

Social Impact Assessment Report

Project ID: P154990

April: 2022

**Sub-Project: Construction of Rigid Pavement of Eastern
Foreshore Road (Brari Nambal) including allied link road in
District Srinagar, Kashmir**

**Jhelum Tawi Flood Recovery Project
(World Bank Funded)**

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ABBREVIATIONS

BPL	Below Poverty Line
CBO	Community Based organisations
COI	Corridor of Impact
CPR	Common Property Resources
DC	District Collector
DSC	Design & Supervision Consultant
DED	Detailed Engineering Design
EIA	Environmental Impact Assessment
EP	Entitlement/Eligible Persons
ERA	Economic reconstruction Agency
ESMF	Environment and Social Management Framework
ESSR	Environment & Social Screening Report
EM	Entitlement Matrix
GBV	Gender Based violence
GESI	Gender Equality and Social Inclusion
Govt.	Government
GRC	Grievance Redressal Cell/Committee
HP	Halqa Panchayat
IRC	Indian Road Congress
IDA	International Development Agency
IRAP	International Road Assessment Programme
JTFRP	Jhelum Tawi Flood Recovery Project
J&K	Jammu & Kashmir
DSC	Design & Supervision Consultant
DEA	Department of Economic Affairs
DPR	Detailed Project report
NGO	Non-Governmental Organization
OP	Operational Policy
PAP	Project Affected Person
PAF	Project Affected Family
PDF	Project Displaced Family
PDP	Project Displaced Person
PIU	Project Implementation Unit
PMU	Project Management Unit
PMC	Project Management Consultant
R&R	Resettlement & Rehabilitation
RAP	Resettlement Action Plan
RFCTLAR&R	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement act, 2013
RDNA	Rapid Damage and Needs Assessment
ROW	Right of Way
RTI	Right to information Act
SAR	Social Assessment Report
SES	Socio- Economic Survey
SEO	Site Engineering Office
SH	State Highway
SIA	Social Impact Assessment
SC/ST	Schedule Caste and Schedule Tribe
SMF	Social Management Framework
SMP	Social Management Plan
SOR	Schedule of Rates

Definition of Words and Phrases

Affected Persons (APs)

Affected Persons (APs), for this Project, means all the people directly affected by a project-related land acquisition that leads to their physical relocation or loss of assets, or access to assets, with adverse impacts on livelihoods. This includes any person, household (sometimes referred to as project affected family), firms, or public or private institutions who on account of project-related land acquisition would have their ;

1. standard of living adversely affected;
2. right, title or interest in all or any part of a house, land (including residential, commercial, artisanal mining, agricultural, plantations, forest and/or grazing land), water resources or any other moveable or fixed assets acquired, possessed, restricted or otherwise adversely affected, in full or in part, permanently or temporarily; and/or
3. business, occupation, place of work or residence, or habitat adversely affected, with or without displacement. APs therefore include;
 - persons affected directly by the acquisition or clearing of the right-of-way or construction work area;
 - persons whose agricultural land or other productive assets such as mining, trees or crops are affected;
 - persons whose businesses are affected and who might experience loss of income due to project-related land acquisition impacts;
 - persons who lose work/employment as a direct result of project-related land acquisition; and
 - people who lose access to community resources/property as a result of project-related land acquisition.

Census

Census means the pre-appraisal population record of potentially affected people, which is prepared through a count based on the village or other local population data or census.

Compensation

Compensation means payment in cash or kind for an asset to be acquired or affected by a project at replacement costs.

Cut-off-date

Cut-off-date means the date after which people will not be considered eligible for compensation if they are not included in the list of APs as defined by the census. Normally, the cut-off date for the titleholders is the date of the detailed measurement survey.

Displacement

Displacement means either physical relocation or economic displacement directly caused by project-related land acquisition.

Encroachers

Encroachers mean those persons who extend their property beyond that for which they hold a Title are encroachers and would not be eligible for compensation for land for which they do not possess a title.

Entitlement

Entitlement means the range of measures comprising cash or kind compensation, relocation cost, income rehabilitation assistance, transfer assistance, income substitution, and relocation which are due to /business restoration which is due to APs, depending on the type and degree nature of their losses, to restore their social and economic base.

Livelihood Restoration

Livelihood Restoration means the measures required to ensure that APs have the resources to at least restore, if not improve, their livelihoods. Restoration of livelihood of all APs is one of the key objectives of the World Bank's resettlement policy. It requires that people are given the means and assistance necessary for them to improve, or at least restore, their livelihood and living conditions to pre-project levels. Inventory of Losses means the pre-appraisal inventory of assets as a preliminary record of affected or lost assets.

Land Acquisition

Land Acquisition means the process whereby a person is compelled by a public agency to alienate all or part of the land s/he owns, possesses, or uses, to the ownership and possession of that agency, for public purposes, in return for prompt and fair compensation. This includes direct acquisition and easement.

Non-Titled

Non-titled means those who have no recognizable rights or claims to the land that they are occupying and includes people using private or state land without permission, permit, or grant.

Rehabilitation

Rehabilitation means the assistance provided to severely affected APs to supplement payment of compensation for acquired assets to improve, or at least achieve full restoration of, their pre-project living standards and quality of life to pre-project level.

Resettlement

Resettlement means all social and economic impacts that are permanent or temporary and are:

- (i) caused by the acquisition of land and other fixed assets,
- (ii) by the change in the use of land, or
- (iii) restrictions imposed on land as a result of the project.

Resettlement Plan

Resettlement Plan means the time-bound action plan with budget setting out resettlement strategy, objectives, entitlements, actions, responsibilities, monitoring, and evaluation.

Structures

Structures mean all structures affected, or to be acquired, by the project such as living quarters, wells, hand pumps, agricultural structures such as rice bins, animal pens, stores/warehouses, commercial enterprises including roadside shops and businesses.

Squatters

Squatters mean the same as a non-titled person i.e. those people without legal title to land and/or structures occupied or used by them. World Bank policy explicitly states that such people cannot be denied assistance to restore livelihoods and living conditions based on the lack of title.

Vulnerable

Vulnerable means any people who might suffer disproportionately or face the risk of being marginalized from the effects of resettlement i.e; (i) single household heads with dependents; (ii) disabled household heads; (iii) poor households; (iv) elderly households with no means of support; (v) the landless or households without the security of tenure; and (vi) ethnic minorities.

Social Impact Assessment (SIA)

Social impact assessment (SIA) is the process of identifying and managing the social impacts of industrial projects. It can also be applied to policies, plans, and programs. SIA is used to predict and mitigate negative impacts and identify opportunities to enhance benefits for local communities and broader society.

Project Area Influence

The area likely to be affected by the project, including all its ancillary aspects, such as power transmission corridors, pipelines, canals, tunnels, relocation, and access roads, borrow and disposal areas, and construction camps, as well as unplanned developments induced by the project (e.g., spontaneous settlement, logging, or shifting agriculture along access roads).

Executive Summary

The catastrophic deluge of September 2014 harmed the socio-economic aspects of the Union territory of Jammu and Kashmir (erstwhile state) and massive infrastructure damaged in which not only Srinagar was most affected but other districts as well. It left behind a trail of siltation in most of the water bodies as environmental degradation, which is always synonymous with major floods. In connection to the catastrophic flood, a mission of the World Bank visited the Union territory of Jammu and Kashmir (erstwhile state) during February 1-6, 2015 on request of the Government of India to review and assess the damages 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.

Based on the RDNA results, restoration works underway, and discussions with the GoJ&K, "Jhelum and Tawi Flood Recovery Project (JTFRP)" will focus on restoring critical infrastructure using international best practice on resilient infrastructure. One of the sub-projects identified under Component 2 of JTFRP is "Construction of Rigid Pavement of Eastern Foreshore Road (Brari Nambal) including allied links in District Srinagar". The proposed sub-project has a total design length of 2.890 km (Main Road) including Link Road of 0.710 km. This road is one important road as it connects the old city via new constructed City Gate "Babul Iqbal". The road is located in the urban settlement which is mainly commercial setup and residential areas (interior areas) and traverses through localities of Baba Demb/ Brari Nambal, Sathu, Khaniyar, Bohri Kadal, Shamswari, Fateh Kadal, Habba Kadal, Chinkral Mahalla, Munawarabad.

