

January 2024
Uttarakhand Disaster & Accident Analysis Initiative (UDAAI)
Monthly Reports

Social Development for Communities (SDC) Foundation
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About UDAAI Monthly Reports

Uttarakhand Disaster & Accident Analysis Initiative (UDAAI) is a monthly initiative by Dehradun-based environmental action and advocacy group, Social Development for Communities (SDC) Foundation. The goal of the UDAAI reports is to document disasters and accidents in Uttarakhand, leading to human and ecological casualties. UDAAI is based on media reports in respectable publications in English and Hindi newspapers, as well as news portals. UDAAI neither attempts nor claims to document all disasters and all accidents in Uttarakhand; its focus instead is to document major casualties and non-casualty events on a regular basis.

We strongly believe that with the perils of inclement climate and unabated disasters, the ecologically fragile and earthquake-prone state of Uttarakhand needs to take many more steps to increase its disaster preparedness. We therefore see UDAAI as a document that highlights attention towards the urgent need of a holistic disaster management and accident minimization policy framework in Uttarakhand.

It is our earnest hope that UDAAI will spur political leadership, policy makers, bureaucracy, research and academic institutions, businesses, civil society organisations, media and the citizenry at large to initiate inclusive, regular and action-oriented conversations on the subjects of resilience, mitigation and adaptation in Uttarakhand. With mainstreaming and a greater focus on the issue, there is likely to be an improvement in the process of planning of climate actions and disaster management in Uttarakhand.

January 2, 2024 - Joshimath's agony lingers, families out in cold

A year on from the Joshimath subsidence, which forced many families out of their homes due to widespread cracks, affected people are still grappling with the changes in their lives. On January 4 last year, a burst aquifer in the Marwari area of Joshimath led to increased cracks in significant parts of the town.

Hundreds of homes became uninhabitable, compelling a large portion of the town's residents to evacuate. Government records show 868 structures across nine town wards developed cracks, with 181 buildings deemed unsafe.

Even after a year, over a dozen families remain in relief camps set up by the district administration in local hotels, guest houses, and lodges. Some claim they've been asked to vacate without clarity. "Over the past year, some individuals have received one-time settlements, while others continue to wait. Those compelled to vacate their damaged homes remain perplexed about whether they will be able to return to their residences or not. The government should inform them at least, enabling them to plan and move ahead in their lives," said Atul Sati, convenor of Joshimath Bachao Sangharsh Samiti (JBSS)

According to the approved plan, Rs 1079.96 crore of central assistance will be allocated from the National Disaster Response Fund (NDRF). The state government is set to contribute Rs 126.41 crore from its State Disaster Response Fund (SDRF) for relief assistance, along with an additional amount of Rs 451.8 crore from the state budget. This includes the cost of land acquisition for resettlement, which is estimated at Rs. 91.82 crore.



January 8, 2024 : 2 forest rangers among 4 dead as trial EV meets with accident in Uttarakhand, fifth body recovered three days later

Four people, including two forest rangers died and a woman warden went missing after an electric vehicle (EV) brought for a trial ride met with an accident in the Chilla range of Uttarakhand's Rajaji Tiger Reserve on the night of January 8, 2024

The rescue operation continued late into the night. In a statement issued on the morning of January 9, the State Disaster Response Force (SDRF) said there were 10 persons in the vehicle. While five injured people were admitted to AIIMS, Rishikesh for treatment, the force has launched a search for the warden who fell into the Chilla canal.

The deceased have been identified as forest range officers Shailesh Ghildiyal and Pramod Dhyani, Saif Ali Khan and Kulraj Singh. Wildlife protector Aloki is missing.

As per the authorities, an interceptor vehicle brought in for patrolling and animal rescue was taken out for trial in the Chilla range when the accident took place. As the EV was going from Chilla towards Rishikesh, it hit a tree ahead of the Chilla Power House and collided with the parapet of the Chilla Shakti Canal. In the impact, some of the occupants fell into the ditch, while Aloki fell into the canal.

