट्रैकिंग नियमावली को भली भांति पढ लिया है तथा इस नियमावली के उपबंधों को पालन करने की सहमत प्रदान करते है।

2– मैं/हम जिलाधिकारी/प्रभागीय वनाधिकारी/जिला पर्यटन विकास अधिकारी/साहसिक खेल अधिकारी के निर्देशों के अनुसार सूचना देने को सहमत है।

3– किसी भी विवाद की स्थिति में जिलाधिकारी का निर्णय अंतिम व सभी को मान्य होगा।

4– मैं/हम एतदद्वारा यह घोषणा करते हैं कि उपरोक्त सूचना मेरी जानकारी के अनुसार सत्य है, यदि उपरोक्त सूचना गलत या धोखाधड़ी पूर्ण पाई जाती है तो मुझे/हमें अपना आवेदन पत्र निरस्त किये जाने में कोई आपत्ति नहीं है।

संलग्नक– आवेदक के हस्ताक्षर

दिनांक– नाम

अनुलग्नक 'ख'(नियम 8(4, 6) ,नियम 11(12) ,नियम 21(1) एवं नियम 26(1, 6))

लो/हाई एल्टीट्यूट ट्रैकिंग हेतु उपकरणों का विवरण

तकनीकी उपकरण का विवरण	
1	रोप (फिक्सिंग/चढाई हेतु) रस्सी (डायनमिक/स्टैटिक)
2	हैलमेट
3	हैड लैम्प
4	सीट हार्नेस/तात्कालीन हार्नेस
5	सिलिंग/ सॉर्ट सिलिंग/ टेप सिलिंग
6	कैरबिनर लॉकिंग/नॉन कैरबिनर प्लेन
7	डिसेन्डर–बिले/रैपल डिवाइस
8	पुली
9	जुमार
10	आईस एक्स
11	रॉक हैमर
12	रॉक पिटोन
13	चॉक
14	इटेरियर
15	स्नो स्टेक्स/ फ्लूक
16	आइस स्क्रूज
17	मिटनस
18	केम्पोन्स/माईक्रोपोन्स
19	एलम्यूनियम लैडर
20	स्नो सोवल (बर्फ हटाने का फावड़ा)
21	नक्शा
22	जी0पी0एस0 (GPS)(यदि उपलब्ध हो)
23	वॉकी–टॉकी, सैटलाईट फोन (यदि उपलब्ध हो)
24	रूकश्रक

अनुलग्नक 'ग'(नियम 8(4, 7), नियम 11(12), नियम 21(1) एवं नियम 26(1, 6))'

कैम्पिंग उपकरण का विवरण	
क्र.सं.	उपकरण
1	ट्रैकर हेतु टैन्ट
2	गाईड हेतु टैन्ट
3	अश्व संचालक/अपोटर/किचन स्टाफ हेतु टैन्ट
4	डाईनिंग टैन्ट
5	किचन टैन्ट
6	टॉयलेट टैन्ट
7	गैस/ईधन
8	स्टोब/गैस बर्नर
9	तिरपाल
10	कैम्पिंग स्टूल
11	पैकिंग बॉक्स/ ड्रम
12	कुकिंग सैट
13	सोलर लैम्प
14	बैठने के लिए कुर्सी
15	खोदने हेतु उपकरण
ट्रैकिंग हेतु अन्य उपकरण का विवरण	
1	स्लीपिंग बैग (–0° /–10°/–15°)
2	टोपी/बालक्लावा
3	इनर (अपर/लोवर)
4	फ्लिस जैकेट
5	विंड सिटर (अपर/लोवर)
6	डाउन जैकेट/डाउन पैन्ट
7	दस्ताने (इनर लेयर/मिड लेयर/आउटर लेयर)
8	टी–सर्ट/ट्रैकिंग पैन्ट/नेक्र
9	मौजा (इनर लेयर/मिड लेयर/आउटर लेयर)
10	ट्रैकिंग शूज/चप्पल
11	स्नो गॉग्लस
12	रेनकोट/छाता
13	मैट्रेस
14	पर्याप्त भोजन, चिकित्सा उपचार के लिए दवाईयां तथा उपकरण

अनुलग्नक 'घ'(नियम 8(5, 24), नियम 11(12) ,नियम 21(1) एवं नियम 26(6))

सुरक्षा उपकरण

क्र.सं.	सुरक्षा उपकरण का विवरण		
1	**फर्स्ट एड किटः–** (List to be verified by Medicial Deptt., Govt. of Uttarakhand)		
	दवाई का नाम	इकाईया	मात्रा
A	Paracetamol (बुखार के लिये)	Strip	01
B	Pantoprazole(एसिडिटी के लिये)	Strip	02
C	Digene (एसिडिटी/अपच के लिये)	Strip	01
D	Vitamin C 500 mg (for building up immunity to cold)	Strip	01
E	ORS (दस्तों के लिये)	Pkt	02
F	Diamox	Strip	01
G	Analgesics Brufen 400 mg or Combiflam	Strip	01
H	Lipsol (lip balm)	No.	01
I	Bandage cloth (15 cm)	Roll	01(15 cm)
J	Bandage cloth (7.5 cm)	Roll	01 (7.5 cm)
K	Cotton	Grams	100
L	Tinture Benzoin Ml		50
M	Adhesive plaster (Small spool)	No.	01
N	Band Aid	Pcs	04
O	Betadine lotion, Betadine ointment		01 each
P	Avomine (for Vamiting)	Strip	01
2	ऑक्सीजन बोतल मास्क सहित– ट्रैकिंग के दौरान सांस की मदद के लिए।		
3	पल्स ऑसीमीटर– शरीर में ऑक्सीजन स्तर की जांच के लिए।		
4	स्ट्रैचर/तत्कालीन स्ट्रैचर		
5	सीटी–आपातकालीन संकेत के लिए।		
6	गैमो बैग (अनिवार्य नहीं है लेकिन यदि उपलब्ध हो तो बेहतर है)		
7	इमरजेंसी ब्लैंकेट–हाईपोथमियां से बचाव के लिए।		

अनुलग्नक 'ड़'(नियम 8(19))'

MEDICAL FORM (Certificate)

(THIS MEDICAL CERTIFICTAE IS VALID FOR ONE MONTHS FROM THE DATE OF MEDICAL CONDUCTED)

Certificate by Medical Authority (Put : - or + Numbers or Alphabets only)

PRESENT PAST HISTORY	Symptoms			Illness			
	Injuries			Operations			
	Allergies			Cong. Defect			
GENERAL EXAM	Height (cms)			Weight (kgs.)			
	Chest (Nrml)			Chest (Exp)			
	Pulse/min			Resp. Rate/min.			
	B.P.(mm Hg)			Temp (0c)			
CVS	Vessels			Temp (0c)			
	H Rate/Min			H Size			
	Rhythem			H Sounds			
	Perf Pulses			JVP			
LUNGS	Br. Sounds			Bilat Exp. Expansion			
	Trachea			Br. Holding (Sec)			
ABDOMEN	Liver			Spleen			
	Abnormal Mass			Hernia			
	Haemorrhoids			Kidneys			
URINARY SYSTEM	Bladder			Testis			
	Prepuce			Hydrocoele			
CNS	Cranial N			Motor F			
	Sensory F			Mental F			
O&G	MC			Abnormal MC			
	PMT			PID			
	LMP			Obstertic			
DENTAL	Teeth (No)			Gums			
	Caries			Filling			
LAB	Blood Group			HB (gms%)			
	BT (min/sec)			CT (min/sec.)			
	Urine RE			Spec. Gravity			
	Sugar			Albumin			
	RBC			Pus Cells			
VACCINE	T.T (dt.)			T.A.B. (dt.)			
ENT	Sinuses			Tonsils			
	DNS			Epistaxis			
	Ear Drums	R	L	Mucosa			
	Wax	R	L	Near Vision	R	L	
EYE	Distant Vision	R	L	Colour	R	L	
	I O T (mmH2O)	R	L	Hearing	R	L	

Space to write any significant finding/advice.

Certified that I, on this dt. _____examined _____age _____sex _____Religion

_____and found him/her medically fit to undergo_____mountaineering course.

His/Her Blood Group is _____

Signature of MO

Date _____ Regd. No. & Designation

Certificate by Trainee/ Guardian

I Certify the I/ my ward did not conceal any past/present history of illness to the medical authority

Signature of Guardian _____ Signature of Trainee/Ward _____

Date _____ Dt. _____

INDIVIDUALS WITH FOLLOWING DISEASE WILL NOT BE ALLOWED TO MOVE TO TREK

(1) Cardiac Arrhythmia
(2) Coronary Disease/ Undergone Cabg (or) Angioplasty
(3) Heart Failure/ Rheumatic Heart Disease
(4) Hypertension
(5) Pulmonary Hypertension
(6) Congenital Heart Disease
(7) Chronic Obstructive Pulmonary Disease
(8) Bronchial Asthma
(9) Interstitial Lung Disease
(10) Gastric Erosion/ Hemorrhagic Gastritis
(11) Pregnant Women
(12) Raynaud's Disease
(13) Chronic Kidney Disease
(14) Diabetes Mellitus
(15) Stroke/ Cerebro Vascular Disease
(16) Sickle Cell Disease
(17) Psychology Disorders
(18) Pneumothorax
(19) Obstructive Sleep Apnea
(20) Atrial Fibrillation
(21) Patient on Warfarin Therapy
(22) Epilepsy
(23) Bullous Lung Disease
(24) History of Menorrhagia
(25) History of Previous Ams/ Hapo/ Haco
(26) Neurological Disease
(27) Any other medical condition which can aggregate during course.

अनुलग्नक 'च'(नियम 4(3))'

ट्रैकिंग

हाई/लो एल्टीट्यूट गाइड का परिचय पत्र

नं0– .....

1– नाम.....

2– श्रेणी (लो/हाई एल्टीट्यूट गाइड).....

3– पिता का नाम.....

4– जन्म तिथि.....

5– राष्ट्रीयता.....

6– पता.....

7– पहचान चिन्ह.....

8– ब्लड ग्रुप.....

9– जारी करने की तिथि.....

10– मान्यता की तिथि.....

गाइड
हस्ताक्षर

जारी करने वाले प्राधिकारी के हस्ताक्षर
स्टाम्प/मोहर
आज्ञा से

Balancing Uttarakhand Economy and Ecology

Nine Principles for Advancing Sustainable Development in Uttarakhand

Background

The State of Uttarakhand is cradled in the Himalayan region, lies at the very heart of nature. It boasts breathtaking landscapes, rich biodiversity, and dense tree cover that serve as the lungs for the heart of country. The State is home to 1,439 glaciers and 221 rivers streams with the Ganges and Yamuna River system. These waterways serve as essential lifelines, nourishing northern India and playing a crucial role in sustaining ecosystems and replenishing water resources for millions of people.

While blessed abundantly by nature, the state has grown tremendously since its formation: -

- Uttarakhand has risen as an economic powerhouse, with its **Gross State Domestic Product (GSDP) reaching ₹3.78 lakh crore.**
- **Services, manufacturing, infrastructure, clean energy**, and **forestry sectors** have fueled growth momentum in the past 12 years.
- State produces massive hydropower energy, ranked second largest in the country for hydropower generation.
- Tourism has seen a windfall with 60.84 million domestic visitors and 1,30,000 foreign tourists in 2024.
- **65%** of population of State is dependent on agriculture.

As observed historically, the industries led development across the globe has resulted in significant impact on environment. The pace of economic growth in the **country** has led to depletion in the availability of **natural resources** and enhanced **health complications** for general population.

- Rapid Urbanization is leading to deforestation, increased vehicular emissions, industrial waste generation, plastic waste accumulation, construction related pollution, and rising energy consumption in the country.
- Surge in air pollution **(World Air Quality 2023 Report India 3rd Most polluted country)**
- Water pollution **(70% surface water unfit for drinking in India as World Economic Forum)**, waste accumulation, chemical contamination in food and water bodies.
- Intergovernmental Panel on Climate Change (IPCC) report shows that global warming is **projected to surpass 1.5°C**, leading to significant shifts in climate patterns. These changes are increasingly visible **across the country,** marked by irregular seasonal cycles, erratic rainfall, prolonged heat waves and fluctuating temperatures.

At a broader level, it is imperative to implement measures that harmonize economic growth with ecological conservation. Neglecting this responsibility could undermine the nation's path to development, as proven by Europe, where strict environmental regulations have been implemented to ensure the region's long-term sustainability.

Implication & Challenges for Uttarakhand due to Climate Change

Environmental degradation poses a serious threat to the State's economic advancement, potentially diminishing tourist inflow and directly affecting local livelihoods. While the State continues to make strides in development, it is simultaneously seeing accelerated and concerning transformations in its natural ecosystem over the years.

- Extensive deforestation, increasing vehicular traffic in plain areas, river pollution at upstream level, high energy consumption, reduced agricultural productivity in hilly areas, rising human animal conflict, outmigration from hilly areas and infrastructure expansion have contributed to **ecological and environmental instability in the state**.
- The rising incidence of **landslides**, natural **calamities**, **forest fires**, and **air pollution** threatens local livelihoods and undermines the state's appeal as a tourist hot spot.
- There is a lack of robust institutional frameworks to promote and monitor the integration of economic development with ecological sustainability.
- Stakeholders often lack the awareness and capacity to embed **environmental** considerations into **planning** and **execution phases** during development of projects.

Environmental Challenges encountered in Uttarakhand

- 11,256 forest fire incidents were reported between November 2023 and June 2024, affecting 11 out of the 13 districts.
- 0.5% annual GDP loss from floods' impact on lives and economy
- 21k ha tree cover lost from 2001 to 2023 equivalent to 12.3 Mt of CO_2 emissions.
- 1800+ landslides in 2024 monsoon causing damage to environment and economy.
- Devastating flash floods triggered by a cloudburst in Dharali and Tharali in Uttarkashi & Chamoli district in 2025

If Uttarakhand adopts a similar growth strategy **without ecological safeguards**, it risks sever environmental deterioration. On a long-term basis, the ecological degradation in Uttarakhand poses a significant threat to the state's **economic growth** but will affect the broader nation, given Uttarakhand's role as a cradle of vital river systems and rich biodiversity. Currently the state stands at a tipping point where this imbalance could lead to significant **long-term ecological damage** which is irreparable with added **economic loss.**

It is imperative that for a state with **ecologically sensitive zones** and abundant **natural resources**, to create a **development model** that balances economic progress with environmental sustainability.

The state has planned number of initiatives to reduce the economic impact on environment by planning Net Zero Strategy 2070, Gross Environmental Product (GEP), Social Environmental Profitability Index (SEPI), Carbon Credits and Balancing Ecology and Economy. All of this is being done to minimize the environmental degradation and continue the growth momentum of the State.

The state has taken strides at national level by performing well in SDGs,NITI Aayog released the SDG India Index 2023–24, highlighted Uttarakhand as the top-performing state in the country.

Framework Development-Nau Sutra for Balancing Ecology & Economy

The Government of Uttarakhand is steadfast in its commitment to safeguarding the natural resources of the State by creating a balance between environment and ecology. The state faces the dual challenge of promoting economic development while preserving its rich biodiversity and natural resources. Recognizing this, the government has adopted a multi-pronged strategy to harmonize **ecological preservation with economic progress.**

The **Balancing Ecology and Economy framework** adoption is focused on positioning Uttarakhand as a model state in the country. Its scope will include all 13 districts of Uttarakhand and with a 3-year implementation period (2024-27). This framework is based on three foundational pillars, **empowered communities, emerging technologies, and enabling**

finances. It will focus on operationalizing sustainable practices across five priority sectors: **Agriculture, Tourism, Manufacturing, Energy, and Public Infrastructure.**

Final Framework Development and Launch- Nau Sutra

The Hon'ble Chief Minister of Uttarakhand has consistently emphasized balancing economic growth and ecological well-being. He advocated for a development that progresses alongside environmental sustainability. In alignment with this vision, on 10th October 2024, he unveiled a comprehensive plan, Nau Sutra framework to harmonize economic development with environmental imperatives.

The "Nau Sutra" were developed from an in-depth analysis of Uttarakhand's policies and initiatives. These actionable nine guiding principles reflect the state's diverse landscape, rich cultural heritage, and unique socio-economic conditions. They are crafted to foster inclusive planning, encourage technological integration, and drive financial innovation, while promoting inter-departmental collaboration and dismantling silos. The Nau Sutra aims to deliver executable plans for the Government of Uttarakhand, ensuring a balance between economic growth and ecological imperatives that are aligned with the state's vision.

The nine guiding principles are outlined below: -

- **Empowered communities**: This is focused on revival Indigenous practices, sensitizing behavioral changes, and upskill communities to generate lasting change.

    1. Revive and scale Indigenous practices to promote judicious use of natural resources via digitally equipped mode.
    2. Drive behavior changes in citizens to encourage responsible consumption through streamlined public awareness campaigns.
    3. Upskill and futureproof workforce to drive sustainable initiatives by updating curricula on ecofriendly practices.

- **Emerging technologies**: Promote clean alternatives energy solutions, intelligent solutions to minimize resources and energy consumption, and zero-waste approaches to reduce ecological impact.

    4. Promote cleaner alternatives to reduce emissions through targeted subsidies for technology-based solutions.
    5. Adopt intelligent solutions to minimize resource and energy consumption through real-time monitoring systems.
    6. Integrate circular economy approach to reduce waste through recycling and waste management technologies.

- **Enabling finances**: This is focused on reward transparent reporting, using market mechanisms, and improving viability to accelerate sustainability efforts.

    7. Establish gold-silver-bronze standards to build shared understanding and transparency through certifications and rewards.
    8. Leverage natural resources to generate revenue through carbon markets and renewable energy.
    9. Provide bridge funding for sustainable projects to make them economically workable through a new-cess fund on clean energy adoption.

