

Environment and Social Screening Report

July 2018

**Construction / Up-gradation of Amberpora – Haritar -
Akhoonpora Road in district Baramulla - 2.450 km**

(Jhelum Tawi Flood Recovery-World Bank Project)

ENVIRONMENT AND SOCIAL SCREENING REPORT

EXECUTIVE SUMMARY

The devastating deluge of September 2014 had enormous negative impact on economic aspects of the state and massive infrastructure damages in which capital city Srinagar was most affected. In response, a mission of the World Bank visited the state during 1-6, February-2015 in order to produce a rapid multi-sectoral assessment report of the damages and needs. The RDNA estimates the total damages and loss caused by floods at about INR 211,975 million (US\$ 3,550.45), most of it to housing, livelihoods, and roads and bridges, which combined represented more than 70% of the damages in terms of value. Public service infrastructure and equipment of hospitals and education centres were also severely damaged and are still not fully operational.

One of the sub-project components aims at construction/up-gradation of 2.450 km Amberpora-Haritar-Akhoonpora road (a Village road) in District Baramulla. The sub-project was initially conceived for a length of 4.552 km upto Akhoonpora and now has been reduced to 2.450 km upto Haritar. This road is a major/vital connecting link between various villages like Amberpora, Haritar, Tarzoo, Sangrama etc., on one side and with villages like Naidkahi, Hajin, Sumbal etc., on the other side.

Sub-projects under “Jhelum and Tawi Flood Recovery Project” commonly known as JTFRP have a prior requirement of screening which is based on three categories; viz., nature of the project, size of the project and location of the project that is sensitive area criteria. The objective of Environment and social screening is to identify the potentially significant environmental/ social issues of the sub-project at an early stage for detailed Environmental and Social impacts.

Public consultation was conducted at the project location on 07-11-2016 with local people as part of environment and social screening study. During consultation process about the proposed sub-project, people have expressed keen interest about the proposed sub-project. Local people are aware about the upcoming work. People in general were very enthusiastic about the benefits of the sub-project.

The screening study reveals that there are no likely social impacts of the proposed sub project as the project do not involve any private land acquisition and have no impact on the livelihood of the local people.

1. Introduction

1.1 Project Background

In September 2014, J&K experienced torrential monsoon rains in the region causing major flooding and landslides. The continuous spell of rains from September 2-6, 2014, caused Jhelum and Chenab Rivers as well as many other streams/tributaries to flow above the danger mark. The Jhelum River also breached its banks flooding many low-lying areas in Kashmir, including the capital. In many districts, the rainfall exceeded the normal by over 600%. The Indian Meteorological Department (IMD) records precipitation above 244.4 mm as extremely heavy rainfall, and J&K received 558mm of rain in the June- September period, as against the normal 477.4 mm. For example, the district of Qazigund recorded over 550 mm of rainfall in 6 days as against a historic normal of 6.2 mm over the same period.

Due to the unprecedented heavy rainfall the catchment areas particularly the low lying areas were flooded for more than two weeks. Some areas in urban Srinagar stayed flooded for 28 days. Water levels were as high as 27 feet in many parts of Srinagar. The areas from the main tributaries of river Jhelum vis-à-vis Brengi nallah, Vishav nallah, Lider nallah and Sandran nallah started overflowing due to the heavy rainfall causing water levels in Jhelum river to rise. Subsequently, the discharge of the river Suran was 200 thousand cusecs as against an average of 50 thousand cusecs. With the excessive discharge of water, the river Suran affected the basin areas and also took a different course at various locations causing damages to the surrounding villages in the catchment area. Water levels also increased in the rivers of Chenab and Tawi, both of which were flowing above normal levels. Due to the rivers overflowing nearly 20 districts of the State were impacted.

A Joint team led by the Department of Economic Affairs (DEA), GoI, with representation from the World Bank visited J&K on October 21, 2014. Subsequently, GoI has sent a request to the World Bank on January 5, 2015 to field a Joint Rapid Damage and Needs Assessment (RDNA) Mission within the State. In response, a mission of the World Bank visited the state during February 1-6, 2015 in order to produce a rapid multi-sectoral assessment report of the damages and needs. The RDNA estimates the total damages and loss caused by floods at about INR 211,975 million (US\$ 3,550.45), most of it to housing, livelihoods, and roads and bridges, which combined represented more than 70% of the damages in terms of value. Public service infrastructure and equipment of hospitals and education centres were also severely damaged and are still not fully operational.