Sub-projects under "Jhelum and Tawi Flood Recovery Project" 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 with a sensitive area criterion. The screening for this sub-project has been conducted to identify the potential social impacts of the sub-project at an early stage for detailed Environmental and Social impacts. The screening did not envisage any adverse social impact. One of the significant requirements under JTFRP is to disseminate project information by the method of "meaningful public consultation with stakeholders and the general public", which was conducted at the Baba Demb/ Brari Nambal location on 12.07.2019 of the project corridor with local people and shopkeepers. During the consultation process, people have expressed keen interest in the proposed sub-project. Information about proposed sub-project, available RoW and informing them about the temporary minimal social impacts during the construction period were shared with the stakeholders.

Project Manager (Transport, Kashmir division), JK ERA, vide letter no ERA/PMT/20/1120 dated 07.09.2020 has issued an encumbrance free certificate which confirms that upgradation and strengthening of the road does not have any temporary or permanent structure in the whole stretch and shall be restricted to the existing and available RoW. Further, it is also certified that there are no residential commercial, religious structure or any CPR in the existing RoW. The encumbrance free certificate issued by the Project Manager, also refers the certificate (letter no. CE/RBK/HD/7165, dated 14.06.2019) issued by the Chief Engineer, PWD (R&B) Kashmir in which it has been mentioned that the existing RoW in the sub-project road is 21 meters.

The revenue record of the proposed sub-project could not be obtained from the concern department by JK ERA. Since the revenue record of the proposed sub-project was not available, therefore PMU, JTFRP published a notice in the two local newspapers namely “Kashmir Observer” and “The Daily Tameel Irshad” on 13.11.2021 and 15.11.2021 respectively, informing general people and those who are likely to be benefitted/affected in particular, about the upgradation of this road sub-project within the existing right of way under World Bank funding. It also called for any objection from the local people regarding use of RoW, along with supporting documentary evidence within 07 days of publication of the notice in the newspaper. The office of Director safeguards did not receive any objection or claim from anyone even after the lapse of one month of the publication of notice in two local newspapers. Thereafter, Director Safeguards through an official communication no. ERA/DSG/PS/67-71 dated 25.4.2022 reconfirms encumbrance free RoW.

Therefore, on the basis of certificate issued by Project Manager (Transport, Division Kashmir), site visits, approved DPR and notice published in the newspaper it can be said that the sub-project does not have any adverse impact on the assets such as structures, land or on livelihood of anyone.

However, if during execution, there is any unanticipated impact of the sub-project on any asset, the issue shall be addressed as per the provisions of Environment & Social Management Framework (ESMF) for the project, applicable policies of the WB and that of U.T of J&K.

1. Background Introduction

1.1 Project Background

In September 2014, Jammu & Kashmir experienced torrential monsoon rains in the region causing major flooding and landslides. The continuous spell of rains from September 2-6, 2014, caused Jhelum, Chenab, and Tawi 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 the Kashmir region, including the capital. In many districts, the rainfall exceeded the normal by over 600%. In the Jammu division also, many districts received rainfall above normal. Jammu district itself recorded over 467.3 mm of rainfall during Sept 2014, which is 339% excess of the normal (source-Indian Meteorological department website). 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.

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 Union territory of Jammu and Kashmir (erstwhile 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 Union territory of Jammu and Kashmir (erstwhile state). In response, a mission of the World Bank visited the Jammu and Kashmir (erstwhile state) during February 1-6, 2015 to produce a rapid multi-sectorial 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 Centers were also severely damaged and are still not fully operational.

Based on the Rapid Damage Needs Assessment (RDNA) results, restoration works underway, and discussions with the GoJ&K, the project will focus on restoring critical infrastructure using international best practices on resilient infrastructure.

Given the Jammu and Kashmir (erstwhile 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 Jammu and Kashmir (erstwhile state) to increase resilience.

1.2 Project Development Objective¹

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

1.3 Project Components

The project is comprised of the following seven components:

1. Reconstruction and strengthening of critical infrastructure
2. Reconstruction of roads and bridges
3. Restoration of urban flood management infrastructure
4. Strengthening and restoration of livelihoods
5. Strengthening disaster risk management capacity
6. Contingent Emergency Response
7. Implementation Support.

1.4 Sub- Project Background

Component 2 of the "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 component will finance and support the reconstruction of about 300 km. of damaged roads and associated drainage works, retaining walls, breast walls, and other structures to increase resilience, designed to be seismic resilient (as per the guidelines of the Bureau of Indian Standards) and concerning topography and

¹ Source: JTFRP- Environmental & Social Management Framework (ESMF), 2015.

hydrology (as per the guidelines of the Indian Roads Congress, the Ministry of Road Transport and Highways), and projected demographic changes.

One of the identified roads undertaken in component 2 is for the construction of the Rigid Pavement of eastern Foreshore Road in Srinagar city. The proposed subproject has a total design length of 2.890 km (Main Road) including Link Road of 0.710 km. This road is one important road as it connects the old city via new constructed City Gate “Babul Iqbal”. The road is located in the urban settlement which is mainly commercial setup and residential areas (interior areas) and traverses through localities of Baba Demb/ Brari Nambal, Sathu, Khaniyar, Bohri Kadal, Shamswari, Fateh Kadal, Habba Kadal, Chinkral Mahalla, Munawarabad.

1.5 Sub-Project Description

The Srinagar city lies 34° 0' - 34° 14' N (Latitude) and 74° 43' - 74° 52' E (Longitude) with an altitude of 1585 m (5200 ft) above mean sea level (msl). The city has a unique physiographic setup with steep hills in the East and North-East, low-lying paddy fields falling in the flood plain of Jhelum in the South and West, the Karewas of Budgam in the extreme South and towards the North, we encounter the uplands with moderate slopes. The famous Dal Lake is situated in the heart of the city. The city of Srinagar experiences a temperate type of climate. The city receives most of the precipitation in the winter season in the form of rain and snow with an annual average rainfall of 720mm.

The project road takes off from Munawarabad and traverses through Brari Nambal, Baba Demb, Shamaswari, Chinkral Mohalla, etc. The eastern Foreshore Road connects the old city of the Downtown area via Babul Iqbal gate which was recently constructed. Categorically, it is a 4-lane road, falling under plain terrain, having the high intensity of commercial vehicles. The built-up area was observed on both sides of the road. During the flood in the year 2014, the stretches were fully submerged and regular submergence history was also found in these particular stretches due to drainage problems only. There is a marshy land named “Babdemb” which actually acts as buffer zone to storage excess water when “Dal Lake” overflows and then after channelizing water towards “River Jhelum” via Fateh Kadel outfall channel. Project Road covers up the “Brari Nambal lagoon also known as Babademb” as a ring road and connects several habitations namely Sathu, Khaniyar, Bohri Kadal, Shamswari, Fateh Kadal, Habba Kadal, Chinkral Mohalla, Munawarabad. It is also noticeable that, storage capacity of “Brari nambal or Babademb” reduces due to continuous siltation and deposition of debris. Moreover, there are 2 parallel HP sewerage system exists under each lane having 600 mm dia only at different depth which is insufficient to drain out

the water during heavy rain. Without developing a proper drainage system, provisions of rigid pavement did not serve the submergence problem during heavy rain.

1.6 Benefits of the Sub-Project

The reconstruction of the proposed road will be a great help to the residents and businessmen to commute easily, less traffic congestion and transport agricultural products. Children would be able to travel faster and safer to go to school, as well as the local people when accessing basic facilities such as health center/hospital, markets, working place, place of worship, and other areas. Besides that, the road will have fewer bags of dust during the dry season which may aggravate the health condition of the children and elderly; unlike the condition of the road during the rainy season which is muddy and slippery, is risky for the lives of the road users especially those using bicycles and motorcycles.

1.7 Need for Social Impact Assessment

Social Impact Assessment (SIA) is a tool for anticipating and mitigating the potentially temporary and permanent adverse impacts of projects. It also helps in enhancing the positive outcomes of the sub-project. SIA alerts project planners (public and private bodies) about the likely social and economic costs and benefits of a proposed project. The knowledge of the potential costs, when weighed against the likely benefits of a project, helps decision-makers in deciding whether the project should be carried out, with or without modifications, or abandoned completely. The agency carrying out the SIA also develops a mitigation plan to overcome the potential negative impacts on individuals and communities.

