

Environment and Social Screening Report

August 2018

Construction/Upgradation of Halmulla
Punchpora to Kralkut Road in District Anantnag
- 3.348 km

(Jhelum Tawi Flood Recovery 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.

Based on the RDNA results, restoration works underway, and discussions with the GoJ&K, "Jhelum and Tawi Flood Disaster Recovery Project (JTFRP)" will focus on restoring critical infrastructure using international best practice on resilient infrastructure. The component 3 of JTFRP is 'to restore and improve the connectivity disrupted due to the disaster through the reconstruction of damaged roads and bridges'. The project will finance the restoration and improvement of damaged roads and 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 sub-project components aims at Construction/Up-gradation of 3.348 km Halmulla-Punchpora to Kralkut road, a village road in district Anantnag. The proposed road will be upgrade by way of strengthening the existing road to a 3.75 m wide carriageway along with 0.5 m wide shoulders on each side. The subproject road is a major/ vital connecting link between various villages like Hallmulla, Punchpora, Kralkut etc.

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 15/11/2017 and 16/11/2017 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 2 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 Halmulla-Punchpora to Kralkut road (3.348 km), a village road in district Anantnag. This report covers the Environmental and Social Screening study of proposed road.

1.4 Subproject Description

The sub-project component aims at construction/upgradation of Halmulla-Punchpora to Kralkut road. The road takes off from National Highway at Hallmulla (RD 0) and culminates at Kralkut (RD 3.348) with a total length of 3.348 km. The existing flood damaged road from Halmulla to Kralkut will be upgraded by way of strengthening the existing road to a 3.75 m wide carriageway alongwith 0.5 m wide shoulders on each side. The proposed up-gradation work includes protection works by way of providing RCC Retaining Walls as per design and specifications for length of 1058 m and cross drainage works by providing 07 number Box Culverts and 01 pipe culvert besides installation of road furniture as per specifications given in DPR.

The Road is a major/ vital connecting link between various villages like Hallmulla, Punchpora, Kralkut etc. The road serves as an important link between various villages having a population more than 25,000. The road will also serve indirectly thousands of people in the adjoining areas like, Marhama, Sirhama, Wopzan, Khiram etc as it links these areas with National Highway. Moreover, the area being rich in Horticulture products like apples and walnuts, the upgradation of the road will prove to be economically beneficial as the transport of the horticultural produce will be facilitated and the travel time will be greatly reduced.