Key Stakeholders and Governance Structure

The initiative will require coordinated action across departments and demands developing cross-sectoral ability. Planning department will function as a nodal department to oversee the

implementation, it will provide strategic direction, ease inter-departmental coordination, and support the knowledge base for implementing the Nau Sutras. The emphasis will be on implementing structural and policy reforms during departmental planning stage to ensure that environmental considerations are prioritized in all project development cycles to mitigate the impact of climate change.

The Stakeholders critical for successful implementation of balancing the economy and ecology framework will be government bodies, administration, regulatory agencies, technical and advisory bodies, public sector undertaking, Civil Society and NGO's, Private Sector Undertakings, Private Sector, Industries, Media, Academia and Citizens.

Conclusion

Uttarakhand's holistic strategy, anchored in ecological preservation and economic advancement, serves as a compelling model for sustainable development. By integrating sector-specific measures such as **eco-friendly tourism, green manufacturing, renewable energy, and sustainable infrastructure**, the state reflects how environmental stewardship can coexist with growth imperatives. This forward-thinking approach not only safeguards natural resources but also **empowers communities, fosters innovation, and builds resilience against future challenges**.

The emphasis on community engagement ensures that development is inclusive and rooted in local needs and wisdom. Strategic planning and policy innovation further reinforces the state's commitment to long-term prosperity, creating a framework where economic activities are synchronized with ecological priorities. Initiatives like promoting electric vehicles, incentivizing green technologies, and enhancing urban waste management reflect a deep understanding of the interconnectedness between environment and economy. As climate concerns intensify and resource pressures mount, Uttarakhand's model will offer a prompt and actionable blueprint for other states. It proves that sustainable development is not a compromise but a catalyst for enduring progress.

By effectively executing its strategic initiatives, Uttarakhand holds the promise of transforming into a low-carbon economy, positioning itself at the forefront of sustainable development. This progressive trajectory will not only safeguard the environment but also enhance the quality of life for present and future generations. As the state continues to evolve and sharpen its vision, it sets up a powerful example for others; demonstrating that economic prosperity and ecological responsibility can thrive together, each strengthening the other in the pursuit of long-term resilience and growth.

Uttarakhand's Rise in SDG Performance

Ever since the launch of the Sustainable Development Goals in 2015 as part of the United Nations' 2030 Agenda for Sustainable Development, the state of Uttarakhand has shown remarkable progress in aligning with the Sustainable Development Goals (SDGs), a global framework aimed at eradicating poverty, reducing inequality, and promoting sustainable development. This progress is not only significant but also a testament to the state's dedication and success within the global framework of the SDGs. SDGs were the successor to the Millennium Development Goals (MDGs), established in 2000. In 15 years, the MDGs provided a framework for global development in the 21st century but were limited by their scope and objectives. Unlike the MDGs, the SDG framework applies universally to all UN member countries and encompasses several issues under 17 interconnected goals, to be achieved by 2030. The SDG framework is a comprehensive roadmap for achieving sustainable development that **Leaves No One Behind (LNOB).**

While many regions and states have faced challenges in making significant strides, Uttarakhand has emerged as a standout, particularly in the 2023 SDG India Index. Its unique journey and robust progress across several crucial SDG criteria inspire others.

Uttarakhand: Overall Performance

NITI Aayog and the UNDP developed an effective method to monitor India's progress towards the SDGs in the SDG India Index. The baseline SDG India Index 2018 covered 13 SDGs, 39 targets, and 62 indicators. The scope of the SDG India Index was expanded in subsequent SDG Indices: the 2020–21 SDG India Index was computed based on 16 SDGs, 70 targets, and 115 indicators, whereas the 2019–20 Index had 16 SDGs, 54 targets, and 100 indicators. The most recent SDG India Index 2023 comprises 16 Sustainable Development Goals (SDGs), 70 targets, and 113 indicators. A noteworthy highlight from the 2023-24 SDG India Index is Uttarakhand's remarkable performance in the SDG rankings. From a rank of 10th in 2018, 9th in 2019-20, and 4th in 2020-21, Uttarakhand has now risen to the top position alongside Kerala, both achieving a score of 79. This progress underscores the state's sustained and robust efforts to advance towards the SDGs.

Our state has demonstrated exceptional performance in several key areas:

- **SDG 7 (Affordable and Clean Energy):** The state scores a perfect 100, showcasing its leadership in providing clean and affordable energy to its population.
- **SDG 3 (Good Health and Well-being):** Uttarakhand ranks second in the country, with an 84 score, reflecting substantial improvements in healthcare services.
- **SDG 11 (Sustainable Cities and Communities)**: Uttarakhand ranks 3rd with a score of 89.
- **SDG 15 (Life on Land):** Uttarakhand ranks second with a score of 94 and continues to maintain its rich biodiversity.

Overall, with an astounding score of 79 in 2023, **Uttarakhand and Kerala are ranked first** nationwide in SDG achievements. This accomplishment represents a substantial improvement over the 60 points Uttarakhand achieved in 2018. In the vernacular of SDGs, a score of 65 to 99 indicates that the state is a "Front Runner", and Uttarakhand’s overall progress firmly places it in this category. Currently, the state is only 21 points short of the highly coveted "Achiever"

designation, where a perfect score of 100 would denote the accomplishment of every goal area included in the SDG India Index.

Moreover, Uttarakhand is ranked as a frontrunner in achieving the Sustainable Development Goals (SDGs) 1, 2, 3, 4, 6, 7, 8, 10, 11, 12, 13, 15, and 16, reflecting its broad commitment to sustainable development. We are also on the cusp of achieving frontrunner status in SDG 9 (Industry, Innovation, and Infrastructure), where we are only 3 points away. The following table shows SDG-wise scores and ranks:

Uttarakhand SDG Scores and Ranks in SDG India Index

Overall and SDG-wise	**Uttarakhand 2018**		**Uttarakhand 2019**		**Uttarakhand 2020**		**Uttarakhand 2023**	
	Score	**Rank**	**Score**	**Rank**	**Score**	**Rank**	**Score**	**Rank**
Overall	60	10	64	9	72	4	79	1
SDG 1: No Poverty	65	6	64	7	74	7	83	5
SDG 2: Zero Hunger	53	11	45	10	61	8	66	11
SDG 3: Good Health and Wellbeing	36	20	58	13	77	6	84	2
SDG 4: Quality Education	68	9	66	7	70	4	73	6
SDG 5: Gender Equality	41	6	38	11	46	13	56	8
SDG 6: Clean Water and Sanitation	78	6	90	5	85	11	94	6
SDG 7: Affordable and Clean Energy	55	12	78	9	100	1	100	1
SDG 8: Decent Work and Economic Growth	67	8	73	6	63	8	80	7
SDG 9: Industry, Innovation and Infrastructure	33	16	55	11	56	10	62	7
SDG 10: Reduced Inequality	62	16	59	17	77	4	69	13
SDG 11: Sustainable Cities and Communities	41	9	51	9	76	9	89	4
SDG 12: Sustainable Consumption and Production	This SDG was not included in the SDG India Index		50	14	82	6	86	8
SDG 13: Climate Action	This SDG was not included in the SDG India Index		59	8	60	9	71	10

SDG 15: Life on Land	100	1	95	5	64	13	94	3
SDG 16: Peace, Justice and Strong Institutions	86	4	85	2	86	1	81	8

SDG 6: Uttarakhand Progress

Uttarakhand's performance in SDG 6 has shown significant progress across various indicators, with fluctuations over the years. In 2018, the state's overall SDG 6 score was 78, while in 2019, it improved to 90. In 2020, it saw a slight downfall with a score of 85, but in 2023, the score increased to 94, positioning Uttarakhand 6th overall.

A detailed look at individual indicators reveals a consistent improvement. The percentage of households with access to safe and adequate drinking water increased from 52.46 in 2020-21 to 93.83 in 2023-24. The availability of improved drinking water sources in rural areas-maintained a near-perfect score, improving slightly from 99.26 in 2020-21 to 100.0 in 2023-24. Similarly, individual household toilets under the Swachh Bharat Mission (SBM) and district verification of Open Defecation Free (ODF) status remained consistently 100% over both periods. Additionally, the number of overexploited blocks/talukas/mandals remains zero. The groundwater extraction stage decreased from 56.75 in 2020-21 to 51.69 in 2023-24, showing a significant improvement in the indicator.

Uttarakhand's overall performance exhibits a steady upward trajectory, reflecting effective measures taken to achieve the targets set under SDG 6.

1168

Annexure VII

Compliance Report in respect of NGT Order dated 30/01/2025 passed in M.A. No. 14/2024 in O.A. No. 178/2022

Mountain Division < mountaindiv-moefcc@gov.in >

Administrative Division < hra@pcbassam.org >

Mon, 22 Dec 2025 12:45:24 PM +0530

To "efcc-dept@assam.gov.in"<efcc-dept@assam.gov.in>

Cc "Member Secretary"<membersecretary@pcbassam.org>,"mountaindiv-moefcc@gov.in"<mountaindiv-moefcc@gov.in>,"Special Chief Secretary, Forest"<scsforestoffice@gmail.com>,"gad.assam@gov.in"<gad.assam@gov.in>

Sir

Please find the attachment herewith

With regards

Shaista Akhtar
Manager (HR&Admn)
Assam Pollution Control Board
Bamunimaidam, Guwahati-21

3 Attachment(s)

document (9).pdf
256 KB

Annexure II.pdf
566.1 KB

PRO Section (Action taken Re…
3.6 MB

Assam Pollution Control Board
(Department of Environment, Forest & Climate Change, Govt. of Assam)
অসম প্রদূষণ নিয়ন্ত্রণ পৰিষদ
(অসম চৰকাৰৰ বন, পৰিৱেশ আৰু জলবায়ু পৰিৱৰ্তন বিভাগ)
NABL Accredited Testing Laboratory : Certificate No. TC-16609

LGL-12012(13)/1/2025-Legal-PCBA/586 Date: 20-12-2025

To : Dimpi Bora
Officer-on Special Duty
Envt. Forest & Climate Change

Sub : Compliance Report in respect of NGT Order dated 30/01/2025 passed in M.A. No. 14/2024 in O.A. No. 178/2022-reg.

Ref : Envt. F & CC Department letter no. 347890/1/1362381/2025 dated 19-12-2025

Sir/ Madam

With reference to the subject cited above and in compliance with the directions of the Hon'ble National Green Tribunal in OA No. 178 of 2023, this is to inform you that the Compliance Report has been duly compiled and is hereby submitted for your kind perusal and record.

The compliance report has been prepared based on consolidated inputs received from the following sections of the Board:

1. Public Relations Officer (PRO) Section – detailing awareness programmes, public outreach activities, publications, media campaigns, and mass awareness initiatives undertaken in the State, including hill districts.
2. Laboratory Section – detailing monitoring activities, analytical observations, and relevant environmental data in compliance with the directions of the Hon'ble Tribunal.

The detailed report received from the PRO Section, outlining action taken in respect of awareness generation on air pollution, solid waste management, waste reduction, and related environmental issues, is enclosed herewith as **Annexure–I** for ready reference.

The report on Ambient Air Quality in compliance with the Hon'ble NGT directives in MA no.14/2024 in OA no. 178/2022 dtd. 30/01/2025 is enclosed herewith as **Annexure –II**.

1170

The compiled compliance reports reflect the actions taken by the Board in letter and spirit of the Hon'ble NGT's directions. Any further information or clarification, if required by the Department, shall be furnished promptly.

This is for your kind information and necessary action.

Yours faithfully,

Encl. as stated.

Digitally signed by MOUSUMI BARDALAI
Date: 22-12-2025 12:19:43

ACEE & Nodal Officer (Legal)
Assam Pollution Control Board

Copy for favour of information to : -

1. Dr. Susan George K., Scientist E, CS-I (Mountain) Division, Ministry of Environment, Forest & Climate Change, Govt. of India, New Delhi.
2. The S.O. to the Chief Secretary, Assam, Dispur.
3. P.S. to the Special Chief Secretary (Forest) to the Govt. of Assam, Environment, Forest and Climate Change Department, Dispur.

(e-signed)

ACEE & Nodal Officer (Legal)
Assam Pollution Control Board

Assam Pollution Control Board

(Department of Environment, Forest & Climate Change, Govt. of Assam)

অসম প্রদূষণ নিয়ন্ত্রণ পৰিষদ

(অসম চৰকাৰৰ বন, পৰিবেশ আৰু জলবায়ু পৰিবৰ্তন বিভাগ)

NABL Accredited Testing Laboratory : Certificate No. TC-16428

No. **PR-19/1/2024-PR-PCBA-Part (1)** Dated Guwahati the 15th December, 2025

To Mrs. M Bardalai
Nodal Officer (Legal) & ACEE, APCB
Head Office, Guwahati

Sub : M.A. 14/2024 in OA No. 178/2022 titled In re: News item published In The Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic" - reg.

Ref : Your letter vide No LGL-12012(13)/1/2025-Legal-PCBA/284 dtd. 30.05.2025.

Madam,

With reference to above, I would like to furnish the report of action taken in compliance with the directions of Hon'ble National Green Tribunal pertaining to the Assam Hills are as follows-

A. Awareness Program on Solid Waste Management and Air Pollution held at J.B Hagjer Senior Secondary School, Umrongso, Dima Hasao, Assam

Awareness Program on Solid Waste Management and Air Pollution held at J.B Hagjer Senior Secondary School, Umrongso, Dima Hasao, Assam jointly organized by RLO: Silchar, APCB, DHRDS (NGO) and J.B Hagjer Senior Secondary School, Umrongso,Dima Hasao on 31/10/2025. More than 200 Students and NSS Unit were present in the awareness program.

Awareness materials, pamphlets on Air Pollution, Solid Waste Management, Environment Protection were distributed among the participants from RLO: Silchar, Assam Pollution Control Board.





B. Public Awareness Campaign at Upper Deopani, M.E School, Karbi Anglong regarding air pollution control, vehicle maintenance, minimizing the use of personal vehicles, lane discipline, etc. for controlling the air pollution in the region.

Pollution Control Board, Regional Office, Golaghat has organized a Public Awareness Campaign at Upper Deopani,M.E School, Karbi Anglong on 19.11.2025 and also done a plantation drive at Upper Deopani, High School. Students of the school along with the teachers were present in the awareness program.

The awareness campaign is about how waste generation has impact the environment and slowly degrading the nature, recycling is the alternative way to minimize the waste and using eco-friendly product like paper bags, bamboo based product will reduce the solid waste. The awareness program is also stressed the importance of Ewaste and Mission Life so that the students slowly shift their lifestyle to an eco-friendly way. It focuses the concept of sharing of vehicles so that vehicular emission can be control.