People travelling behind them in another vehicle informed the police and park administration about the accident and the rescue operation started soon. Police and forest department employees took out the injured people from the ditch and rushed them to AIIMS where the doctors declared four people dead.

In its statement, the SDRF said, "Under the leadership of Manikant Mishra, Commandant SDRF, a search operation was carried out till late night in search of a woman officer who went missing during a vehicle accident in Chilla Canal. After taking stock of the incident site, Commandant SDRF identified important places for effective search operations where there is a strong possibility of success during the search. Necessary instructions were also given to SDRF deep divers by him."

On January 9 morning, SDRF's deep diving experts re-started the search operation in Shakti Canal. The flow of water has also been stopped in Chilla canal till further orders as the divers will be searching the bottom of the canal.

The Uttarakhand State Disaster Response Force (SDRF) on January 11 recovered the body of a missing Rajaji Tiger Reserve officer from the Chilla canal in Rishikesh, taking the death toll to five.

Aloki Devi, the warden of the Chilla range, was washed away in Shakti Canal after the vehicle she was travelling in along with nine others met with an accident.

ट्रायल के दौरान वाहन दुर्घटनाग्रस्त, रेंजर समेत चार लोगों की मौत, वार्डन लापता

राजाजी पार्क में हादसा : चिला नहर में देर शाम तक चला सर्च ऑपरेशन, महिला वार्डन का नहीं लगा सुराग

संवाद न्यून एजेंसी

हरिद्वार/रूढ़िकेश। राजाजी पार्क की चिला रेंज में ट्रायल के लिए लाया गया इलेक्ट्रिक वाहन (ईवी) दुर्घटनाग्रस्त हो गया। वाहन में कई अफसर व जनकनी सवार थे। हादसे में चार रेंजर व चार लोगों की मौत हो गई और वार्डन छिटककर चिला नहर में जा गिरीं। उनकी खोज के लिए एसडीआरएफ ने तकरीबन तीन सप्ते अभियान चलाया, लेकिन सफलता नहीं मिली। देर रात तक रेस्क्यू जारी था। पांच जनकनी भीतर बचने का प्रयास है, जिनमें एक रूढ़िकेश में शरीर बचवा गया है।

सोमवार शाम करीब पांच बजे राजाजी टाइगर रिजर्व की चिला रेंज में एक इंटरसेप्टर वाहन का ट्रायल किया जा रहा था। राजाजी प्रशासन को यह किराए पेट्रोलिंग व जानवरों के रेस्क्यू के लिए मिला था। ट्रायल के लिए वाहन में चार जीव प्रतिपासक आगंतकों, वन क्षेत्रधिकारी शैलेश घिल्डियल, उपवन क्षेत्रधिकारी प्रमोद ध्यानी, चिकित्सक राकेश नौटियाल, कुलराज सिंह, हिमांशु

मोके घर खड़ा दुर्घटनाग्रस्त वाहन और जमा लोगों की भीड़। संवाद

➤ वाहन ट्रायल पर हुआ था रवाना... आई हादसे की सूचना : आई सिटी 01

गोसाई, मैन अरुण खान, अंकुरा, अमित सोमवाल व अश्विन खीजू सवार थे। चिला से रूढ़िकेश की ओर जा रहा वाहन चिला विद्युत गृह से आगे पेड़ से टकराने के बाद चोला रूढ़िकेश नहर के पैरापेट से जा टकराया। दुर्घटना में कुछ लोग छिटक कर खाई में जा गिरे। वहीं वाहन में सवार अन्य जीव प्रतिपालक आलोकी नहर में जा गिरीं। पीछे चल रहे एक अन्य वाहन में सवार लोगों ने इनकी सूचना पुलिस और पार्क प्रशासन को दी। साथ ही रेस्क्यू भी शुरू कर दिया। पुलिस व वन विभाग के कर्मचारियों ने वाहनों को खाई से निकाल कर समतल