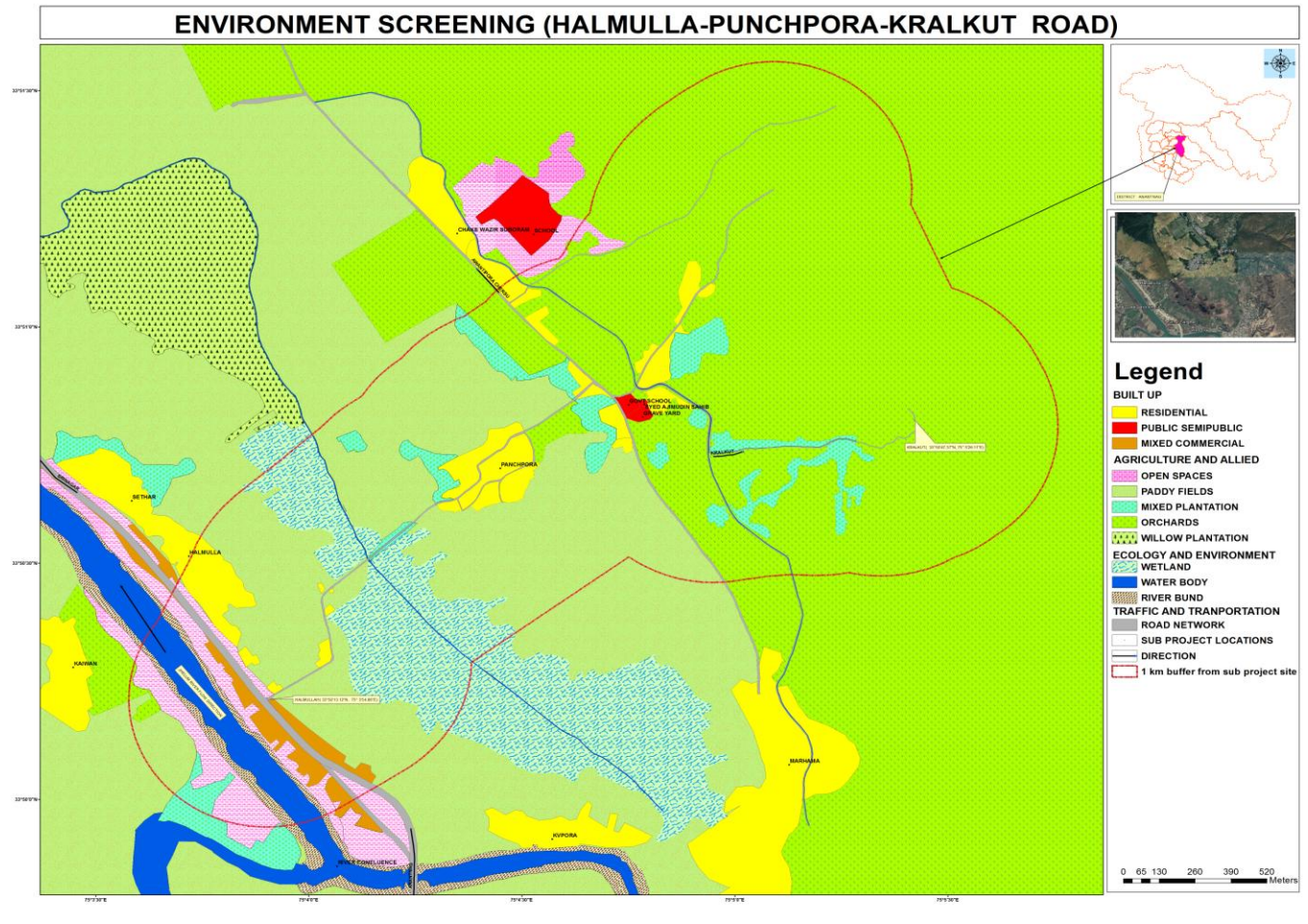


Fig. 1: Location of Proposed site on Satellite Map

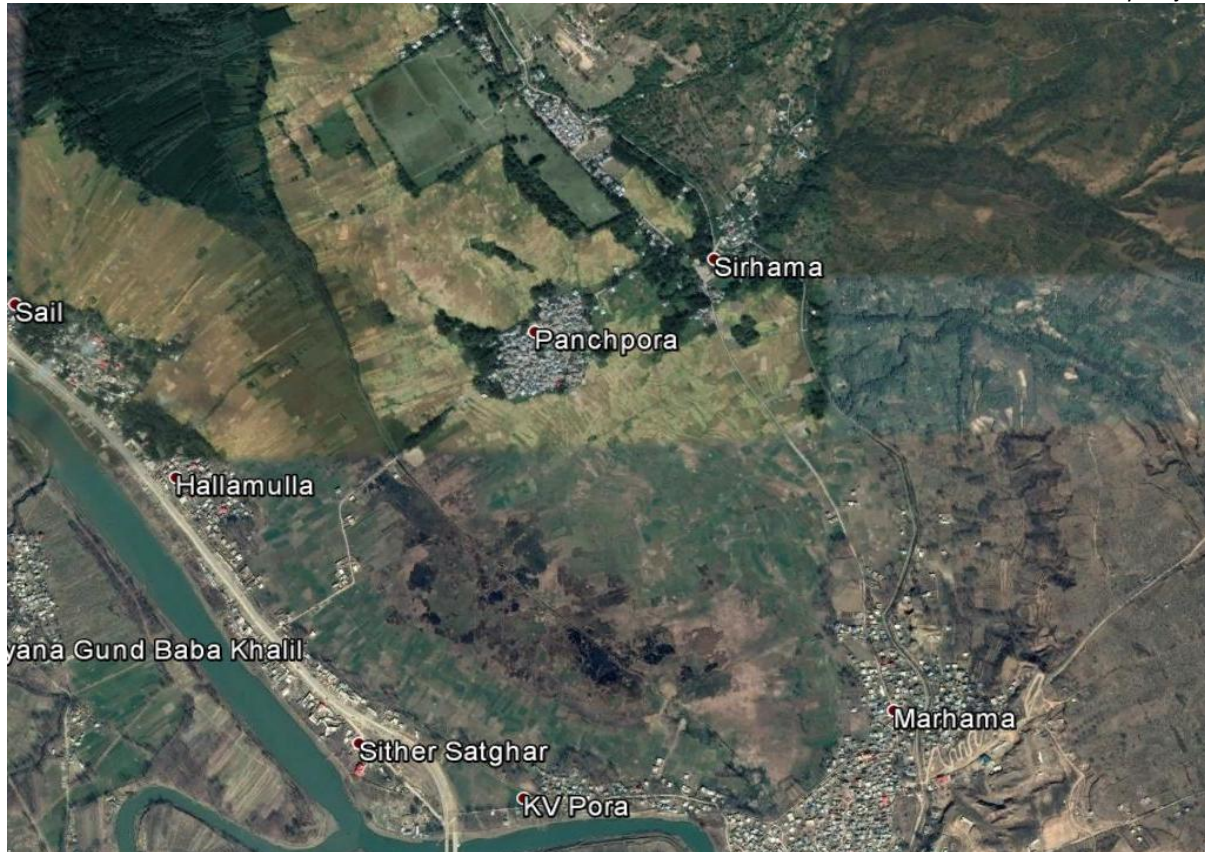


Fig. 2: Location of Proposed site on Google Map

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. Therefore, based on the findings during

survey, there are no significant environmental as well as social impacts in sub-project area, hence no further special study or detailed environmental impact assessment (EIA)/ Social impact assessment needs to be undertaken. 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 subproject, and ensure efficient lines of communication between the implementing agency, project management unit (PIU) 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 JKPCC (**Annexure-II**). The concerned District administration vide letter No. LA/PWD/Ang/587-88 dated 09.08.2018 has also certified that no additional land is required for execution of the subproject road (**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.

3.0 Public Consultation

Public consultation was conducted at the project location on 15/11/2017, 16/11/2017 and 09/06.2018 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.

3.1 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 trees 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.

3.2 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 Halmulla-Punchpora to Kralkut road in district anantnag - 3.348 km	
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	Anantnag	
▪ Name of the Block	Bijbehara	
▪ Name of the Settlement	Halmulla-Punchpora and Kralkut	
▪ Latitude	Start Halmulla= 33°50'13.06" End Kralkot = 33°50'45.26"	
▪ Longitude	Start Halmulla= 75°03'54.77" End Kralkot = 75°05'28.19"	

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)	3348 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 Gh Hussain Dar
