

Environment and Social Screening Report

June 2018

Construction / Up-gradation of Litter-
Chowdhari Bagh-Chakoora road in District
Pulwama - 3.25 km

(Jhelum Tawi Flood Recovery-World Bank Project)

Prepared by Jammu & Kashmir Projects Construction Corporation, Government of Jammu & Kashmir, for the World Bank

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 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 3.25 km Litter- Chowdhari Bagh-Chakoora road, a Village road in district Pulwama. This report covers the Environment and Social Screening study of the road at Litter- Chowdhari Bagh in district Pulwama. The Road is a major/vital link connecting various villages like Litter, Aglar, Niloora, Tahab etc., on one side with villages like Chakoora, Chowdhari bagh, Naina, Panzgam, Koil, Malangpora 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 10-11-2016 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 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 Litter-Chowdhari Bagh-Chakoora Road (3.25 km) in district Pulwama. 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 Litter-Chowdhari Bagh-Chakoora Road in district Pulwama. The road takes off at Litter and culminates at Chakoora with a total length of 3.25 km. The Road is a major/vital link connecting various villages like Litter, Aglar, Niloora, Tahab etc., on one side with villages like Chakoora, Chowdary bagh, Naina, Panzgam, Koil, Malagpora etc on the other side. The road thus serves as an important link between these villages and adjacent villages having approximate population of 30,000. The road also serves a large population of other adjoining areas as it is also an important link to the Panzgam Railway Station. It is proposed that the road will be upgraded from existing carriageway width of 3.65 m to 3.75 m along with 0.5 m shoulders on each side. The up-gradation work also

includes protection works in terms of Retaining Walls for a length of 1250m, Cross Drainage works by way of providing three Box Culverts & a Pipe Culvert of 1000 mm dia. Road furniture as per latest specifications is also included in the scope of work.

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. 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. No scheduled tree viz. Chinar and Deodar tree cutting is involved for the construction/ up-gradation of proposed road sub-project, however, three mulberry samplings are required to be cut. All possible efforts shall be made to avoid unnecessary cutting of trees. 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

Proposed subproject as per the initial survey anticipated land acquisition of about 4700 sq. mts as the road was being proposed to be upgraded to 7.5 meter configuration. The up-gradation proposal has been revised and the road is being upgraded with configuration of 3.75 meter carriageway width plus 0.5meter shoulder on either sides, as such no land acquisition is required for up-gradation of the sub-project road. The availability of land for up-gradation has been certified by the

concerned Tehsildar vide letter No. TSL/OQ/2017-18/1184 dated 09.01.2018 (**Annexure-II**). Hence, there are no significant social impacts; therefore no further special study or detailed/ social impact assessment needs to be undertaken.

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.

2.2.3 Public Consultation

Public consultation was conducted at the project location on 10-11-2016 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.

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. Till date at PMU level no Grievance Redressal Mechanism has been established and there is no institutional mechanism in place for redressal of the grievances at PMU level.

Environment and Social Screening Form

Part A: General Information

1. Name of the sub-project	Construction/Up-gradation of Litter-Chowdhari Bagh-Chakoora road in district Pulwama - 3.25 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	Pulwama	
▪ Name of the Block	Litter	
▪ Name of the Settlement	Litter, Chowdhari Bagh, Chakoora	
▪ Latitude	Start Litter= 33°8141.53 End Chakoora= 33°835197	
▪ Longitude	Start Litter= 75°000637 End Chakoora= 75°016774	
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)	3250 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	erhussain@gmail.com
7. Screening Exercise Details	
▪ Date on which it was carried out	10/11/2016
▪ 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	
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	
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 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 and Graveyard exists at few places along existing road, however no impact is anticipated.
e. Reservoirs/Dams		No	
f. Canals	Yes		Few minor irrigation canals existing along or cut across proposed subproject road.
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?	1.2 m		

5. Is any scheduled/protected tree like Chinar, Mulberry or Deodar likely to be affected/ cut due to the project?	Yes	Few Mulberry saplings are required to be cut for road improvements & widening works, for which proper permission shall be obtained.
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	Yes
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 from SPCB will be required for Hot mix Plants, Wet Mix Plants, Stone Crushers, PUC's and other fitness certificates of equipment etc. as required on site

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	-	
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)	RAP required

Overall Screening Outcome:

No EIA and SIA required for the subproject site.