The purpose of the SIA is to ascertain whether a project proposed by the developer is truly in the public purpose, and whether the project is located at a site which is least-displacing and requires the bare minimum amount of land.

1.7.1 Need for SIA in Eastern Foreshore Road Sub-Project

Social Impact Assessment study in the sub-project road was conducted to identify and assess the land requirement for the proposed sub-project besides identifying the temporary and permanent impacts. Eastern Foreshore sub-project road is going to be improved and upgraded on existing alignment and the existing RoW is 21.00 meters. No additional land is required for improvement and up-gradation of the road. Though the sub-project does not require private land acquisition, therefore, the Social Impact Assessment was conducted to identify and assess any other impact on the people and communities due to project implementation such as any impact on private assets (of both titleholders and

non-titleholders), on the livelihood of people, common property resources or any other type of impacts. Further, it will guide Executing Agency (EA) to prepare a sound Social Management Plan that will provide guidance to the contractor & PIU to manage social issues during execution and post execution.

1.8 Objective of Social Impact Assessment

The major objectives of the SIA are given below:

- To gather baseline data for assessment of impacts (both direct and indirect);
- To suggest mitigation measures to effectively manage potential adverse impacts;
- To involve local people in the SIA study and project activities.

1.9 The methodology adopted for the SIA

1. Defining the Impact area

The first step undertaken was to define the Area of Impact. For defining the project area (both directly and indirectly), a map that will show the project area was prepared. Besides, a field visit to the area were undertaken on 12.07.2019 to have a better understanding of the geographic limits of the area and the people living there.

2. Identifying the Information/Data Requirements and their Sources

The existing secondary data (census 2011) on impacts likely to follow from the project was reviewed and used for assessment purposes. This has provided disaggregated data according to caste, religion, sex, and other administrative categories, such as persons below the poverty line.

3. Public Consultations

Project-related information's were shared with all the concerned stakeholders in Baba Demb/ Brari Nambal location on 12.07.2019. This was the first step in developing plans for consultation and participation is to identify stakeholders who will be involved in the consultative processes. The basic questions to consider in identifying stakeholders include:

- Who will be directly or indirectly and positively or negatively affected?
- Who are the most vulnerable groups?
- Who might have an interest or feel that they are affected?
- Who supports or opposes the changes that the project will produce?
- Whose opposition could be detrimental to the success of the project?

- Whose cooperation, expertise, or influence would be helpful to the success of the project?

4. Conducting Screening

Social Impact Assessment (SIA) process began with screening. Screening was undertaken in the very beginning stages of project development. The purpose of screening was to screen out “no significant impacts” from those with significant impacts and get a broad picture of the nature, scale, and magnitude of the issues. This helped in determining the scope of detailed SIA that would be subsequently carried out. The screening results revealed that the project will not have any significant impact. It has been decided that the proposed road will be upgraded in the available RoW and there are no structures either commercial, residential or any CPR in the alignment of the road.

5. Carry Out Scoping in the Field

The next step was scoping. Essentially, this involves a visit to the project site, and consultation with all stakeholders. It is important to confirm their understanding of key issues. On-site appreciation of impacts is indispensable for projects that cause displacement on a large scale. The local knowledge can be invaluable in finding alternatives that help avoid or at least reduce the magnitude and severity of adverse impacts.

6. Developing a Mitigation Plan

SIA study helps and guides in the preparation of social mitigation and management plan for the envisaged and unanticipated impacts. In this study SMP has been prepared in consultation with the locals, PIU and other stakeholders which will serve as blueprint for managing and mitigating social issues/impacts during execution of the sub-project.

1.10 Structure of SIA Report

To present the findings of the SIA study, the following information's have been presented in following chapters:

Executive Summary

1. Introduction & Background
2. Project Description
3. Legal and Regulatory Framework
4. Socio-Economic Profile of the Project Impact Area
5. Analysis of Alternatives
6. Stakeholder's Consultation

7. Analysis of Social Impacts
8. Mitigation Measures
9. Grievance Redressal Mechanism
10. Institutional Arrangements
11. Monitoring and Evaluation

2. Project Description

2.1 Description of the Project

The Jammu & Kashmir region owing to its geographical and geo-climatic setting is a multi-hazard prone region that has experienced natural disasters like earthquakes, floods, landslides, avalanches, high-velocity winds, and snowstorms. Most of the project roads in Kashmir Valley fall in plain terrain whereas roads under Jammu Province are passing through hilly terrain. In Kashmir, Floods and flash floods are also frequent. Floods generally occur in the summer when heavy rains are followed by snowmelt. Flooding of the river Jhelum is the main cause of floods in the region. In Jammu province, hill roads are mainly damaged frequently during the beginning of summer due to snowmelt and due to heavy rain. Hill slopes are badly damaged and sliding comes on the roads as there is no such protection work exists towards hill slide slope. Even Jammu Srinagar National Highway is not unturned from it.

In September 2014, the northern region of India experienced torrential monsoon rains in the region causing major flooding and landslides. The continuous spell of rains from September 2nd to 6th, 2014, caused Jhelum and Chenab Rivers as well as many other streams/tributaries to flow above the danger mark. Due to the unprecedented heavy rainfall, the catchment areas particularly the low laying areas were flooded for more than two weeks. As a result, the main tributaries of river Jhelum vis-a-vis Brengi Nallah, Vishav Nallah, Lider Nallah, and Sundran Nallah started overflowing. The water level also increased in the rivers of Chenab and Tawi, both of which the water flowing above normal levels. Due to the rivers overflowing nearly 20 districts were impacted. The total damage and loss caused by the flood is about INR 211,975 million, 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 centers were also severely damaged and are still not fully operational.

The project "Jhelum & Tawi Flood Recovery Project" will focus on restoring critical infrastructure using the international best practice of resilient infrastructure. Given the region'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, a study followed by detailed reports on flood management aims at both restoring essential services disrupted by the floods and improving the design standards and practices to increase resilience.

Based on the RDNA results, restoration works underway, and discussions with the Govt. of J&K, "Jhelum and Tawi Flood Disaster Recovery Project (JTFRP)" will focus on restoring critical infrastructure using international best practice on resilient infrastructure. Component 2 of JTFRP is 'to restore and improve the connectivity disrupted due to the disaster through the reconstruction of damaged roads and bridges.

2.2 Sub-Project Description

The project road takes off from Munawarabad and traverses through Brari Nambal, Baba Demb, Shamaswari, Chinkral Mohalla, etc. The eastern Foreshore road connects the old city of the Downtown area via Babul Iqbal gate which was recently constructed. Categorically, it is a 4 lane road, falling under plain terrain, having the high intensity of commercial vehicles. The built-up area was observed on both sides of the road. During the flood in the year 2014, the stretches were fully submerged and regular submergence history was also found in these particular stretches due to drainage problems only. There is a marshy land named "Babdemb" which acts as a buffer zone to store excess water when "Dal Lake" overflows and then after channelizing water towards "River Jhelum" via Fateh Kadel outfall channel. Project Road covers up the "Brari Nambal lagoon also known as Babademb" as a ring road and connects several habitations namely Sathu, Khaniyar, Bohri Kadal, Shamswari, Fateh Kadal, Habba Kadal, Chinkral Mohalla, Munawarabad. It is also noticeable that the storage capacity of "Brari nambal or Babademb" reduces due to continuous siltation and deposition of debris. Moreover, there are 2 parallel HP sewerage system exists under each lane having 600 mm dia only at different depth which is insufficient to drain out the water during heavy rain. Without developing a proper drainage system, provisions of rigid pavement did not serve the submergence problem during heavy rain.

2.3 Project Location

Categorically, it is a 4-lane arterial road, falling under plain terrain, having the high intensity of commercial vehicles. Built-up section observed on both sides of the road. During the flood in the year 2014, the stretches were fully submerged and regular submergence history was also found in these particular stretches due to drainage problems only. There is a marshy land named "Babdemb" which acts as a buffer zone to store excess water when "Dull lake" over follows and then after channelize water towards "River Jhelum". Project Road covers up the "Babdemb" as a ring road and connects several habitations namely Sathu, Khaniyar, Bahri Kadal, Shamswan, Fathe Kadal, Habba Kadal, Chinkral Mahalla, Munawara Ahad. It is also noticeable that the storage capacity of "Babdemb" reduces due to continuous siltation and deposition of debris. Moreover, there

are 2 parallel HP sewerage system exists under each lane having 600 mm dia only at different depth which is insufficient to drain out the water during heavy rain. Without developing a proper drainage system, provisions of rigid pavement did not serve the submergence problem during heavy rain.