Based on the RDNA results, restoration works underway, and discussions with the GoJ&K, the project will focus on restoring critical infrastructure using international best practice on resilient infrastructure. Given the state's vulnerability to both floods and earthquakes, the infrastructure will be designed with upgraded resilient features, and will include contingency planning for future disaster events. Therefore, the project aims at both restoring essential services disrupted by the floods and improving the design standard and practices in the state to increase resilience.

The project is comprised of the following seven components:

- (i) Reconstruction and strengthening of critical infrastructure (US\$60 million)
- (ii) Reconstruction of roads and bridges (US\$80 million)

- (iii) Restoration of urban flood management infrastructure (US\$50 million)
- (iv) Strengthening and restoration of livelihoods (US\$15 million)
- (v) Strengthening disaster risk management capacity (US\$25 million)
- (vi) Contingent Emergency Response (US\$0 million)
- (vii) Implementation Support (US\$20 million)

1.2 Project Development Objective

The Project Development Objective (PDO) is to support the recovery and increase disaster resilience in targeted areas of the state, and increase the capacity of the State entities to respond promptly and effectively to an eligible crisis or emergency.

1.3 Sub-project Background

The component 3 of "Jhelum and Tawi Flood Disaster Recovery Project" is 'to restore and improve the connectivity disrupted due to the disaster through the reconstruction of damaged roads and bridges'. The infrastructure will be designed to withstand earthquake and flood forces as per the latest official design guidelines. The affected areas will benefit by the restored access to the markets thereby increasing the economic growth in these areas and timely access to health and education services. Restoration of roads will also serve as supply/rescue lines in the event of disaster.

The component will finance support the reconstruction of about 300 km of damaged roads and associated drainage works, retaining walls, breast walls and other structures to increase resilience. It will also finance the restoration and improvement of about 40 damaged bridges, designed to be seismic resilient (per the guidelines of the Bureau of Indian Standards) and with regard to topography and hydrology (per the guidelines of the Indian Roads Congress, the Ministry of Road Transport and Highways), and projected demographic changes.

One of the identified roads is construction/up-gradation of Amberpora-Haritar-Akhoonpora Road (2.450 km) in District Baramulla. This report covers the Environmental and Social Screening study of proposed road.

1.4 Project Description

The sub-project component aims at Construction/Up-gradation of Amberpora-Haritar-Akhoonpora Road in district Baramulla. The road takes off from Amberpora RD (0) and culminates at Haritar having a total length of 2.450 km. The sub-project was initially conceived for a length of 4.552 km upto Akhoonpora but now has been reduced to 2.450 km upto Haritar. This road is a major/vital connecting link between various villages like Amberpora, Haritar, Tarzoo, Sangrama etc., on one side with villages like Naidkahi, Hajin, Sumbal etc., on the other side. The road thus serves as an important link between these villages having a population of around 1,00,000. The road will also serve indirectly thousands of other population of the other adjoining areas as it is also an important link between Sopore town and Ganderbal district. It is proposed that the road will be upgraded from existing carriageway width of 3.65 m & roadway width of 5.0 m to 7.50 m configuration including shoulders. Proposed sub-project scope also include protection works in terms of stone masonry, toe walls, cross drainage works by way of providing six box culverts & five pipe culvert and road furniture as per latest specifications as also included in the scope of work.