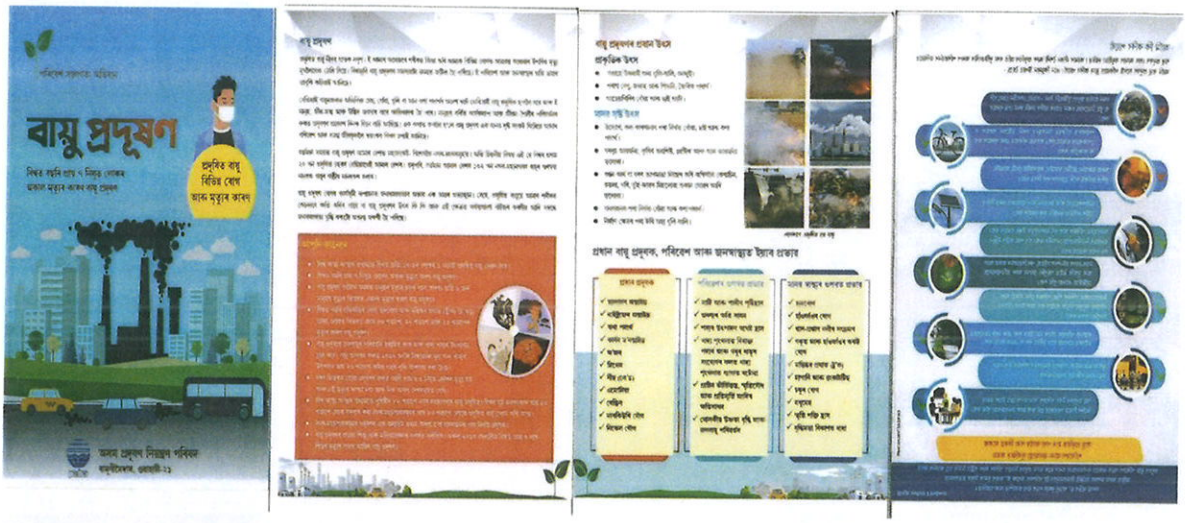


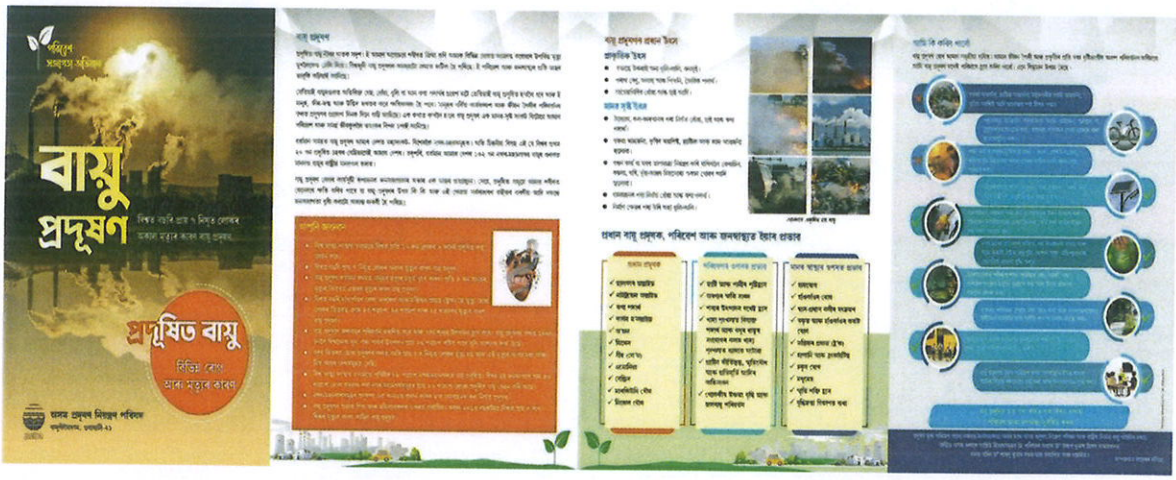


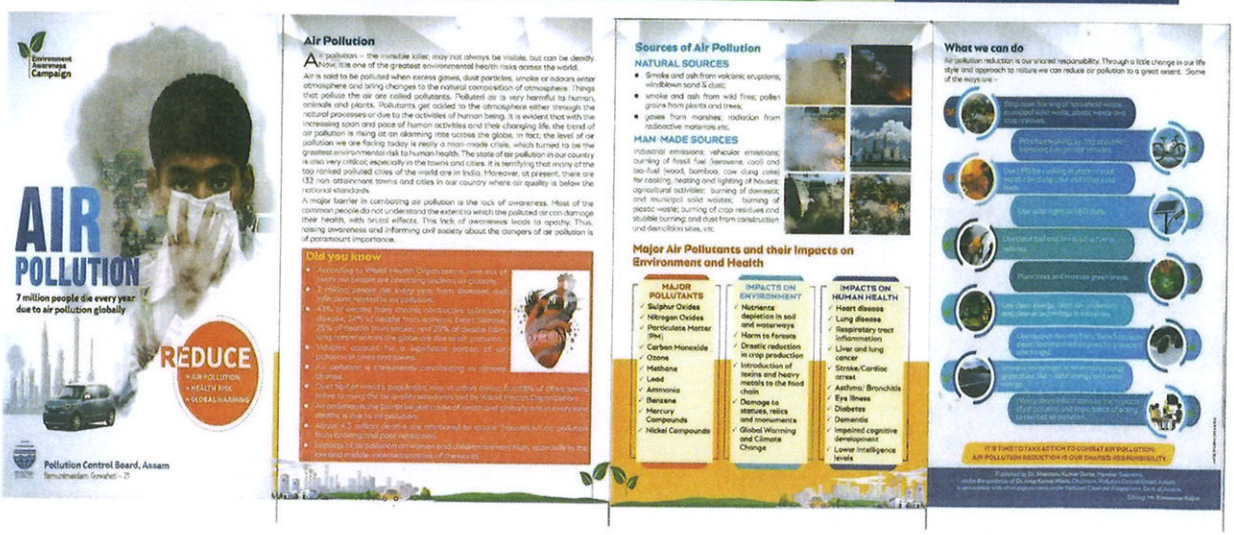


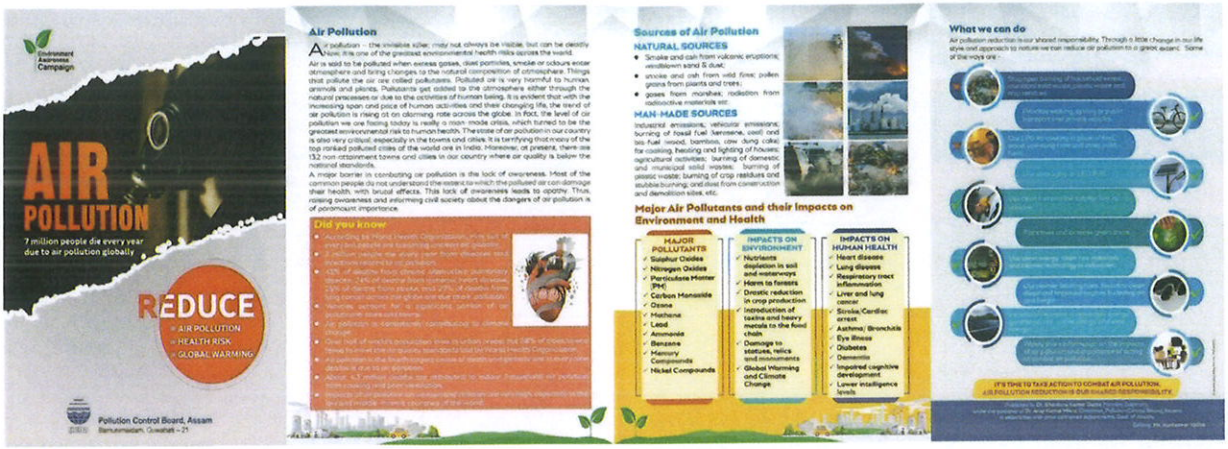
C. Public awareness campaign for air pollution control, vehicle maintenance, minimising the use of personal vehicles, lane discipline, etc for controlling the air pollution and waste management across the state and the hill region of Assam.

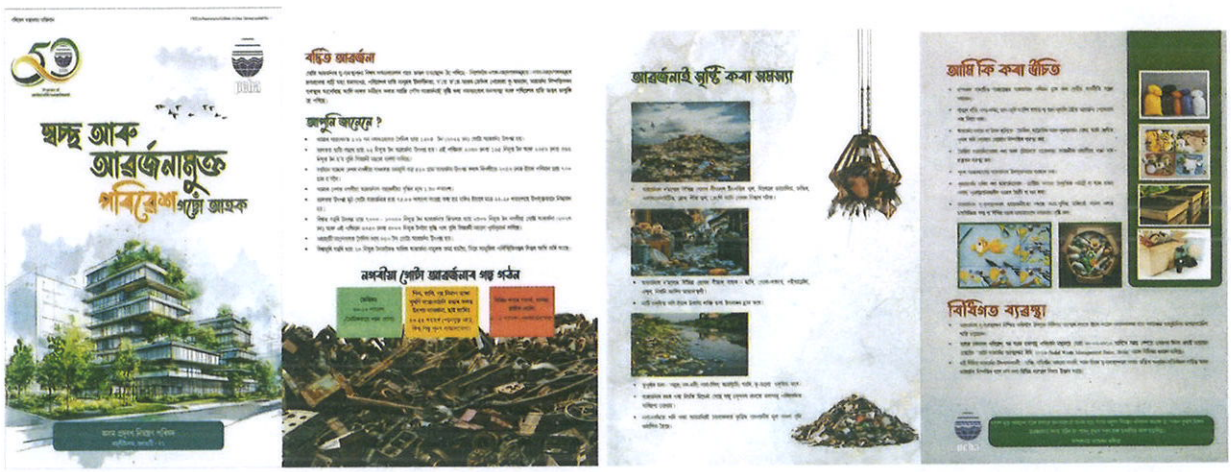
Assam Pollution Control Board has been giving importance on reaching out the common masses on environmental issues on air pollution and waste management through printing and distribution of leaflets across the state including hills district of Assam. Some snaps of the leaflets are shown below:








Environment Awareness Campaign
AIR POLLUTION
7 million people die every year due to air pollution globally
REDUCE
AIR POLLUTION
HEALTH RISK
GLOBAL WARMING
Pollution Control Board, Assam
Air Pollution
Sources of Air Pollution
NATURAL SOURCES
MAN-MADE SOURCES
Major Air Pollutants and their Impacts on Environment and Health
MAJOR POLLUTANTS
IMPACTS ON ENVIRONMENT
IMPACTS ON HUMAN HEALTH
Did you know
What we can do


স্বচ্ছ আৰু আৱৰ্জনামুক্ত
পৰিবেশ গঢ়ো আহক
বৰ্দ্ধিত আৱৰ্জনা
জানুনি জহৰেহ ?
নৰবীজ হোৱাই আৱৰ্জনাৰ গছ গজন
আৱৰ্জনাই সৃষ্টি কৰা সমস্যা
আমি কি কৰা উচিত
বিধিগত ব্যৱস্থা


LiFE
ADOPT SUSTAINABLE FOOD SYSTEM TO REDUCE FOOD WASTE
REDUCE FOOD WASTE


AT HOME


AT SHOPS/MARKETS :
AT WORK PLACE/SCHOOLS/COLLEGES/UNIVERSITIES :
DONATE EXCESS FOOD
If you have surplus food that you know you won't consume, donate to the needy people to reduce food waste.


AT CAFES, RESTAURANTS AND HOTELS :


Environment Awareness Campaign
PLASTIC WASTES POLLUTE ENVIRONMENT
AFFECT ALL LIVING BEINGS
SAY NO TO SINGLE-USE PLASTICS
POLLUTION CONTROL BOARD, ASSAM


The Plastics Context
Identified Single-use Plastics
What happens to plastic wastes?
9%
12%
79%
Global Plastic Pollution by the Numbers


Impacts of mismanaged single-use plastics
What can we do


Plastic Wastes Management: Legal Framework in India

The Board has also published an advertisement on Air Pollution and waste management in various magazine, journals, periodicals, souvenirs across the state including hill district of Assam.







Collaboration with Newspapers: The Board has made a week long mass awareness campaign on Air Pollution and waste management through advertisement in association with 'The Assam Tribune' Asomiya Pratidin & Amar Assam-the most circulated daily newspaper of Assam for the celebration of WED-2025 across the state including hill districts.













Newsletter: The Board has been publishing its half-yearly bi-lingual Newsletter – Parivesh Batori on various environmental issues including air pollution and waste management and distributed in various Institutions, NGO across the state including hills district of Assam.

Collaboration with NGO: In the year 2025, the Board supported Nation Tech Vision Pvt. Ltd, Guwahati for celebrating WED, 2025 at Sengya Sambhudhan Phonglo Institute, Dima Hasao district. They have organised an awareness programme on various environmental issues including air pollution among the people of the neighbouring areas of the institute, tree plantation drives and other promotional activities have been initiated in Dima Hasao district through media.



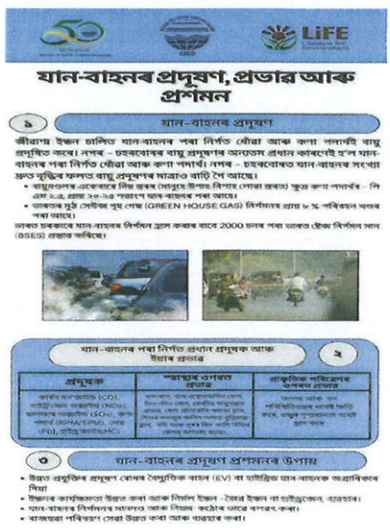


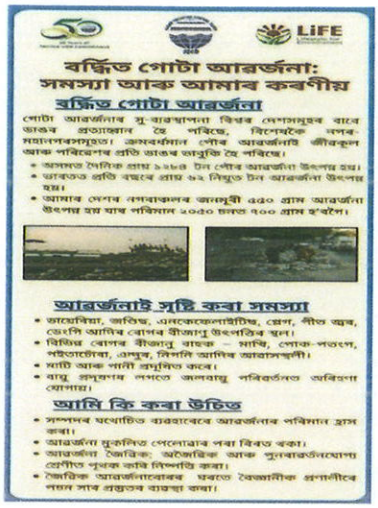
Mass Awareness through Standees in the Events:

In the year 2025, the Board has also print various standees and banners on air pollution and solid waste across the state. A few representative snapshots of the Standees are presented below –

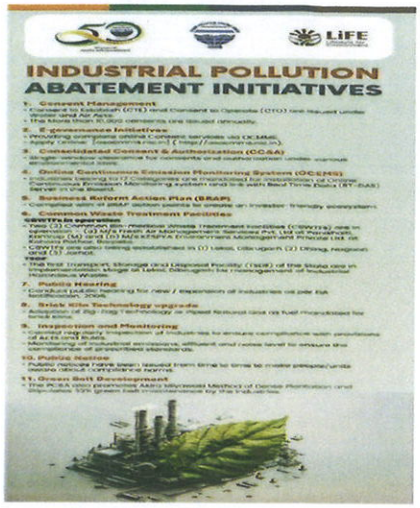












Mass Awareness through Social Media:

The Board has been carrying out intense awareness campaign through its Social Media handles, namely **Facebook@PCBAssam, Twitter@PCBAssam and Instagram@pcbassam** using static posts, reels, short videos, live programmes, infographics etc on air pollution and waste management. Some environmental issues published by APCB to raise Mass Awareness through its Social Media Platforms.



Thanking you,

Yours faithfully,

Digitally signed by
KANTESWAR KALITA
Date: 15-12-2025
11:14:29

Sr. Planning & Research Officer

Memo No. **PR-19/1/2024-PR-PCBA-Part(1)**-A Dated Guwahati the 15th December, 2025

Copy to:

Member Secretary, PCBA for favor of information.

Sr. Planning & Research Officer

Report on Ambient Air Quality in compliance with the Hon'ble NGT's recent M.A No. 14/2024 dated 30.01.2025 in OA No. 178/2022 directive

The Assam Pollution Control Board had earlier submitted a proposal vide our letter dated 30th May, 2024, for establishment of seven (7) new manual Ambient Air Quality Monitoring Stations under NAMP in compliance with the directions of the Hon'ble National Green Tribunal in O.A. No. 178 of 2022. Out of these, **two (2) locations** have been proposed for installation of new Ambient Air Quality Monitoring Stations in Assam in compliance with the Hon'ble NGT's recent **M.A No. 14/2024 dated 30.01.2025 in OA No. 178/2022 directive** for strengthening air quality monitoring in tourism influenced areas of Himalayan region.

Sl. No.	Town/ Location	District	Latitude & Longitude	Type of Area (Residential / Commercial / Industrial)	Population (as per Census 2011)	Reason for Selection of Site
1	Diphu	Karbi Anglong	25.8437° N 93.43473° E	Residential / Commercial	84,000	District Head Quarter/Hill station/Tourist spot
2	Hamren	West Karbi Anglong	26.16122° N, 90.62868° E	Residential / Commercial	334935	District Head Quarter/Hill station/Tourist spot

In line with the compliance requirements, ambient air quality monitoring has been identified as a key priority area. Therefore, in pursuance of the aforesaid directions, to know the status of ambient air quality of the designated hill tourist destinations of the State, the ambient air quality monitoring was carried out at the above mentioned locations during the month of October, 2025.

Ambient Air Quality Report

Sl. No.	Location	District	Parameters	Test Method	Result (in µg/m^3)
1	At the camous of Forest IB, Taralangso, Diphu	Karbi Anglong	PM 10 or Particulate Matter of size ≤ 10micron	IS:5182 (Part 23):2017	**22**
			PM2.5 or Fine Particulate matter of size ≤ 2.5micron	IS:5182 (Part 24)2019	**12**
			Sulphur Dioxide as SO_2	IS:5182(Part2)-2001 (Re-affirmed 2022)	**5**
			Oxides of Nitrogen as NO_2	IS:5182(Part6)-2006 (Re-affirmed 2022)	**10**
2	Hamren Town, Near DC Office, Hamren	West Karbi Anglong	PM 10 or Particulate Matter of size ≤ 10micron	IS:5182 (Part 23):2017	**34**
			PM2.5 or Fine Particulate matter of size ≤ 2.5micron	IS:5182 (Part 24)2019	**12**
			Sulphur Dioxide as SO_2	IS:5182(Part2)-2001 (Re-affirmed 2022)	**4**
			Oxides of Nitrogen as NO_2	IS:5182(Part6)-2006 (Re-affirmed 2022)	**14**

Parameters	NAAQ Standards as per CPCB, 2009
PM 10 or Particulate Matter of size ≤ 10micron	**100**
PM2.5 or Fine Particulate matter of size ≤ 2.5micron	**60**
Sulphur Dioxide as SO_2	**80**
Oxides of Nitrogen as NO_2	**80**

Member Secretary and Chief Env. Scientist

Annexure IX

Submission of Compliance report on M.A. 14/2024 in OA No.178/2022 titled in re: News item published in the Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic" – reg.

Mountain Division < mountaindiv-moefcc@gov.in >

EF&CC Department, Govt. of Mizoram < efccsectt@gmail.com >

Mon, 16 Mar 2026 5:07:56 PM +0530

To "mountaindiv-moefcc"<mountaindiv-moefcc@gov.in>

Sir,

Please find attached herewith a copy of letter regarding the subject mentioned above for kind information and necessary action.

Regards,
EF&CC Department
Govt. of Mizoram

1 Attachment(s)

Compliance report - Copy.pdf
1.4 MB

No.C.18014/351/2022-FST

GOVERNMENT OF MIZORAM
ENVIRONMENT, FORESTS & CLIMATE CHANGE DEPARTMENT

Dated Aizawl, the 16th March,2026.

To

The Project Assistant,
CS-I (Mountain) Division,
Ministry of Environment, Forest and Climate Change,
2nd Floor, Vayu Wing, Indira Paryavaran Bhawan,
Jorbagh Road, Aliganj, New Delhi - 110003
email: mountaindiv-moefcc@gov.in , pratibha.bisht@gov.in

Subject: **Submission of Compliance report on M.A. 14/2024 in OA No.178/2022 titled in re: News item published in the Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic" – reg.**

Ref.: *Email dt.05.03.2026.*

Sir,

With reference to your email, I am directed to submit herewith compliance report in respect of M.A. 14/2024 in OA No.178/2022 titled in re: News item published in the Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic", as received from the Chief Wildlife Warden, Mizoram and Member Secretary, Mizoram Pollution Control Board for onward submission to NGT.

This is for favour of your kind information and necessary action.

Enclo.: As stated

Yours faithfully,

(VANLALRUATA PAUTU)
Under Secretary to the Govt. of Mizoram,
Environment, Forests & Climate Change Department.

Memo No.C.18014/351/2022-FST : Dated Aizawl, the 16th March,2026.

