

Environmental Public Hearing on the Proposal submitted by M/S Jai Shree Hari Gram Udyog Stone Crusher, V.P.O Bian Attarian , Tehsil. Indora, Distt. Kangra Himachal Pradesh for Collection of Sand, Stone & Bajri from Mining Situated in Kh. No. 137 & 138/3 measuring 12-34-94 Hectares at Village/Mohal & Mauza Bian Attarian, Tehsil. Indora, Distt. Kangra, Himachal Pradesh.

Sr. No.	Name & Designation	Address	Signature
1	Andesh Verma (IAS)	ADC Kangra.	[Signature]
2	Aastya Negi IAS(P)	DC office Kangra	[Signature]
3	Dr. J.K. Puri	Mining Officer of shale	[Signature]
4	Gaurav Mahajan, Tehsildar	Tehsildar, Indora	[Signature]
5	En. S.K. Dhiman R.O	HPSPCB Jammu	[Signature]
6	En. Vinay Gupta, AEE	HPS PCB, Jammu.	[Signature]
7	En. Vinay Kumar Kay, JEE	HPSPCB, Jammu	[Signature]
8	Bheet Paul Singh	Asstt Mining Inspector Kangra	[Signature]
9	AJAY KUMAR	DEO HPSPCB Jammu	[Signature]
10	Surjit Singh HP.P.O	Jammu.	[Signature]
11	Raj Kumar Oberoi	Village- Bain Attarian	[Signature]
12	Bhala Oberoi	W- Bain Attarian	[Signature]
13	Karan Singh Pattina	village Bain Attarian	[Signature]
14	Balbir Kumar	Bora/Naya Pokhri	[Signature]
15	Rudhan Kumar	Rurdaspur	[Signature]
16	[Signature]	[Signature]	[Signature]
17	Dr R.S. Marchhe SMS Ag Indra	SMS Ag Indra	[Signature]
18	Sh. Prabhakar, O/SMS Ag Indra	O/SMS Ag Indra	[Signature]

Sr. No.	Name & Designation	Address	Signature
1	Dr. Tanak Raj B.A.S.	H.P. 1205. 8/10/17. Indora	[Signature]
2	Sandhan Sharma P.C.C.M	V.P.O Bhagpur Indora	[Signature]
3	Suman Sharma Pradhan	V.P.O - Bhagpur Indora	[Signature]
4	Kamal Baidya	V.P.O. Indora	[Signature]
(5)	शिवशिव बिजु	पत्ता 3112/21	शिवशिव
6	Dr. Abinder Chadda	NEM IDH Indora	[Signature]
7	Malender Rajan	VPO Indora	[Signature]
8	Mannohan Katoch	v.p.o Indora	[Signature]
9	Haryat Singh	V.P.O - Indora	[Signature]
10	Satish Singh	VPO - Indora	[Signature]
11	Manoj Singh	VPO - Chakk Memharan	[Signature]
12	Balwinder	VPO Memharan	[Signature]
13	Shamsher Singh Khera	VPO Indora	[Signature]
14	PRITPAL SINGH	vill. Pata Khora	[Signature]
15	Kuldeep Singh	Chakk 12	[Signature]
16	Rakesh Kumar	Bain Athaur	[Signature]
17	Rashmi Singh	Bain Athaur	[Signature]
18	Rashpal Singh	Chakk Memharan	[Signature]
19	DEEPAK THAKUR	Malot	[Signature]
20	Jai Singh	Indora	[Signature]
21	Kamal Singh	Kandhari	[Signature]
22	Jarwal Singh	Changur	[Signature]
23	Manohar Singh	ex v.p. Indora	[Signature]

Sr. No.	Name & Designation	Address	Signature
24	Harinder Lal Singh	Vill. Raja Kassa	[Signature]
25	Maninder Singh	Bo Indora	[Signature]
26	Keshav Singh Chamba	Bo. Amrit	[Signature]
27	Surinder Singh Shimran	RO Indora	[Signature]
28	SHAM LAL	v.p.o. Sanghera	[Signature]
29	SUKHRA SINGH	V.P.O Mohiti	[Signature]
30	Ram kishor	P.O Bain	[Signature]
31	Babett Singh	V.P.O Hales	[Signature]
32	Jarnot	Bain	[Signature]
33	Ram Kaur	V.P.O Kang	[Signature]
34	laddi	V.P. Dault	[Signature]
35	Sardar K	V.P. Chuhra	[Signature]
36	Sukinder Singh	v.p.o Katyaur	[Signature]
37	Sohdan Thakur	v.p.o Kandhari	[Signature]
38	Bij Singh	V.P.O Chander	[Signature]
39	Satpal Katoch	V.P.O Dault	[Signature]
40	Wijay Singh	N.P.O. Sanghera	[Signature]
41	Birend	v.p.o. Toki	[Signature]
42	Harbans Lal	v.p.o. Ahoghar	[Signature]
43	Devi	VPO Toki	[Signature]
44	Jaginder Lal	V.P.O Kandhari	[Signature]
45	Surinder Lal	ceremon	[Signature]
46	Karan Katoch	V.P.O INDORA	[Signature]

Sr. No.	Name & Designation	Address	Signature
55	47 Sufender	V.P.O - Chonore	<i>Sufender</i>
56	48 Yoke (Lambeed)	Vill Bar	<i>Yoke</i>
57	49 Karan Bir Singh	V.P.O Bari-Kandara	<i>Karan</i>
58	50 Rattan Ch	V. Toki, P.O. Chhauri	<i>Rattan</i>
69	51 Mohan Lal	Khet	<i>Mohan</i>
70	52 Suman	Khet	<i>Suman</i>
71	53 Tarsem Singh	V.P.O. Ghoran	<i>Tarsem</i>
72	54 Avtar Singh	V.P.O. HALER	<i>Avtar</i>
73	55 Pinesh	V. P. O Malot	<i>Pinesh</i>
74	56 Dada Singh	V. P. O Kandara	<i>Dada Singh</i>
75 / 57	- Nitin Sharma	V. P. O Kandara	<i>Nitin</i>
76 / 58	- Shubham Prakash	V. P. O Kandara	<i>Shubham</i>
77 / 59	- Nagendra Gulera	V. P. O Malot	<i>Nagendra</i>
78 / 60	- Suman Kumar	SAHAURA	<i>Suman</i>
79 / 61	- Bawa Devi	V.P.O. KAND.	<i>Bawa</i>
80 / 62	- Ashok Kumar	V. P. O Malot	<i>Ashok</i>
81 / 63	- Suresh Kumar	V. P. O. Ghatpur	<i>Suresh</i>
82 / 64	- SURODUTT SINGH	V. P. O - Indora	<i>Surodutt</i>
83 / 65	- BARUN SAMBYAL	V. P. O - INDORA	<i>Barun</i>
84 / 66	- Vikar Singh MATOIL	V. P. O - Indora	<i>Vikar</i>
85 / 67	- SH. Jagdeep	V. P. O - Indora	<i>Jagdeep</i>
86 / 68	- SA. Suresh Singh	V. P. O - Indora	<i>Suresh</i>
87 / 69	- SH. Brij Singh	V. P. O - Indora	<i>Brij Singh</i>
88 / 70	- Yashpal	V. P. O - Indora	<i>Yashpal</i>
89 / 71	- J. P. Singh	V. P. O - Indora	<i>J. P. Singh</i>
90 / 72	- H. P. Singh	V. P. O - Indora	<i>H. P. Singh</i>
91 / 73	- Bhanu Kumar	V. P. O - Indora	<i>Bhanu</i>
92 / 74	- R. P. Singh	V. P. O - Indora	<i>R. P. Singh</i>

Sr. No.	Name & Designation	Address	Signature
93	Bhaskar Singh	Vill Kach Pur	<i>[Signature]</i>
94	Rajiv Tawar	V.C. Kaneshy.	<i>[Signature]</i>
95	ARUN. VASISHAT	AE, HPWD, INDORA	<i>[Signature]</i>
96	Bhupinder Singh,	Jr. Asstt. of BMO Indor	<i>[Signature]</i>
97	Dr. Sandeep Verma	BMO Indora	<i>[Signature]</i>
98	Devki Singh	V.P.O Kandhari	<i>[Signature]</i>
99	Jyoti		<i>[Signature]</i>
100	Gurmeet Kaur	V.P.O. Kandhari	<i>[Signature]</i>
101	Sumita Thakur	V.P.O. Bhopur	<i>[Signature]</i>
102	Manjhar Lal	P.O.	<i>[Signature]</i>
103	Joshi Raj.	V. P.O. Rajai	<i>[Signature]</i>
104	Pooja Devi	Shakpur	<i>[Signature]</i>
105	मिना देवी	V.P.O. Kandhari	<i>[Signature]</i>
106	Jyoti	Shakpur	<i>[Signature]</i>
107	Ruppa		<i>[Signature]</i>
108	Rani Devi	Kandhari TOKI	<i>[Signature]</i>
109	Ram Mohan	Bhadraja	<i>[Signature]</i>
110	Sachin Singh	Bain Athri	<i>[Signature]</i>
111	रवि अशु	विस	<i>[Signature]</i>
112	Harshdeep Singh	Bain	<i>[Signature]</i>
113	जति देव	धडल	<i>[Signature]</i>
114	Usha	Kandhari	<i>[Signature]</i>