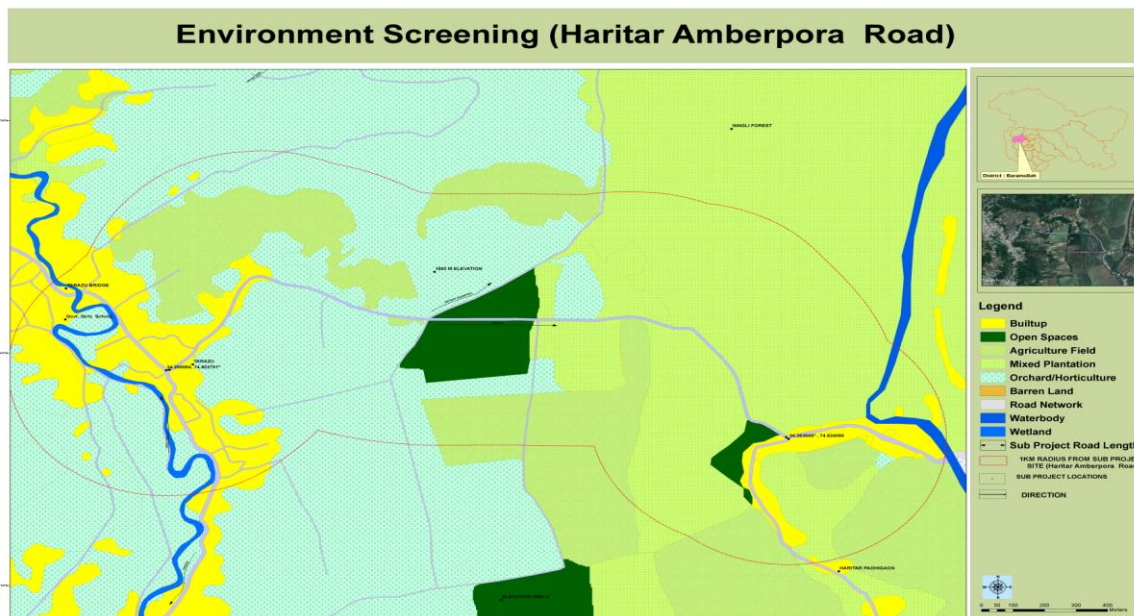


Fig. 1: Location of Proposed site on Satellite Map

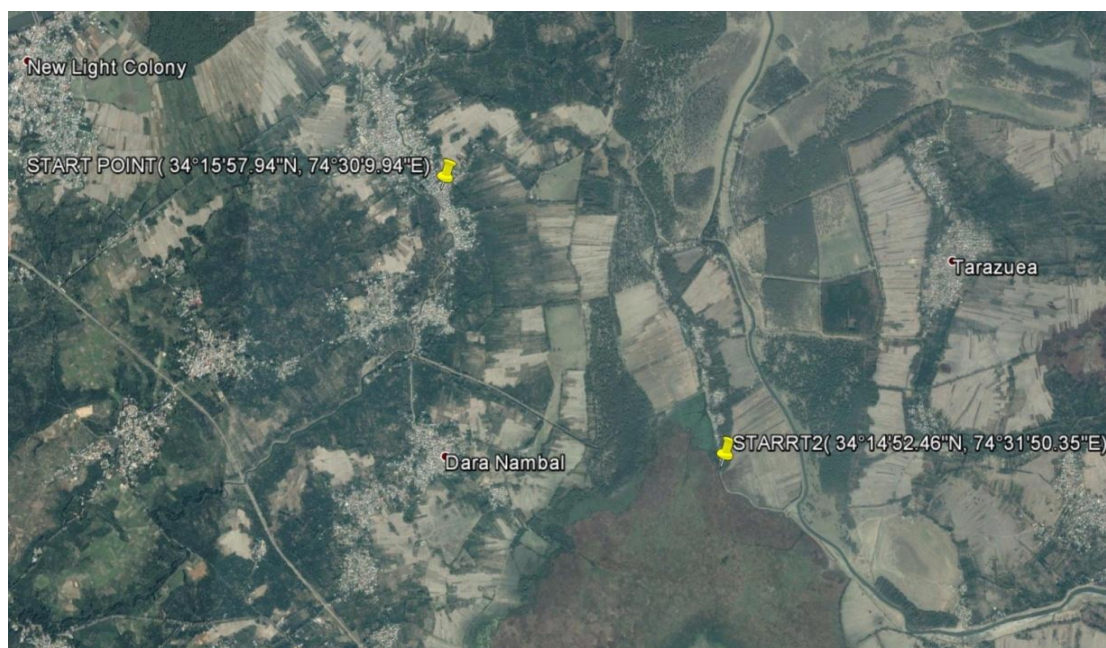


Fig. 2: Location of Proposed site on Google Map

1.5 Objective of Environment and Social Screening Study

Sub-projects under “Jhelum and Tawi Flood Recovery Project” commonly known as JTFRP have a prior requirement of screening which is based on three categories; viz., nature of the project, size of the project and location of the project that is sensitive area criteria. The objective of Environment and social screening is to identify the potentially significant environmental/ social issues of the sub-project at an early stage for detailed Environmental and Social impacts.

1.6 Methodology of Environment and Social Screening Study

The environment and social screening for the sub-project has been carried out by making use of the approach and methodology provided in the approved Environment and Social management Framework (ESMF) of JTFRP.