Copy to:

1. The Principal Chief Conservator of Forests, Mizoram for information.
2. The Chief Wildlife Warden, Mizoram for information.

Under Secretary to the Govt. of Mizoram,
Environment, Forests & Climate Change Department.
email: efccsectt@gmail.com

URGENT
COURT MATTER

GOVERNMENT OF MIZORAM
OFFICE OF THE CHIEF WILDLIFE WARDEN
ENVIRONMENT, FORESTS & CLIMATE CHANGE DEPARTMENT
MIZORAM :: AIZAWL

No.C.18051/20/2026-CWLW/7 : Dated Aizawl, the 16th Mar/2026

To,

The Principal Chief Conservator of Forests,
Mizoram, Aizawl

Subj: Compliance report on M.A,.14/2024 in OA No.178/2022 titled in re: News item published in the Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic" – reg.

Ref; 1. MoEFCC's letter No.33/01/2023-CS-I, dt. 19.2.2025
2. GoM, EF&CC Dept's letter No.C.18014/351/2022-FST, dt. 16.03.2026

Sir,

In pursuance of letters nos. cited above, I have the honour to furnish herewith compliance report in respect of Mizoram on M.A,.14/2024 in OA No.178/2022 titled in re: News item published in the Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic" as given below :-

- The matter is under proposed stage for online registration for tourists visiting Protected Areas of Mizoram especially in the eco-sensitive zones/areas to ensure quality tourism in a sustainable manner
- In compliance of the NGT's Order in O.A. No.162/2018- (earlier O.A. No. 11/2018(SZ)-D.V.Girish-vs-Union of India & Ors, Carrying Capacity study in Dampa Tiger Reserve Eco-Sensitive Zones (ESZ) in Mizoram is being carried out by the Department of Environmental Science, Mizoram University.
- The study is divided into two parts :-

  Part 1: Demarcation of ESZ of Dampa Tiger Reserve ,Mizoran using the data provided by the forest department of Mizoram and collecting basic details from remote sensing and field as well as literature such as the aerial extend, geographical features, flora and fauna and the tourist activities prevailing ESZ in Dampa Tiger Reserve.

  Part-2 : Carrying capacity assessment with selected methodolody by considering air, water, habitat biodiversity, land, noise and tourism as the crucial elements effecting the ESZ of Dampa Tiger Reserve by using fuzzy comprehensive evaluation method based on primary and secondary data available in the literature.

  The study is still going on.

Contd..2/-

Further, the compliance report /comments pertaining to (i) solid Waste Management (ii) Pollution monitoring / and (iii) Climate Change mitigation may be requested from the Departments/Board concerned.

This is for favour of information and further necessary action, please.

Yours faithfully,

(M.Z SINGSON)
Chief Wildlife Warden
Mizoram :: Aizawl

Memo No.C.18051/20/2026-CWLW/7 : Dated Aizawl, the 16th Mar/2026

Copy to :-

1. Scientist 'E; Government of India, Ministry of Environment, Forests & Climate Change CS-I(Mountain) Division , Agni -512, Idira Paryavaran Bhawan, Jorbagh Road, New Delhi – 110003, Email : susan.george@nic.in
2. Under Secretary to the Government of Mizoram, Environment, forests & Climate Change Department for information and necessary action.

16/3/2026

Chief Wildlife Warden
Mizoram :: Aizawl

MIZORAM POLLUTION CONTROL BOARD

No.H.88088/Poltn/50(90)/2022-MPCB/154-156 : Dated Aizawl, the 16th March, 2026

To,

The Under Secretary,
EF&CC Department,
Govt.of Mizoram

Subject: **Request to submit compliance report on implementation of recommendations from the "Environmental Assessment of Tourism in the Himalayan Region (EATIHR) report in the matter of O.A No.178/2022 (and connected OA No.475/2024) reg**

Reference: Y/L No.C.18020/4/2026-EFCC dated 27.02.2026

Sir,

With reference to the subject and letter No. cited above, please find enclosed herewith the compliance report on point 14 of the NGT order dt.30.01.2025 for your kind information and necessary action.

Yours faithfully,

Enclo: As Above

(C. LALDUHAWMA)
Member Secretary
Mizoram Pollution Control Board

Compliance Statement – Mizoram Pollution Control Board *(With respect to Para 14, Page 86 of the Order dated 30.01.2025 in OA No.178/2022 & OA No.475/2024 – Hon'ble NGT, Principal Bench)*		
Sl. No.	**Recommendation (as per EATIHR / NGT Order)**	**Compliance Status / Action Taken by Mizoram Pollution Control Board**
1	"Prior online registration can be made mandatory for tourists visiting the state especially in the eco-sensitive zones/areas to ensure quality tourism in a sustainable manner. For example, our neighbouring hill country like Royal Government of Bhutan is also following this approach to promote quality tourism in the country and ensuring equitable benefit sharing to the home stay owners."	Not Applicable. The recommendation pertains to matters which are outside the functional mandate of the Mizoram Pollution Control Board under the relevant environmental statutes. Accordingly, the Board is not in a position to furnish specific compliance status in this regard. The matter falls within the purview of the concerned Department of the State Government.
2	"Assessment of carrying capacity of tourist destinations, eco-sensitive zones and major cities will help a lot in managing the tourist influx and catering them in order to promote quality tourism in the state. Tourists should be made aware about the biodiversity conservation practices."	
3	"Installation and/or improvement of air quality monitoring stations, solid waste management units and water quality monitoring systems at district level can be done in order to sustain the healthy ecosystem of the state. Use of electric vehicles should also be encouraged."	The Mizoram Pollution Control Board (MPCB) is implementing regular air and water quality monitoring programmes across the State in coordination with the Central Pollution Control Board (CPCB). 34 (thirty-four) manual air quality monitoring stations in all districts and 1(one) continuous monitoring station at Aizawl are operational. 124 (one hundred twenty-four) water quality monitoring stations from rivers and other water bodies have been set up across all districts of the State. Monitoring are done from these stations regularly as per prescribed frequency. Further, implementation of Solid Waste Management Rules, 2016 is being monitored by MPCB with inspections conducted regularly, issue advisory and promote awareness to concerned authorities viz. Urban Local Bodies & Urban Development and Pollution

		Alleviation Department, Government of Mizoram. The State Government is also promoting environment-friendly transportation and cleaner mobility initiatives, including encouragement of electric vehicles in line with national policies.
4	"The local government should expand institutional capacity for climate change mitigation and promote adaption practices related to LiFE for successful achievement of SDGs."	The Mizoram Pollution Control Board (MPCB), in coordination with its Environmental Information Awareness Capacity Building and Livelihood Programme (EIACP) Cell and Environmental Education Programme (EEP) Cell, conducts regular environmental awareness programmes, workshops, and training activities on climate change mitigation, sustainable resource use, and environmental protection. These initiatives are carried out for students, community groups, local bodies and other stakeholders to promote environmentally responsible behaviour in line with Mission LiFE (Lifestyle for Environment) and the Sustainable Development Goals (SDGs).
5	"Expansion in the institutional capacity of local government for climate change planning is urgently needed. This will require adaptation practices to evolve in view of NDC and SDGs."	Not Applicable. The recommendation pertains to matters which are outside the functional mandate of the Mizoram Pollution Control Board under the relevant environmental statutes. Accordingly, the Board is not in a position to furnish specific compliance status in this regard. The matter falls within the purview of the concerned Department of the State Government).

1188

Compliance with NGT's Order dated 30.01.2025 in M.A. 14/2024 in OA No. 178/2022 titled In re: News item published in the Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic-reg. State of Manipur

Annexure X

habibullah khan < habibullah_mohd@yahoo.co.in >

Sat, 27 Dec 2025 3:07:28 PM +0530

To "mountaindiv-moefcc@gov.in"<mountaindiv-moefcc@gov.in>

Cc "Braj Singh"<brajakumar_t@yahoo.com>

Sir
I have the honour to submit the Action Taken Report in respect of the State of Manipur for Compliance with NGT's Order dated 30.01.2025 in M.A. 14/2024 in OA No. 178/2022 titled In re: News item published in the Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic-reg. as attached file for doing the needful.

Regards
Dr. M. H. Khan
Programme Officer
Directorate of Environment and Climate Change, Manipur

1 Attachment(s)

Compliance Report.pdf
95.6 KB

Action Taken Report

Compliance with NGT's Order dated 30.01.2025 in M.A. 14/2024 in OA No. 178/2022 titled In re: News item published in the Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic-reg. State of Manipur

1. Proper Solid Waste Management Systems:

Solid waste management in the state is being undertaken by the Department of Housing and Urban Development in urban areas, the Department of Rural Development and Panchayati Raj in rural areas, and the Department of Tribal Affairs and Hills in hill areas, in accordance with the Solid Waste Management Rules, 2016. Additionally, the Directorate of Environment and Climate Change, the nodal department for environment and climate change in the state, is also implementing various initiatives to supplement the efforts of line departments in managing solid waste at tourist sites in the state. Some of the key initiatives undertaken by the Directorate include:

Capacity Building:

- Regular training programs and workshops are conducted for local authorities, tourism stakeholders, and communities on solid waste management best practices, including waste segregation, composting, and recycling techniques.
- Awareness campaigns like "Clean Manipur, Green Manipur" and "Reduce, Reuse, Recycle" are also organized.

Infrastructure Development:

- Installed dustbins and Plastic Bottle Banks for non-recyclable waste and collection of Pet Bottles important tourist destinations, including Loktak Lake, and Siroi Hills with the following specifications:
    - Material Recovery Facility is set up at Sendra in Bishnupur District for Segregation of waste into recyclable and non-recyclable materials as demonstration.

Waste Recycling:

- Public-private partnerships are being established with local NGOs and private companies to promote waste recycling initiatives.

2. Assessment of Carrying Capacity:

Assessment Underway:

Comprehensive assessment of carrying capacity is being conducted at key tourist destinations, evaluating factors such as environmental impact, infrastructure and visitor management, in collaboration with various line departments.

3. Monitoring System for Tourist Influx and Environmental Impact:

Air and Water Quality Monitoring:

- Set up air quality monitoring stations in Imphal and planning to install in major tourist destinations for testing parameters such as PM2.5, PM10, NO_2, O_3 etc.
- Testing water quality parameters including pH, BOD, COD, TSS in selected Rivers, Lakes and Streams.

Impact Assessment:

- Conducting regular Environmental Impact studies using Air and Water quality, Waste generation, Visitor management etc.
- Developing strategies to mitigate adverse impacts in consultation with local communities and stakeholders including Environmental Management Plans, Sustainable Tourism Plans.

1190

Annexure XI

Submission of the Compliance of Order/direction dated 30.01.2025 passed by the Hon'ble National Green Tribunal in OA No. 475/2024 and OA No.178/2022-reg.

Mountain Division < mountaindiv-moefcc@gov.in >

Tripura State Pollution Control Board < tripuraspcb@gmail.com >

Wed, 31 Dec 2025 3:14:53 PM +0530

To "mountaindiv-moefcc"<mountaindiv-moefcc@gov.in>,"mountaindiv_moefcc" <mountaindiv_moefcc@gov.in>,"SUSAN GEORGE"<susan.george@nic.in>

Cc "prsecyste"<prsecyste@gmail.com>

Respected Sir/Madam,
In compliance with the Direction dated 30.01.2025 passed by the Hon'ble National Green Tribunal in O.A No. 475/2024 and OA No. 178/2022 and in pursuance to the communication received from the MoEFCC, GoI, please find attached herewith the Status Report on implementation of recommendations made in the EATIHR in respect of their State of Tripura for kind information please.

--

With Best Regards,
MS, TSPCB
Tripura State Pollution Control Board
Parivesh Bhawan, P. N. Complex
PO- Kunjaban, Agartala, 799006
West Tripura

Virus-free.www.avast.com

1 Attachment(s)

ATR NGT OA 178 475 Tripura.…
8.4 MB

ACTION TAKEN REPORT OF THE STATE OF TRIPURA IN COMPLIANCE WITH THE DIRECTION DATED 30.01.2025 PASSED BY THE HON'BLE NATIONAL GREEN TRIBUNAL, PRINCIPAL BENCH, NEW DELHI IN M.A. NO.14/2024 IN O.A. NO. 178/2022 ALONGWITH O.A. NO.475/2024.

SUBMITTED BY:

THE STATE OF TRIPURA

ACTION TAKEN REPORT OF THE STATE OF TRIPURA IN COMPLIANCE WITH THE DIRECTION DATED 30.01.2025 PASSED BY THE HON'BLE NATIONAL GREEN TRIBUNAL, PRINCIPAL BENCH, NEW DELHI IN M.A. NO.14/2024 IN O.A. NO. 178/2022 ALONGWITH O.A. NO.475/2024.

Background:

Hon'ble National Green Tribunal, Principal Bench, New Delhi has passed an Order dated 30.01.2025 in M.A. No. 14/2024 in Original Application No.178/2022 in the matter arising out from news item published in The Hindu Dated 27 Feb 2022 Titled "*Tourism has brought economic prosperity to the Himalayan Region but the environmental cost has been catastrophic*" alongwith Original Application No. 475/2024 arising out from the news item titled "Mountains of plastic are choking the Himalayan States" appearing in The Hindu dated 04.03.2024.

Original Application No. 475/2024 was registered suo motu on the basis of the news item disclosing that the "Mountains of plastic are choking the Himalayan States". The news item was in respect of deposition and accumulation of microplastic in the Himalayan Mountains, rivers, lakes and streams. It discloses that these microplastics can be trapped in glaciers for a long time and get released into rivers during snow melting. It further states that the Indian Himalayan Region is a critical source of water in the subcontinent, feeding several major rivers of India including the Indus, Ganges and Brahmaputra River systems and that unscientific plastic disposal is causing soil and water pollution in the Indian Himalayan Region and impacting its biodiversity, which is having an adverse impact on the fresh water sources on which the communities downstream depend.

The OA No. 178/2022 was also registered based on the media report disclosing that there was huge damage to the environment in the eco- sensitive Himalayan States of India on account of unregulated tourism activities. The news item disclosed that while tourism generates huge income and employment, it also results in the generation of huge waste that is not scientifically handled causing damage to the fragile eco-system of Himalayas. It alleges absence of requisite facilities to remediate the waste in a scientific manner and the resultant hillocks of garbage in the peripheries of the cities in that region resulting in release of harmful toxic gases in the atmosphere, contamination of ground water due to the formation of leachate and air pollution due to open burning of waste.

The connected matter, MA No. 14/2024 in OA No. 178/2022 has been registered based on the status report submitted by the Ministry of Environment, Forest and Climate Change (MoEF&CC), Govt. of India in pursuance to the order dated 09.03.2022 passed in OA No. 178/2022.

In pursuance to the direction of the Tribunal dated 09.03.2022 passed in OA No. 178/2022, a study has been undertaken by the G.B. Pant National Institute of Himalayan Environment, Almora in this connection. Accordingly, the Ministry of Environment, Forest & Climate Change, Govt. of India has filed the report titled "Environmental Assessment of Tourism in the Indian Himalayan Region (EATIHR)" before the Tribunal. In the EATIHR, the data and findings pertaining to different Himalayan States have been incorporated alongwith recommendations. In terms of State of Tripura, the following recommendations were made:

- *Data related to tourist visits to protected areas is yet to be documented through close monitoring. A sound management plan for conservation and management of these protected areas is highly needed.*
- *Study on impact of tourists' influx on biodiversity is almost lacking in the state which is an important element for understanding the future implications of tourism and developing action plan accordingly.*
- *Some facility for processing of garbage exists (e.g. Debendra Chandra Nagar Dumpyard), but proper scientific and sufficient information about processing should be generated.*
- *Awareness about the values of biodiversity and conservation practices should be promoted among the tourists. The State should promote the use of electric vehicles.*

Subsequently, the Hon'ble NGT in its Order dated 30.01.2025 has directed that:

> "*Hence, we dispose of these MA and OA requiring the Chief Secretaries/Administrative Head of the States and UTs of IHR to monitor and ensure the full, effective and timely implementation of recommendations made in the EATIHR in respect of their State/UT. The compliance report will be submitted by the Chief Secretary/Administrative Heads of the States and UTs to the Secretary, MoEF&CC by 31.01.2026, who in turn will ensure submission of collated compliance report before the Registrar General of the Tribunal by 31.03.2026. If it is found necessary, the matters will be listed again before the Tribunal for consideration*."

Now, in compliance with the direction of the Hon'ble NGT in these instant matters, the State of Tripura has taken all necessary actions and the action taken report against the each recommendation as mentioned in the Environmental Assessment of Tourism in the Indian Himalayan Region (EATIHR) Report is furnished below.

ACTION TAKEN REPORT

1. Recommendation of EATIHR Report:

"Data related to tourist visits to protected areas is yet to be documented through close monitoring. A sound management plan for conservation and management of these protected areas is highly needed."

Action Taken by the State:

The State of Tripura has taken necessary action in compliance with the direction of the Hon'ble NGT. The Conservation and Management Plan of the protected areas of the State were in place for the year 2014 to 2023. The said Conservation and Management Plans are being upgraded covering 2024 to 2033. The status report in tabular form is furnished below:

Sl. No.	Name of the Protected Areas	Status of Management Plan
1.	1. Sepahijala Wild Life Sanctuary and Clouded Leopard National Park 2. Trishna Wild Life Sanctuary 3. Gumati Wild Life Sanctuary 4. Rowa Wild Life Sanctuary	Conservation and Management Plan of Sepahijala Wild Life Sanctuary, Trishna Wild Life Sanctuary, Gumati Wild Life Sanctuary and Rowa Wild Life Sanctuary is (2014-2023) lapsed; Preparation of Conservation and Management Plan for next 10 years, i.e. for 2024-2033 (Zonal Master Plan) is under process.