Sr. No.	Name & Designation	Address	Signature
115	शुभम देवी	कन्दरी सुबर्णा	
116	प्रियंका देवी	क-कहाडी	प्रियंका देवी
117	उर्मिला देवी	क-कहाडी	उर्मिला देवी
118	विमला देवी	क-कहाडी	विमला देवी
119	शकुन्तला देवी	Bain Alvarian	शकुन्तला
120	मनिता देवी	कन्दरीडी	
121	शेखर कर्मा	क-कहाडी	शेखर कर्मा
122	सुदीप कर्मा	वडि अटारिफे	सुदीप कर्मा
123	M.S. Pathan	Kandrawan	
124	Rudesh Kumar	"	Rudesh
125	Aman Kumar	Bhogawan	Aman
126	Baljit Singh	"	Baljit
127	Rajnishwar Singh	Bhogawan	Rajnishwar
128	Sahil Auleria	Dah - Kulara	Sahil
129	Lalvirinder Singh	Small	L.S.
130	Balkar Singh	Rada Khasa	Randhar
131	Sanjeev Kumar	Peke	Sanjeev
132			
133	ललिता देवी	शीरपुरा	ललिता देवी
134	प्रीती देवी	शीरपुरा	प्रीती देवी
135	अर्चना	शीरपुरा	अर्चना
136	पारो देवी	"	
137	माला सिद्ध	क-कहाडी	माला सिद्ध



**Proceedings of the Environmental Public Hearing on dated: 11/08/2014, on the proposal submitted by M/s Jai Shri Hari Gram Udyog Stone Crusher, V.P.O Bian Attarian, Tehsil Indora, District Kangra, H.P. for collection of Stone, Sand & Bajri (minor mineral) situated in Khasra No. 137 & 138/3 measuring 12-34-94 Hect., at village/Mohal and Mauza Bian Attarian, Tehsil Indora, District Kangra, H.P.**

Environmental Public Hearing on the proposal submitted by M/s Jai Shri Hari Gram Udyog Stone Crusher, V.P.O Bian Attarian, Tehsil Indora, District Kangra, H.P. for collection of Stone, Sand & Bajri (minor mineral) situated in Khasra No. 137 & 138/3 measuring 12-34-94 Hect., at village/Mohal and Mauza Bian Attarian, Tehsil Indora, District Kangra, H.P. was organized on 11.08.2014 at 11.00 AM by HP State Pollution Control Board, as per notification No-SO-1533 dated 14.09.2006. This public hearing was organized by the HP State Pollution Control Board under the chairmanship of ADC, Kangra at Dharamshala according to prescribed process of public hearing. The attendance sheet of participants present in the public hearing is enclosed (Annexure-I). In this public hearing Distt. Mining Officer Kangra, Panchayat Representatives, Officers and officials of various Departments and local residents were present. In the beginning Er. S.K. Dhiman, AEE, Regional Officer, HPSPCB, Jassur welcomed the Chairman, officers and officials of various Departments, Panchayat Representatives and public. Thereafter he requested the representatives of M/s Jai Shri Hari Gram Udyog Stone Crusher to present the brief introduction and proposals made for the mining lease. Then the brief description regarding this proposed Mining Area was given by the representative of the Stone Crusher Sh. Karan Singh Pathania and their consultant M/s IDMA Laboratories, Panchkula, Haryana. Then Er. S.K. Dhiman requested the Chairman to permit to start the public hearing. ADC, Kangra at Dharamshala permitted to start the public hearing and also requested the people present in this Environmental Public Hearing to express their views, comments, suggestions and objections regarding this proposed Mining Lease without any fear and pressure from any corner.

Videography of the public hearing was also done. Accordingly the proceedings of the Environmental public hearing were recorded and the same is reproduced here.

Sr. No.	Name & Address	Issues/Suggestions raised	Reply of the unit
1.	Smt. Suman Sharma, Pradhan Gram Panchayat Bhapoo, Tehsil Indora, District Kangra, H.P.	She said that the Bhapoo Panchayat is linked with Bian Attarian village of Panchayat Shekupur. There is no loss to our village from these units neither there is any pollution from the operation of these stone crushers. If these units follow the norms, these kind of units should be encouraged. Whenever the raw material is required for the development work of the panchayats, and you are well aware that in panchayat we have to maintain 60 & 40 ratio under MANREGA, we get it locally. Even if we procure 40% raw material from Punjab areas, we get it costlier. Not only a single family gets benefited due to the operation of these units, but hundred families get employment. She again requested that, if these units follow the norms, these kind of units should be encouraged so that the local people get employment and the living standard of our village can increase. At the end she said that the road should be well maintained (Damtal to Indora Road).	No Reply
2.	Retd. Col. Ravi Pathania, Village Shekhupur, Tehsil Indora, District Kangra, H.P.	He said that he is not speaking against the crushers, but in relation to these he talked about the road conditions. In 2008 he represented the matter regarding the road to the Chief Minister of the State and in its reference the PWD department replied in 2009, that they are unable to repair the road as the civil administration and police are not helping them. PWD department had fixed the steel angles while coming from Damtal on the Indora road, so that the heavy vehicles can be stopped; these steel angles were removed in the night time with the help of JCB. He further said that from Damtal to Chakki Khad minimum of fifteen culverts were damaged and during night time these were filled with the help of JCB's due to which the water flow was obstructed. This is a class nine road and its capacity is forty ton and want to inform this to the local people but today the condition	The representative of the unit replied that their vehicles donot ply on the bridge on the Chaunch khad. The vehicles of the seven to eight stone crushers downstream ply on this bridge. Only 10 to 12 vehicles of theirs move from this place which donot have a load more than 100 to 110 tonns. We have a different approach road for our crusher and our vehicles donot pass through this bridge. ADC Kangra at Dharamshala asked the project proponent to comment on the issue related to road/bridge damage. The project proponent informed that Retd. Col.

	<p>is that, on this road eighty to ninety ton loaded vehicles are plying due to which a column of the bridge on the chaunch khad got damaged as the vehicles ply on this bridge as there is water in the khad due to the monsoon season. The PWD department has spent around four to five lakhs on its repair and today loaded trucks of eighty tons cross through this bridge. What will happen if this bridge breaks? Under this bridge there is HTL power line, four to five columns of which are about to fall. Two to three culverts have been repaired by PWD capacity of which has been enhanced from 40 to 80 tons. He informed that he wrote a letter to the Deputy Commissioner to stop the nuisance regarding the plying of heavy vehicles. On the way, near the petrol pump, He alone stopped the five to six vehicles which were having 24 tyres each and the policemen asked him that why did he stop the vehicle. He was informed that this vehicle have been stopped just to inform the police about the plying of heavy vehicles. He said that he was informed by the police that the truck driver will be arrested. If we go to the police, PWD department, they say that we donot have any right to stop them. The local administration says that they have passed the orders in this regard. The CM while visiting this area was requested to visit through this road. While addressing he assured that the road will we maintained, but it has not been done yet since the month of September 2013. The vehicles are not stopped and the ETO says that they donot have the weighing bridge. Some cases were done by them and it was shown that the arrests have been done and the people have been fined. Our people assitated to stop these vehicles and as a result FIR was launched against these people. The toll barrier is also in the incorrect location. I have also filed a PIL since last six months but nothing has been done yet. Even I have filed a personal case against PWD in consumer court regarding damage to the</p>	<p>Ravi Pathania was talking about all the stone crushers nearby which also include the seven stone crushers of Punjab area and moreover we donot use this bridge for our vehicles. ADC Kangra at Dharamshala said that the unit has to conduct the water sprinkling regularly. Also the unit will have to implement all the basic norms whether it may be related to workers or plantation. Regarding the timeline, department of environment will provide them to the unit. The consultant of the unit replied that the copy of the Terms of References have been uploaded in the website of MOEF &amp; CC and can be seen from there and also the copy of EIA submitted to you or kept in the panchayat, have its copy.</p>
--	--	--

vehicle due to the road condition. The track from Nangal/Kandrori to Chakki bridge which we used to cover/travel in 5 minutes, today it takes us 15 to 20 minutes and the vehicles move in second gear. I have requested all the crusher owners to get the road repaired and we donot have any problem with operation of their business, but again and again it is ignored. You would have seen that the pits on the road have been filled at the night time yesterday. There are effects on the public. On the rainy days when the local people come to the market for purchasing anything, due to the deep pits, there is slush (muddy) on the roads, the kids cannot go to school, people cannot come to the market on foot. In summers sometimes water sprinkling is not carried out. This will surely spread diseases in this area as there is lots of dust which gets inside the houses in kandrori and Shekupur area. School going students are facing problems. Consumption of petrol has increased due to bad conditions of road. Fatal accidents have increased. A project of 200 crores has been sanctioned for the embankment of Chakki khad (Chaunch khad). So many crushers have been installed, they will break the anti flood measures made by the government. In past three years there have been many floods and losses due to it. The 200 crores projects cannot be started until and unless the environmental norms and the norms for crushers are followed. The demarcation of the land should be got done by the revenue department. We don't have any objection regarding the issue of NOC, but the basic norms should be followed. He further requested the environment department to provide them with the terms & conditions to set up a stone crusher. The local village people may be asked about the water table which used to be 20 feet two years back which then went to 40 feet, then 80 feet and today it is at 110 feet. The government water supply is also not sufficient. You will be scared to move on these roads at