2. Environment and Social Impacts

2.1 Environmental Impacts:

A slight increase in local air pollution due to cutting and filling works and other associated construction activities is anticipated. This impact shall be temporary, site specific and reversible in nature. No scheduled tree cutting is involved for the construction/up-gradation of the proposed sub-project and all possible efforts shall be made to avoid unnecessary cutting of trees. Based on the findings of survey as part of screening, it is revealed that the construction and up-gradation activity of this road has no negative impacts on any environmentally sensitive site; hence no environmental impact assessment (EIA) will be required. Environmental Management Plans (EMP) is to be developed to provide specific actions deemed necessary to assist in mitigating the environmental impacts, guide the environmentally-sound execution of the sub-project, and ensure efficient lines of communication between the implementing agency, project management unit and contractors. The EMP will be included in the bid documents and will be further reviewed and updated during implementation. The EMP will be included in the contractual clauses and will be made binding on all contractors operating on site. Non-compliance with, or any deviation from the conditions set out in this document constitutes a failure in compliance. Any requirements for corrective action will be reported to the World Bank.

2.2 Social Impacts:

2.2.1 Impact of land

The proposed sub-project does not involve any land acquisition. For construction/up-gradation of the road, the land is available as per the certified RoW provided by JKPPC (Annexure-II). The concerned Tehsil administration vide letter No. Teh/Khoie/LA/2018/362 dated 04.01.2018 have also certified that sufficient corridor for execution of the sub-project is available and no land acquisition is involved for the purpose (Annexure-III).

2.2.2 Impact on Livelihood

As per the screening study, sub-project do not have any significant social impacts and thus no further detailed study or social impact assessment needs to be undertaken for this sub-project. There is no impact on the livelihood as the land for execution of the sub-project is free from all encumbrances. The project during the course of its execution will generate employment opportunities for the local people in terms of required labour and for watch and ward purposes. Long term impacts of the project in terms of improved access and better connectivity will bring lasting economic benefits, for the residents along the sub-project area.

3. Public Consultation

Public consultation was conducted at the project location on 07-11-2016 with people of the area as part of environment and social screening study. Public Consultation needs to be a continuous process through the project cycle.

Issues discussed:

The following information was shared with the people:

- About project and its sources of assistance, its implementation / execution etc.
- Information on perceived benefits from the proposed sub-project including travel time, fuel costs, noise and air pollution.
- Information of perceived losses from the proposed sub-project during execution stage in terms of inconvenience to public, air and noise pollution etc.
- Occurrence of disaster like floods, cloud burst in past.
- Construction activity whether causing any type of health hazard or not? And mitigation measures.
- Discussion among public for sharing of information related to project, environment policy of World Bank, direct and indirect impacts of improvement/ construction work on environment.
- Any loss of land/structure/ business or other community property due to construction activity?
- Any damage to historic or cultural monuments along project road?
- Any impact on tress and measures to be taken for saving scheduled trees (Chinar, Mulberry, Walnut) in close vicinity of proposed road.
- Possible type of problems faced by the locals in their daily activities due to construction work.
- Influx of labour during the construction stage of the project.

Feedback received

During consultation process about the proposed sub-project, people have expressed keen interest about the proposed sub-project. Local people are aware about the upcoming work. People in general were very enthusiastic about the benefits of the sub-project in terms of reduction in travel time and fuel cost. There will be an improvement in the air quality and a reduction in noise levels when the sub-project is completed. The major problems faced by people are related to dilapidated condition of the existing road. People are ready to extend all types of

support during execution of the sub-project as their major difficulties will overcome after completion of the sub-project. The sub-project during construction stage will generate employment opportunities for local people and the people are aware of this fact.

JKPCC ensured that the requisite environmental management measures shall be incorporated in EMP and public consultation shall be a regular process during all stages of the sub-project execution to solve any issues arising out of proposed works.