पट्टाया। यहाँ चिकित्सकों ने शैलेश घिल्डियल (रेंज अधिकारी), प्रमोद ध्यानी (डिप्टी रेंजर), रीक अरुण खान पुत्र खलिल कुल राकेश, कुलराज सिंह को सल पोषित कर दिया। वहीं, हिमांशु गोसाई पुत्र गोविंद सिंह (वाहन चालक), राकेश नौटियाल, अंकुरा

मैं भुवनेश्वर में हूँ। भटवा केरत पुष्पेश्वरों है। हादसे के शिकार कई अफसर केरत होखार थे। इस पूरे मामले की जांच प्रमोद वन विभाग से कराई जाएगी। -सुबीध उदियवाल, वन मंत्री

चिला नहर अग्रिम आदेशों तक बंद, तलाश तेज

देर शाम रेस्क्यू अभियान बंद कर दिया गया था, लेकिन फिर वन में वाहन के टुकड़े खोजे जा रहे हैं। वाहन के टुकड़े चोला रूढ़िकेश नहर में जा गिरे। चोला नहर बंद कर दी गई है। यहाँ वन विभाग की टीम ने जंगल की ओर रेस्क्यू शुरू कर दिया है।

अमित सोमवाल (चालक), अश्विन बिजू (24 वर्षी) (चालक) शामिल हैं। वन्य जीव प्रतिपालक आलोकी लापता चल रही है। कुलराज सिंह व अंकुरा वाहन बचाने वाली कंपनी के कर्मचारी बचाए जा रहे हैं। उक्त दोनों वाहन का ट्रायल करा रहे थे।

आलोकी। शैलेश घिल्डियल। प्रमोद ध्यानी।

दुर्घटना की जांच प्रमोद वन विभाग की है। आलोकी की जांच प्रमोद वन विभाग से कराई जाएगी।

जांच बैकग्राउंड

दुर्घटना की जांच प्रमोद वन विभाग की है। आलोकी की जांच प्रमोद वन विभाग से कराई जाएगी।