Data for Eco-Tourism sites are furnished in tabular for below:

Sl. No.	Name of the Eco-Tourism Sites	No. of Sites
1	Sepahijala Wild Life Sanctuary and Clouded Leopard National Park	1
2	Sepahijala Zoological Park	1
3	Unakoti	2
4	Gomati	2
5	South	11
6	Khowai	1
7	North	2

8	Tripura Park and Garden Society	3
		Total : 23 Nos.

Visitors Tourist Inflow:

Sl. No.	Name of the Eco-Tourism Sites	Number of Visitors/Tourists				
		2020-21	2021-22	2022-23	2023-24	2024-25
1	Sepahijala Wild Life Sanctuary and Clouded Leopard National Park	95618	92531	110707	117332	132075
2	Sepahijala Zoological Park	88392	99993	137412	161923	159116
3	Unakoti	10809	16897	20009	21648	21553
4	Gomati	27452	32153	42123	46176	40317
5	South	60855	46038	75493	67850	76185
6	Khowai	33390	32958	33289	41064	29017
7	North	4443	8065	16285	166881	13920
8	Tripura Park and Garden Society	170634	232486	352950	331220	294868
Total		491593	561121	788268	804108	767051

Revenue Collected:

Sl. No.	Name of the Eco-Tourism Sites	Revenue Collected				
		2020-21	2021-22	2022-23	2023-24	2024-25
1	Sepahijala Wild Life Sanctuary and Clouded Leopard National Park	3013644	2903710	3235670	3351638	3708917
2	Sepahijala Zoological Park	1977350	2225040	3087670	3662320	3655060
3	Unakoti	119180	163550	195635	217805	225415
4	Gomati	375210	383540	478820	870595	878975
5	South	794753	629620	982495	1190180	1221255
6	Khowai	667800	659160	665760	897340	599700

7	North	54890	86330	181530	187300	149100
8	Tripura Park and Garden Society	11784670	2598207	3841880	3562560	3137540
Total		8787497	9649157	12687480	13939738	13575962

2. Recommendation of EATIHR Report:

"Study on impact of tourists' influx on biodiversity is almost lacking in the state which is an important element for understanding the future implications of tourism and developing action plan accordingly."

Action Taken by the State:

In the State of Tripura, the Government has constituted the Tripura Tourism Development Corporation Limited to look after the tourist related issues. It has been noticed that the domestic tourist arrivals and foreign tourists arrivals since 2009-10 to 2024-25 have been increased manyfold. Tourism activities are carried out within the broad parameters of ecotourism guidelines issued by the Government from time to time.

Data sheet of Overall Tourist Visit:

Year	No. of Tourist Visited		
	Domestic	Foreign	Total
2003-04	260403	3684	264087
2004-05	267023	2847	269870
2005-06	222200	3091	225291
2006-07	229621	3177	232798
2007-08	243527	3358	246885
2008-09	245745	3410	249155
2009-10	320931	4763	325694
2010-11	354006	5290	359296
2011-12	359731	6550	366281
2012-13	358625	7817	366442
2013-14	359995	15376	375371
2014-15	361581	29086	390667
2015-16	363828	35619	399447
2016-17	380578	39229	419807

2017-18	403394	80094	483488
2018-19	416860	112955	529815
2019-20	431142	154993	586135
2020-21	74344	01	74345
2021-22	196820	36	196856
2022-23	249712	35124	284836
2023-24	469328	74791	545299
2024-25	627705	79468	707173

Further, in compliance with the Direction dated 09.03.2022 passed by the Hon'ble NGT in OA No. 178/2022, an Action Plan for Mitigation Measures to Offset the Adverse Impact of Tourism Activities on the environment of the State of Tripura has prepared and presently under implementation. The said Action Plan has been submitted to the Ministry of Environment, Forest & Climate Change, Government of India on 01.11.2023. Copy of the said Action Plan is enclosed herewith as **Annexure-A.**

In addition, in compliance of the Order passed by Hon'ble National Green Tribunal, PB, New Delhi in OA No. 462/2018, a "Joint Committee" has been constituted to undertake carrying capacity assessment of Eco Sensitive areas in the State & other related works. In the first instance, the Sepahijala Wildlife Sanctuary has been selected for assessment of the Environmental Carrying Capacity of the eco sensitive areas and subsequently, "Rapid Assessment of Environmental Carrying Capacity of Eco-Sensitive Zone of Sepahijala Wildlife Sanctuary in Tripura" has been conducted through NEERI, Nagpur.

3. Recommendation of EATIHR Report:

> *"Some facility for processing of garbage exists (e.g. Debendra Chandra Nagar Dumpyard), but proper scientific and sufficient information about processing should be generated."*

Action Taken by the State:

Tripura is a small hilly north eastern State of the country. There are 20 (twenty) Urban Local Bodies (ULBs) in the State. Agartala Municipal Corporation (AMC) is the biggest ULB in the state and it has 5.80 Lakhs (Approx.). Other ULBs are very smal;l in size and having population ranging from 7000 to 50000. State Government has set up a goal of achieving 100% Solid Waste Management in urban areas and achieved the same. The activities involved are 100% Door to Door waste collection and Source Segregation

from the door step of households from the residential areas and market places, Processing of Solid Waste (Dry & wet) and remediation of Legacy Waste also in the urban areas. Decentralised Solid Waste Treatment facilities including Material Recovery facilities have been set up in each ULBs upto Municipal Ward level. The State fully complying with the provisions of the Solid Waste Management Rules. Further, the State has framed Policies and constituted different High-Power Committees to strengthen the statutory framework.

Statutory Framework:

- Tripura Municipal Solid Waste (Management & Handling) Cleanliness and Sanitation Rules, 2019 framed. In addition, Tripura Solid Waste Management Policy was also framed in the year 2018.
- The Tripura Construction and Demolition Waste Management Policy, 2019 has been formulated.
- State Level, District Level and ULB Level Monitoring Committee have been formed.
- Plastic Waste Management Rules (Amended 2021) adopted.
- Special Task Force to monitor enforce Single Use Plastic ban is formed and raid are being conducted by the ULBs.
- Padmashree, Miss Dipa Karmakar, Gymnast appointed as Brand Ambassador of Swachh Bharat Mission- Urban.

Status Report on Solid Waste Management in 20 ULBs of Tripura

A. Waste Generation and Processing:

- Total Waste Generation: 352.75 TPD
- Total Processing Capacity: 537.1 TPD (includes both centralized and decentralized facilities)
    - Tertiary Solid Waste Processing at ULB level (19 Facilities-equipped to process both Dry and Wet waste): 446 TPD Capacity
    - Decentralized Composting Pits: 53.81 TPD Capacity
    - Household-level Wet Waste Utilization by Cattle: 37.29 TPD Capacity

B. Infrastructure Available:

- 19 Integrated Solid Waste Processing Facilities established across 20 ULBs, with Agartala and Dharmanagar having the highest capacities.
- 85 Functional Segregation Sheds for dry waste sorting and storage.

- 269 Compost Pits (Ward/Market Level) and 794 Tertiary-Level Compost Pits developed for decentralized wet waste management (total 1063 pits with capacity 53.81 TPD).
- Bishalgarh MC utilizes the processing facility of Agartala MC, and Jirania NP uses the facility of Ranirbazar MC due to land unavailability.

C. Collection and Transportation:

- 100% Door-to-Door collection in all ULBs through Women Self Help Groups (WSHGs) using tricycles, e-rickshaws, and auto hoppers.
- Segregation at source (wet and dry) is being implemented across all ULBs.

D. Legacy Waste Management:

- Legacy waste remediation completed in 13 ULBs, certified by CSIR-NEERI.
- No legacy waste exists in the remaining ULBs (Kamalpur, Bishalgarh, Mohanpur, Ranirbazar, Jirania and Teliamura).
- Total 15.42 acres of land reclaimed through scientific biomining.

Solid Waste Generation and Capacity of 19 Existing Waste Processing Facility

SL	Name of ULB	Population (2024-25)	Solid Waste Generation (2024-25) (In TPD)	No. of Processing Facility	Existing Processing capacity (In TPD)	Processing Capacity (In TPD)	
						Wet	Dry
1	Agartala MC	581698	248.07	2	275 (250+25)	150.0	125.0
2	Dharmanagar MC	49722	14.36	1	15	6.0	9.0
3	Panisagar NP	11371	2.6	1	10	3.5	6.5
4	Kailashahar MC	24940	7	1	10	3.5	6.5
5	Kumarghat MC	15223	4.5	1	10	3.5	6.5
6	Kamalpur MC	13276	3.83	1	6	2.5	3.5
7	Mohanpur MC	20145	5.63	1	10	2.5	7.5
8	Ranibazar MC	17705	5.11	1	10	3.0	7.0
9	Udaipur MC	39088	9.4	1	10	4.5	5.5
10	Amarpur NP	12302	3.6	1	10	2.5	7.5
11	Khowai MC	23563	6.91	1	10	2.5	7.5
12	Teliamura MC	25134	7.5	1	10	3.0	7.0

13	Melagarh MC	20089	5.71	1	10	3.5	6.5
14	Sonamura NP	13166	3.1	1	10	2.5	7.5
15	Santirbazar MC	16185	3.28	1	10	2.5	7.5
16	Belonia MC	21444	4.9	1	10	3.0	7.0
17	Sabroom NP	6954	2	1	10	3.0	7.0
18	Ambassa MC	16127	4.52	1	10	2.5	7.5
19	Bishalgarh MC	23191	6.8	0	0	-	-
20	Jirania NP	13768	3.92	0	0	-	-
Total		**965091**	**352.75**	**19**	**446**	**204.0**	**242.0**

ULB wise number of segregation sheds are tabulated below:

Facility	Name of facility	Name of the ULB	Number	Present Status
De-centralized Secondary Segregation Centres	Segregation Sheds (Only segregation of dry waste into various categories is done by Women SHGs)	Agartala MC	16	All are functional
		Bishalgarh MC	2	
		Kamalpur NP	3	
		Dharmanagar MC	3	
		Panisagar NP	3	
		Kailashahar MC	3	
		Kumarghat MC	4	
		Ambassa MC	4	
		Khowai MC	6	
		Teliamura MC	6	
		Ranirbazar MC	3	
		Jirania NP	3	
		Santirbazar MC	3	
		Mohanpur MC	5	
		Sabroom NP	5	
		Melaghar MC	3	
		Sonamura NP	3	
		Udaipur MC	3	
		Amarpur NP	3	
		Belonia MC	4	
Total			**85 nos.**	

The aforesaid segregation sheds are scattered in different municipal wards in the State.

Additional Composting Pits:

ULB Wise Additional Composting Pit Operationalised					
Sl. No.	Name of ULBs	Ward Level		Tertiary Level	
		Total Pits Constructed (In nos.)	capacity in TPD	Constructed (In nos.)	capacity in TPD
1	Ranibazar MC	13	0.66	30	1.52
2	Santirbazar MC	15	0.76	28	1.42
3	Sabroom NP	5	0.25	0	0.00
4	Sonamura NP	13	0.66	23	1.16
5	Kamalpur NP	12	0.61	42	2.13
6	Khowai MC	15	0.76	66	3.34
7	Teliamura MC	15	0.76	56	2.84
8	Ambassa MC	15	0.76	36	1.82
9	Amarpur NP	13	0.66	25	1.27
14	Belonia MC	17	0.86	6	0.30
10	Melagarh MC	10	0.51	28	1.42
11	Udaipur MC	23	1.16	93	4.71
12	Dharmanagar MC	25	1.27	142	7.19
13	Bishalgarh MC	15	0.76	20	1.01
15	Jirania NP	11	0.56	43	2.18

16	Mohanpur MC	15	0.76	52	2.63
17	Kumarghat MC	15	0.76	45	2.28
18	Kailashahar MC	17	0.86	59	2.99
19	Panisagar NP	5	0.25	0	0.00
Total		**269**	**13.62**	**794**	**40.20**

ULB wise summary of Legacy Waste Remediation of 13 ULBs

S.N	Name of ULB	Estimated Quantity (In MT)	Area (Acre)	Starting Date of Biomining	Completion date of Biomining	Total land recovered (In acre)	Reuse of remediated land
1	Melaghar	11770	0.65	19-10-2023	08-04-2024	0.65	Plantation
2	Sonamura	24771	0.40	01-02-2024	10-05-2024	0.40	Plantation
3	Amarpur	15530	2.37	01-01-2024	28-04-2024	2.37	Plantation
4	Udaipur	25660	1.48	22-08-2023	21-11-2024	1.48	Plantation
5	Sabroom	12029	0.69	06-03-2023	15-08-2023	0.69	Plantation
6	Santirbazar	8571	0.88	24-05-2023	17-11-2024	0.88	Forestation by Planting trees
7	Belonia	19706	4.00	11-01-2023	28-01-2024	4.00	Plantation
8	Ambassa	5399	0.80	14-06-2023	09-11-2023	0.80	Plantation
9	Khowai	9340	1.00	24-05-2023	11-09-2023	1.00	Plantation
10	Kumarghat	5248	0.45	31-12-2022	24-01-2024	0.45	Plantation has been done
11	Kailashahar	36510	1.00	09-01-2023	28-11-2024	1.00	Setting-up for STP
12	Dharmanagar	52215	1.50	02-08-2023	27-01-2025	1.50	Setting up of SWM Facility and Plantation
13	Panisagar	3083	0.20	01-06-2023	20-08-2023	0.20	Plantation
Total		**229832**	**15.42**			**15.42**	

4. Recommendation of EATIHR Report:

"Awareness about the values of biodiversity and conservation practices should be promoted among the tourists. The State should promote the use of electric vehicles."

Action Taken by the State:

Promoting biodiversity awareness and the use of electric vehicles (EVs) are key components of sustainable tourism strategies, actively encouraged by both National and state Governments in India. Some of the District wise widely celebrated awareness activities in tourist sites are tabulated below:

Sl. No.	Name of Tourist Sites	Awareness Activities Taken up Every Year
1	Sepahijala Wild Life Sanctuary and Clouded Laopard National Park	Celebration of Wildlife Week, Clouded Leopard Day, World Environment Day
2	Sepahijala Zoological Park	Celebration of Wildlife Week, Clouded Leopard Day, World Environment Day, Vaccination of Domestic Animals Day, etc.
3	Unakoti	Ek Ped Maa Ke Naam, Wildlife Week Celebration, World Environment Day
4	Gomati	Ek Ped Maa Ke Naam, Wildlife Week Celebration, World Environment Day
5	South	Ek Ped Maa Ke Naam, Wildlife Week Celebration, World Environment Day
6	Khowai	Ek Ped Maa Ke Naam, Wildlife Week Celebration, World Environment Day, World Elephant Day
7	North	Ek Ped Maa Ke Naam, Wildlife Week Celebration, World Environment Day

8	West	Ek Ped Maa Ke Naam, Wildlife Week Celebration, World Environment Day, World Bio Diversity Day.

Further, the State has its own adequate quantity of Natural Gas and most of the urban towns are having facilities of CNG Stations to promote cleaner fuel. Further, E-Rikshw and E-vehicles are also very popular in the State of Tripura. The State The tourist spots are also having the facilities of the CNG-Vehicles and E-vehicles. Moreover, some of the tourist places have also installed Solar Power Plants to meet the energy requirement. Further, the State has also notified the Tripura's Electric Vehicle (EV) Policy, adopted in 2022, aims to transition the State's transportation sector to electric mobility to reduce pollution and improve energy security

GOVERNMENT OF TRIPURA
DEPARTMENT OF SCIENCE, TECHNOLOGY& ENVIRONMENT.
AGARTALA, WEST TRIPURA .

No.F.18(28)/TSPCB/178/ 6570 -72 **November 01, 2**

To
The Scientist-G/Advisor
Ministry of Environment, Forest and Climate Change
Indira Pariyavaran Bhawan, Jor Bagh Road, Aliganj, New Delhi-110003.

Sub.: Submission of Action Plan for mitigation measures to offset the adverse impact of tourism activities on the environment of the State of Tripura in compliance with the Order dated 09.03.2022 passed by the Hon'ble National Green Tribunal in OA No.178/2022.
Ref: DO letter No. 33/01/2023-CS-I dated 17.07.2023

Sir,

This refers to your DO letter on the subject cited above. In compliance with the Order dated 09.03.2022 passed by the Hon'ble NGT in O.A No.178/2022, please find enclosed herewith the Action Plan for mitigation measures to offset the adverse impact of tourism activities on the environment of the State of Tripura for kind information and necessary action.

Yours Sincerely,

Enclosed: As stated

01/11/2023

(Animesh Das, IAS)
Director
Science, Technology & Environment
Govt. of Tripura

Copy to:

i) PPS to the Chief Secretary to the Govt of Tripura for kind information of the Chief Secretary.
ii) PS to the Principal Secretary to the Govt of Tripura, Science, Technology & Environment Department for kind information of the Principal Secretary.