		the night time due to lot of slush (muddy). He said he is talking in general about all the stone crushers. In Punjab eight number crushers have been installed and our people do not dare to stop their vehicles and they have damaged all the roads in Channi area.	
3.	Sh. Harvinder Chaddha, Xen IPH Division Indora, Tehsil Indora, District Kangra, H.P.	He said that channelization project of Chaunch Khad have been approved by the Government of India in 2013. We have already started its construction work. As informed this project is of around 180 crores and 1700 hectares of area will be reclaimed with this. The channelization will pass through area. He further said that his observation/submission is that the channelization amendment should be taken care off before granting approval to the project.	ADC Kangra at Dharamshala asked the project proponent to comment on the issue related to channelization of Chaunch Khad. Representative/consultant of the unit replied that swan khad in Una have been channelized and still the mining leases are being granted in it. From the part of the irrigation department there is a condition that mining should not be done 100 mts from the channelization structure. In our mining plan it have been mentioned that we will not carry out mining activities within 50 mtrs from check dams, etc Further when the channelization will be done, accordingly the mining plan can be amended and the protection measures required can be taken. The mining will be done as per the mining plan. ADC Kangra at Dharamshala said that the unit will take care that there is no effect on the channelization project.
4.	Sh. Manmohan Katoch, VPO Indora, Tehsil Indora, District Kangra, H.P.	He said that the there are six to seven crushers in this area upto mand region. Due to the establishment of crushers the people have got employment and also the supply of material has gone cheaper. As per the matter raised by Retd. Col. Ravi Pathania regarding the requirement of road, we people require the road	No Reply

		<p>which is the basic problem. He further stated that this is an industrial area and whenever the material is to be sent/supplied from this industrial area, that will be in lakhs of tons. No vehicle can be stooped. If the basic problem of the road is discussed, it would be much better. As per my knowledge a DPR of this road have been sent to the government which is incorrect. They have proposed bitumen road in it instead of that they should have proposed concrete road. The formation of this DPR is in process since last five to six years. This is the mistake of the department and not of the local people, crusher owners or the industries. The Chief Minister of the State has granted Rs. One crore from his funds but this fund is insufficient for this road. The DPR of Rs. Sixteen crores made by the PWD department is also incorrect. The rates of the crushed material in Punjab are very high and it is much cheaper here in this area. The crusher people provide the sand, etc to the local people at subsidized rates and sometimes even free of cost. The main problem exists with the road and not only the local public of kandrori, the people of near by villages such as Indora, chanor, etc are affected. So we all should raise our voice to maintain this road due to which all the problems of the people will be solved.</p>	
5.	Sh. Samsher Singh Katoch, VPO Indpur, Tehsil Indora, District Kangra, H.P.	He said that all the people here are sad due to the condition of the road and this cannot be defined in words. The road is not only being damaged by the crushers, but there are steel mills too in this area and loaded vehicles of different kind pass from this area. The river is seasonal monsoon river and when this river is flooded during the monsoon season, water flows in all the nearby areas/villages, and even it gets inside the houses of the people making everything wet. Even this happened last year. He said that he would like to bring into the knowledge that the actual depth which was required for the river to regulate the water flow, have been	No Reply

		<p>acquired by it due to the excavation process, result of which the river water overflows very less. If the government wants to provide check dams, that will be good and this area will be safer and there will be no loss to anyone. He said he also wants that good road should be constructed at the earliest. The people have the convenience of material in the area for the construction/development of the area. He said that the crushers should keep on working, road should be well maintained and the chaunch khad water which gets into the houses of the people should also be stopped.</p>	
6.	<p>Smt. Gurmeet Kaur, W/o Sh. Balwinder Singh Village Kandrori, Tehsil Indora, District Kangra, H.P.</p>	<p>She said that we all the women here are from kandrori, Shekumpur village. We all people are sad due to the road condition which is because of the movement of heavy vehicles. There are big pits on the road in which the water fills in and it is difficult for the people to walk on these roads. She requested that the crushers should not be allowed to install and this is a small road through with heavy vehicles move. Many people meet with the accidents over here. The police do not listens to the request of we poor people. If you want to grant permission to them, you should rehabilitate all the people of kandrori village.</p>	<p>No Reply</p>
7.	<p>Sh. Sham Singh Guleria, Pradhan Gram Panchayat Dah kulahra, Tehsil Indora, District Kangra, H.P.</p>	<p>He said that ten years back his village was known as mini Nagpur. Due to the lowering of water table, the fruit production is a guest of few days. If the mining is not stopped, around eighteen numbers of villages near to my village will turn into a desert. The mining is being done from past eight years but we never spoke anything about it. Last year we went to the government authorities but the mining was not stopped. If the mining will not be stopped, the nine to ten villages are ready for assitation against it because these people are going to face many losses. He requested the committee to visit his village as he said that his village is suffering from the losses due to mining. He said that he is not having any concern about the road and is only concerned about their orchids because it is their livelihood.</p>	<p>The representative of the unit replied that the village about which pradhan ji is talking about is two to three kilometers upstream from the crusher. They have a separate road and a bridge upstream of which check dams have been provided and the irrigation supply through the kuhals for them is provided from there. There village boundary do not touches to this village. The water level has not gone down. They are using all the water from upstream of the bridge. The material which overflows from these check dams in the</p>

			rainy season comes to this area. In the monsoon season, the temporary check dams constructed by them flow away in water. There is no harm of crushers/mining on them.
8.	Sh. Joginder Singh, village Dah kulahra, Tehsil Indora, District Kangra, H.P.	He said that the crusher people are lying. The damage caused by them is very much to the agricultural fields and kuhals. He requested the committee to visit the spot two kilometers upstream. The kuhals in Dah kulahra area will not get water this year and the orchids will be destroyed.	The representative of the unit replied that the clay bed is two to three meters below the river surface. There will be no effect on the ground water due to the mining activity, which is below the original clay bed. The area they are talking about is upstream of the crusher. If in any case there is any effect on the ground water, it will be on the downstream of the crusher, not the upstream.
9.	Sh. Kamal Kishore, S/o Sh. Girdhari Lal, Village Toki, P.O. Channi, Tehsil Indora, District Kangra, H.P.	He thanked all the officials for conducting the public hearing. He said that actually where there is development, there is damage also and both are vice versa. Whereas Kandrori to Indora road is concerned, it has actually turned into a river. This matter was also discussed in Public Grievances meeting and the concerned Senior Engineer of PWD also agreed to the fact stated. It is again and again being said that this road have got damaged due to the movement of heavy vehicles but he stated that this road have been damaged due to the weakness of the PWD department. The department says that they are unable to maintain it. The crushers have been installed here and will be installed in future also and the units which will meet the norms of the government, there crushers will not stop. If this crusher meets the norms of the government, we do not have any objection. He further stated that if there are losses due to these crushers, then there are many advantages also.	No Reply

10.	<p>Sh. Rajesh Thakur Zila Parishad Member, Bian Attarian, P.O. Kandrori, Tehsil Indora, District Kangra, H.P.</p>	<p>He thanked and welcomed all the officials and people for conducting and attending the public hearing. It has never been that any orchid or trees in Dah kulahra have dried up due to mining. Whenever after the monsoon season, it is required to construct the temporary check dams; we three to four crusher owners send our machinery for the same to help these people to get them water for agriculture purpose. Secondly regarding the road, it used to be a small road. Initially these heavy industries were set up in this industrial area and later on these crushers were installed here. That small road was supposed to be damaged due to the setup of the industries. It was the duty of the government to construct that road. You would be aware about the Bhadroya to Tipri road. It was even damaged when crushers were there. There were big pits and dust problem was there in the houses of the people. Now this road has been maintained and the crushers are also operating. In the previous years, the flooded water used to get inside the houses of the people. If these crushers would have not been installed, this kandrori village would have been destroyed. The roads have not been damaged due to the crusher. The road got damaged, it was not repaired again, and neither a good DPR was prepared. As suggested concrete road should be made. The Chief Minister of the State assured that this road will be constructed in one month. It is the job of the government to construct the road. On behalf of the stone crushers, every fifteen days we repair it with the help of our JCB's. There is no damage due to the crushers.</p>	No Reply
11.	<p>Sh. Vivek Pathania, Village Bari, P.O. Kandrori, Tehsil Indora, District Kangra, H.P.</p>	<p>Due to the crushers we youngsters have got employment. There is no loss to the Dah kulahra people but instead of that due to the floods we have faced the losses last time, the agricultural fields of ours have flown away in the floods. Also this time our land has been saved due to the crushers as the river bed level have been lowered down. As per the</p>	No Reply

		demand of the people these things should be seen and noted practically on ground that because of the crushers this time our land have been saved.	
12.	Sh. Mansa Ram, VPO Shekhupur, Tehsil Indora, District Kangra, H.P.	He said that there is no cremation ground in this area since 1948 neither it have been constructed ever in panchayat Shekhopur.	The representative of the unit said that all the crusher owners of this area are collectively constructing a cremation ground in this area, construction of which have already started and will be finished after the monsoon season.