▪ Designation	Deputy General Manager (DGM)
▪ Contact Number	+91-9419013160
▪ E-mail Id	dgm5anantnag@jkpcc.com
7. Screening Exercise Details	
▪ Date on which it was carried out	15/11/2017, 16/11/2017 & 09/062018
▪ Name of the Person	Sakib Qadri
▪ Contact Number	9469240260
▪ 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	
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	
l. Wetland	No		Marshy/wasteland exists between RD700 to RD900
m. Natural Lakes	No		

n. Rivers/Streams		Yes	Irrigation water canal namely Awantipora Canal runs along the road in some sections
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 mts. 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)	Yes		Mosques exist at few places along existing road.
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?	The HFL at most of the places along the subproject road was 1m above ground level in September, 2014 floods.		

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	Consent to Establish (CTE) and Consent to Operate (CTO) from SPCB will be required for Hot mix Plants, Wet Mix Plants, Stone Crushers, PUC's and other fitness certificates of equipment etc.

Part C (1): Social Screening

1. Does the sub-project activity require acquisition of land?			
Yes		No	✓
Give the following details:	Private Land (sqmts/hac.)		Nil

	Govt. Land (sqmts/hac.)	Nil
	Forest Land (sqmts/hac.)	Nil
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	Nil	
Number of common property resources (such as religious/cultural/drinking water/wells/etc.)	Nil	
Number of private structures (located on private or public land)	Nil	
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)	No 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 EIA and SIA required for the proposed subproject

Statutory Clearances/ No Objection Certificate:

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.