ACTION PLAN ON MITIGATION MEASURES TO OFFSET THE ADVERSE IMPACT OF TOURISM ACTIVITIES ON THE ENVIRONMENT OF THE STATE OF TRIPURA

सत्यमेव जयते

[In Compliance of the Directions of Hon'ble National Green Tribunal Order dated 09.03.2022 in connection with OA No. 178 of 2022]

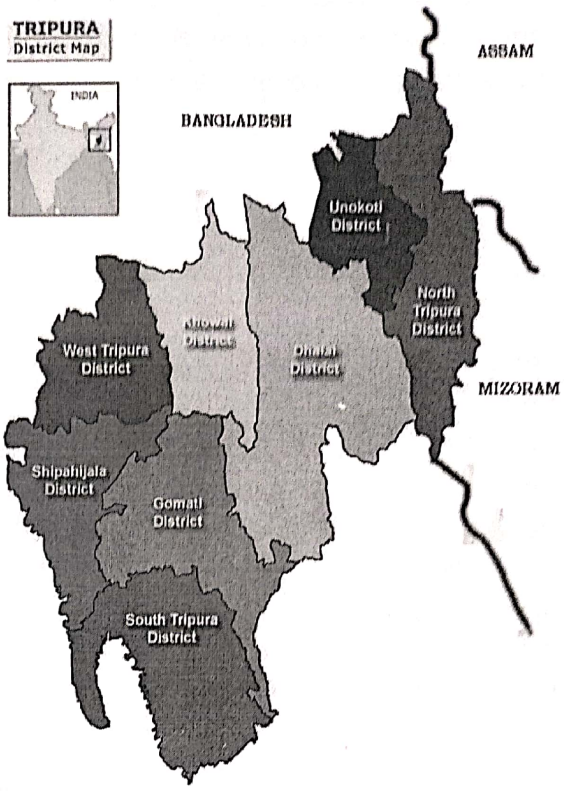
Submitted by:

Tourism Department

TRIPURA

1. STATE PROFILE:

Tripura is the third smallest State in India, with geographical area of about 10,491 Km2. The topography of the State is characterized by hill ranges, valleys and plains. The prominent hill ranges are Baramura, Atharamura, Longtharai, Shakhan and Jampui. Tripura has a number of rivers originating in the hills of the State and flowing across the State before entering Bangladesh. The network of rivers includes Khowai, Dhalai, Manu, Juri and Longai flowing towards the North, while Gumti flows to west and the Muhuri and Feni to the south-west. About 74% of population lives in Rural areas. The people of the Scheduled Tribes (ST) comprise about 31.00% (Approx.) of the population.



The State has total recorded forest area of 6,294 sq. km, which is about 60.02% of its geographical area. However, total forest cover after taking into account the tree cover in non-forest areas, works out to 73.68% as per FSI Report, 2017. The State is extremely rich in bio- diversity. As per Census-2011, Tripura had a population of 36,73,917 persons. The population density of Tripura in 2011 was 350 persons per sq.km.

The State is organized in 8 Districts and 23 Sub-Divisions. The Rural Areas are organized in 58 Blocks and the Urban Areas have 20 Urban Local Bodies (Municipal Corporations/ Councils/ Nagar Panchayats). In Rural Areas, there are total 1,178 elected bodies (591 Gram Panchayats/ 587 Village Committees). Among the Urban Local Bodies, Agartala Municipal Corporation is the largest with total population of more than 4 lakhs as per Census-2011. In other urban local bodies, the population ranged between 7,000 to 41,000.

Tripura is primarily an agrarian State, with about 50% of the population depending on agriculture and allied activities. The industrialization process has suffered due to geographical disadvantages.

Since the State has large forest cover, with rich flora and fauna and a relatively cleaner environment, the State is placing a lot of emphasis on promoting Eco-tourism. The most valuable natural resource of the State is Natural Gas. The State currently has 1,000 MW of gas-based Power Plants. Natural Gas is also being used for cooking, as CNG for vehicles and as a fuel for the industrial units (instead of coal or diesel). This is also helping in controlling pollution. The beauty of the erstwhile princely state of Tripura

stands from the splendour of its natural setting and its dazzling heritage. This panoramic tiny state is inhabited by 19 ethnic tribes. Tripura is blessed with its scenic beauties, historic palaces, rock-cut carvings, stone sculptures, museums, breath-taking verdant hills, Buddhist and Hindu holy places and bio-diversity treasure-troves of wildlife sanctuaries.

2. Background:

Hon'ble National Green Tribunal has passed an Order dated 09.03.2022 in Original Application NO.178/2022 based on the News Item published in The Hindu dated 27.02.2022 titles "Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic". This matter has been taken up in light of the media report to the effect that there is huge damage to the environment in eco sensitive Himalyan States of India on account of unregulated tourism activities, which needs to be regulated and checked to effectuate the Sustainable Development principle. In this Judgement, the Hon'ble NGT has directed to prepare an Action Plan on mitigation measures to offset the adverse impact of tourism activities on the environment of the state of Tripura.

3. Major Tourist Destinations of Tripura:-

The religious spots and temples in Tripura include Tripura Sundari Temple, Unakoti, Fourteen Goddess Temple, Bhuvaneswari Temple, Vishnu temple, Nager Dol, Hari temple, Gopinath Temple, Mahamuni Pagoda and Benuban vihar, among others. The Jampui hill, Sepahijala Wildlife Sanctuary, Rowa Wildlife Sanctuary, Trishna Wildlife Sanctuary, and Eco Parks add to the attraction of the state in terms of its nature and wildlife sanctuaries.

- **Wildlife & Eco Tourism:-**Sepahijala Wildlife Sanctuary, Baramura Eco Park, Tepania Eco Park, Khumulwang Eco Park etc.
- **Heritage Tourism Sites**:-Tripura State Museum, Ujjayanta Palace, Neermahal (Ramsar Site) etc.
- **Religious Tourism:** Tripura Sundari Temple, Chaturdash Devta Temple, Kasba Kali Temple, Gedu Mia Maszid, Mahamuni Pegoda, Venuban Bihar
- **Archaeological Sites:** Unakoti, Pilak and Boxanagar Archaeological Sites
- **Nature & Adventure Tourism:** Jampui Hill, Chabimura, Dumboor Lake.

Scanned with OKEN Scanner

The state has taken special initiative in involvement of people in management of forests in territorial Divisions and Wildlife Sanctuaries through formation of joint forest management Committees (JFMCs) and eco development committees (EDCs) respectively. In comparison to the other States of North Eastern Himalayan Region , the annual footfall in Tourists though has seen a considerable increase in number, yet due to abundant of biodiversity and various steps taken up by the State Government to present the highly rich ecological balance of the State the biodiversity and ecological balance of the environment is still undisturbed.

Tourist Footfall:

Year	No. of Tourist (over night visit)		
	Domestic	Foreign	Total
1	2	3	4
2020-2021	74344	01	74345
2021-2022	196820	36	196856
2022-2023	249712	35124	284836

Description of Major Tourist Destinations of Tripura

Ujjayanta Palace:

The gleaming white Ujjayanta Palace located in the capital city of Agartala evokes the age of Tripura Maharajas. The name Ujjayanta Palace was given by Nobel Laureate Rabindranath Tagore. This Palace was built by Maharaja Radhakishore Manikya in 1901 A.D; this Indo-Saracenic building is set in large Mughal-style gardens on a lake front. The palace has three domes each 86 feet high stunning tiles floor curved wooden ceiling and wonderful crafted door decor.

Neermahal Water Palace

Neermahal literally means Water Palace. The place is a picturesque fairytale Royal mansion located in the middle of the Rudrasagar Lake which is 53 km South of Agartala. Maharaja Bir Bikram Kishore Manikya built the palace in 1930 A.D as his summer residence being inspired by Mughal Style of Architecture. Viewing Neermahal from the back of Rudrasagar reminds one of the famous and enchanting 'Jagniwas Palace' in Pichola Lake at Udaipur, Rajasthan. It is a fascinating sight to view the reflection of the palace on the placid water of the Rudrasagar Lake.

Bhubaneswari Temple

Bhubaneswari Temple (55 km from Agartala) located on the eastern fringe of Udaipur town by the bank of river Gomati. To reach the Temple one has to cross over Gomati River. Bhubaneswari Temple is now under the control and supervision of the Archaeological Survey of India. Maharaja GovindaManikya (1660-1676) built the Temple. This Temple is immortalized in Rabindranath Tagores famous plays known as Rajarshi and Bisarjan.

Tripura Sundari Temple

One of the most important and much venerated attraction of Tripura is the ancient temple of Matabari or Tripurasundari temple located on a hill-top 5 KM from the main town at Udaipur. Maharaja DhanyaManikya constructed the temple in 1501A.D. Tripurasundari temple occupies a place of distinction among all the Hindu religious shrines as it earns special veneration on account of being one of 51 Peethas of Hindu Centre of worship and submission. Goddess *Tripurasundari* is an *avatar* of the Goddess *Parvathi*, the consort of Lord Shiva. The temple consists of square shaped sanctum designed in the model of typical rural Bengal hut.

Forteen Goddess Temple

Old Agartala is 6km away from the present Capital City of Agartala where the Temple of fourteen Gods is located. On the occasion of the special puja of the Fourteen Gods known as 'Kharchi Puja', a grand mela or fair is held for 7 days in and around the Old palace. It is a popular religious shrine where thousands of devotees across the country assemble to celebrate Kharchi Festival with great pomp.

Kasba Kali Temple

This popular Shakti Shrine is 31 away from Agartala and is located beside the international border of our neighbouring country, Bangladesh. The serene lake in front of the temple ads to the enigmatic charm of this place. Although Maharaja KaliyanManikya started the work, Maharaja DhanyaManikya ultimately built this temple in the late 15th century.

Unakoti Archaeological Site

It is 'Shaiba' (Saivite) pilgrimage and dates back to 7th – 9th centuries if not earlier.The marvellous rock carvings, murals with their primitive beauty, waterfalls are not to be missed. Unakoti means one less than a crore and it is said that these many rock cut carvings are available here. As per Hindu mythology, when Lord Shiva was going to Kashi along with one crore gods and goddesses he made a night halt at this location. He asked all the gods and goddesses to wake up before sun rise and proceed for Kashi.

Jampui Hill

It is situated about 220 Km. away from Agartala and is the highest hill range in the state bordering Mizoram. This permanent seat of eternal spring is situated at an altitude of 3000' above sea level. Jampui is famous for its charming landscape and bracing climate. The excellent climatic condition, green forests, beautiful orange garden, view of rising and setting sun are wonderful sights for tourists.

Action Taken by the State as mitigation measures to offset the adverse impact of Tourism activities on the environment till date:

- **Action Taken for combating Air Pollution: -**

In almost all the Tourist destinations, Battery Operated Vehicles (BOVs) have been arranged so that pollution from emission of toxic gases from the fossil fuels generating in the periphery of the tourist destinations can be checked and minimized. In Sepahijala sanctuary, tourist destination, where the average vehicles visiting a day during peak seasons varies from 400-500 nos., all such vehicles are parked outside the sanctuary area in the picnic ground while the visitors were allowed to enter the sanctuary area by the BOV's. Steps have been taken up to procure e-vehicles for a much cleaner environment in future in consultation with State Government. The same battery operated vehicles are being placed in other tourist destinations like Ujjayanta Palace, Agartala, International Check Post, Agartala and Durgabari Tea Tourism Destinations.

- **Action Taken for combating Noise Pollution: -**

Proper traffic system is being followed in the tourist spots. Music system of high decibel sound is totally prohibited inside any tourist destination site to mitigate sound pollution which may affect particularly the wild animal viz. Sepahijala Wildlife Sanctuary, Trishna, etc. In addition, proper monitoring through dedicated guards are being taken to check the noise pollution.

- **Action Taken for combating Water Pollution: -**

To mitigate water pollution inside the tourist spots, adequate quantities of Public Toilets with septic tanks have been set up. No big commercial activities are allowed inside and periphery of the tourist spots to prohibit discharging of any type of liquid waste which may further contaminate natural water resources. Moreover, Hotels / Motels are also equipped with proper liquid waste treatment plants.

➢ **Other Activities Taken up as mitigation measures includes: -**

1. In all the Urban local bodies, women SHG's are engaged in large number who collects the biodegradable as well as non-biodegradable wastes for segregation, processing and recycling in secondary and tertiary centres. While the dry and wet biodegradable wastes are being processed in those centres for production of compost using vermibeds, non-biodegradable wastes like plastic bottles, caps etc are transformed into pallets by crusher machines and recycled.
2. In the Religious Tourists Sites like Mata Tripureswari temple, Kasba Kali Bari Temple, Gunabati Group of Temples etc. , flowers/leaves offered by the pilgrims/devotees in large numbers every day. They are the major types of Solid Waste of the Religious Tourists Sites. Steps have been taken up for collection of the above wastes by engaging NGO's or SHG's, and these bio-degradable wastes are converted into compost in the Tertiary Treatment plants and thus after packaging, sold in the local markets.
3. To encourage the visitors for not carrying single use plastic bottles inside any tourist destinations of the State, water ATM's are proposed to be set up by the Department of Tourism in consultation with the State Government.
4. Neermahal Water Palace at Sepahijala District has recently been declared as RAMSAR site by the Wetland Authority of India and the Tourism Department is working to protect the aquatic environment, the fishes and the flora and Fauna. Steps are being taken up in consultation with the State Government to procure E-boats, battery operated Boats in place of motorized boats which runs in fuel so that the air pollution can be minimized. In the wetlands of Neermahal, Siberian and other Migratory birds visits in large numbers throughout the year.
5. Tourism Department is organizing cleanliness drive in different Tourist Destinations on regular basis. In 2021-2022 & 2022-23 Tourism Department had conducted cleanliness drives at Neermahal Palace, Ujjayanta Palace, Matabari, Chabimura, Dumboor (NarkelKunja), and Jumpui Hills, with a view to target overall cleanliness of dry & wet waste, and maintaining health and hygiene. In almost all Tourist destinations, plastic bins were given for waste segregation and disposal, which later were collected and processed scientifically by engaging SHG's/NGO's.

6. Tourism Department has organized awareness programme like seminar, group discussions etc from time to time to make the above destinations clean and single use plastic free. Tripura has banned the use of single use plastics vide No. F.8(30)/DSTE/ENV/Pt-V/5665-5836 dated 03-08-2022. Apart from these, Sewerage treatment plants and providing of iron wire mesh at the exit point of major drains were carried out so as to collect the non-degradable wastes for entering into the rivers or streams, such wastes are later on periodically collected by the NGO's/SHG's and recycled and processed accordingly. Facility of dustbins has also been made available in all the important Tourist Destinations by Tourism Department. Secondary and Tertiary treatment plants are being constructed by the Urban Local Bodies to segregate disposable and non-degradable wastes. Strict regulations are being enforced at the boating ghat by deploying trained staffs to put a check and aware the visitors to prevent single use of plastic bottles before entering the Neermahal Palace, Shipahijala Wild Life Sanctuary, which are renowned tourist destination of Tripura. Dumpsites and landfills are being developed by the Urban Local Bodies to dispose the degradable wastes. Bio-pesticide is also being used occasionally to clear the landfills from polluting the environment. Tourism Department in collaboration with other Departments is taking necessary measures for making all the Tourist destinations plastic free and tobacco free zone. In almost all the Urban local bodies women SHG's are engaged in large number who collects the dry waste as well as non-biodegradable wastes for segregation, processing and recycling in secondary and tertiary centres. While the dry and wet biodegradable wastes are being processed in those centres for production of compost using vermin beds, non-biodegradable wastes like plastic bottles, caps etc are processed into pallets by crusher machines and recycled to construct plastic road by using non-recyclable plastic waste.

7. To spread the message of a greener and cleaner environment to the public so that the ecological balance is maintained, Tourism Department has opened various social media sites.

Status of social media handle of Tripura Tourism as on 19/09/2023

Sl. No.	Particulars	Facebook Page	Instagram	Twitter	YouTube
1.	Followers	43,486	41,341	18,379	566 subscribers

Action Plan On Mitigation Measures To Offset The Adverse Impact Of Tourism Activities On The Environment Of The State Of Tripura

Sl. No.	Thrust Areas	Proposed Action Plan	Responsible Departments	Timeline
1	Control of Air Pollution	1. Procurement of adequate numbers of e-vehicles to run inside the tourist spot which controls toxic emission. 2. Regular checking of vehicular emission and issue of Pollution under Control Certificate at the entry gate of every tourist spot. 3. Good traffic management including re- direction of traffic Movement. 4. Regular cleaning of road dust. Water spraying on roads in and around the tourist spot through tankers 5. Construction of pucca pavement along the roads. 6. Extensive three tyre plantation on road side. 7. Restriction on open burning of municipal solid waste, Biomass,	Tourism/PWD (R&B) /Forest/Traffic/ULBs	Mid Term

		plastic horticulture waste etc. inside the every tourist spot. 8. Issue of advisory to public for prevention and control of air pollution 9. Generation of Public Awareness through display of notice boards regarding adverse effect of air pollution.		
2	Control of Water Pollution	1. Construction and maintenance of the public toilets inside every tourist spot 2. Ensure setting up of proper Effluent Treatment Plant(ETP)/Sewage Treatment Plant (STP) in the commercial establishments nearby the tourist spots 3. Cleaning and rejuvenation of the natural water bodies on regular basis 4. Ensure prohibition of littering of any solid waste and discharging of any liquid waste in any natural water resources 5. Generation of Public Awareness among the tourist regarding adverse effect of water pollution. 6. Construction of Rain water harvesting plant inside the tourists spot.	Tourism /Forest/ULBs/Gram Panchayets	Short Term
3	Control of Noise Pollution	1. Restriction of entry of vehicles as well as Public Address (PA) System inside the tourist spots 2. Three tier plantation to combat noise pollution 3. Restriction of using any kind of miking system in the peripheral areas of the tourist spots 4. Generation of Public Awareness among the	Tourism /Forest/ ULBs/ Home (Police)/ Traffic	Long Term

		tourist regarding adverse effect of noise pollution		
4	Solid Waste Management	1. Restriction of entry in the eco parks and Zoo with any kinds of potential solid waste 2. Providing adequate bins for storage of biodegradable and non-biodegradable wastes separately 3. Channelization of the wastes through nearby ULBs for disposal of solid wastes 4. Channelization of the plastic wastes to the authorized recyclers 5. Setting up of compost pit inside the tourist spot for disposal of biodegradable wastes. 6. Restriction for entry into any eco-sensitive areas or tourist spots with banned Single Use Plastic Items including pet bottles. 7. Providing adequate water ATMs in all tourist spots. 8. Strict vigilance 9. Generation of Public Awareness	Tourism /Forest/ULBs	Short Term
5	Conservation of biodiversity	1. Initiatives be taken for conservation of biodiversity in the eco-sensitive zone and all eco-tourism based tourist spots 2. Protection of natural flora and fauna	Forest/ Biodiversity Board/Tourism	Continuous Activity

16/10/2022

Annexure XII

Fwd: Re: M.A.14/2024 in O.A No.178/2022 titled In re: News item published in the Hindu dated 27.02.22 titled “Tourism has brought economic prosperity to the Himalayan Region but the environmental cost has been catastrophic”- reg.