The chairman of the committee, ADC, Kangra suggested/requested the project developers that the work should be carried out as per the rules and regulations. To prevent Air Pollution, the water sprinkling and plantation should be done. He further said that CSR activities should be carried out in the area and the local people should be given employment. In this regard the representative of the unit replied that the CSR activities are already taken care off. Regarding the issue of the road, the crusher people should keep on maintaining it intermediately.

At the end, Sh. S.K.Dhiman, Regional Officer, HPSPCB, Jassur thanked all the officers of different Departments and the public for attending the Public Hearing and concluded the public hearing.

Additional Deputy Commissioner  
Kangra at Dharamshala,  
District Kangra (H.P.)

श्रीयुत जय हरि ग्राम उद्योग स्टोन क्रशर गांव \_\_\_\_\_ तहसील इन्दोरा, जिला

कांगड़ा (हि.प्र.), द्वारा गा0/ मोहाल व मौजा वाई अटारिया, तहसील इन्दोरा, जिला कांगड़ा

(हि.प्र.) खसरा न0 137 और 138/3 कुल क्षेत्रफल 12-34-94 हैक्टेयर, से रेत, बजरी व

पत्थर के संग्रह के प्रस्ताव पर आयोजित पर्यावरण

जन सुनवाई के आयोजन संबंधी कार्यवाही का विवरण

हिमाचल प्रदेश राज्य प्रदूषण नियंत्रण बोर्ड द्वारा दिनांक 11-08-2014 को प्रातः 11:00 बजे गांव व डा0 वाई अटारिया, तहसील इन्दोरा, जिला कांगड़ा (हि.प्र.) श्रीयुत जय श्री हरि ग्राम उद्योग स्टोन क्रशर गांव व डा0 वाई अटारिया, तहसील इन्दोरा, जिला कांगड़ा (हि.प्र.) क्रशर, द्वारा गा0/ मोहाल व मौजा वाई अटारिया, तहसील इन्दोरा, जिला कांगड़ा (हि.प्र.) खसरा न0 137 और 138/3 कुल क्षेत्रफल 12-34-94 हैक्टेयर, से रेत, बजरी व पत्थर के संग्रह के प्रस्ताव पर पर्यावरण जन सुनवाई खनन क्षेत्र नजदीक खनन क्षेत्र, गांव व डा0 वाई अटारिया तहसील इन्दोरा, जिला कांगड़ा (हि.प्र.) में आयोजित की गई। यह पर्यावरण जन सुनवाई भारत सरकार द्वारा जारी अधिसूचना सं0-एस0ओ0 1533 दिनांक 14.09.2006 के अंतर्गत निर्धारित प्रक्रिया के अनुसार श्री सुदेश मोख्टा अतिरिक्त उपायुक्त, कांगड़ा स्थित धर्मशाला, जिला कांगड़ा, (हि.प्र.) की अध्यक्षता में आयोजित की गई। इस जन सुनवाई में उपस्थित व्यक्तियों की सूची संलग्नक-1 पर उपलब्ध है। इस जन सुनवाई के दौरान खनन अधिकारी जिला कांगड़ा, पंचायत प्रधान अन्य विभागों के अधिकारी एवं कर्मचारी गण और स्थानीय निवासी उपस्थित थे। सर्वप्रथम हिमाचल प्रदेश राज्य प्रदूषण नियंत्रण बोर्ड के प्रतिनिधि श्री सुशील कुमार धीमान, क्षेत्रिय अधिकारी द्वारा जन सुनवाई की पृष्ठ भूमि के आयोजन के उद्देश्य से उपस्थित जनसमूह को अवगत करवाया गया। इसके उपरान्त अध्यक्ष महोदय की अनुमति से जन सुनवाई की प्रक्रिया आरंभ की गई और कहा गया कि इस खनन क्षेत्र के सम्बन्ध में कोई भी सुझाव, विचार एवं शिकायत हो तो वे निसंकोच किसी भय एवं दवाव के व्यक्त कर सकते हैं। तत्पश्चात स्टोन क्रशर के प्रतिनिधि द्वारा खनन क्षेत्र के प्रारूप और विस्तारित पर्यावरण प्रभाव निर्धारण के बारे में जन समूह को अवगत करवाया गया।

इस जन सुनवाई की संपूर्ण कार्यवाही की वीडियोग्राफी भी की गई। इस जन सुनवाई के दौरान उठाए गए मुद्दों एवं उन पर की गई टिप्पणियों की कार्यवाही का विवरण निम्नलिखित है:-

क्र. सं.	नाम व पता	मुद्दे	उठाए गए मुद्दों पर टिप्पणी
1.	श्रीमति सुमन शर्मा, ग्राम पंचायत प्रधान भप्पू तै0 ईन्दोरा जिला कांगड़ा (हि.प्र.),	उन्होंने कहा कि भप्पू पंचायत की सीमा गांव वाई अटारियां ग्राम पंचायत शेखपुरा से जुड़ी हैं। इन उद्योगों के चलने से हमारे गांव को कोई नुकसान नहीं है और न ही कशरों के चलने से कोई प्रदूषण सम्बन्धी समस्या है इस तरह के उद्योगों को प्रोत्साहित किया जाना चाहिये। जब भी पंचायत के उन्नति कार्य में निर्माण सामग्री की आवश्यकता होती है, आपको भी ज्ञात है कि हमें मनरेगा में 60:40 का अनुपात बनाये रखना होता है। यदि हम पंजाव क्षेत्रों से 40% निर्माण सामग्री लेते हैं तो यह अत्याधिक दामों पर मिलता है। इन उद्योगों के चलने से किसी एक परिवार को लाभ नहीं पहुंचता बल्कि 100 परिवारों को रोजगार मिलता है। उन्होंने फिर अनुरोध किया कि यदि यह उद्योग नियमों का पालन करते हैं तो इन्हें प्रोत्साहित किया जाना चाहिये। ताकि स्थानीय लोगों को रोजगार मिले एवं क्षेत्र का जीवन स्तर ऊपर उठे। अन्त में उन्होंने कहा कि डमटाल से ईन्दोरा सड़क को बनाया जाये।	-
2.	सेवानिवृत्त कर्नल रवि पठानिया गा0 शेखपुरा तहसील ईन्दोरा, जिला कांगड़ा, (हि.प्र.)	उन्होंने कहा कि मैं कशर के विरोध में नहीं कह रहा हूँ बल्कि मैं इससे सम्बन्धित सड़कों की हालत व्यक्त कर रहा हूँ, वर्ष 2008 में इस सन्ध्व में मुख्यमन्त्री महोदय को पत्र लिखा था जिसके प्रत्युत्तर में लोक निर्माण विभाग द्वारा प्रशासन और पुलिस का सहयोग न मिल पाने के कारण वर्ष 2009 में अस्मर्थता व्यक्त की गई थी। इन सड़कों पर बड़े वाहनों को रोकने हेतु लोक निर्माण द्वारा स्टील के एंगल लगाये गये थे, जिन्हें रात के समय जे0 सी0 वी0 द्वारा उखाड़ दिया गया। उन्होंने यह भी कहा गया कि डमटाल से चक्की खड्ड तक कम से कम 15 पुलियां क्षतिग्रस्त हो गई हैं, रात के समय इन्हें जे0 सी0 वी0 लगाकर मिटटी से भर दिया जाता है, जिससे पानी का रास्ता अवरुद कर दिया जाता है यह नवंम श्रेणी की सड़क है और इसकी अत्यधिक भार क्षमता 40 टन है आज इस सड़क पर	कशर प्रामर्शदाताओं ने बताया कि हमारी गाड़ियां छोन्छ खड्ड के पुल की तरफ नहीं जाती हैं। निचले क्षेत्र (पंजाव) के 08 कशरों की गाड़ियां इस पुल से गुजरती हैं। हमारी केवल 10 से 12 गाड़ियां जिनका भार 100 से 110 टन होता है इन सड़कों से गुजरती हैं। अध्यक्ष महोदय ने कशर मालिक को इस सन्ध्व में अपना पक्ष रखने को