Environment and Social Screening Form

Part A: General Information

1. Name of the sub-project	Construction / Up-gradation of Amberpora-Haritar-Akhoonpora Road in Baramulla district	
2. Type of proposed activity (tick the applicable option and provide details)		
▪ Road	√	
▪ Bridge		-
▪ Fire Station		-
▪ Hospital/Health Facility		-
▪ Educational Institute		-
▪ Building for Livelihoods		-
▪ Flood Infrastructure Related		-
▪ Other Public Building		-
▪ Any Other (Please Specify)		-
3. Location of the proposed sub-project		
▪ Name of the Region	Kashmir (J&K State)	
▪ Name of the District	Baramulla	
▪ Name of the Block	Sopore	
▪ Name of the Settlement	Amberpora, Haritaar and Akhoonpora	
▪ Latitude	Start Amberpora= 34 ⁰ 15'57.91" End Akhonpora = 34 ⁰ 15'28.61"	
▪ Longitude	Start Amberpora= 74 ⁰ 30'10.09" End Akhonpora = 74 ⁰ 32' 02.61"	
4a. Proposed Nature of Work (tick the applicable options)		
▪ Minor Repairs	-	

▪ Major Repairs/Rehabilitation	-
▪ Upgrading/Major Improvement	√
▪ Expansion of the facility	-
▪ New Construction	-
▪ Any Other	-
4b. Size of the sub-project (approx. area in sq. mt/hac or length in mt/km, as relevant)	2450 m
5. Land Requirement (in hac./sq.mt.)	
▪ Total Requirement	Nil
▪ Private Land	Nil
▪ Govt. Land	Nil
▪ Forest Land	Nil
6. Implementing Agency Details (sub-project level)	
▪ Name of the Department/Agency	J&K Projects Construction Corporation Ltd. (JKPCC)
▪ Name of the contact person	Er. Bashir Ahmad War
▪ Designation	Deputy General Manager (DGM)
▪ Contact Number	+91-9419046481
▪ E-mail Id	bashirawar@gmail.com
7. Screening Exercise Details	
▪ Date on which it was carried out	07/11/2016
▪ Name of the Person	Sakib Qadri
▪ Contact Number	+91 94 69 240260
▪ E-mail Id	sakibqadri@gmail.com

Part B (1): Environment Screening

Question	Yes	No	Details
1. Is the sub-project located in whole or part within 1 km of the following environmentally sensitive areas?			
a. Biosphere Reserve	No		
b. National Park	No		
c. Wildlife/Bird Sanctuary		No	Outer boundary of Hygam wetland is at a distance 1.4Km from the end point (Haritar) of the road subproject.
d. Wildlife/Bird Reserve		No	
e. Important Bird Areas (IBAs)		No	
f. Habitat of migratory birds (outside protected areas)		No	
g. Breeding/Foraging/Migratory route of Wild Animals (outside protected areas)		No	
h. Area with threatened/rare/endangered fauna (outside protected areas)		No	
i. Area with threatened/rare/endangered flora (outside protected areas)		No	
j. Reserved/Protected Forest		No	
k. Other category of Forest		No	

i. Wetland		No	Outer boundary of Hygam wetland is at a distance 1.4Km from the end point (Haritar) of the road subproject.
m. Natural Lakes		No	
n. Rivers/Streams		No	
Question	Yes	No	Details
o. Swamps/Mudflats		No	
p. Zoological Park		No	
q. Botanical Garden		No	
4. Is the sub-project located in whole or part within 500 m of any of the following sensitive features?			
a. World Heritage Sites		No	
b. Archaeological monuments/ sites (under ASI's central/state list)		No	
c. Historic Places/Monuments/ Buildings/Other Assets (not listed under ASI list but considered locally important or carry a sentimental value)		No	
d. Religious Places (regionally or locally important)		No	
e. Reservoirs/Dams		No	
f. Canals		No	
g. Public Water Supply Areas from Rivers/Surface Water Bodies/Ground Water Sources		No	

4. What is the High Flood Level in the sub-project area?	1.5 m above from normal ground level		
5. Is any scheduled/protected tree like Chinar, Mulberry or Deodar likely to be affected/ cut due to the project?		No	
6. Is the sub-project located in a landslide/heavy erosion prone area or affected by such a problem?		No	
7. Is sub-project located in an area that faces water paucity or water quality issues?		No	

Part B (2) : Result/Outcome of Environmental Screening Exercise

1.	Environment Impact Assessment	No
2.	Environment Clearance Required	No
3.	Forest land Clearance/Diversion	No
4.	Tree Cutting Permission Required	No
5.	ASI (Centre/State) Permission Required	No
6.	Permission from ULB/Local Body/Department Required	No
		-
7	Any other clearance/permission required	No

Part C (1): Social Screening

1. Does the sub-project activity require acquisition of land?			
Yes		No	✓
Give the following details:	Private Land (sq mts/hac.)		-
	Govt. Land (sq mts/hac.)		-
	Forest Land (sq mts/hac.)		-
2. Does the proposed sub-project activity result in demolition/removal of existing structures?			