GIS Map of the Proposed Sub-project of “Construction of Rigid Pavement of Eastern Foreshore Road (existing road) of Brari Nambal including allied link road in District Srinagar has been annexed in annexure 2.

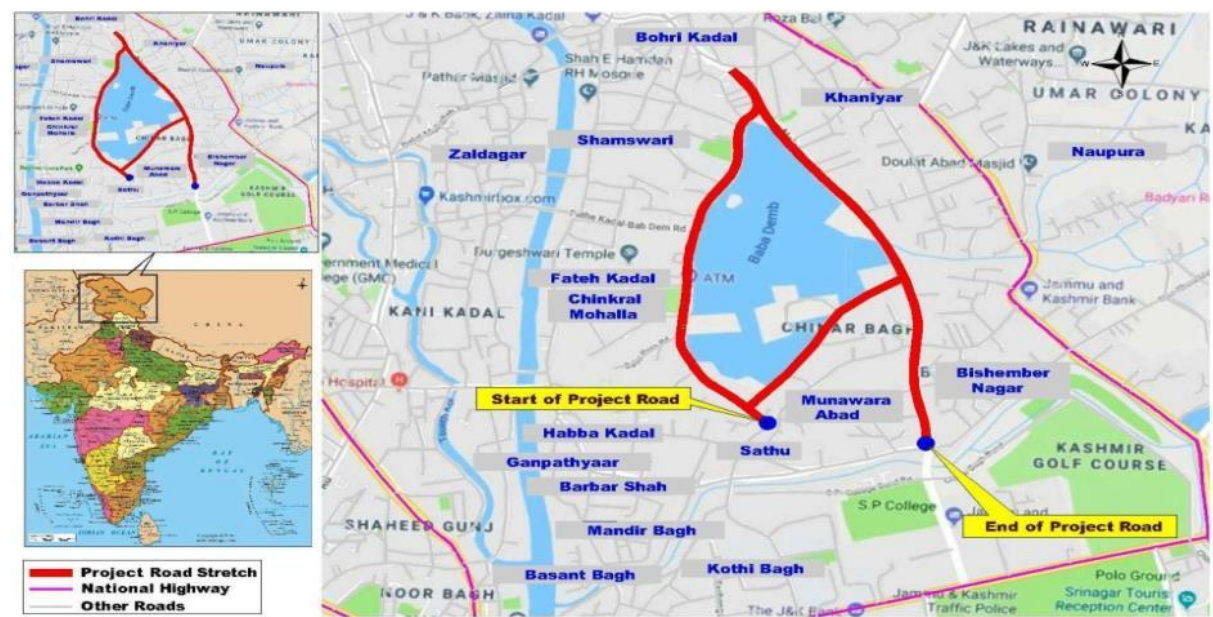


Figure 1: Overview of Eastern foreshore Road Sub Project

2.4 Details of the Existing Project Road

The existing road is 4 lane road, falling under plain terrain, having a high intensity of commercial vehicles. Built-up section observed on both sides of the road. During the flood in the year 2014, the stretches were fully submerged and regular submergence history was also found in these particular stretches due to drainage problems only. There is a marshy land named “Brari Nambal Lagoon” which acts as a buffer zone to store excess water when “Dal Lake” over follows and then after channelize water towards “River Jhelum”. Project Road covers up the “Brari Nambal” as a ring road and connects several habitations namely Sathu, Khaniyar, Bohri Kadal, Shamswari, Fateh Kadal, Habba Kadal, Chinkral Mahalla, Munawarabad. It is also noticeable that the storage capacity of “Brari namabl Lagoon” reduces due to continuous siltation and deposition of debris. Moreover, there are 2 parallel HP sewerage system exists under each lane having 600 mm dia only at different depth which is insufficient to drain out the water during heavy rain. Without developing a proper

drainage system, provisions of rigid pavement not serve the submergence problem during heavy rain.

The Traffic Census has been conducted in lean period at Ch. 3.200 Km having PCU, ADT & CVPD is 8466, 6997 & 1618 respectively. According to that, the Main alignment demands 2 lanes with the paved shoulder in the year 2023 which can be resolved by 2 lanes dual carriageway. Development of the project road is essential as it is the most important arterial road in Kashmir which connects several habitations of Srinagar namely Sathu, Khaniyar, Bohri Kadal, Shamswari, Fateh Kadal, Habba Kadal, Chinkral Mahalla, Baba Demb, Brari Nambal Munawarabad, etc.

2.4.1 The embankment, Carriageway, and Shoulder

The average width of the existing carriageway is of 7 m on either side of the project road with a 1.2 m ~ 2.4 m raised footpath resulting in the formation width of 17 m to 19 m. From Km 0.000 to Km 2.900 (Main Alignment) and from Km 2.900 to 3.600 Km (Link Road) regular submergence reported during heavy rain. As the project road passing through built-up stretches, embankment height becomes zero. To avoid submergence, FRL rising is not possible due to the existing built-up sections. The details of the carriageway, land Use Pattern and Shoulder width, etc are mentioned in Table 3.1 of DPR.

2.4.2 Horizontal and vertical alignment

Mostly the road runs in plain terrain and the existing alignment is fair. The existing vertical alignment follows in plain type.

2.4.3 Pavement Condition

The existing pavement is of flexible type from Ch 0.000 Km to 2.900 Km having a different thickness as reflected from pavement investigation are in good condition. But the pavement thickness is not homogeneous throughout the stretches. Depending upon the existing crust component, CBR of sub-grade, excavation for a depth of 1010 mm requires to the construction of Rigid Pavement.

2.4.4 Cross Drainage Structures

There are only 2 no of Bridges that exists on the Flood Channel.

Table 1: Details of existing structures

Sl No.	Existing Structures				
	Chainage	Types	Dia/Span(m)	Invert	Width

				Level(m)	
1	-	-	-	-	-
2	-	-	-	-	-
3	2+000	Bridge	15.8	-	18.6
4	2+100	Bridge	24.4	-	22.5
5	-	-	-	-	-

2.4.5 Submergence's area

During Heavy Rain when the sewage system & pumping station are failed to drain out the water, the entire stretches are under water. Despite that, no other frequent submergences were reported.

2.4.6 Existing Lined and Unlined Drain

There is a longitudinal existing drain along the project Road. Only an underground sewerage line (600 mm dia HP) exists through the entire stretch.

2.4.7 Existing Pavement Composition

The said road is a very old road which was initially constructed based on the traffic on the section. Afterward, several maintenances work of the different specifications have been undertaken over the road. Specification adopted for such maintenance widely varies from year to year as well as from stretches to stretches. So, the road section does not have a homogeneous crust. Trial Pit Investigation has been conducted for detailing pavement composition at different locations and on average following composition is found as existing hard crust. Details of the existing pavement composition is shown in Table 2.

