



Government of Nepal
Ministry of Forest & Soil Conservation
Department of National Parks & Wildlife Conservation



Date: April 28, 2014

To
Kishore Rao
Director
The World Heritage Centre
7, Palace de Fontenoy
75352 Paris 07 SP,
France

Subject: State of Conservation of Chitwan National Park, Nepal (N 284)

Dear Mr. Rao,

It is my pleasure to forward the State of Conservation (SoC) of Chitwan National Park, Nepal (N 284) to you. I would like to request you to include this State of Conservation of Chitwan National Park, Nepal in World Heritage Center SoC on-line. Please find attached 2 pages statement.

Thank you very much for your concerns.

at best

Megh Bahadur Pandey
Director General
Department of National Parks and Wildlife Conservation
Nepal

CC : UNESCO Office Kathmandu

Name of the World Heritage Property: Chitwan National Park, Nepal (N 284)

The Department of National Parks and Wildlife Conservation has the following comments regarding the conservation issues of the Chitwan National Park Nepal.

Related to Annex I and II

1. Information received by the World Heritage Centre from IUCN on 30 January 2014 regarding road and railway construction at Chitwan National Park Nepal.

ÆIUCN has received the following additional information from concerned parties in Nepal and globally. In relation to the proposed road and railroad construction through Chitwan"

- i. The road project reportedly has started construction of bridge in the south eastern side (in buffer zone) of Chitwan, actual road construction has not started yet. The railway project is still in design phase. The government of Nepal is planning to prepare a Detailed Project Report for this section. We have no information about the alternative solutions proposed except the suggestions for putting overpasses or making tunnels on the section which falls inside the Chitwan National Park".

Response (i):

The bridge construction works was proposed at Golaghat which falls in buffer zone of Chitwan National Park and the Department of National Parks and Wildlife Conservation strongly opposed it. As a result, the contact was cancelled by the Department of Roads. However, the Department of Roads has been planning to construct bridge over the Narayani river at Bhosara ghat, which is a bit far towards the north from the previously located site (Golaghat). This proposed bridge site is said to provide services as part of the East-West Postal road (Hulaki Marg). The postal road also crosses the Chitwan National Park and fragments the important wildlife habitats.

The Hulaki road and bridges have been constructed with the support of the government of India. The preparation of Detail Project Report (DPR) and EIA of Rail road has been constructed with the financial and technical cost of government of Nepal.

The Department of Railway initiated DPR study by employing a Korean consultant without any prior consultation with the Department of National Parks and Wildlife Conservation. The DNPWC came to know about this study only when they wrote a letter for an entry permission in

the Chitwan National Park to conduct survey. According to regulations, pre-approval of Ministry of Forests and Soil Conservation is mandatory in order to develop such large infrastructures in the protected areas. Therefore, the DNPWC requested to follow the existing rules.

The Ministry of Forests and Soil Conservation has issued a consent letter with stated conditions for conducting detail survey of Simara-Tamsariya section and carry out Environmental Impact Assessment study with due consideration of other alternatives such as Simara/Pathlaiya-Hetauda-Tamsariya and/or Chandra Nigahapur/Nijgarh-Hetauda-Narayangarh-Tamsariya route alignment.

Railway project is important for the economic benefits of people. Thus the alignment of Rail road should link the human settlements rather than constructing Railway lines through the forest area and the prime habitats of wildlife.

Proposed Rail road crosses CNP in two places. One is Amuwa-Bagai 15 Km and second is Bankatta-Dhurba 5 km. These sectors provide important habitats to mega wildlife like elephant, rhino tiger, bison, etc., and with the construction of rail road through these sectors do not benefit considerable human population except loss of wildlife habitats. As mentioned above, Chitwan National Park suggested alternatives which will provide maximum benefits to human population and pose negligible adverse impacts in the nature of this World Heritage Property.

- ii. The road construction is reported to be supported by the government of India. It is not clear if the railroad is also supported by India.

Response (ii):

The road and bridge construction have been supported by the government of India. The Detail Project Report and Environmental Impact Assessment for railroad are to be performed by the cost of Government of Nepal.

2. Other current conservation issues identified by the State Party :

- Human wildlife conflict needed to be resolved. The demand of relief fund is growing

3. Any potential major restorations, alterations, and new construction within protected area and its buffer zone and corridors that might be envisioned :

- There are no such cases in CNP during the reporting period.