	<p>80 से 90 टन भार वाली गाड़ियां इन सड़कों से गुजर रही हैं जिससे छोट्ट खड्ड की एक पुलिया क्षतिग्रस्त हो चुकी है। लोक निर्माण विभाग द्वारा 04 से 05 लाख रुपये इसकी मरम्मत हेतु व्यय किये गये हैं और यहां पर 80 से 90 टन भारी वाहनों के गुजरने से यदि यह पुल टूट गया तो क्या होगा इस पुल के नीचे विजली की तारें हैं और पुल की 04 से 05 पुलियां टूटने के कगार पर हैं लोक निर्माण विभाग द्वारा इस पुल की 04 से 05 पुलियां ठीक करवा दी गई हैं जिससे इनकी भार क्षमता भी 40 से 80 टन हो गई है। उन्होने यह भी कहा कि इन बड़ी गाड़ियों से होने वाले उत्पात/नुक्सान को रोकने हेतु उपायुक्त को पत्र भी लिखा था। मेरे अकेले द्वारा पेट्रोल पम्प के नजदीक 05 से 06 चौबीस पहिया बड़ी गाड़ियां रोकी थीं ताकि पुलिस वालों को यह बताया जा सके कि यहां कितनी बड़ी-बड़ी गाड़ियां चलती हैं। मुझे यह बताया गया कि ट्रक ड्राइवर को ग्रीफतार कर लिया गया है। पुलिस और लो0 नि0 वि0 विभाग इन बड़ी गाड़ियों को रोकने में असमर्थ बताते हैं। स्थानीय प्रशासन द्वारा बताया गया कि इस सन्धर्भ में लिखित निर्देश पास किये जा चुके हैं। माननीय मुख्यमन्त्री के इस क्षेत्र के दौरे के दौरान उनसे आग्रह किया गया कि वे इस सड़क से ही आयें, अपने भाषण के दौरान उन्होंने आश्वासन दिया कि इस सड़क को एक महीने में बना दिया जायेगा किन्तु सितम्बर माह से आज तक इस सड़क का निर्माण नहीं किया गया है। आवाकारी एवं कराधान अधिकारी द्वारा भार उत्तोलन मशीन न होने के कारण गाड़ियों को रोक पाने में असमर्थता जताई गई, हंलाकि उनके द्वारा इन गाड़ियों के खिलाफ कारवाई की गई और उन्हें जुर्माना भी किया गया। हमारे लोगों द्वारा इन गाड़ियों को रोकने पर हमारे खिलाफ एफ0 आई0 आर0 दर्ज करवाई गई। टोल नाका भी सही स्थान पर नहीं लगाया गया है। मैंने लो0 नि0 वि0 के खिलाफ उपभोक्ता अदालत में सड़क से</p>	<p>कहा। कशर मालिक द्वारा बताया गया कि सेवानिवृत कर्नल रवि पठानिया ने जिन कशरों की बात की है उसमें 07 कशर पंजाब क्षेत्र के भी हैं हमारी गाड़ियां इस पुल से नहीं गुजरती हैं। अध्यक्ष महोदय ने कशर मालिकों को निरन्तर पानी का छिड़काव करने के लिये कहा। साथ ही कशर मालिकों को कशर से सम्बन्धित (मजदूरों, पौधारोपण आदि) नियमों का पालन करना चाहिये। कशर प्रामर्शदाताओं ने कहा कि नियमों एवं शर्तों की प्रतिलिपि MoEF की Web site पर एवं ईकाई द्वारा पर्यावरण प्रभाव मूल्यांकन रिपोर्ट में भी उपलब्ध है।</p>
--	---	---

	<p>गाड़ियों के क्षति ग्रस्त होने वारे मुकदमा भी दायर किया था ! कन्दरोड़ी से चक्की पुल तक का 05 मिनट का सफर 15 से 20 मिनट में हो रहा है। मैंने कशर मालिकों को इस सड़क को ठीक करने कई वार आग्रह किया किन्तु उनके द्वारा वार वार यह आग्रह टुकरा दिया गया। यदि वे इस सड़क को ठीक करवा देते हैं तो हमें उनके उद्योग से कोई परेशानी नहीं है। वरसात में सड़क पर कीचड़ होने के कारण स्थानीय लोगों को एवं स्कूली बच्चों को आने जाने में समस्या होती है। गर्मियों के दिनों में पानी का छिड़काव भी नहीं किया जाता है और निश्चित ही इस क्षेत्र में लोगों को विमारी फैल सकती है सड़क की खस्ता हालत के कारण गाड़ियों में पेट्रोल भी अधिक लगता है, जानलेवा दुर्घटना भी बढ़ गई हैं। छोंछ खड्ड के तटीकरण हेतु 200 करोड़ की परियोजना मजूर की गई है, किन्तु कशरों के लगने से वाढ़ से होने वाले दुश्प्रभावों को रोकने की यह परियोजना विफल हो जायेगी। पिछले 3 वर्ष में यहां बाढ़ आने से बहुत नुकसान हुये हैं। 200 करोड़ की परियोजना तब तक शुरु नहीं की जा सकती जब तक यह कशर उद्योग पर्यावरण नियमों का पालन न करें। हमें अनापति प्रमाण पत्र जारी करने वारे कोई आपति नहीं है, किन्तु इन उद्योगों को नियमों का पालन करना होगा। उन्होंने पर्यावरण विभाग को कशर स्थापित करने हेतु नियम और शर्तों की प्रतिलिपि दी जाये। इस क्षेत्र का भू जल स्तर जो 20 वर्ष पहले 20 फुट था अब गिर कर 40 से 110 फुट रह गया है। सरकारी जल आपूर्ति भी क्षेत्र की पानी की मांग को पूरा नहीं कर पा रही है। सड़कों पर कीचड़ होने से रात के समय चलने से डर लगता है। यह बात सभी कशर वालों के वारे में की जा रही है। पंजाव में 08 कशर लगे हैं। हमारे स्थानीय क्षेत्र के लोग इन्हें रोक नहीं पाते हैं और यह हमारे छन्नी क्षेत्र की सड़कों को तवाह कर रहे हैं।</p>	
3.	श्री हरविन्द्र चडडा, उन्होंने कहा कि, छोंछ खड्ड के तटीकरण की	अध्यक्ष महोदय ने कशर

	<p>अधिशाली अभियन्ता, सिंचाई एवं जन स्वास्थ्य विभाग ईन्दोरा, तै० ईन्दोरा, जिला कांगड़ा (हि.प्र.),</p>	<p>परियोजना वर्ष 2013 में भारत सरकार द्वारा पास की गई। हमने इसका निर्माण कार्य शुरू कर दिया है। जैसा कि बताया गया है कि यह 180 करोड़ परियोजना है एवं इससे 1700 हेक्टर भूमि को कृषि योग्य बनाया जायेगा। यह तटीकरण इस क्षेत्र से भी गुजरेगा मेरा यह सुझाव है कि इस परियोजना (कशर) को मन्जूरी देने से पहले तटीकरण सुधार को ध्यान में रखा जाये। स्वां खड्ड के तटीकरण में जिन नियमों का पालन किया गया है इस परियोजना में भी उन्हीं नियमों का पालन किया जाना चाहिये।</p>	<p>मालिक को तटीकरण के मुद्दे पर अपना पक्ष रखने को कहा। प्रामर्शदाताओं ने बताया कि स्वां खड्ड का तटीकरण हो चुका है एवं आज भी यहां पर खनन् पट्टा की मन्जूरी दी जा रही है। जल एवं जन स्वास्थ्य विभाग द्वारा तटीकरण क्षेत्र से 100 मी० की दूरी की शर्त है हमारी खनन् योजना में भी बताया गया है कि बांध से 50 मी० के अन्दर खनन् नहीं किया जायेगा। इसके साथ तटीकरण होने के पश्चात खनन् योजना में आवश्यकता अनुसार सुधार किया जा सकता है एवं खनन् योजनावद्ध तरीके से ही किया जायेगा। अध्यक्ष महोदय ने कहा कि यदि कशर मालिक ध्यान दें तो तटीकरण परियोजना को कोई नुकसान नहीं होगा।</p>
4.	<p>श्री मनमोहन कटोच, गा० व डा० ईन्दोरा, तै० ईन्दोरा, जिला कांगड़ा (हि.प्र.),</p>	<p>उन्होंने कहा कि मण्ड क्षेत्र तक 06 से 07 कशर हैं इन कशरों के लगने से स्थानीय लोगों को रोजगार मिला है और निर्माण सामग्री भी सस्ते दामों पर उपलब्ध मिलती है। सेवानिवृत्त कर्नल रवि पठानिया द्वारा जो सड़क का मुद्दा उठाया गया है वह सही है सड़क की</p>	<p>कशर के प्रामर्शदाताओं ने बताया कि वे भी धूल उत्सर्जन को कम करने व सड़क के निर्माण हेतु जो कदम उठाये जायेंगे</p>

		<p>आवश्यकता सभी को है और यह इस क्षेत्र की सबसे बड़ी समस्या है। उन्होंने यह भी कहा कि यह एक उद्योगिक क्षेत्र है और उद्योगिक क्षेत्र का माल जब भी वाहर भेजा जायेगा तो वह कई लाख टन होगा, किसी भी गाड़ी को रोका नहीं जा सकता। यह सबके लिये एक समस्या है एवं इसका समाधान सबको मिल कर करना चाहिये। मेरी जानकारी के अनुसार इस सड़क की डी० पी० आर० सरकार को भेज दी गई है, यह डी० पी० आर० गलत है। उनके द्वारा रालमिश्रित सड़क बनाने का प्रस्ताव भेजा गया है जबकि उन्हें सीमेंट सड़क का प्रस्ताव भेजा जाना चाहिये था। यह विभाग की गलती है कि इस डी० पी० आर० को बनाने में 5 से 6 साल लग गये, माननीय मुख्यमंत्री ने भी अपने कोष से एक करोड़ रुपये की राशि इस सड़क के लिये दी गई है जो कि बहुत कम है लो० नि० वि० द्वारा बनाई गई 16 करोड़ की डी० पी० आर० भी गलत है यहां निर्माण सामग्री का मूल्य पंजाब क्षेत्र के मुकाबले काफी कम है। कशर मालिकों द्वारा निर्माण सामग्री कम मूल्य पर और कभी-कभी मुफ्त उपलब्ध करवा दी जाती है। सड़क ही समस्या न केवल स्थानीय वल्लिक साथ लगते क्षेत्र जैसे कि ईन्दोरा, चिन्नोर आदि सबकी समस्या है, इसलिये हम सबको साथ मिलकर इस सड़क को बनाने के लिये आवाज उठानी चाहिये तब ही इस समस्या का समाधान हो सकता है।</p>	<p>उनमें सहयोग करेंगे।</p>
<p>5.</p>	<p>श्री शमशेर सिंह कटोच, गा० व डा० इन्दपुर, तै० ईन्दोरा, जिला कांगड़ा (हि.प्र.)</p>	<p>उन्होंने कहा कि सब लोग सड़क की दयनीय स्थिति से उदासीन हैं और इनको शब्दों में वयान नहीं किया जा सकता। इस सड़क को केवल कशर के ट्रकों से नहीं खराब हुई वल्लिक यहां लाहे के उद्योगों के भारी वाहनों से भी क्षतिग्रस्त हुआ है। छोन्छ खडड एक वरसाती खडड है और जब वरसात के मौसम में पानी आता है तो आस पास के क्षेत्रों में घुस जाता है, यहां तक कि यह पानी लोगों के घरों में घुस कर बहुत नुकसान कर देता है। पिछले वर्ष भी ऐसा ही हुआ था। खनन् करने से खडड की गहराई बढ़ जाती है और</p>	<p>-----</p>