Table 2: Details of Existing Pavement Composition

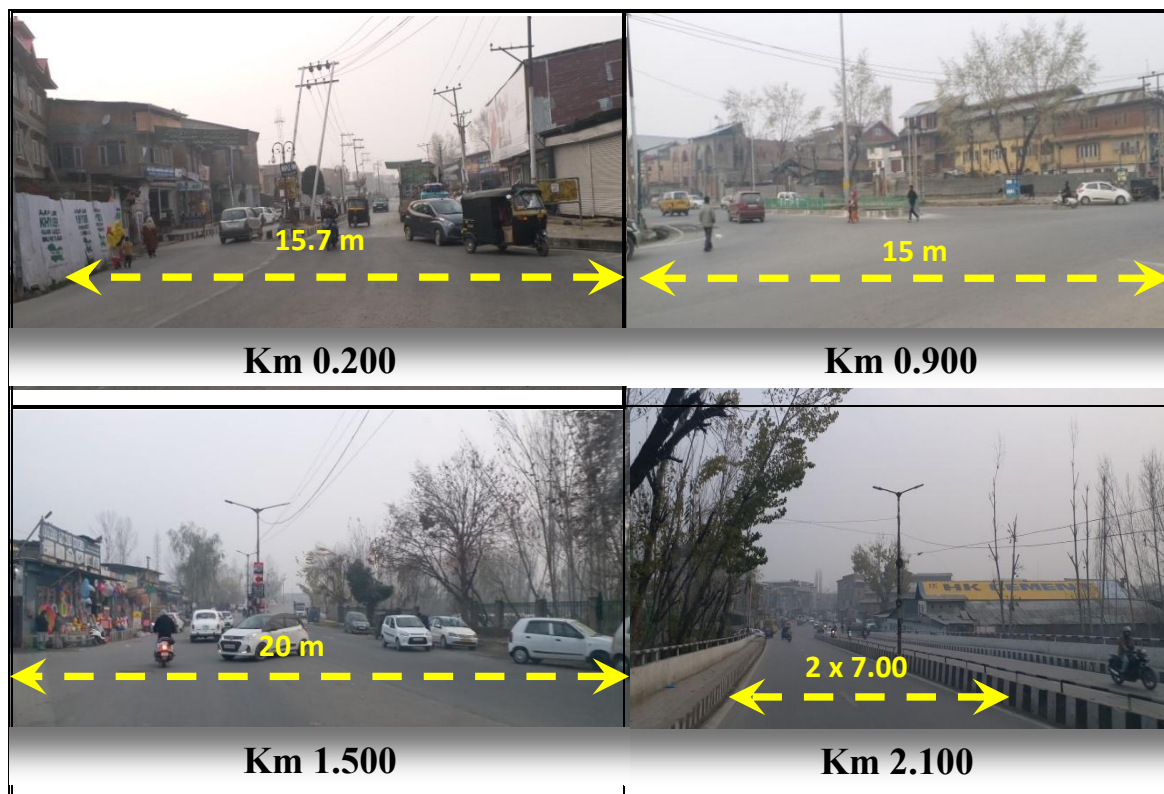
Location	Side	Description of Layers	Individual (mm)	Thickness (mm)			
				Surface (Bituminous) in mm	Base Course in mm	Sub-Base Course in mm	Total
RD 0.000 / TP 1	Right Side	Bituminous I	50	110	110	200	420
		Bituminous II	60				
		WBM	110				

Social Impact Assessment Report

Location	Side	Description of Layers	Individual (mm)	Thickness (mm)			
				Surface (Bituminous) in mm	Base Course in mm	Sub-Base Course in mm	Total
		Metal Soling	200				
RD 0.500 / TP 2	Right Side	Bituminous I	40	90	110	180	380
		Bituminous II	50				
		WBM	110				
		Metal Soling	180				
RD 1.000 / TP 3	Left Side	Bituminous I	50	90	100	150	340
		Bituminous II	40				
		WBM	100				
		Metal Soling	150				
RD 1.500 / TP 4	Right Side	Bituminous I	60	90	80	150	320
		Bituminous II	30				
		WBM	80				
		Metal Soling	150				
RD 2.000 / TP 5	Left Side	Bituminous I	50	90	80	130	300
		Bituminous II	40				
		WBM	80				
		Metal Soling	130				
RD 2.500 / TP 6	Left Side	Bituminous I	60	90	80	130	300
		Bituminous II	30				
		WBM	80				
		Metal Soling	130				
RD 2.900 / TP 7	Right Side	Bituminous I	70	110	70	120	300
		Bituminous II	40				
		WBM	70				

Social Impact Assessment Report

Location	Side	Description of Layers	Individual (mm)	Thickness (mm)			
				Surface (Bituminous) in mm	Base Course in mm	Sub-Base Course in mm	Total
		Metal Soling	120				
RD 3.500 / LTP 1	Right Side	Bituminous I	70	100	80	130	310
		Bituminous II	30				
		WBM	80				
		Metal Soling	130				
Average Thickness from Km 0.000 to Km 3.500				97	89	149	
Minimum Thickness from Km 0.000 to Km 3.500				90	70	120	300
Maximum Thickness from Km 0.000 to Km 3.500				110	110	200	420



2.4.8 RoW Details of the Sub-Project Road

Project Manager (Transport, Kashmir division), ERA, JTRP vide letter no ERA/PMT/20/1/20 dated 07.09.2020 has issued a non-encumbrance certificate which confirms that the sub-project road does not have any temporary or permanent structure in the whole stretch annexure 3. The letter issued by the Project Manager, also refers the certificate (letter no. CE/RBK/HD/7165, dated 14.06.2019) issued by the Chief Engineer, PWD(R&B) Kashmir in which it has been mentioned that the existing RoW in the sub-project road is 21 meters (Annexure 4).

2.4.9 Major Utilities Along the Existing Road

A detailed road inventory survey was carried out at 500 m intervals mainly the proposed alignment. Detailed information was collected and utilized for planning, design, and cost estimate.

An inventory of the project road has been carried out through dimensional measurement and visual inspection. Features like chainage, terrain and land-use, the height of fill or depth of cut, the width of pavement and shoulders, important road junctions and geometric deficiencies, utilities, etc., were recorded.

These surveys were carried out by visual observation supplemented with sample measurements using tape etc. The road inventory has been referenced to the existing km posts established along the roadside.

2.5 Proposed Activities (Improvement & Upgradation)

Table 3: Overview of the proposed road

Sl.No.	Description of item	Details	
1	Road length	Existing Length 2.900 km (Main alignment) 0.710 Km (Link Road)	Design Length 2.890 km (Main alignment) 0.710 Km (Link route)
2 (a)	Road Configuration (Present Scenario)	Main alignment 2 Lane Dual carriageways with Median	Link Road 2 Lane Dual carriageways without Median
2 (b)	Road Configuration (Based on 30 years Design Period)	Main alignment & Link Road 2 Lane Dual carriageways with Median	
3	Terrain	Plain	
4	Land use pattern	Built up	

Sl.No.	Description of item	Details
5	Existing Surface of carriageway	• Flexible pavement
7	Existing Formation width	17 m – 19 m
8	Right of Way (ROW)	21 m
9	Pavement Condition	Fair
10 (a)	New Rigid Pavement thickness	For Main Alignment & Link Road GSB – 150 mm, DLC – 100 mm, PQC – 260 mm, Sand - 500 mm
11	Design CBR	5.2 % (80 th Percentile)
12	Junctions	Major- 05 and Minor-04
13	Traffic	Main Alignment (From Km 0.000 to Km 1.500) ADT-6993, CVPD - 1473, PCU –8417, MSA- 155.4
14	Cross drainage structures	2 Bridges on Main Alignment
15	Settlement	Sathu, Khaniyar, Bahri Kadal, Shamswan, Fathe Kadal, Habba Kadal, Chinkral Mahalla, Munawara Baad

2.5.1 Carriageway/ Roadway Width

In general, the proposed cross-section comprises 2 lanes dual carriageway (Rigid Pavement) with a median and 1.5 m width RCC Cover Drain on either side proposed from Km 0.000 to 2.000 Km. The camber on either side of the carriageway is 2.0 %. In addition to that, from Km 1.675 to Km 2.300 stretches maintained as flexible and retained the pavement. Mastic Asphalt is only laid in this particular stretch over the flexible pavement. Based on the available width, New Construction of Rigid Pavement has been considering which is mentioned in table 4.

Table 4: Details of Rigid Pavement Section

Sl No	From Ch	To Ch	Length (km)	BT/Formation Width (m)	Rehabilitation Width (m)	Section	TCS Type	Type of Proposal	Type of Pavement
Segment I - Main Alignment (From Km 0.000 to Km 25.300)									
1	Km 0.000	Km 1.675	1.675	2 x 7	2 x 7	I	TCS-1	NC	Rigid
2	Km 1.675	Km 2.300	0.890	2 x 7	2 x 7	II	-	NA	Flexible with

Sl No	From Ch	To Ch	Length (km)	BT/Formation Width (m)	Rehabilitation Width (m)	Section	TCS Type	Type of Proposal	Type of Pavement
									MS
3	Km 2.300	Km 2.890	0.690	2 x 7	2 x 7	I	TCS-1	NC	Rigid
4	Km 0.000	Km 0.710	0.710	2 x 7	2 x 7	I	TCS-1	NC	Rigid

2.5.2 Horizontal and vertical alignment

Existing alignment is followed for Rehabilitation and strengthening of the existing road and it is found that mostly the required average design speed of 80 km/hour is maintained. The existing carriageway will be provided with the required grade after making the provision for a profile corrective course with proper two-directional cambers over the existing carriageway surface. Horizontal & Vertical Curve details are mentioned in Annexure IV of DPR.