Mountain Division < mountaindiv-moefcc@gov.in >

SUSAN GEORGE < susan.george@nic.in >

Fri, 19 Dec 2025 2:02:46 PM +0530

To "Mountain Division"<mountaindiv-moefcc@gov.in>

Regards,

Dr. Susan George K.
Scientist 'E'
Environment Education/ Mountain Division
Ministry of Environment, Forest and Climate Change
Indira Paryavaran Bhavan
New Delhi - 110 003
Ph. 011-20819215

========== Forwarded message ==========
From: megforest env <forestsectt407@gmail.com>
To: <susan.george@nic.in>, <mountaindiv-moefcc@gov.in>
Date: Fri, 19 Dec 2025 13:55:29 +0530
Subject: Re: M.A.14/2024 in O.A No.178/2022 titled In re: News item published in the Hindu dated 27.02.22 titled “Tourism has brought economic prosperity to the Himalayan Region but the environmental cost has been catastrophic”- reg.
========== Forwarded message ==========

Sir/ Madam,
With reference to the trailing email, please find the attached cover letter along with compliance report on implementation of recommendations made in the Environmental Assessment of Tourism in Indian Himalayan Region (EATIHR) prepared by GB Pant National Institute of Himalayan Environment (GBPNIHE), Almora as received from the Director, Urban Affairs, Meghalaya, Shillong.

Thanks & Regards,
Forest & Environment Department,

1218
Government of Meghalaya.

On Wed, Dec 17, 2025 at 5:07 PM megforest env <forestsectt407@gmail.com> wrote:
>
> Sir/ Madam,
> Please find the attached letter along with the compliance report on
> implementation of recommendations made in the Environmental Assessment
> of Tourism in Indian Himalayan Region (EATIHR) prepared by GB Pant
> National Institute of Himalayan Environment (GBPNIHE), Almora as
> received from the office of the Principal Chief Conservator of
> Forests & HoFF, Meghalaya, Shillong.
>
>
>
> Thanks & Regards,
> Forest & Environment Department.

---

2 Attachment(s)

Cover letter.pdf	waste management NGT 17 d…
623.7 KB	1.5 MB

GOVERNMENT OF MEGHALAYA
FOREST & ENVIRONMENT DEPARTMENT
****

No.FOR/CC/9/2022/1059 **Dated: Shillong, the 19th December, 2025.**

From : Smti. Arpaia Kharbangar,
Under Secretary to the Government of Meghalaya,
Forest & Environment Department.

To,

Dr. Susan George K,
Scientist-E,
Ministry of Environment, Forest & Climate Change
CS-I (Mountain) Division,
Agni-512, Indira Paryavaran Bhawan,
Jorbagh Road, New Delhi-110003.
Email: susan.george@nic.in

Subject : M.A.14/2024 in O.A No.178/2022 titled In re: News item published in the Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan Region but the environmental cost has been catastrophic"- reg.

Reference: Letter No. 33/01/2023-CS-I Dated, 19th February 2025.
Email dated 15.12.2025.

Sir/ Madam,

With reference to the letter and email on the subject cited above and in continuation to this Department's letter No.FOR/CC/9/2022/1046 dated 17.12.2025, I am directed to enclose herewith the compliance report on implementation of recommendations made in the Environmental Assessment of Tourism in Indian Himalayan Region (EATIHR) prepared by GB Pant National Institute of Himalayan Environment (GBPNIHE), Almora as received from the Director, Urban Affairs, Meghalaya, Shillong. The report from Tourism Department will soon be communicated.

Yours faithfully,

Under Secretary to the Government of Meghalaya
Forest & Environment Department
****

Memo No.FOR/CC/9/2022/1059-A **Dated: Shillong, the 19th December, 2025.**

Copy to:

The Director, Urban Affairs, Meghalaya, Shillong reference to letter No.DUA/P/3/2025/292 dated 17.12.2025 for information.

By Order etc.,

Under Secretary to the Government of Meghalaya
Forest & Environment Department
****

GOVERNMENT OF MEGHALAYA
DIRECTORATE OF URBAN AFFAIRS: MEGHALAYA, SHILLONG
LUM SHYLLONG BUILDING, SECRETARIAT HILL:: SHILLONG-793 001

****

No. DUA/P/3/2025/292 Dated Shillong, the 17th December, 2025.

From: P. Kr, Boro, MCS,
Director, Urban Affairs,
Meghalaya, Shillong

To, The Under Secretary to the Govt. of Meghalaya,
Forest & Environment Department.

Sub: M.A. 14/2024 in O.A No.178/2022 titled in re: News item published in the Hindu dated 27.02.22 titled "Tourism has brought economic prosperity to the Himalayan Region but Environmental cost has been catastrophe"-reg.

Ref: No. FOR/CC/9/2022/1027, Dated Shillong, the 1st May, 2025.

Sir,

In inviting reference to the subject cited above please find enclosed herewith the Compliance Report as per Hon'ble NGT order dated 30.01.2025 in M.A. NO. 14/2022 titled in re: News item published in the Hindu dated 27.02.2022 titled "Tourism has brought economic prosperity to the Himalayan Region but Environmental cost has been catastrophe" for favour of your kind information and necessary action.

Yours faithfully,

Enclosed: As stated above

Sd/-

Forwarded :—

Director, Urban Affairs,
Meghalaya, Shillong

No. DUA/P/3/2025/292-A Dated Shillong, the 17th December, 2025.

Copy to:

1. The Secretary to the Govt. of Meghalaya, Urban Affairs Department with reference to your letter No.UAU.35/2022/432, Dated 6th March,2025.
2. The Member Secretary, Meghalaya State Pollution Control Board, Shillong with reference to your letter No. MSPCB/TB-97/2024/2025-26/11, Dated Shillong the 31st July, 2025.

Sd/-

Forwarded :—

Director, Urban Affairs,
Meghalaya, Shillong

GOVERNMENT OF MEGHALAYA
FOREST & ENVIRONMENT DEPARTMENT
****

No.FOR/CC/9/2022/1046 **Dated: Shillong, the 17th December, 2025.**

From : Shri.Sibhi Chakravarthy Sadhu, IAS.,
Secretary to the Government of Meghalaya,
Forest & Environment Department.

To,

Dr. Susan George K,
Scientist-E,
Ministry of Environment, Forest & Climate Change
CS-I (Mountain) Division,
Agni-512, Indira Paryavaran Bhawan,
Jorbagh Road, New Delhi-110003.
Email: susan.george@nic.in

Subject : M.A.14/2024 in O.A No.178/2022 titled In re: News item published in the Hindu dated 27.02.22 titled "Tourism has brought economic prosperity to the Himalayan Region but the environmental cost has been catastrophic"- reg.

Reference: Letter No. 33/01/2023-CS-I Dated, 19th February 2025.
Email dated 15.12.2025.

Sir/ Madam,

With reference to the letter and email on the subject cited above, I am directed to enclose herewith the compliance report on implementation of recommendations made in the Environmental Assessment of Tourism in Indian Himalayan Region (EATIHR) prepared by GB Pant National Institute of Himalayan Environment (GBPNIHE), Almora as received from the office of the Principal Chief Conservator of Forests & HoFF, Meghalaya, Shillong. The report from Tourism Department will soon be communicated.

Yours faithfully,

Secretary to the Government of Meghalaya
Forest & Environment Department
****

Memo No.FOR/CC/9/2022/1046-A **Dated: Shillong, the 17th December, 2025.**

Copy to:

The Principal Chief Conservator of Forests & HoFF, Meghalaya, Shillong with reference to letter No.MFG.85/NGT/2021/14857 dated 17.12.2025.

By Order etc.,

Secretary to the Government of Meghalaya
Forest & Environment Department
****

1036

GOVERNMENT OF MEGHALAYA
DEPARTMENT OF FORESTS AND ENVIRONMENT
OFFICE OF
THE PRINCIPAL CHIEF CONSERVATOR OF FORESTS : MEGHALAYA
& HEAD OF FOREST FORCE

No.MFG.85/NGT/2021/ 14,857 Dated Shillong, the 17th Dec., 2025.

To,

The Joint Secretary to the Government of Meghalaya,
Forest and Environment Department, Shillong

Sub: Report on Environmental Assessment of Tourism in IHR in pursuance of Hon'ble National Green Tribunal (NGT)'s Order dated 09.03.2024 in O.A. No. 178/2022 – reg.

Ref: Letter No.FOR/CC/9/2022/609 dated 28/10/2024.

Sir,

With reference to the subject cited above, I am directed to enclosed herewith the Hon'ble NGT order dated 30.01.2025. In this regard, please refer to para 16 of the order of the Hon'ble NGT which direct the State to furnish the compliance report by 31.01.2026. In this connection I am submitting a compliance report on implementation of recommendations made in the Environmental Assessment of Tourism in Indian Himalayan Region, as received from the Chief Conservator of Forests, Social Forestry and Environment Shillong vide letter dated 16/12/2025 and Deputy Conservator of Forest Wildlife, Shillong vide letter dated 16/12/2025.

This is for your information and necessary action.

Enclo: As above.

Yours faithfully,

(T. Wanning, IFS)
Chief Conservator of Forests (Admn)
Meghalaya: Shillong.

RP
17/12/25

Dy No. 2467/2025
dt 17/12/25

Item Nos. 14 & 15

Court No. 1

BEFORE THE NATIONAL GREEN TRIBUNAL
PRINCIPAL BENCH, NEW DELHI

M.A. No. 14/2024
In
Original Application No. 178/2022

News Item Published in The Hindu Dated 27 Feb 2022 Titled " Tourism has brought economic prosperity to the Himalayan Region but the environmental cost has been catastrophic"

WITH

Original Application No. 475/2024

News item titled "Mountains of plastic are choking the Himalayan States" appearing in The Hindu dated 04.03.2024.

Date of hearing: 30.01.2025

CORAM: **HON'BLE MR. JUSTICE PRAKASH SHRIVASTAVA, CHAIRPERSON**
HON'BLE MR. JUSTICE ARUN KUMAR TYAGI, JUDICIAL MEMBER
HON'BLE DR. AFROZ AHMAD, EXPERT MEMBER

Respondent: Ms. Sonali Malhotra & Ms. Sakshi Singh, Advs. for MoEF & CC (Through VC)
Mr. Pukhrambam Ramesh Kumar & Ms. Rajkumari Divyasana, Advs. for the State of Manipur
Mr. Vikrant Pachnanda & Mr. Mukul Katyal, Advs. for CPCB in OA 475/2024
Mr. Vaibhav Srivastava, Mr. Bhargava Ravikumar & Mr. Puneet Rajta, Advs. for HP SPCB
Ms. K. Enatoli Sema, Adv. for the State of Nagaland, Nagaland SPCB & Meghalaya SPCB
Mr. Raj Kumar, Advocate for LPCC in OA 475/2024
Mr. Arnab Ray, Adv. for Tripura SPCB (Through VC)
Mr. Ghansham Singh, Member Secretary, J&K PCC (Through VC)
Mr. Anando Mukherjee & Mr. Shwetank Singh, Advs. for MPCB (Through VC)

ORDER

1. Original Application No. 475/2024 was registered *suo motu* on the basis of the news item disclosing that the "Mountains of plastic are choking the Himalayan States". The news item was in respect of deposition and accumulation of microplastic in the Himalayan Mountains, rivers, lakes and streams. It discloses that these microplastics can be trapped in

landfill areas, resource recovery centres, biodegradation mechanism, etc.), waste recycling needs to be done in order to attract tourists and its sustenance.

- Assessment of carrying capacity of tourist destinations, eco-sensitive zones and major cities needs to be done in order to manage the tourist influx and catering them in order to promote quality tourism in the state.

- Systems should be set up for monitoring the influx of tourists and its impact on waste generation, and air and water quality.

Tripura

- Data related to tourist visits to protected areas is yet to be documented through close monitoring. A sound management plan for conservation and management of these protected areas is highly needed.

- Study on impact of tourists' influx on biodiversity is almost lacking in the state which is an important element for understanding the future implications of tourism and developing action plan accordingly.

- Some facility for processing of garbage exists (e.g. Debendra Chandra Nagar Dumpyard), but proper scientific and sufficient information about processing should be generated.

- Awareness about the values of biodiversity and conservation practices should be promoted among the tourists. The State should promote the use of electric vehicles.

Meghalaya

- The new Meghalaya Tourism Policy (2023) has laid down core guidelines for achieving development objectives. These include as under:

    - Sustainable and responsible tourism
    - Employment generation &entrepreneurship
    - Community partnership
    - Synergy with different departments.
    - Additionally, the new tourism policy also addresses issue related to long-term sustainability of the tourism as a driver of economic and environmental sustainability.

- Regular solid waste quantification by municipal bodies and assessment of the composition of solid waste generated is very essential to recommend different scientific measures for management of urban solid waste and its reuse. Municipal bodies should stop open dumping of solid waste and biomedical waste should be disinfected through microwave technology to avoid pollution in the downstream areas, and reservoirs/water bodies. Management of solid waste is also urgently needed in the places like Lady Hydari Park, Ward's Lake and Umiam Lake (Barapani) in Shillong.

- *In view of managing the solid waste, the state has started Swachhata Green Leaf Rafting System in Hospitality sector. This is jointly managed by Department of drinking water and sanitation and ministry of tourism. It is envisaged to create awareness about sustainable tourism and to nudge the tourists and tourism business towards sustainable development.*
- *Separate information on air, water as well as pollution caused by solid waste generated due to tourism activities in the state is not available. Hence, we recommend scientific investigation of air and water quality parameters as well as solid waste generation during the peak tourism season in Meghalaya. Use of electric vehicles should be encouraged.*
- *Institutional capacity building for climate change planning should be implemented by the Local Govt. Green tourism initiatives should be initiated for promotion of SDGs."*

15. Since the above report has not been disputed or objected to by any of the State or UT of IHR, therefore, the recommendation made in the EATIHR in respect of each of the State and UT of IHR are required to be effectively implemented by that State/UT. To protect the environment from damage in the eco-sensitive Himalayan States, expeditious steps are required to be taken by these States and UTs to ensure effective, proper and time-bound implementation of the above recommendations.

16. Hence, we dispose of these MA and OA requiring the Chief Secretaries/Administrative Head of the States and UTs of IHR to monitor and ensure the full, effective and timely implementation of recommendations made in the EATIHR in respect of their State/UT. The compliance report will be submitted by the Chief Secretary/Administrative Heads of the States and UTs to the Secretary, MoEF&CC by 31.01.2026, who in turn will ensure submission of collated compliance report before the Registrar General of the Tribunal by 31.03.2026. If it is found necessary, the matters will be listed again before the Tribunal for consideration.

Prakash Shrivastava, CP

Arun Kumar Tyagi, JM

Dr. Afroz Ahmad, EM

January 30, 2025.
M.A. No. 14/2024
In Original Application No. 178/2022
With Original Application No. 475/2024
dv..

Compliance report in implementation of recommendations made in the Environmental Assessment of Tourism in Indian Himalayan Region in O.A.NO. 178/2022

Sl.No	Recommendations made in the Environmental Assessment of Tourism in Indian Himalayan Region for the State of Meghalaya	Chief Conservator of Forest (WL)	Chief Conservator of Forest (SF& ENV)
1.	**Effects of tourism on environmental components** **Assessment of waste generation** Out of the total amount of MSW that is generated throughout the state, only a fraction (37% in 2017-18) of the total volume collected is treated. The amount of rubbish produced has dramatically increased with each passing year. Considering the year 2015-16, the total MSW generated was 187 TPD out of which 156 TPD was collected (120 TPD treated and 36 TPD land filled), rest 31 TPD	**Vide letter FWC/G/249/Vol-I/3581 dated 16/12/2025 the following compliance has been submitted as Annexure- I** Solid Waste Management: Regarding management of solid waste in Ka Phan Nonglait Park (erstwhile Lady Hydari Park) the solid waste collected is segregated and delivered to collection vehicle of the Shillong Municipal Board for disposal. The Ward's Lake and Umiam Park is now under jurisdiction of Tourism Department.	**Vide letter MFS/ENV/Awareness/2/2018/8382/ dated 16/12/2025 the following compliance has been submitted as Annexure- II** 1.Reducing plastic waste: All Office premises including Forest IB, Parks and Gardens under the management of Social Forestry Wing were declared plastic free. 2.To reduce bio-waste originating in the nurseries: composting activity viz. vertical compost and vermi compost is being implemented in all nurseries. 3.The circle has also taken an initiative to introduce the use of

			plastics of more than 120 microns as polybag in the nurseries against conventional practices to safeguard the negative effects on environment.
2.	**Effect of tourism on forest, biodiversity and eco-sensitive areas** Nongkhyllem Wildlife Sanctuary and Narpuh Wildlife Sanctuary are classified as Eco-Sensitive Zones and notified by the Ministry of Environment, Forest and Climate Change (MoEF&CC) in the year 2017. A Zonal Master Plan is prepared in consultation with all the concerned State Departments, for integrating the ecological and environmental considerations of an eco-sensitive zone.	Preparation of Zonal Master Plan of Eco Sensitive Zone: With regard to the notified Eco-Sensitive Zones of Nongkhyllem Wildlife Sanctuary and Narpuh Wildlife Sanctuary, the concerned Divisional Forest Officer have been instructed vide letter No.FWC/G/243/Pt-II/4445-46 dated 16-03-2023 (copy enclosed) to prepare and finalise the Zonal Master Plan in respect of the above Protected Areas. But the Divisional Forest Officers have requested for fund for preparation of Zonal Master Plan as the preparation of Zonal Master Plan needs co-ordination with many departments and stakeholders	

		and mobilization of resources for collection and collation of data on field level. The preparation of the Zonal Master Plan will also require technical assistance from different institutes, organisations and from the Ministry of Environment, Forest & Climate Change (MoEFCC) also.	