Yes		No	✓
If so, give the following details:			
Number of public structures/buildings	-		
Number of common property resources (such as religious/cultural/drinking water/wells/etc.)	-		
Number of private structures (located on private or public land)	-		
3. Does the proposed project activity result in loss of crops/trees?			
Yes		No	✓
4. Does the proposed project activity result in loss of direct livelihood/employment?			
Yes		No	✓
5. Does the proposed activity result in loss of community forest/pastures on which nearby residents/local population are dependent?			
Yes		No	✓
If yes, give the details of the extent of area to be lost (in acres/hac)			
6. Does the proposed project activity affect scheduled tribe/caste communities?			
Yes		No	✓

Part C (2): Result/Outcome of Social Screening Exercise

S. No.	Result/Outcome	Outcome
1.	Answer to all the questions is 'No' and only	

	forest land is being acquired	No SIA/RAP required
2.	Answer to any question is 'Yes' and the sub-project does not affect more than 200 people (i.e. either complete or partial loss of assets and/or livelihood)	Abbreviated RAP is required
3.	Answer to any question is 'Yes' and the sub-project affects more than 200 people (i.e. either complete or partial loss of assets and/or livelihood)	No SIA/RAP required

Overall Screening Outcome:

No SIA required for the sub-project site.

No EIA required for the sub-project site.

Statutory Clearances/ No Objection Certificate:

Since this is only the construction/up-gradation of existing road, which is operational and under use for long time and the site is under possession of R&B Department for long time. Only Statutory clearances and NOC's for establishment or operation of hot mix, batch mix, crusher, generators, vehicles etc shall be required to be obtained by the Contractor during execution stage.

Photographs of Sub-project site



Start point of road Amberpora Junction



Start point of road Amberpora Junction



Settlements along sub-project road



Roadside irrigation canal along sub-project road.



Chinar Tree in existing shoulder of proposed sub-project road.



Young Chinar tree outside existing formation width



Road side irrigation canal along sub-project road



Existing conditions of Sub-project road



Public Consultation during transact walk



Public Consultation at the end point of road



Public Consultation during transact walk



Haritar Junction (Wandakpora) End point.

Amberpora - Haritaar - Alchoonpora -
Public Consultation Record Dated: 7/11/2016

S.no.	Name	Occupation	Signature	Contact
01.	Ab. Rashid Hujain R/o Amberpora	Agriculture		9797771578
02.	Mohammad Young R/o Amberpora	Sheepkeeper		-
03.	Haji Ab. Rehman Dar R/o Amberpora	Agriculture		-
04.	Shamul-ud-din Qazi R/o Amberpora	Agriculture		9797776757
05.	Ghulam Rasool Bhat R/o Mohd Sultan Bhat	Agriculture		-
06.	Ameer-ud-din Qazi	" "		-
07.	Mumtaz Ahmad Bhat S/o Ghulam Nabi Bhat R/o Amberpora (village Head)	Numberdhar		9906444810
08.	Ghulam Nabi Bhat S/o Abdul Aziz Bhat R/o Amberpora	Sheepkeeper		8491049359
09.	Haji Abbasullah Dar S/o Late Ghulam Ahmad Dar R/o Amberpora	Agr.		-

RoW table

Name of the project:- Upgradation of Amberpora Akhonpora Road via Haritar

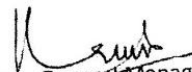
Part b: Right of Way Table (A table giving the availability of government land on both sides of centre line of the road need to be presented at every 100 m interval for the entire road and certified by the concerned Superintending Engineer. Add rows for subsequent Chainages, until end of road / bridge)