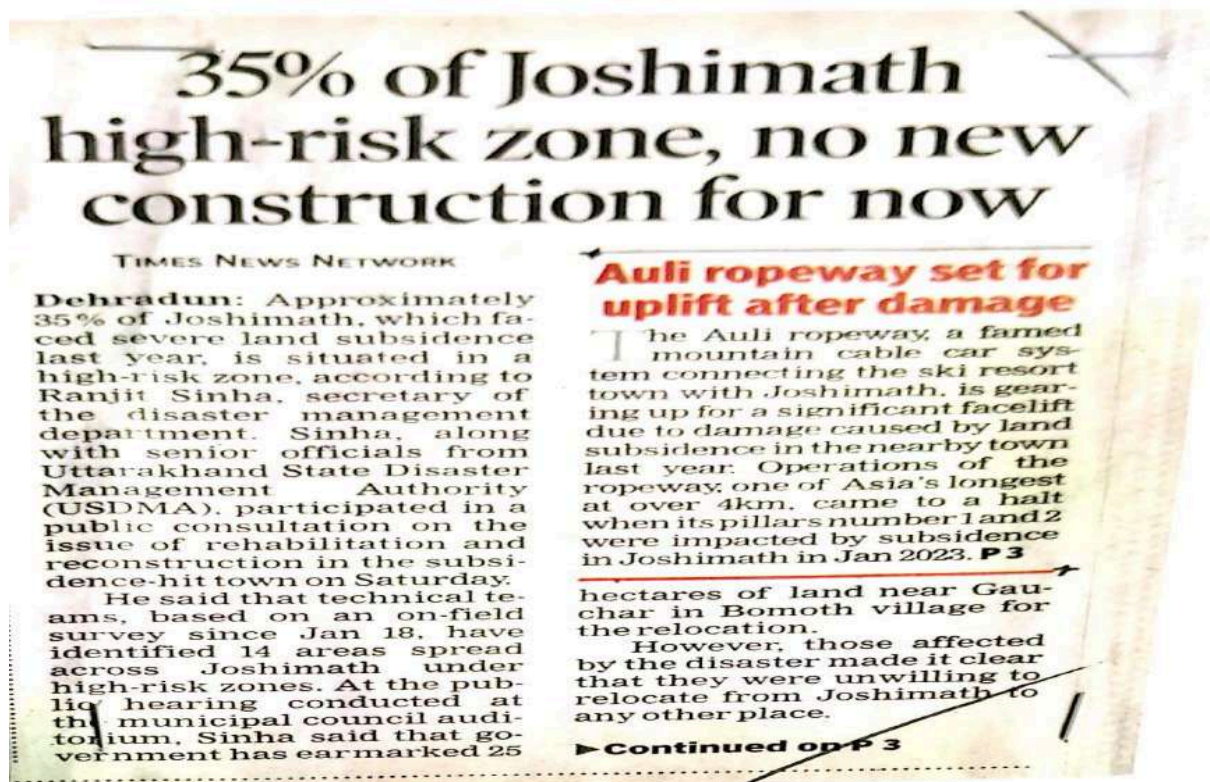
AMAR UTARA
9 JAN 2024

January 21, 2024- 35% of Joshimath high-risk one, no new construction for now

Approximately 35% of Joshimath, which faced severe land subsidence last year, is situated in a high-risk zone, according to Ranjit Sinha, secretary of the disaster management department. Sinha, along with senior officials from Uttarakhand State Disaster Management Authority (USDMA), participated in a public consultation on the issue of rehabilitation and reconstruction in the subsidence-hit town on Saturday.

He said that technical teams, based on an on-field survey since Jan 18, have identified 14 areas spread across Joshimath under high-risk zones. At the public hearing conducted at the municipal council auditorium, Sinha said that the government has earmarked hectares of land near Gauchar in Bomoth village for their relocation.

However, those affected by the disaster made it clear that they were unwilling to relocate from Joshimath to any other place.



TIMES OF INDIA
22 JAN 2024

January 23, 2024 - Joshimath Residents Reject Govt Proposal for Relocation

Residents of Joshimath, where cracks and fissures had appeared on houses and on the ground a year ago, have rejected the Uttarakhand government's proposal to relocate them to a village near Gauchar, around 90 km away, citing that their livelihood depends on the temple town, people familiar with the development said.

Residents did not want to relocate too far away from Joshimath because their livelihood depended on the temple town, which is the gateway to Badrinath and Hemkund Sahib pilgrimage sites, said Atul Sati, convenor of the Joshimath Bachao Sangharsh Samiti. "There is also a discrepancy in the identification and marking of areas in danger zones."

Meanwhile, the affected families have also sought the formulation of a monitoring committee involving the samiti members for proper and time-bound reconstruction and rehabilitation works. They also demanded that the government "fix the rates for compensation of land of affected households". "We also demand the state government to set up an office in Joshimath for proper implementation of the rehabilitation and reconstruction plan," the samiti convener said.

The samiti also reminded Sinha that the residents were still waiting for action on their 11-point charter of demands handed to CM Pushkar Singh Dhama in April last year.

Joshimath residents reject govt proposal for relocation

HT Correspondent

letters@hindustantimes.com

DEHRADUN: Residents of Joshimath, where cracks and fissures had appeared on houses and on the ground a year ago, have rejected the Uttarakhand government's proposal to relocate them to a village near Gauchar, around 90 km away, citing that their livelihood depended on the temple town, people familiar with the development said.

Joshimath Bachao Sangharsh Samiti, a civil society group comprising residents of the temple town in Chamoli district, said the decision to reject the government's proposal conveyed to them by Uttarakhand disaster management Secretary Dr Ranjit Sinha in a meeting on Saturday was "unanimous".

"In a recent meeting with affected residents and stakeholders, disaster management secretary Dr Ranjit Sinha informed that the state government had identified land in Bamoth village near Gauchar for rehabilitation of the most affected people. However, people unanimously rejected the proposal," Atul Sati, convenor of the Samiti, said in a social media post on Sunday.