		खड्ड का पानी वाहरी क्षेत्रों में नहीं जाता है। यदि सरकार कच्चे बांध बनाना चाहती है तो यह एक अच्छी बात है। ऐसा करने से यह क्षेत्र सुरक्षित हो जायेगा और किसी को नुकसान भी नहीं होगा। इस क्षेत्र के लोगों को निर्माण कार्य हेतु निर्माण सामग्री की उपलब्धता की सुविधा भी मिलेगी। उन्होंने कहा कि कशर चलते रहने चाहियें, सड़कों को बनाया जाना चाहिये और छोंछ खड्ड का पानी घरों में नहीं घुसना चाहिये।	
6.	श्रीमति गुरमीत कोर, गा0 कन्दरोड़ी, तै0 ईन्दोरा, जिला कांगड़ा (हि.प्र.)	उन्होंने कहा कि यहीं पर कन्दरोड़ी, शेखुपुर गांव से महिलायें आई हैं हम सड़क पर चलने वाले भारी वाहनों के कारण कोई दयनीय स्थिति से उदासीन हैं और सड़क पर बड़े बड़े गड्डे हैं जिनमें पानी भरने से स्थानीय लोगों को सड़क पर चलने में कठिनाई आती है। उन्होंने अनुरोध किया कि इस क्षेत्र में कशर नहीं लगाये जाने चाहियें, और छोटी सड़क होने के कारण बड़ी गाड़ियों की आवाजाही पर रोक होनी चाहिये। काफी सारे लोगों को मुश्किलों का सामना करना पड़ रहा है। पुलिस से आग्रह करने पर भी लागों की सुनवाई नहीं होती है। यदि आप फिर भी अनुमति देना चाहते हैं तो कन्दरोड़ी गांव के लागों को कहीं और जगह पर बसा देना चाहिये।	
7.	श्री श्याम सिंह गुलेरिया, प्रधान ग्राम पंचायत डाह कुलाड़ा, तै0 ईन्दोरा, जिला कांगड़ा (हि.प्र.)	उन्होंने कहा कि 10 वर्ष पहले हमारे गांव को छोटे नागपुर से जाना जाता था। भू-जल स्तर के नीचे जाने से फलों का उत्पादन कुछ समय के लिये ही हो पायेगा। अगर खनन बन्द नहीं हुआ तो लगभग 18 गांव मरुस्थल बन जायेंगे। पिछले वर्ष हम प्रशासन के पास गये थे किन्तु खनन बन्द नहीं हुआ। यदि खनन बन्द नहीं हुआ तो लगभग 10 गांव कशर के खिलाफ धरने पर बैठ जायेंगे। उन्होंने अध्यक्ष महोदय से अनुरोध किया कि गांव में चल कर खनन से हुये नुकसान का जायजा लें। उन्होंने कहा कि गांव की सड़क से हमारा कोई सम्बन्ध नहीं है। हम सिर्फ अपने वागीचों से सम्बन्धित हैं क्योंकि हमारा जीवन इन पर	कशर प्रामर्शदाताओं ने बताया कि जिस गांव के वारे में प्रधान जी बात कर रहे हैं वह यहां से 2 से 3 कि0 मी0 ऊपर है। उनके लिये वहां अलग से रास्ता और पुल बना हुआ है, जिसके ऊपर उनके लिये कच्चे बांध है। जहां से खेती के लिये कुलहों में पानी जाता है। उनका गांव

		निर्भर है।	हमारे गांव से नहीं लगता है, जल स्तर नीचे नहीं गया है। यह लोग पुल के ऊपर का पानी इस्तेमाल कर रहे हैं। वरसात के दिनों में जो मलवा इन कच्चे बाधों के ऊपर से आता है वह यहां तक पहुंचता है। वरसातों में इनके द्वारा बनाये गये कच्चे बांध वह जाते हैं। कशर एवं खनन् से इन्हें कोई नुकसान नहीं है।
8.	श्री जोगिन्द्र सिंह, ग्राम पंचायत डाह कुलाड़ा, तै0 ईन्दोरा, जिला कांगड़ा (हि.प्र.)	उन्होंने कहा कि कशर वाले झूठ बोल रहे हैं। इनके द्वारा जो नुकसान किया जाता है वह बहुत ज्यादा है, जिससे कि खेत व कुलहें प्रभावित हुई हैं। उन्होंने अध्यक्ष महोदय से 2 कि0 मी0 ऊपर मौके पर जाने का अनुरोध किया। उन्होंने यह भी कहा कि डाह कुलाहड़ा की कुलहों को इस वर्ष पानी नहीं मिलेगा और उनके वगीचे तवाह हो जायेंगे।	कशर प्रामर्शदाता ने बताया कि मिट्टी की परत नदी के ऊपरी हिस्से से 2 से 3 मी0 नीचे है। भू जल-स्तर पर खनन् का कोई प्रभाव नहीं पड़ेगा क्योंकि वह असली मिट्टी की परत के नीचे है। जिस क्षेत्र की यह बात कर रहे हैं वह कशर से ऊपर है। यदि भू जल-स्तर में किसी तरह का प्रभाव पड़ता है तो वह कशर के निचली तरफ पड़ेगा न कि ऊपर की तरफ।

9.	<p>श्री कमल किशोर स्वुत्र श्री गिरधारी लाल, गा0 तोकी, डा0 छन्नी, तै0 ईन्दोरा, जिला कांगड़ा (हि.प्र.)</p>	<p>उन्होंने जन सुनवाई का आयोजन करने के लिये सभी अधिकारियों का धन्यवाद किया। उन्होने कहा कि जहां विकास होता है वहां कुछ नुकसान भी होता है, यह दोनो चीजें आपर में जुड़ी हुई है। जहां तक ईन्दोरा सड़क की बात है यह खडड में परिवर्तित हो चुकी है। यह मुद्धा जन समस्याओं की बैठक में भी उठाया गया था एवं वरिष्ठ अभियन्ता लो0 नि0 वि0 ने अपनी सहमति व्यक्त की थी। वार वार यह कहा गया है कि भारी वाहनों के चलने से यह सड़क खराब हुई है किन्तु मेरा मानना है कि यह सड़क लो0 नि0 वि0 की लापरवाही से खराब हुई है। विभाग ने सड़क की मुरम्मत में खुद को असक्षम बताया। कशर पहले भी लगाये गये हैं एवं भविष्य में भी लगेंगे। जो कशर नियमों का पालन करते हैं न उन्हें बन्द किया जाना चाहिये और न ही हमें उनसे कोई आपति है। इन कशरों के नुकसान के साथ काफी फायदे भी हैं</p>	
10	<p>श्री राजेश ठाकुर, भूतपुर्व सदस्य जिला परिषद, वाई अटारियां, डा0 कन्दरोड़ी, तै0 ईन्दोरा, जिला कांगड़ा (हि.प्र.)</p>	<p>उन्होंने जन सुनवाई में पधारने पर सभी अधिकारियों का स्वागत किया। उन्होने कहा कि डाह कुलाहडा में कोई वागीचा या पेड़ खनन् के कारण तवाह हुये हैं। जब भी वरसात के बाद कच्चे बांध बांधने की जरूरत होती है हम 03 कशर वाले अपनी मशीनें इन लोगों व किसानों की मदद के लिये उपलब्ध करवाते हैं। सड़क के सन्धव में मै यह वताना चाहता हूँ कि कुछ साल पहले यह बहुत छोटी सड़क थी, पहले बड़ी बड़ी फैंक्ट्रीयाँ लगीं फिर कशर स्थापित किये और इन फैंक्ट्रीयों के लगने से इस सड़क ने तो टूटना ही था। सड़क को बनाया जाना विभाग की जिम्मेवारी थी। आप भदरोआ से टिप्परी सड़क तक कशर लगने के समय यह सड़क जर्जर हालत में थी वहरं पर बड़े बड़े गडडे थे और लोगों को धूल उतसर्जन की समस्याओं से जूझना पड़ता था। अव यह सड़क बना दी गई है और कशर भी चल रहे हैं। पिछले वर्षों में बाढ़ का पानी लोगों के घरों में चला जाता था, यदि यह कशर न होते</p>	