S.No	Chainage (Km)	Government Land from Centre line of Road (m)		Proposed Road Base Width		Additional Land Requirement (m)		Remarks
		Left	Right	Left	Right	Left	Right	
1	0.000	3.9	3.9	3.9	3.9	Nil	Nil	
2	0.100	3.9	3.9	3.9	3.9	Nil	Nil	
3	0.200	3.9	3.9	3.9	3.9	Nil	Nil	
4	0.300	3.9	3.9	3.9	3.9	Nil	Nil	
5	0.400	3.9	3.9	3.9	3.9	Nil	Nil	
6	0.500	3.9	3.9	3.9	3.9	Nil	Nil	
7	0.600	4.25	4.25	4.0	4.0	Nil	Nil	
8	0.700	4.5	4.25	4.0	4.0	Nil	Nil	
9	0.800	5.00	4.5	4.0	4.0	Nil	Nil	
10	0.900	4.50	4.30	4.0	4.0	Nil	Nil	
11	1.000	4.25	4.35	4.0	4.0	Nil	Nil	
12	1.100	4.35	4.25	4.0	4.0	Nil	Nil	
13	1.200	4.50	4.25	4.0	4.0	Nil	Nil	
14	1.300	4.50	4.50	4.0	4.0	Nil	Nil	
15	1.400	5.75	5.50	5.5	5.5	Nil	Nil	
16	1.500	5.75	5.5	5.5	5.5	Nil	Nil	

17	1.600	5.75	5.75	5.6	5.6	Nil	Nil	
18	1.700	6.00	6.25	5.6	5.6	Nil	Nil	
19	1.800	5.00	5.00	4.75	4.75	Nil	Nil	
20	1.900	5.00	5.50	4.75	4.75	Nil	Nil	
21	2.000	5.75	5.70	5.5	5.5	Nil	Nil	
22	2.100	5.75	5.80	5.5	5.5	Nil	Nil	
23	2.200	5.75	5.60	5.5	5.5	Nil	Nil	
24	2.300	5.75	6.00	5.5	5.5	Nil	Nil	
25	2.400	5.75	6.25	5.5	5.5	Nil	Nil	
26	2.500	6.00	5.75	5.5	5.5	Nil	Nil	
27	2.600	5.75	6.00	5.5	5.5	Nil	Nil	
28	2.700	5.75	6.00	5.5	5.5	Nil	Nil	
29	2.800	5.75	6.50	5.5	5.5	Nil	Nil	
30	2.900	5.75	5.80	5.5	5.5	Nil	Nil	
31	3.000	5.75	5.85	5.5	5.5	Nil	Nil	
32	3.100	5.70	5.75	5.5	5.5	Nil	Nil	
33	3.200	5.70	5.75	5.5	5.5	Nil	Nil	
34	3.300	5.60	5.70	5.5	5.5	Nil	Nil	
35	3.400	5.75	5.85	5.5	5.5	Nil	Nil	
36	3.500	5.85	5.80	5.5	5.5	Nil	Nil	
37	3.600	5.50	5.70	5.5	5.5	Nil	Nil	
38	3.700	5.25	5.60	5.25	5.25	Nil	Nil	
39	3.800	5.25	5.70	5.25	5.25	Nil	Nil	
40	3.900	4.00	5.75	4.00	4.00	Nil	Nil	

41	4.00	4.00	5.5	4.00	4.00	Nil	Nil	
42	4.100	4.00	5.5	4.00	4.00	Nil	Nil	
43	4.200	4.00	5.75	4.00	4.00	Nil	Nil	
44	4.300	4.00	5.75	4.00	4.00	Nil	Nil	
45	4.400	4.00	5.5	4.00	4.00	Nil	Nil	
46	4.500	4.00	5.5	4.00	4.00	Nil	Nil	
47	4.600	4.00	5.5	4.00	4.00	Nil	Nil	


Manager Incharge


Deputy General Manager
Unit 8th JKPC Baramullah


General Manager
JKPC Ltd.

ANNEXURE - III

Office of the Tehsildar Khoie.

The Addl. Deputy Commissioner ,
Sopore .

No. Teh/Khoie/LA/2018/362
Dated: 07-01-2018

Subject: - Details of land involved in the construction of Amberpora-Akhonpora road and Gogjidaji Tarzoo Bridge.
Reference:- Your office letter No. ADC/Spr/12/2017-18/1098-1100 dated 27-12-2018.

Sir,

In the context of above quote^d subject and reference , it is submitted that as per the report of field staff/Patwari Halqa , Survey No. 3551 is recorded as Sharada Aam (Road) under the occupation of R&B . The road in question is 26 Ft. wide at some places and at some places more than that as per the Aks Latha .The road to be constructed is within the available land and there is no need to acquire more land for the purpose. .

Besides no property land is involved in the bridge to be constructed at Gogjidaji by JKPCC. Hence no more land is required to be acquired for this purpose.
Hence , report submitted for further necessary action at your end please .

Yours faithfully,


Tehsildar, Khoie.