2.5.3 Improvement of Sight Distance

Improvement of sight distance on the proposed alignment has been taken care of while designing the alignment. However, a necessary road sign has to be provided where speed is restricted wherever required.

2.5.4 Drainage Works

There are roadside habitations, the market area beside the project road where the drain is necessary; proposal for drains in new stretches apart from existing ones are given in table 5.

Table 5: List of Drains

Sl. No.	Starting Chainage	Ending Chainage	Length (m)	Side	Type of Structure
1	0+000	2+000	2 x 2000	Both Side of MA	RCC Cover Drain
2	0+000	0+710	2 x 710	Both Side of LR	RCC Cover Drain
Total Length			5420		

2.5.5 Pavement Design

After doing the pavement investigation and pavement condition survey, it has been studied thoroughly. After that pavement design has been done as per the following considerations:

- Rehabilitation on existing pavement
- Reconstruction of existing pavement

The consultants have worked out the designs for all the above cases based on results of survey/investigations about traffic, axle load spectrum, pavement condition, and strength, subgrade/material properties, etc.

The design life adopted in the analysis is 30 years for rigid pavement from the date of opening the road to traffic. Pavement design for various cases has been illustrated in the following paragraphs.

The following Survey has been conducted and procedure followed for design and construction:

1. Conducted the Traffic Study and based on PCU, lane configuration finalized. In the case of land constraint, lane configuration has been restricted upto the availability of space between properties of both sides.
2. Raising of Existing Carriageway is not done where roadside establishment exists. On those stretches, reconstruction has been proposed. Where lane configuration is not feasible for the upgrade, the carriageway has been restricted upto the availability of space between properties of both sides.
3. The existing condition of the road is poor. Hence, the BBD test was not carried out. Existing bituminous layer to be dismantled and re-compaction to be done after dismantling bituminous layer.

Soil samples were collected from the sub-grade level after excavating the existing pavement thickness at the selected locations along the carriage way edge. Soil Samples taken to the laboratory were tested for L.L., P.L., and Gradation. Remolded soil samples were thereafter made by compacting at the maximum dry density and OMC. The samples were then soaked for 4 days and then tested for CBR value. For each location, three such remolded samples were prepared and tested for soaked CBR and the average value of CBR at each location determined. The CBR value varies in between 5.10 % & 5.70 % from Ch 0.000 Km to Ch 3.500 Km and CL classified soil exists on the stretch. Based on the Traffic density, the whole stretch has one homogeneous section As per Clause 6.2.2 of IRC 37-2018, the 80th percentile value of sub-grade CBR (5.2%) is considered. Design traffic is 155.4 MSA for 30 years design period. As per IRC 58:2015, the required CBR for Rigid Pavement is 8%. The

average Thickness of Pavement is 334 mm, whereas the proposed thickness of the Rigid Pavement is 580 mm.

1. Calculation of Design Traffic in terms of MSA for main alignment and link road

COMPUTATION OF DESIGN TRAFFIC

[Vide Clause 4.6.1 of IRC:37-2018]

The Traffic in the year of completion (**A**) is estimated using the following formula :

$$A = P (1 + r)^x = 1473 \times (1 + 0.06)^1 = 1561$$

Where : P = CVPD as per traffic census report. = **1473**
 x = Number of years between the last count and the year of completion of construction. = **1**

The **design traffic** in terms of the cumulative number of standard axles to be carried during the design life of the road has been computed using the following equation : As per clause 4.6.1 of IRC:37-2018

$$N_{Des} = \frac{365 \times [(1 + r)^n - 1]}{r} \times A \times D \times F$$

Where : N_{Des} = **Cumulative number of standard axles to be catered for during the design period of 'n' years**
 A = Initial traffic in the year of completion of construction in terms of the number of Commercial Vehicles Per Day (**CVPD**). = **1561**
 D = Lane Distribution Factor (**LDF**). = **0.75**
 (For Dual Two-Lane carriageway)
 F = Vehicle Damage Factor (**VDF**). = **4.600**
 n = Design life in years. = **30**
 r = Annual growth rate of commercial vehicles (6%) in decimal. = **0.06**

Therefore :

$$N_{Des} = \frac{365 \times [(1 + 0.06)^{30} - 1]}{0.06} \times 1561 \times 0.75 \times$$

$$\begin{aligned}
 & \frac{\quad}{0.06} \quad 4.6 \\
 = & \quad 155403827 \quad \text{ESA} \\
 = & \quad 155.4 \quad \text{MSA}
 \end{aligned}$$

2. Calculation of Design CBR

The CBR value varies in between 5.10 % & 5.70 % from Ch 0.000 Km to Ch 3.500 Km and CL classified soil exists on the stretch. 80th percentile value of sub-grade CBR (5.2%) considered. As per IRC 58:2015, the required CBR for Rigid Pavement is 8%. The average Thickness of Pavement is 334 mm, whereas the proposed thickness of the Rigid Pavement is 580 mm.

Determination of Pavement Layers: The Pavement composition of different layers has been done as per IRC 58:2015. The Detail calculation is enclosed in Annexure V of DPR. Summary of the pavement composition has been mentioned below:-

Pavement design has been done using Design Traffic as 155.4 MSA & 80th percentile CBR as 5.2%.

2.5.6 Traffic Safety and Other Appurtenances

Following road furniture and miscellaneous items have been designed keeping safety aspects in mind.

I. Road Markings

Road Markings on the carriageway and the objects within and adjacent to the roadway are used as a means of guiding and controlling the traffic. They promote road safety and ensure the smooth flow of traffic in the required paths of travel.

The location and type of marking lines, material, and the colour is followed using IRC: 35-2015 – “Code of Practice for Road Markings”.

The road markings were carefully planned on carriageways, intersections, and bridge locations.

II. Road Signs

Road signs were planned to supply information, to regulate traffic by imparting messages to the drivers. The type, locations, sizes were planned using IRC: 67-2012 “Code of Practice for Road Sign”. Details of Road Signage are given in the table 6 below.

Table 6: Details of Road Signages

Sl no	Sign		Size & Shape	Nos		
	Fig No	Description		Main	Link	Total
1	14.02	Give Way	900 Equilateral	3	0	3
2	14.23	Overtaking Prohibited	600 Equilateral	0	0	0
4	15.01	Left Hand Curve	600 Equilateral	3	0	3
5	15.02	Right Hand Curve	600 Equilateral	3	0	3
6	15.05	Right Reverse Bend	600 Equilateral	2	0	2
7	15.06	Left Reverse Bend	600 Equilateral	0	0	0
8	15.09	Side Road Right	600 Equilateral	3	0	3
9	15.10	Side Road Left	600 Equilateral	3	0	3
10	15.18	T-Intersection with major Road	600 Equilateral	3	2	5
11	15.23	Narrow Road Ahead	600 Equilateral	0	0	0
12	15.24	Road Widens	600 Equilateral	0	0	0
13	15.34	School Ahead	600 Equilateral	0	0	0
14	15.35	Build Up Area	600 Equilateral	0	0	0
15	15.72	Chevron(Normal)		0	0	0
16	15.76	Object Hazard(Left)	90 cm x 30 cm rectangular	10	0	10
17	15.77	Object Hazard(right)	91 cm x 30 cm rectangular	10	0	10
18	16.04	Directional Sign	60 cm x 90 cm rectangular	5	2	7
19	16.06	Place Identification Sign	60 cm x 45 cm rectangular	0	0	0
20	14.37	Maximum Speed Limit	600 mm dia	0	0	0
21	15.19	Major Road Ahead	600 Equilateral	1	0	1

Sl no	Sign		Size & Shape	Nos		
	Fig No	Description		Main	Link	Total
22	15.30,15.31	Start & End of Dual Carriageway	600 Equilateral	0	0	0
23	17.07	Hospital Ahead	600 Equilateral	0	0	0
Total				46	4	50

III. Delineators

The role of delineators is to provide visual assistance to the driver about the alignment of the road ahead, especially at night. Reflectors are used on the delineators for better night visibility. IRC: 79-1981 “Recommended Practice for Road Delineators” was followed to plan location details. Two types of road delineators were planned i.e. hazard markers and object markers. Hazard markers are to define obstructions like guardrails, and abutments adjacent to the carriageway, for instance at culverts and bridges. Object markers are used to indicate hazards and obstructions within the vehicle flow path, at channeling islands close to intersections.