Residents did not want to relocate too far away from Joshimath because their livelihood depended on the temple town, which is the gateway to Badrinath and Hemkund Sahib pilgrimage sites, Sati said. "There is also a discrepancy in the identification and marking of areas in danger zones."



Residents rejected the proposal to relocate to a village around 90 km away, saying their livelihood depended on the temple town.

"Sinha didn't respond to repeated calls for a comment. In January last year, large cracks and fissures had appeared on buildings and on the ground in Joshimath due to largescale subsidence in the region, prompting the authorities to evacuate a large number of people to relief camps and temporary shelters.

A study conducted by a group of scientific and technical institutions on land subsidence in the Himalayan town attributed the crisis to Joshimath's location on a slope over morainic deposits or loose sediments, population pressure, construction of multi-storey buildings and the absence of a system for proper disposal of water coming from the upper reaches.

"We have put 14 places across the town in the high-risk zone. Areas such as Marwari, Singhdhar and Manohar Bagh are among the most affected wards in Joshimath," Ajay Chourasia, the chief scientist at

Roorkee-based Central Building Research Institute (CBRI), told reporters on Tuesday.

On November 30 last year, the Centre approved a ₹1,658.17 crore recovery and reconstruction plan for Joshimath to be implemented in three years. CBRI, which was among the institutions that studied the Joshimath crisis last year, is conducting a fresh inspection of the town to ascertain if there was any further aggravation in geological situation and implementation of recovery and reconstruction plan.

Meanwhile, the affected families have also sought the formation of a monitoring committee involving the samiti members for proper and time-bound reconstruction and rehabilitation works. They also demanded that the government "fix the rates for compensation of land of affected households". "We also demand the state government to set up an office in Joshimath for proper implementation of rehabilitation and reconstruction plan," the samiti convener said.

The samiti also reminded Sinha that the residents were still waiting for action on their 11-point charter of demands handed to CM Pushkar Singh Dhama in April last year.

HINDUSTAN TIMES
24 JAN, 2024

January 24, 2024 - 1000 At-Risk Structures in Joshimath to be demolished

Around 1,000 residential and commercial structures in subsidence-hit Joshimath have been classified as high-risk, and slated for evacuation and eventual demolition, as per officials of the state disaster management department.

These at-risk structures, mostly residential units, are predominantly in the town's four municipal wards - Manohar Bagh, Sunil, Marwari and Singdhar - which have been most affected by the vertical sinking of land that aggravated in Jan 2023 leading to extensive displacement of residents.

Identification of these vulnerable structures and high-risk zones has been done based on a report submitted by the technical committee as part of post-disaster needs assessment (PDNA) exercise of the National Disaster Management Authority. The NDMA, in the PDNA report, suggested demolition of "highly damaged buildings in the area" via mechanical and manual means and the debris generated to be segregated and dumped at suitable sites. The PDNA exercise occurred between March 23 and 25 last year, with review and finalisation of the report completed in early May.

January 24, 2024 - Water sources dry up due to railway project

With the completion of the Rishikesh-Karanprayag project, it will become easier to reach the mountains. At the same time, due to the start of this project, some people are also facing the brunt of destruction. People are facing a lot of problems in packages two and three of the Rishikesh-Karanprayag project. The problem of these people has not been resolved yet by the Railway Development Corporation.

Due to the commencement of the Rishikesh-Karanprayag project, the people of Dogi Patti are facing a lot of problems. Dogi Patti has been suffering the brunt of neglect since the era of Tehri princely state. Even after independence, the people of this belt have been dependent on traditional water sources for drinking water. But now the traditional water sources of three dozen villages of this belt have been lost to development.

It is said that many villages here have been linked to the Jal Jeevan Mission and Har Ghar Nal Yojana of the state government, but despite this people are not getting drinking water. All the water sources in Timli village and many of its ponds, about 20 km away from Rishikesh, have dried up. Water is not coming in government taps.