Statutory Clearances/ No Objection Certificate:

This is only the construction / up-gradation of existing village 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, heavy machinery and vehicles etc shall be required to be obtained by the Contractor during execution stage. Besides, permission for cutting of few mulberry trees is required to be obtained from Revenue Authorities.

Photographs of Sub-project site



Start point of road Litter Junction



Start point of road Litter Junction



Subproject road passing through Paddy fields



Settlement and Mosque along subproject road



Settlements across proposed subproject road



SSA School alongside proposed road at Chowdarybagh



Culvert on irrigation canal crossing subproject road



Culvert on irrigation canal crossing subproject road



Mosque at curve, Astanpora village



Damaged Chinara tree on the edge of road



Irrigation canal along proposed road



Spring at 70 mts distance from edge of road



Public Consultation at start point of road



Public Consultation at start point of road



Public Consultation during transact walk



Public Consultation at the end point of road



Chakora Junction end point of the proposed Subproject



Chakora Junction end point of the proposed Subproject

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P. 1

Office of the Tehsildar Shahoora Litter

The Collector Land Acquisition,
Assistant Commissioner(R),
Pulwama.

No: TSL/OQ/2017-18/1104

Dated: 09/01/2018

Subject: Construction/ up gradation of Chakoora-Chowdribadh Litter road.
Reference: 1) Your office endorsement no. Nil dated 27-11-2017.
2) Deputy General Manager Unit 12th, JKPC Limited Pulwama's
Letter No. DGM/12th/Pul/1586-89 dated 07-12-2017.

Sir,

Apropos to the above captioned subject and references, it is hereby submitted that:

1. As per the demarcation report conducted by field agency, the 25 feet (width) of road proposed to be upgraded by the aid of World Bank is already recorded as "Ghair Mumkin Sadak" and no additional land is to be acquired for said purpose (Copy enclosed).
2. Local habitants through their Augaf committees have consented for upgradation of said road (Copy enclosed).
3. The area in which the said road is to be upgraded by the aid of World Bank falls in flood prone area.

Yours faithfully

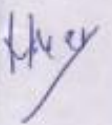
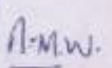

Tehsildar
Shahoora Litter
P.O.

Public Consultation Record

Litter - Chowdhari Bagh Chakora Road

Dated 10/11/2016

S.No	Name and Address	Occupation	Phone details	Signature
1	Farooq Ahmad mir S/o Gh. Ahmad mir R/o Litter pulwama	Cycle mechanic	8803954729	Farooq
2	Gh. Hassan wami S/o Gh. Gader wami R/o Litter pulwama	Labour		
3	Wali mehd mir S/o Ghulam Rasool mir R/o Litter	Retire police officer		
4	Ali mehd mir S/o Ghulam mehd mir R/o Litter pulwama	Farmer	9906412573	Shafi
5	Adil farooq S/o mehd farooq mir R/o Litter	Student		Adil farooq
6	Gh. mehd mir S/o Hashimullah mir R/o Brown's colony	works supervision Job control	9697332238	Gh mehd

7.	Sameer Gul S/o Gul. Mohd Mir Mo. Bousha Celang	Contractor	9419024406	
8.	Feroz Ahmad Mir S/o Bashir Ah. Mir Mo. mangpora Litter	Business	9906416514	
9.	Mohd Razaq Mir S/o. Mohd Sabir Mir Mo. Litter Pulwama	Shopkeeper		
10.	Bashir Ahmad wani S/o Gh. Hassan wani Mo. Bousha Celang Litter	Worker Supervisor R.B. dept.		
11.	Abdul Hameed Sofi S/o Abdul Aziz Sofi Mo. Astaanpora Worker Pulwama	Labour	9906462388	
12.	Abdul Majid wani S/o Habibullah wani Mo. Astaanpora Litter-chahariz	Farmer	8803353667	

GIS MAP