		तो कन्दरोड़ी गावं तवाह चुका होता। सड़कें कशर की वजह से खराब नहीं हुई वल्कि एक वार खराब होने पर इन्हें दोबारा ठीक ही नहीं किया गया और न ही कोई डी0 पी0 आर0 अच्छी तरह से तैयार की गई है। जैसा कि सुझाव दिया गया है कि सीमेंट की सड़क बनाई जानी चाहिये, इससे मैं भी सहमत हूँ। माननीय मुख्यमंत्री ने भी आश्वासन दिया था कि एक महीने में यह सड़क बना दी जायेगी।	
11	श्री विवेक पटानिया, गा0 वारी, डा0 कन्दरोड़ी, तै0 ईन्दोरा, जिला कांगड़ा (हि.प्र.)	उन्होंने कहा कि कशर के कारण हम नोजवानों को रोजगार मिला है। कशर की वजह से डाह कुलाहड़ा के लोगों को कोई नुकसान नहीं है। बाढ़ के कारण पिछली वार नुकसान हमारी जमीनों का हुआ था। इस वार हमारी जमीनें इन कशरों के कारण बच गई हैं। इन लोगों की मांग के अनुसार इन चीजों मौके पर देखा जाना चाहिये कि इन कशरों के कारण ही इस वार हमारी जमीनें बची हैं।	
12	श्री मनसा राम, गा0 व डा0 शेखुपुर डा0 कन्दरोड़ी, तै0 ईन्दोरा, जिला कांगड़ा (हि.प्र.)	उन्होंने कहा कि हमारे क्षेत्र में 1948 से कोई शमशान घाट नहीं है न ही शेखुपुर पन्चायत द्वारा निर्माण किया गया है।	कशर प्रामर्शदाता ने बताया कि इस क्षेत्र के कशर मालिकों द्वारा शमशान घाट निर्माण हेतु भूमि उपलब्ध करवा दी गई है व इसका निर्माण संयुक्त रूप से कशर मालिकों द्वारा शुरू करवा दिया गया है जोकि वरसात के बाद पूरा कर दिया जायेगा।

अध्यक्ष महोदय ने कशर मालिकों को नियमानुसार कार्य करने का सुझाव दिया। धूल उत्सर्जन को रोकने हेतु पानी का छिड़काव व पौधारोपण किया जाना चाहिये। उन्होंने कशर मालिकों को स्थानिय क्षेत्र के विकास हेतु कॉरपोरेट सामाजिक जिम्मेदारी का निर्वाहन करने व स्थानीय लोगों को रोजगार देने के लिये कहा। इस सन्दर्भ में कशर के प्रामर्शदाता ने बताया कि कॉरपोरेट सामाजिक जिम्मेदारी का पहले से ही ध्यान रखा गया है और सड़कों के सन्दर्भ में कशर उद्योगों द्वारा मिलकर इसका रख-रखाव किया जायेगा।

अंत में श्री सुशील कुमार धीमान, क्षेत्रिय अधिकारी, राज्य प्रदूषण नियंत्रण बोर्ड, ने अध्यक्ष महोदय, विभिन्न विभागों के सभी अधिकारियों एवं उपस्थित सभी लोगों का जन सुनवाई में भाग लेने का आभार प्रकट करके जनसुनवाई का समापन किया ।

अतिरिक्त उपायुक्त  
कांगड़ा स्थित धर्मशाला,  
जिला कांगड़ा हि.प्र.

**Statement of Issues raised in Environmental Public Hearing on dated: 11/08/2014, on the proposal submitted by M/s Jai Shri Hari Gram Udyog Stone Crusher, V.P.O Bian Attarian, Tehsil Indora, District Kangra, H.P. for collection of Stone, Sand & Bajri (minor mineral) situated in Khasra No. 137 & 138/3 measuring 12-34-94 Hect., at village/Mohal and Mauza Bian Attarian, Tehsil Indora, District Kangra, H.P.**

Environmental Public Hearing on the proposal submitted by M/s Jai Shri Hari Gram Udyog Stone Crusher, V.P.O Bian Attarian, Tehsil Indora, District Kangra, H.P. for collection of Stone, Sand & Bajri (minor mineral) situated in Khasra No. 137 & 138/3 measuring 12-34-94 Hect., at village/Mohal and Mauza Bian Attarian, Tehsil Indora, District Kangra, H.P. was organized on 11.08.2014 at 11.00 AM by HP State Pollution Control Board, as per notification No-SO-1533 dated 14.09.2006. This public hearing was organized by the HP State Pollution Control Board under the chairmanship of ADC, Kangra at Dharamshala according to prescribed process of public hearing. The attendance sheet of participants present in the public hearing is enclosed (Annexure-I). In this public hearing Distt. Mining Officer Kangra, Panchayat Representatives, Officers and officials of various Departments and local residents were present. In the beginning Er. S.K. Dhiman, AEE, Regional Officer, HPSPCB, Jassur welcomed the Chairman, officers and officials of various Departments, Panchayat Representatives and public. Thereafter he requested the representatives of M/s Jai Shri Hari Gram Udyog Stone Crusher to present the brief introduction and proposals made for the mining lease. Then the brief description regarding this proposed Mining Area was given by the representative of the Stone Crusher Sh. Karan Singh Pathania and their consultant M/s IDMA Laboratories, Panchkula, Haryana. Then Er. S.K. Dhiman requested the Chairman to permit to start the public hearing. ADC, Kangra at Dharamshala permitted to start the public hearing and also requested the people present in this Environmental Public Hearing to express their views, comments, suggestions and objections regarding this proposed Mining Lease without any fear and pressure from any corner.

Videography of the public hearing was also done. Accordingly the proceedings of the Environmental public hearing were recorded and the same is reproduced here.

Sr. No.	Name & Address	Issues/Suggestions raised
1.	Smt. Suman Sharma, Pradhan Gram Panchayat Bhapoo, Tehsil Indora, District Kangra, H.P.	She said that the Bhapoo Panchayat is linked with Bian Attarian village of Panchayat Shekupur. There is no loss to our village from these units neither there is any pollution from the operation of these stone crushers. If these units follow the norms, these kind of units should be encouraged. Whenever the raw material is required for the development work of the panchayats, and you are well aware that in panchayat we have to maintain 60 & 40 ratio under MANREGA, we get it locally. Even if we procure 40% raw material from Punjab areas, we get it costlier. Not only a single family gets benefited due to the operation of these units, but hundred families get employment. She again requested that, if these units follow the norms, these kind of units should be encouraged so that the local people get employment and the living standard of our village can increase. At the end she said that the road should be well maintained (Damtal to Indora Road).
2.	Retd. Col. Ravi Pathania, Village Shekhupur, Tehsil Indora, District Kangra, H.P.	He said that he is not speaking against the crushers, but in relation to these he talked about the road conditions. In 2008 he represented the matter regarding the road to the Chief Minister of the State and in its reference the PWD department replied in 2009, that they are unable to repair the road as the civil administration and police are not helping them. PWD department had fixed the steel angles while coming from Damtal on the Indora road, so that the heavy vehicles can be stopped; these steel angles were removed in the night time with the help of JCB. He further said that from Damtal to Chakki Khad minimum of fifteen culverts were damaged and during night time these were filled with the help of JCB's due to which the water flow was obstructed. This is a class nine road and its capacity is forty ton and want to inform this to the local people but today the condition is that, on this road eighty to ninety ton loaded vehicles are plying due to which a column of the bridge on the chaunch khad got damaged as the vehicles ply on this bridge as there is water in the khad due to the monsoon season. The PWD department has spent around four to five lakhs on its repair and today loaded trucks of eighty tons cross through this bridge. What will happen if this bridge breaks? Under this bridge there is HTL power line, four to five columns of which are about to fall. Two to three culverts have been repaired by PWD capacity of which has been enhanced from 40 to 80 tons. He informed that he wrote a letter to the Deputy Commissioner to stop the nuisance regarding the plying of heavy vehicles. On the way, near the petrol pump, He alone stopped the five to six vehicles which were having 24 tyres each and the policemen asked him that why did he stop the vehicle. He was informed that this vehicle have been stopped just to

inform the police about the plying of heavy vehicles. He said that he was informed by the police that the truck driver will be arrested. If we go to the police, PWD department, they say that we donot have any right to stop them. The local administration says that they have passed the orders in this regard. The CM while visiting this area was requested to visit through this road. While addressing he assured that the road will we maintained, but it has not been done yet since the month of September 2013. The vehicles are not stopped and the ETO says that they donot have the weighing bridge. Some cases were done by them and it was shown that the arrests have been done and the people have been fined. Our people assitated to stop these vehicles and as a result FIR was launched against these people. The toll barrier is also in the incorrect location. I have also filed a PIL since last six months but nothing has been done yet. Even I have filed a personal case against PWD in consumer court regarding damage to the vehicle due to the road condition. The track from Nangal/Kandrori to Chakki bridge which we used to cover/travel in 5 minutes, today it takes us 15 to 20 minutes and the vehicles move in second gear. I have requested all the crusher owners to get the road repaired and we donot have any problem with operation of their business, but again and again it is ignored. You would have seen that the pits on the road have been filled at the night time yesterday. There are effects on the public. On the rainy days when the local people come to the market for purchasing anything, due to the deep pits, there is slush (muddy) on the roads, the kids cannot go to school, people cannot come to the market on foot. In summers sometimes water sprinkling is not carried out. This will surely spread diseases in this area as there is lots of dust which gets inside the houses in kandrori and Shekupur area. School going students are facing problems. Consumption of petrol has increased due to bad conditions of road. Fatal accidents have increased. A project of 200 crores has been sanctioned for the embankment of Chakki khad (Chaunch khad). So many crushers have been installed, they will break the anti flood measures made by the government. In past three years there have been many floods and losses due to it. The 200 crores projects cannot be started until and unless the environmental norms and the norms for crushers are followed. The demarcation of the land should be got done by the revenue department. We don't have any objection regarding the issue of NOC, but the basic norms should be followed. He further requested the environment department to provide them with the terms & conditions to set up a stone crusher. The local village people may be asked about the water table which used to be 20 feet two years back which then went to 40 feet, then 80 feet and today it is at 110 feet. The government water supply is also not sufficient. You will be scared to move on these roads at the