1230

ANNEXURE – I

1043

GOVERNMENT OF MEGHALAYA
OFFICE OF
THE PRINCIPAL CHIEF CONSERVATOROF FORESTS, WILDLIFE
& CHIEF WILDLIFE WARDEN, MEGHALAYA

No.FWC/G/249/Vol-I/8551 Dated Shillong, the 16th December,2025.

To,

Chief Conservator of Forests(Admn.),
Meghalaya, Shillong.

Sub:- Report on Environmental Assessment of Tourism in IHR in pursuance of Hon'ble National Green Tribunal (NGT's) Order dated 09.03.2024 in O.A.No.178/2022 – regarding.

Ref:- No.MFG.85/NGT/2021/14692 dated 11-12-2025.

Sir,

With reference to the letter on the subject cited above, I am directed to inform that following recommendations made in the Environment Assessment of Tourism in Indian Himalayan Region report have been complied with by this office:-

1) **Preparation of Zonal Master Plan of Eco Sensitive Zone:** With regard to the notified Eco-Sensitive Zones of Nongkhyllem Wildlife Sanctuary and Narpuh Wildlife Sanctuary, the concerned Divisional Forest Officer have been instructed vide letter No.FWC/G/243/Pt-II/4445-46 dated 16-03-2023 (copy enclosed) to prepare and finalise the Zonal Master Plan in respect of the above Protected Areas. But the Divisional Forest Officers have requested for fund for preparation of Zonal Master Plan as the preparation of Zonal Master Plan needs co-ordination with many departments and stakeholders and mobilization of resources for collection and collation of data on field level. The preparation of the Zonal Master Plan will also require technical assistance from different institutes, organisations and from the Ministry of Environment, Forest & Climate Change(MoEFCC) also.

2) **Solid Waste Management:** Regarding management of solid waste in Ka Phan Nonglait Park (erstwhile Lady Hydari Park) the solid waste collected is segregated and delivered to collection vehicle of the Shillong Municipal Board for disposal. The Ward's Lake and Umiam Park is now under jurisdiction of Tourism Department.

This is for your information and necessary action.

Yours faithfully,

Encl.-As above

(Gavade Sachin Shankar,IFS)
Deputy Conservator of Forests,
Wildlife,Shillong

Draft-II

GOVERNMENT OF MEGHALAYA
OFFICE OF
THE PRINCIPAL CHIEF CONSERVATOR OF FORESTS, WILDLIFE
& CHIEF WILDLIFE WARDEN, MEGHALAYA

No.FWC/G/243/Pt II/4945-76 Dated Shillong, the 16th March 2023.
~~February~~
Issued on

To,

The Divisional Forest Officer,

1. Khasi Hills Wildlife Division, Shillong.
2. Jaintia Hills Wildlife Division, Jowai.

Sub:- Zonal Master Plan for implementation of the provisions of the ESZ notification and kml/shape files of the Protected Areas.

Sir/Madam,

With reference to the subject cited above, I am directed to enclose herewith a copy of letter F.No.2/47/2017-ESZ dated 25.06.2021 received from the Ministry of Environment, Forest & Climate Change, Govt. of India for your information and to prepare and finalise the Zonal Master Plan in respect of the Eco Sensitive Zones notified under your respective divisions and submit the same to this office at the earliest.

Yours faithfully,

Deputy Conservator of Forests,
Wildlife,Shillong

Encl:-As above.

1232

1045 ANNEXURE -

GOVERNMENT OF MEGHALAYA
DEPARTMENT OF FORESTS & ENVIRONMENT
OFFICE OF THE ADDITIONAL PRINCIPAL CHIEF CONSERVATOR OF FORESTS:
SOCIAL FORESTRY & ENVIRONMENT: MEGHALAYA: SHILLONG.

17/12/25

No. MFS/ENV/Awareness/2/2018/ 8382 Dated: Shillong, the 16 Dec, 2025

To:

The Chief Conservator of Forests (Admn),
Meghalaya, Shillong.

Sub: **Report on Environmental Assessment of Tourism in IHR in pursuance of Hon'ble National Green Tribunal (NGT) Order dated 09.03.2024 in O.A. No. 178/2022-reg**

Ref: No.MFG.85/NGT/2021/14691, dated 11-12-2025.

With reference to the subject cited above, it is to inform that the following activities were undertaken by the Social Forestry Wing under Forest & Environment Department vis-a-vis the Environmental Assessment Report in respect of the state of Meghalaya:

1. Reducing plastic waste: All Office premises including Forest IB, Parks and Gardens under the management of Social Forestry Wing were declared plastic free.
2. To reduce bio-waste originating in the nurseries: composting activity viz. vertical compost and vermi compost is being implemented in all nurseries.
3. The circle has also taken an initiative to introduce the use of plastics of more than 120 microns as polybag in the nurseries against conventional practices to safeguard the negative effects on environment.

This is for your kind information and necessary action.

Chief Conservator of Forests,
Social Forestry & Environment,
Meghalaya, Shillong

Sylvan House, Lower Lachumiere
Shillong - 793001

BACKGROUND

The Hon'ble National Green Tribunal In the matter of M.A. No. 14/2024 in O.A. No. 178/2022, titled "In re: News item published in The Hindu dated 27.02.2022 titled 'Tourism has brought economic prosperity to the Himalayan region, but the environmental cost has been catastrophic'", which highlights the cumulative environmental impacts arising from unregulated development, inadequate infrastructure, and increasing anthropogenic pressures in the Himalayan region. The issue assumes particular significance for hill States such as Meghalaya, where fragile ecology, steep terrain, and limited carrying capacity necessitate careful planning and robust environmental management systems.

In the context of the aforesaid proceedings, the Hon'ble Tribunal has emphasized the need for strengthening urban environmental infrastructure, particularly in relation to solid waste management, legacy waste remediation, and bio-medical waste management, as deficiencies in these sectors have a direct bearing on pollution of land, water bodies, and downstream ecosystems. Inadequate waste management, especially in tourism-influenced urban areas and emerging towns, has been identified as a contributing factor to environmental degradation, affecting rivers, streams, slopes, and forested landscapes.

Accordingly, the State Government of Meghalaya has undertaken a series of measures in compliance with the directions of the Hon'ble Tribunal to assess existing gaps, augment treatment and processing capacities, and improve regulatory and institutional mechanisms for waste management across Urban Local Bodies. The present compliance report is being submitted to place on record the current status of actions taken by the State in respect of solid waste management, remediation of legacy waste, along with ongoing and proposed interventions aimed at mitigating environmental impacts (including protection of water bodies of wards lake, Umiam Lake & River Myntdu) and ensuring sustainable urban development in conformity with the directions of the Hon'ble Tribunal.

A) SOLID WASTE MANAGEMENT (SWM)

1. In compliance with the directions of the Hon'ble National Green Tribunal (NGT) issued on 27.03.2025, the State Government of Meghalaya has initiated several measures to strengthen solid waste management across the State. These efforts are aimed at addressing existing gaps in waste processing capacity while also mobilizing the necessary financial resources as directed by the Hon'ble Tribunal. At present, nine Urban Local Bodies, including Shillong Municipal Board, Shillong Cantonment Board, and Shillong Urban Area, together generate about 314.5 tonnes per day of municipal solid waste, of which only a portion is being processed, leaving a significant quantity unprocessed.

TABLE 1: Summary of Current Status of Solid Waste Management in Meghalaya

SN	Particular	Present Status	
a	Quantity of MSW Generated (TPD)	314.5	
b	Quantity of MSW processed (TPD)	180.7	57%
	Final Destination of generated waste		
	1. Compost	107.5	34%
	2. RDF	8	3%
	3. Scraps (by the informal sector registered with the ULBs)	62.2	20%
	4. Incinerator	3	1%
c	Quantity of Inert disposed in Secured Landfill Site *	30	10%
d	Gap in Solid waste management UTs (TPD) d = (a - b - c)	103.8	33%
Note: * Quantity of inert considered only for Shillong Sanitary Landfill Site.			

2. To meet the gap, following works are being proposed/undertaken by State Govt.

TABLE 2: Status Solid Waste Management Processing for 10UrbanLocal Bodies of Meghalaya

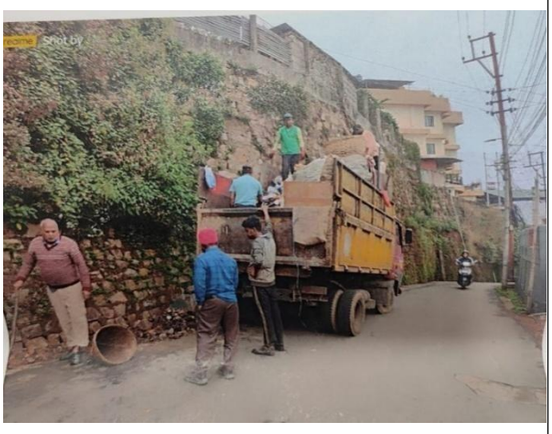
	Name of ULBs	Component	Capacity (in TPD)	Remarks
EXISTING PROCESSING PLANTS	Shillong Municipal Board	Compost Plant	170	The plant is operational, with a current processing capacity of 106 TPD.
		MSW Incinerator	4	The plant is operational, with a current processing capacity of 3 TPD.
	Jowai Municipal Board	Compost Plant	1.5	Operational
	TOTAL		**175.5**	

RECENT COMPLETED PROJECTS	**Name of ULBs**	**Component**	**Capacity (in TPD)**	**Remarks**
	Tura Municipal Board	RDF plants	10	Operationalising of the processing plants is in progress. MOUs with Self Help Groups, Local Agencies is being finalise as the SHGs/Agencies are yet to obtain the Authorization from the State Pollution Control Board.
		Material Recovery Centre	10.5	
	Jowai Municipal Board	Decentralized Composting Units	4.5	
		Material Recovery Facility	4	
	Williamnagar Municipal Board	Compost Plant	5.5	
		Material Recovery Facility	3.5	
	Resubelpara Municipal Board	Material Recovery Facility	3	
	TOTAL		41	
ONGOING PROJECTS	**Name of ULBs**	**Component**	**Capacity (in TPD)**	**Timeline**
	Shillong Municipal Board	Material Recovery Centre	25	Dec-25
	Resubelpara Municipal Board	Compost Plant	4.5	Dec-25
	Mairang Town Committee	Compost Plant	3.5	Dec-25
		Material Recovery Facility	2	Dec-25
	Tura Municipal Board	Decentralized Composting Units	10	Mar-26

	Shillong Cantonment Board	Material Recovery Facility	2	Mar-26
	Nongstoin Town Committee	Compost Plant	7	Jun-26
		Material Recovery Facility	4.5	Jun-26
	Nongpoh Town Committee	Compost Plant	3	Jun-26
		Material Recovery Facility	2	Jun-26
	Baghmara Municipal Board	Compost Plant	3	Jun-26
		Material Recovery Facility	2	Jun-26
	TOTAL		68.5	
Total Capacity of the Processing Plants			285	

Waste Collection





Material Recovery Centre & Compost Plants

















Scraps





RDF Plants





3. The State Government is also in the process of identifying permanent solid waste management sites, status of which is below:

TABLE 3 : Current Status on Setting up Integrated Scientific Waste Management Facilities for All the Urban Towns

Towns	District	Location	Area (Acre)	Mar-25	Progress (Present Status)
Shillong	East Khasi Hills	Nonghali	112	• Environment Clearance is in progress	• Public Hearing Completed. Awaiting for the Environment Clearance from State Environment Impact Assessment Authority.

Tura	West Garo Hills	Wakkagre	21.02	• Environmental Clearance is being initiated	• Environmental Clearance is under progress
Williamnagar	East Garo Hills	Rongakgre	37	• Environmental Clearance is being initiated	• Environmental Clearance is under progress
Resulbelpara	North Garo Hills	ElachiApal	14	• The Task Force Committee is conductingfurther feasibility study of the identified land.	• New Land has been identified and sent for survey and approval
Baghmara	South Garo Hills	Arapara	15	• Proposal for land has been received The Task Force Committee is conductingfurther feasibility study of the identified land.	• New Land has been identified and sent for survey and approval
Jowai	West Jaintia Hills	Umlamat	52	• Landhasbeenidentifiedat UmlamatElakaJowai • Environmental Clearance is being initiated.	• Awareness Campaign on for the Stakeholders on the Plans of setting up of Landfill Site Completed. • Environmental Clearance is under progress

B) Legacy Waste Management

1. The remediation of legacy waste in Meghalaya has been progressing but with a substantial quantity of accumulated waste remaining untreated at various dumpsites across the State. In view of this, and in compliance with the directions of the Hon'ble NGT, the estimation of legacy waste was revisited through a fresh assessment carried out between March and May 2025. This reassessment also accounted for the quantum of unprocessed waste that had accumulated since the previous estimation, resulting in a revised and more comprehensive estimate of legacy waste in the State.

TABLE 4: Summary of Current Status of Legacy Waste in Meghalaya

Sl. No.	Particular	Present Status
1	Total Estimated Legacy Waste Quantity (MT)	**7,41,321**
2	Processed Legacy waste	
	a. Shillong Municipal board (MT)	1,50,000
	b. Tura Municipal Board (MT)	73,166
	Total	2,23,166

3	Unprocessed Legacy Waste Quantity (MT) (Gap in legacy waste)	
	a. Shillong municipal board (MT)	1,95,996
	b. Tura Municipal Board (MT)	88,959
	c. Jowai Municipal Board (MT)	67,470
	d. Williamnagar Municipal Board (MT)	38,400
	e. Resubelpara Municipal Board (MT)	21,600
	f. Baghmara Resubelpara Municipal Board (MT)	9,253
	g. Nongstoin Town Committee (MT)	22,686
	h. Mairang Town Committee (MT)	18,600
	i. Nongpoh Town Committee (MT)	55,192
	Total	**5,18,155**









2. Action Taken:
   To address the issue, bio-mining has been adopted as the principal method for remediation of legacy waste. The State Government has initiated tendering processes for remediation works at dumpsites across various Urban Local Bodies, with work orders already issued for major urban centres and further allotments in progress. Emphasis has been placed on ensuring that rejects generated from the bio-mining process are managed strictly in accordance with the Municipal Solid Waste Management Rules, particularly with respect to the safe disposal of inerts and avoidance of impermissible co-disposal of waste.

C) BIO MEDICAL WASTE MANAGEMENT

In response to the pressing need for effective biomedical waste management, the Urban Affairs Department, Government of Meghalaya has established Common Biomedical Waste Treatment Facilities (CBWTFs) in the major ULB's. These facilities play a crucial role in the treatment and disposal of biomedical waste, ensuring public health and environmental safety. Located strategically across distinct regions, these CBWTFs serve their respective areas efficiently. The CBWTFs are as follow:

1. CBMWTF at Shillong collect and treat Bio Medical Waste from East Khasi Hills, Eastern West Khasi Hills and Ri-Bhoi.
2. CBMWTF at Williamnagar collect and treat Bio Medical Waste from East Garo Hills and also cover North Garo Hills, South Garo Hills and part of West Khasi Hills.
3. CBMWTF at Tura collect and treat Bio Medical Waste from West Garo Hills and also South West Garo Hills.
4. CBMWTF at Khliehriat collect and treat Bio Medical Waste from East Jaintia Hills.

TABLE 5: Summary of Current Status of Common Biomedical Waste Treatment Facilities (CBWTFs) in Meghalaya

Sl. No.	**Location / CBMWTF**	**Address**	**Date of Commissioning / Status**	**No. of HCFs Covered**	**BMW Treated (kg/day)**	**Treatment Facilities & Capacity**	**Other Infrastructure**	**Manpower / Vehicles**
1	Shillong (Marten Waste Processing & Disposal Site) Shillong Municipal Board	Marten Waste Treatment & Disposal Facility, Mawlai Nongkwar, Shillong – 793008	July 2021 (Operational)	**206** - Bedded: 14 - Non-bedded: 192	**760.92** **Yellow: 658.10** (Incineration) **Red: 31.93** (Autoclave + Shredder) **White: 37.29** (Autoclave + Shredder) **Blue: 33.59** (Autoclave)	**Incinerator:** 100 kg/hr (2-chamber, APCD with Venturi & flooded scrubber, 1050°C secondary chamber) **Autoclave:** 50 kg/hr **Shredder:** 50 kg/hr **ETP:** 1 KLD (Zero discharge)	DG Set: 160 KVA (1 No.) Car wash facility	Vehicles: 2 Operator: 1 Drivers: 2 Helpers: 5 Security: 1
2	Williamnagar Municipal Board	Balsrigittim, Samgong Road, Williamnagar	Environmental Clearance under process		—	**Incinerator:** 50 kg/hr **Autoclave:** 50 kg/hr **Shredder:** 50 kg/hr **ETP:** Available	—	—
3	Tura Municipal Board	Doldegre, West Garo Hills	Environmental Clearance under process.		—	**Incinerator:** 50 kg/hr **Autoclave:** 50 kg/hr **Shredder:** 50 kg/hr **ETP:** Available	Weighbridge	—
4	Khliehriat (Umtyra) East Jaintia Hills District	Umtyra, East Jaintia Hills District	Still under Construction		—	—	—	—

Common Biomedical Waste Treatment Facilities (CBWTFs) in Shillong