About 10 km further is Chameli village of Dogi Patti. Villagers say that earlier there were three streams (traditional water sources) in this village. From one of these sources, water used to come to a tank through a pipeline and used to go to the ponds of the village. Ever since the railway tunnel was built below, all three sources have dried up. Kakarsain and Bilogi Tok of Lodsi Gram Panchayat are about 14 km in the other direction from Chameli. The water sources of these villages have also dried up.

रेलवे परियोजना से सूखे जल स्रोत

■ जिनेंद्र चमोली
जड़पिकेश।

जड़पिकेश-कर्णप्रयाग परियोजना के पूरे होने से जहाँ पहाड़ पर पहुंचने में असमंजस हो जायेगी। वहीं इस परियोजना के शुरू होने से कुछ लोगों को बिनाश का दर्सा भी झेलना पड़ रहा है। जड़पिकेश-कर्णप्रयाग परियोजना के पैकेज दो व तीन में लोगों को खराब दिक्कतों का सामना करना पड़ रहा है। इन लोगों को समस्या का समाधान अभी तक रेलवे विकास निगम ने नहीं किया गया है।

जड़पिकेश-कर्णप्रयाग परियोजना के शुरू होने से दोगी पट्टी के लोगों को काफी परेशानी हो रही है। टिहरी रियासत के दौर से ही दोगी पट्टी उपेक्षा का दर्सा झेलती रही है। आजगढ़ी के बाद भी इस पट्टी के लोग पानी के पानी के लिए परंपरागत जलस्रोतों पर निर्भर रहे हैं। लेकिन, अब इस पट्टी के तीन दर्जन गांवों के परंपरागत जलस्रोत विकास की भेंट चढ़ गये हैं।

कहने को तो यहाँ के कई गांवों को जल जीवन मिशन और राज्य सरकार की हर घर जल योजना से जोड़ा गया है, लेकिन इसके बावजूद लोगों को पानी का पानी नहीं मिल पा रहा है। यहाँ से करीब 20 किमी दूर तिमली गांव और उसके कई तीकों में पानी के सभी स्रोत सूख गये हैं। सरकारी नलों में पानी नहीं आ रहा है। करीब 10 किमी आगे चलकर दोगी पट्टी का पमेली गांव है।

ग्रामीण बताते हैं कि इस गांव में पहले तीन घंटे (परंपरागत जलस्रोत) थे। इनमें से एक स्रोत से पाइप लाइन के जरिये पानी इतल आता है। आता था और गांव के तीकों में जाता था जब से नीचे रेलवे की टनल बनी है, तीनों स्रोत सूख गये हैं। पमेली से दूसरी दिशा में करीब 14 किमी पर लोडसी आम पंचायत के काकड़तंग और विलोगी तीक हैं। इस गांव के भी पानी के स्रोत सूख चुके हैं।

दोगी पट्टी के परंपरागत स्रोतों का पानी आखिर कहाँ जाता था। इसे रेलवे लाइन के लिए बरतीयाव हाईवे पर बनाई जा रही सुरंगों का एंजिनट प्लांट्स के पास जाकर आसानी से सफाया जा सकता है। सुरंग के इन निकासी ड्रॉस से लगातार 10 से 15 फीट पानी बाहर निकल रहा है।

इससे अंधासा लगाया जा संकता है कि

परियोजना के शुरू होने से लोगों को झेलना पड़ रहा बिनाश का दर्सा



जड़पिकेश-कर्णप्रयाग परियोजना की निर्माणाधीन टनल जो पानी पहले दोगी पट्टी के ऊंचाई वाले क्षेत्रों में घसमें के रूप बाहर आता था, वह पहाड़ी के

दोगी पट्टी का मामला

■ पट्टी के तीन दर्जन गांवों के परंपरागत जलस्रोत विकास की भेंट चढ़े

■ लोगों की समस्या का समाधान रेलवे विकास निगम ने नहीं कर रहा

■ पैकेज दो व तीन में लोगों को खराबी दिक्कतों का सामना करना पड़ रहा

नीचे सुरंग बन जाने के कारण अब पहाड़ की तलहटी में जमा होकर एंजिनट प्लांट से बाहर निकल रहा है।