		night time due to lot of slush (muddy). He said he is talking in general about all the stone crushers. In Punjab eight number crushers have been installed and our people do not dare to stop their vehicles and they have damaged all the roads in Channi area.
3.	Sh. Harvinder Chaddha, Xen IPH Division Indora, Tehsil Indora, District Kangra, H.P.	He said that channelization project of Chaunch Khad have been approved by the Government of India in 2013. We have already started its construction work. As informed this project is of around 180 crores and 1700 hectares of area will be reclaimed with this. The channelization will pass through area. He further said that his observation/submission is that the channelization amendment should be taken care off before granting approval to the project.
4.	Sh. Manmohan Katoch, VPO Indora, Tehsil Indora, District Kangra, H.P.	He said that the there are six to seven crushers in this area upto mand region. Due to the establishment of crushers the people have got employment and also the supply of material has gone cheaper. As per the matter raised by Retd. Col. Ravi Pathania regarding the requirement of road, we people require the road which is the basic problem. He further stated that this is an industrial area and whenever the material is to be sent/supplied from this industrial area, that will be in lakhs of tons. No vehicle can be stooped. If the basic problem of the road is discussed, it would be much better. As per my knowledge a DPR of this road have been sent to the government which is incorrect. They have proposed bitumen road in it instead of that they should have proposed concrete road. The formation of this DPR is in process since last five to six years. This is the mistake of the department and not of the local people, crusher owners or the industries. The Chief Minister of the State has granted Rs. One crore from his funds but this fund is insufficient for this road. The DPR of Rs. Sixteen crores made by the PWD department is also incorrect. The rates of the crushed material in Punjab are very high and it is much cheaper here in this area. The crusher people provide the sand, etc to the local people at subsidized rates and sometimes even free of cost. The main problem exists with the road and not only the local public of kandrori, the people of near by villages such as Indora, chanor, etc are affected. So we all should raise our voice to maintain this road due to which all the problems of the people will be solved.
5.	Sh. Samsher Singh Katoch, VPO Indpur, Tehsil Indora, District Kangra, H.P.	He said that all the people here are sad due to the condition of the road and this cannot be defined in words. The road is not only being damaged by the crushers, but there are steel mills too in this area and loaded vehicles of different kind pass from this area. The river is seasonal monsoon river and when this river is flooded during the monsoon season, water flows in all the nearby areas/villages, and even it gets inside the houses of the people making everything wet. Even this happened last year. He said that he would like to bring into

		<p>the knowledge that the actual depth which was required for the river to regulate the water flow, have been acquired by it due to the excavation process, result of which the river water overflows very less. If the government wants to provide check dams, that will be good and this area will be safer and there will be no loss to anyone. He said he also wants that good road should be constructed at the earliest. The people have the convenience of material in the area for the construction/development of the area. He said that the crushers should keep on working, road should be well maintained and the chaunch khad water which gets into the houses of the people should also be stopped.</p>
6.	<p>Smt. Gurmeet Kaur, W/o Sh. Balwinder Singh Village Kandrori, Tehsil Indora, District Kangra, H.P.</p>	<p>She said that we all the women here are from kandrori, Shekupur village. We all people are sad due to the road condition which is because of the movement of heavy vehicles. There are big pits on the road in which the water fills in and it is difficult for the people to walk on these roads. She requested that the crushers should not be allowed to install and this is a small road through with heavy vehicles move. Many people meet with the accidents over here. The police do not listens to the request of we poor people. If you want to grant permission to them, you should rehabilitate all the people of kandrori village.</p>
7.	<p>Sh. Sham Singh Guleria, Pradhan Gram Panchayat Dah kulahra, Tehsil Indora, District Kangra, H.P.</p>	<p>He said that ten years back his village was known as mini Nagpur. Due to the lowering of water table, the fruit production is a guest of few days. If the mining is not stopped, around eighteen numbers of villages near to my village will turn into a desert. The mining is being done from past eight years but we never spoke anything about it. Last year we went to the government authorities but the mining was not stopped. If the mining will not be stopped, the nine to ten villages are ready for assitation against it because these people are going to face many losses. He requested the committee to visit his village as he said that his village is suffering from the losses due to mining. He said that he is not having any concern about the road and is only concerned about their orchids because it is their livelihood.</p>
8.	<p>Sh. Joginder Singh, village Dah kulahra, Tehsil Indora, District Kangra, H.P.</p>	<p>He said that the crusher people are lying. The damage caused by them is very much to the agricultural fields and kuhals. He requested the committee to visit the spot two kilometers upstream. The kuhals in Dah kulahra area will not get water this year and the orchids will be destroyed.</p>
9.	<p>Sh. Kamal Kishore, S/o Sh. Girdhari Lal, Village Toki, P.O. Channi, Tehsil Indora, District Kangra, H.P.</p>	<p>He thanked all the officials for conducting the public hearing. He said that actually where there is development, there is damage also and both are vice versa. Whereas Kandrori to Indora road is concerned, it has actually turned into a river. This matter was also discussed in Public Greaviences meeting and the concerned Senior Engineer of PWD also agreed to the fact stated. It is again and again being said that this road have got damaged due to the</p>

		<p>movement of heavy vehicles but he stated that this road have been damaged due to the weakness of the PWD department. The department says that they are unable to maintain it. The crushers have been installed here and will be installed in future also and the units which will meet the norms of the government, there crushers will not stop. If this crusher meets the norms of the government, we do not have any objection. He further stated that if there are losses due to these crushers, then there are many advantages also.</p>
10.	<p>Sh. Rajesh Thakur Ex Zila Parishad Member, Bian Attarian, P.O. Kandrori, Tehsil Indora, District Kangra, H.P.</p>	<p>He thanked and welcomed all the officials and people for conducting and attending the public hearing. It has never been that any orchid or trees in Dah kulahra have dried up due to mining. Whenever after the monsoon season, it is required to construct the temporary check dams; we three to four crusher owners send our machinery for the same to help these people to get them water for agriculture purpose. Secondly regarding the road, it used to be a small road. Initially these heavy industries were set up in this industrial area and later on these crushers were installed here. That small road was supposed to be damaged due to the setup of the industries. It was the duty of the government to construct that road. You would be aware about the Bhadroya to Tipri road. It was even damaged when crushers were there. There were big pits and dust problem was there in the houses of the people. Now this road has been maintained and the crushers are also operating. In the previous years, the flooded water used to get inside the houses of the people. If these crushers would have not been installed, this kandrori village would have been destroyed. The roads have not been damaged due to the crusher. The road got damaged, it was not repaired again, and neither a good DPR was prepared. As suggested concrete road should be made. The Chief Minister of the State assured that this road will be constructed in one month. It is the job of the government to construct the road. On behalf of the stone crushers, every fifteen days we repair it with the help of our JCB's. There is no damage due to the crushers.</p>
11.	<p>Sh. Vivek Pathania, Village Bari, P.O. Kandrori, Tehsil Indora, District Kangra, H.P.</p>	<p>Due to the crushers we youngsters have got employment. There is no loss to the Dah kulahra people but instead of that due to the floods we have faced the losses last time, the agricultural fields of ours have flown away in the floods. Also this time our land has been saved due to the crushers as the river bed level have been lowered down. As per the demand of the people these things should be seen and noted practically on ground that because of the crushers this time our land have been saved.</p>
12.	<p>Sh. Mansa Ram, VPO Shekhupur, Tehsil Indora, District Kangra, H.P.</p>	<p>He said that there is no cremation ground in this area since 1948 neither it have been constructed ever in panchayat Shekhopur.</p>

The chairman of the committee, ADC, Kangra suggested/requested the project developers that the work should be carried out as per the rules and regulations. To prevent Air Pollution, the water sprinkling and plantation should be done. He further said that CSR activities should be carried out in the area and the local people should be given employment. In this regard the representative of the unit replied that the CSR activities are already taken care off. Regarding the issue of the road, the crusher people should keep on maintaining it intermediately.

At the end, Sh. S.K.Dhiman, Regional Officer, HPSPCB, Jassur thanked all the officers of different Departments and the public for attending the Public Hearing and concluded the public hearing.

Additional Deputy Commissioner  
Kangra at Dharamshala,  
District Kangra (H.P.)