IV. Parapet Wall

Parapet walls are provided along the edge of the shoulders at the valley side throughout the project stretch excluding the settlement areas. These are provided to prevent the vehicles from toppling over.

3. Legal and Regulatory Framework

This section deals with the laws, regulations, and policies, of the Government of India, the State Government, and the World Bank, related to environmental and social issues. Only the laws, regulations, and policies relevant to the project are discussed here. This section needs to be updated as to when new laws, regulations, and policies are made and enforced or the existing ones are revised.

3.1 Operational Policies of World Bank

The safeguard policies, the triggers for each policy, as well as the status of their relevancy for the proposed project are presented in the table below:

Table 7: World Bank's Operational Policies

Operational Policy	Key Features	Applicability
Involuntary Resettlement (OP 4.12)	Physical relocation and land loss resulting in: (i) relocation or loss of shelter; (ii) loss of assets or access to assets; (iii) loss of income sources or means of livelihood, whether or not the affected people must move to another location.	Not Applicable The sub-project has no impact on any private asset.
Indigenous Peoples (OP 4.10)	If there are indigenous peoples in the project area, and potential adverse impacts on indigenous peoples are anticipated, and indigenous peoples are among the intended beneficiaries.	Not Applicable The sub-project does not adversely impact any Schedule caste/tribe population
Physical Cultural Resources (OP 4.11)	The policy is triggered by projects which, prima facie, entail the risk of damaging cultural property (e.g., any project that includes large-scale excavations, movement of earth, surface environmental changes or demolition).	Not applicable No impact on any cultural resources

3.2 World Bank's Environment Health and Safety Guidelines

The Environmental, Health, and Safety (EHS) Guidelines are technical reference documents with general and industry-specific examples of Good International Industry Practice (GIIP). The EHS Guidelines contain the performance levels and measures that are generally

considered to be achievable in new facilities by existing technology at reasonable costs. Application of the EHS Guidelines to existing facilities may involve the establishment of site-specific targets, with an appropriate timetable for achieving them. The applicability of the EHS Guidelines should be tailored to the hazards and risks that may occur in the sub-project on the basis during pre-construction, construction, and operation phases.

3.3 National & Policies of U.T. of J&K

Table 8: Applicable National Policies and Policies of U.T.

S.No.	Acts/Policies/Rules	Relevance to this project	Applicability in the sub-project
1	The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 The old act is Land Acquisition Act, 1894 and it is replaced by the new Act RFCTLARR,2013	The Act has provisions to provide fair compensation to those whose land is taken away, brings transparency to the process of acquisition of land to set up factories or buildings, infrastructural projects, and assures rehabilitation of those affected.	Not Applicable This sub-project does not impact private assets.
2	State Land Acquisition Act 1990 (1934 AD)	The State Land Acquisition Act1990 (1934 AD) is in force in the state of Jammu and Kashmir. This Act provides the legal framework for land acquisition for public purposes in J&K. It enables the State Government to acquire private lands for a public purpose, and seeks to ensure that no person is deprived of land except under the Act.	Not Applicable This sub-project does not impact private assets.

S.No.	Acts/Policies/Rules	Relevance to this project	Applicability in the sub-project
5	Jammu and Kashmir Common Lands (Regulation) Act, 1956	An Act to regulate the rights in common lands. Provide relief to the user of the lands, used for common purposes like roads, streets, lanes, pathways, water channels, drains, wells, tanks, or any other source of water supply to the villagers in general. Provision for the prohibition of encroachments over such common lands and public places and eviction thereof and in case of encroachments, to restore the rights of the users. Provision for assigning land for extension of "Village Abadi", if existing land is inadequate for the habitation of the villagers at any point of time.	Not Applicable. There is no requirement of common land for this sub-project. Therefore, it's not applicable.

3.4 Other Central and State acts which may be applicable in the Sub-project:

- Minimum Wages Act, 1948
- Contract Labor Act, 1970
- The Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013
- The Bonded Labor System (Abolition) Act, 1976
- Child Labor (Prohibition and Regulation) Act 1996 along with Rules, 1988
- Children (Pledging of Labor) Act, 1933 (as amended in 2002)
- The Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995
- The Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Rules, 1996
- Untouchability Offences Act, 1955
- The Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989
- The Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Rules, 1995

- Disaster Management Act 2005: specifies that while providing compensation and relief to victims of disasters there shall be no discrimination on the grounds of sex, caste, community, descent or religion.
- The Jammu and Kashmir Protection of Human Rights Act 1997
- The Jammu and Kashmir Natural Calamities Destroyed Areas Improvement Act, 1955:
- The Jammu and Kashmir Right to Information Act 2004
- Backward Classes Commission Act, 1997
- Persons with Disabilities Act, 1998
- J&K Reservation Act, 2004

4. Socio-Economic Profile of the Project Impact Area²

4.1 Location and size

Srinagar district is situated at an altitude of 1730 meters above sea level and lies between 33°- 14' and 38° -25' North latitude and 74° -38' East Longitude, in the centre of valley of Kashmir. It is bounded in the north by district Kargil, in the south by district Pulwama, in the north-east by district Anantnag, in the west by district Baramulla and in the south-west by district Badgam. It possesses almost central position in Kashmir region. Besides being summer capital of the U.T of Jammu and Kashmir (former State), it has great antiquity and chequered history which dates back to 250 BC.

Srinagar was also known as Hemavar, Praverpora and Praversenpur. It has remained the centre of power, with different kings shifting their capital from one place to another. The grim mountain Hurmukh (16,903 feet.) which guards the valley of Sindh stands in the east. Further, south is Mahadeo which seems to almost look down on Srinagar. The geographical area of the district is 1979.00 Square kilometres and it ranks number 16 in terms of area among 22 districts of Jammu & Kashmir.

4.2 Physiography

The valley of Kashmir is distinctly marked by lakes, streams, luscious fruits, magnificent forests and mighty mountains; the features which contribute to the making of valley a paradise on earth. Situated in the lap of the Himalayas the green fertile valley of Kashmir is guarded by a long chain of mountains with an average height of about 1828.8 metres above the sea level. The general aspect of the valley is that of a basin, surrounded on every side, by a range of lofty mountains and with it is extensive tract alluvial soil water by the Jehlum and its various tributaries which flow down from the mountains and are fed by the heavy snow and rain falling in the elevated regions. The valley resembles a gem set in the casket of the ever lasting Himalayas. The physiography of Kashmir can be studied with three major physical divisions plain, plateau and mountains.

4.3 Drainage

The valley of Kashmir is famous for rivers, clear streams, land of lakes, green turfs of magnificent trees and mighty mountains. This description is particularly true of the territory falling within the jurisdiction of Srinagar district. The area of Srinagar district occupies the central part of the valley. The flat valley is interwoven with rivers, streams,

² Source: https://censusindia.gov.in/2011census/dchb/DCHB_A/01/0110_PART_A_DCHB_SRINAGAR.pdf

nallahs, springs and underground water resources. The river Jehlum cuts the district diagonally from south-east to North West. Nine bridges span the river, shrines and temples dot the entire area. The view from any of the old city's bridges is wholly and mistakably Kashmiri, old brick building line the banks. The main source of the Jehlum River is a spring at Verinag and its course through the valley. It carries the waters of a host of streams that flow down from the bordering mountain slopes. The length of the River Jehlum from its source upto Baramulla is 159 kms. It is navigable throughout its entire course.

4.4 Underground Water Resources

There is plenty of ground water in the district especially in Karewas and alluvial strata. The ground water exists in confined as well as unconfined conditions. The depth of water level varies from the land surface level. The outflow areas are not uncommon in Srinagar. Ground water has a little content of dissolved minerals. Other chemical properties are upto the norms for drinking water fixed by Bureau of Indian Standards. The water is however, contaminated by the presence of Hydrogen Sulphide (H₂S) in Karewa areas and is, therefore, not fit for drinking. Water is still being supplied to most of the localities through water tankers as new residential colonies are developed in the city of Srinagar, resulting more significance for development of ground water resources for drinking purposes, but very little has been achieved and there is scarcity of potable water in most of the localities in and around the city of Srinagar. The Department of Irrigation and Flood Control has procured several rigs for development of ground water resources on scientific methods.