ग्रामीणों ने बंद कराया परियोजना का काम

■ जड़पिकेश-कर्णप्रयाग रेलवे परियोजना का पैकेज दो और तीन का काम बंद

■ सहारा न्यून व्यूरो

जड़पिकेश।

जड़पिकेश-कर्णप्रयाग निर्माणाधीन रेल परियोजना से प्रभावित गुलर घाटी के ग्रामीणों ने व्यासी रेल स्टेशन और सुरंग के बाहर प्रदर्शन किया। कहा कि टनल के कारण उनके घरों में दरारें पड़ गई हैं। ग्रामीण दहशत में जीने को मजबूर हैं, लेकिन कई बार शिक्षासत करने पर रेल विकास निगम और प्रशासन उनकी समस्याओं को गंभीरता से

नहीं ले रहा है। बीते रविवार से गुलर पट्टी के ग्रामीण मुआवजे की मांग को लेकर व्यासी में प्रदर्शन कर रहे हैं। ग्रामीणों ने जड़पिकेश-कर्णप्रयाग परियोजना का पैकेज दो व तीन का काम पूरी तरह से बंद कर दिया है। इस कारण रेलवे विकास निगम को मन्दीही रूप से बंधा मुकामन हो रहा है। आलाय सह है कि अभी तक रेलवे विकास निगम का कोई भी अधिकारी ग्रामीणों से मिलने नहीं गया है। गुलर ग्रामीणों ने व्यासी को पास टनल का काम करने वाली कंपनी के कार्यालय में तालबंदी कर दी है।

रेल लाइन से प्रभावित गुलर घाटी के व्यासी, अटाली, लोयल, लौरसी, मीड़ियाल



व्यासी में प्रदर्शन कर रहे ग्रामीण।

गुलर के ग्रामीणों की समस्या को पास के रेलवे बंदोकर हल कर दिया गया है। इस कारण उन्होंने अपनी हड़ताल समाप्त कर दी है। अभी अटाली के ग्रामीणों का करना बल रहा है। अटाली के ग्रामीणों का करना है कि जब तक पेयजल निगम उनकी समस्या का हल नहीं कर देता उनकी हड़ताल जारी रहेगी। मिहडाल व्यासी के पास पैकेज दो का काम बंद है। काम बंद होने से समय का नुकसान तो हो ही रहा है।

भूपेंद्र सिंह।

जीजीएम रेलवे विकास निगम

और मिहडाली के लोगों ने निर्माणाधीन व्यासी रेलवे स्टेशन के बाहर प्रदर्शन किया। उन्होंने कहा कि परियोजना की टनल निर्माण के लिए बी जा रही ब्लॉस्टिंग के कारण उनके घरों, खेत-खलिहानों में दरारें पड़ गई हैं। पानी के स्रोत भी सूखने लगे हैं, बार टूटने की स्थिति में पहुंच गए हैं। कई बार मांग करने पर भी कई प्रभावित परिवारों को मुआवजा नहीं दिया गया है।

गांव के पैदल मार्गों को मरम्मत में लाया है, जिससे छात्र-छात्राएं जान जोखिम में डालकर स्कूल जा रहे हैं।

RASHTRIYA SAHANA
25 JAN 2024

About Social Development for Communities (SDC) Foundation

SDC Foundation is a Dehradun-based environmental action and advocacy group engaged in communication, citizen engagement and capacity building in the Himalayan state of Uttarakhand. The foundation works in partnership with institutions of Government of India, Government of Uttarakhand and other stakeholders such as research & academic institutions, community groups, civil society, media partners, NGOs, businesses & trade bodies, schools & colleges in the state.

Climate and environment conservation, waste management, sustainable urbanisation and a basket of sustainable development issues are key focus areas of the foundation.

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