RIGHT WAY TABLE FOR CONSTRUCTION/UPGRADATION OF MALMULLA PUNCHPORA TO BRAHUT ROAD								
S.NO.	Chargage km	Govt. Land from centre Line of Road		Proposed Road Base Width		Additional Land Requirement		Remarks
		Left	Right	Left	Right	Left	Right	
1	0.000	4.90m	4.90	3.75	3.75	-	-	National Highway
2	0.100	4.90m	4.90	3.75	3.75	-	-	Paddy Land on B. Sides
3	0.200	4.90m	4.90	3.75	3.75	-	-	Do
4	0.300	3.04m	3.04	3.00	3.00	-	-	Paddy land on RHS
5	0.400	3.04m	3.04	3.0	3.0	-	-	Paddy land on both Sides
6	0.500	3.04m	3.04	3.0	3.0	-	-	Paddy land on LH sides
7	0.600	3.04m	3.04	3.0	3.0	-	-	DO
8	0.700	7.92m	8.53	3.75	3.75	-	-	-
9	0.800	8.53m	8.84	3.75	3.75	-	-	-
10	0.900	7.01	8.84	3.75	3.75	-	-	-
11	1.000	3.04	3.04	3.00	3.00	-	-	Paddy land on R. sides
12	1.100	3.04	3.04	3.00	3.00	-	-	Compound wall on RHS
13	1.200	3.04	3.04	3.00	3.00	-	-	Drain on LHS
14	1.300	3.04	3.04	3.00	3.00	-	-	-
15	1.400	3.04	3.04	3.00	3.00	-	-	-
16	1.500	3.04	3.04	3.00	3.00	-	-	Shop on R.H.S
17	1.600	3.04	3.04	3.00	3.00	-	-	-
18	1.700	3.04	3.04	3.00	3.00	-	-	-
19	1.800	3.04	3.04	3.00	3.00	-	-	-
20	1.900	3.04	3.04	3.00	3.00	-	-	-
21	2.00	-	-	-	-	-	-	-
22	2.10	3.04	3.04	3.00	3.00	-	-	Compound wall on RHS and on RHS
23	2.2	3.04	3.04	3.00	3.00	-	-	Canal on LHS
24	2.3	3.04	3.04	3.00	3.00	-	-	Do
25	2.4	3.04	3.04	3.00	3.00	-	-	Do
26	2.5	3.04	3.04	3.00	3.00	-	-	Do
27	2.60	5.75	5.75	3.75	3.75	-	-	-
28	2.70	5.75	5.75	3.75	3.75	-	-	-
29	2.810 3.55	5.75	5.75	3.75	3.75	-	-	-

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TEHSILDAR
BIJBEHARA

[Handwritten signature]
TEHSILDAR
BIJBEHARA

ANNEXURE – III



Government of Jammu & Kashmir
**OFFICE OF THE DEPUTY COMMISSIONER
DISTRICT COLLECTOR ANANTNAG**

Deputy General Manager JKPCCL,
Unit-5th Anantnag

No: LA/PWD/Ang/ 507-88
Dated:- 09/08/2018

Subject: - Status regarding compensation of Halmullah-Panchpora -
Kralkat road of Estate Marhama, Tehsil Bijbehara.

Sir,

Kindly find enclosed a letter received from Tehsildar Bijbehara vide No. 253/OQ/Bij dated 08.08.2018 which indicates that no additional land is involved in the above subject road if a road width of 18 feet already existing is taken up for upgradation.

The report submitted by the Tehsildar is enclosed herewith for necessary action as per rules.

Yours faithfully,

Encl. (02)

1. Report of Tehsildar
2. ~~Blk~~ Akri - Shafra
duly attested by Tehsildar
Bijbehara.

Assistant Commissioner Revenue
Collector Land Acquisition PWD
Anantnag

Copy to the:-

1. Tehsildar Bijbehara for information.

Photographs of Sub-project site



Start point of proposed road near Halmulla National Highway



Paddy field along road alignment



Culvert in road alignment



Irrigation Canal along proposed road



Habitation along subproject road



Mosque along proposed road subproject



Awantipora Canal along proposed road



Awantipora Canal along proposed road



Narrow road section connecting Apple Orchards



Public Consultation

Public Consultation Record

Nazir Ahmad Dar
S/o Mohd. Abdullah
Dar

cricket
Bat maker

9906564260

Nazir

M/o Halmulla
Anamathaj.

Maqsood Ali Dar

cricket
Bat maker

9896157339

Maqsood

S/o Nazir Ahmad

M/o Halamulla

Haji Mohd Akrum
Dar

"

"

9906596570

M. Akram

S/o Late A. Gaffar
Dar

M/o Halmulla.

Mohd Rafiq
Dar

"

"

9858964566

M. Rafiq

S/o Gh. Nazir
Dar

M/o Halmulla