4.5 Climate

The climate of the district is more or less similar to that of other districts of the valley. Areas situated at higher altitudes experience severe cold for major part of the year and are not accessible for more than few months. The Kashmiris have determined their own norms to describe the seasons of the year and accordingly calendar their agricultural activities. The duration of these seasons with local names is as follows:-

1. Soonth Spring (Mid March to Mid May)
2. Grishim Summer (Mid May to Mid July)
3. Wahrut Rainy season (Mid July to Mid September)
4. Harud Autumn (Mid September to Mid November)
5. Wand Winter (Mid November to Mid January)
6. Sheshur Sever cold (Mid January to Mid March)

4.6 Soils

The character of the soil in the district which is a central part of Kashmir valley has been studied with reference to broad physiographic division and accordingly the main soil types are classified as under:

1. The highlands mainly between 1850 and 3350 metres.
2. The Karewa uplands.

The soil on the flanks of the river Jhelum is most fertile as it gets periodically renewed and enriched with fresh deposition of silt by recurrent floods. The soil on highlands and Karewas is different at different places and their fertility depends upon the site, nature of slope and altitude of the places.

4.7 Flora and Fauna

The flora of Kashmir displays a vivid transition from a narrow belt of sub-tropical temperate, sub-alpine to alpine zones. Srinagar district falls a temperate zone between 1500 and 2300 metres altitude and has a temperate climate. The marshes swamps and lakes form important habitats in the region. The forests of the district have a wide range of woods and flowers, Deodar, Kail Pine, and Firewood etc. are found in abundance. There is also wide range of medicinal herbs in the area. The dense forests also provide a good habitat and conducive environment for birds and wild animals.

The charming side-valleys of varied scenery and meadows covered with lovely wild flowers of all colours attract different kinds of birds during different seasons of the year and thus enrich its bird life. A large variety of birds, particularly ducks and cranes in large flocks visit the valley in winter and some also breed here. The water bodies enable various species of fish to grow in abundance. This region is also rich in different species of colourful and fascinating butter flies.

4.8 Population

In 2011, Srinagar had population of 1,236,829 of which male and female were 651,124 and 585,705 respectively. In 2001 census, Srinagar had a population of 1,027,670 of which males were 558,353 and remaining 469,317 were females.

4.9 Sex Ratio

With regards to Sex Ratio in Srinagar, it stood at 900 per 1000 male compared to 2011 census figure of 841.

4.10 Literacy

Average literacy rate of Srinagar in 2011 were 69.41 compared to 63.13 of 2001. Total literate in Srinagar District were 748,584 of which male and female were 431,746 and 316,838 respectively.

4.11 Cropping Patterns

Agriculture is the main source of livelihood in the rural areas of the district. The district has a total area of 0.51 lakh hectares of which 0.46 lakh hectares of land is used for agricultural purposes excluding 0.04 lakh hectares which are sown more than once in a year. Area-wise distribution of various crops as registered during the year, 2008-09 is given as under:

Table 9: Area wise distribution of crops

Sl.No.	Name of the Crops	Area (in Hectares)	Area (in Hectares)
1.	Rice	2511	Total Food Crops 2688
2.	Wheat	3	
3.	Maize	101	
4.	Grim Spices	Nil	
5.	Pulses	73	
6.	Fruit	1330	Total Non-Food Crops 4097
7.	Vegetables	1393	
8.	Oil Seeds	434	
9.	Fodder	599	
10.	Other Food Crops	104	
11.	Other Non-Food Crops	237	
Total Area Sown		6785	6795

Source: District statistical Handbook (2008-09)

4.12 Horticulture

Apples, walnuts, almonds, pears, cherry, grapes and apricots are the main fruits of the district. The Horticulture department is striving to improve the quality plant material and production of the fruit grown in the district. Orchardists were provided plants and fencing material on subsidized rates. Many departmental nurseries were developed. A Fruit Preservation and Utilization Extension Centre is functioning at Lal Mandi where people are trained in converting fruit and vegetables into various by-products.

4.13 Irrigation

Major portion of cultivable land has irrigation facilities. According to the data supplied by Planning Department, the gross area sown in the year, 2008-09 stood at 5547 hectares or 05 Sq. kms. Of these 4116 hectares or 41 Sq.kms. were irrigated by canals, springs and other sources. Government as well as private canals irrigate an area of 3770 hectares or 37 Sq.kms. The area irrigated by springs was only 187 hectares or 1 sq.km. Whileas land

irrigated by other sources was 75 hectares or 0.7sq.kms. Wells and tube wells irrigate an area of 111 hectares.

4.14 Animal Husbandry

Livestock rearing is an important occupation of the village folks in general and migratory population in the district. The Government is giving special attention in animal husbandry and sheep breeding. According to Livestock Census the total number of animals recorded in the district in 2007 is 1.02 lakh livestock heads out of a total 2.82 lakh heads in the State.

5. Analysis of Alternatives

For this sub-project, the analysis of alternatives has been made, considering the “with and without project scenarios” which considered the potential social impacts, both positive and negative, of the sub-project.

5.1 ‘Without’ and ‘With’ Project Scenario’

5.1.1 ‘Without’ Project Scenario

Categorically, it is a 4 lane road, falling under plain terrain, having the high intensity of commercial vehicles. Built-up section observed on both sides of the road. During the flood in the year 2014, the stretches were fully submerged and regular submergence history was also found in these particular stretches due to drainage problems. There is a marshy land named “Babdemb” which acts as a buffer zone to store excess water when “Dullake” over flows and then after channelize water towards “River Jhelum”. Project Road covers up the “Babdemb” as a ring road and connects several habitations namely Sathu, Khaniyar, Bahri Kadal, Shamswan, Fathe Kadal, Habba Kadal, Chinkral Mahalla, Munawara Ahad. It is also noticeable that the storage capacity of “Babdemb” reduces due to continuous siltation and deposition of debris. Moreover, there are 2 parallel HP sewerage system exists under each lane having 600 mm dia only at different depth which is insufficient to drain out the water during heavy rain. Without developing a proper drainage system, provisions of rigid pavement did not serve the submergence problem during heavy rain.

5.1.2 ‘With’ Project Scenario

The affected areas will benefit from the restored access to markets thereby including 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 a disaster. The sub-project will save the area from submergence therefore in case of any future floods, the people will not suffer as they suffered in 2014.

The sub-project will not require any private land acquisition and will not impact any other private asset. This has been confirmed through discussion with engineers from PIU and PMU, JTFRP (Kashmir division) and site visits done by technical team of DPR consultants. Later on, Social Safeguard expert from PMU, JTFRP visited the site and has confirmed the same.

6. Stakeholder's Consultation

Stakeholder's Consultation is basically concerned with involving, informing and consulting the public in planning, implementation and other decision-making activities. It tries to ensure that due consideration is given to public views, concerns, and preferences when decisions were made.

One of the keys aims of the stakeholder engagement exercise is to ensure that all relevant stakeholders are provided with the opportunity to express their concerns and opinions, which are incorporated as early as possible in the project development: at planning, implementation and operation phase and in the efforts to minimize the potential unexpected opposition of the proposed project and potential adverse effects to the environment and society at large.

6.1 Identification of Stakeholder

Stakeholder's identification is the process of identifying stakeholders considering the legitimate representatives or the project-affected groups and whose views should take precedence in stakeholder consultations. Good practice suggests that as long as stakeholder groups are offering a perspective that is relevant to the project, there is no need to determine whether these stakeholder groups are the main representatives of the stakeholders or not. Since the sub-project does not have any adverse impact in terms of land or asset acquisition, therefore, the key stakeholders in the project corridor were the local people, Gram Panchayat, PIU and PMU.

6.2 Objective of Stakeholder's Consultation

The specific objectives of the consultations are geared towards:

- Informing the stakeholders about the project and its potential impacts.
- Obtaining local and traditional knowledge that may be useful in decision making.
- Facilitating consideration of alternatives, mitigation measures, and trade-offs (if any).
- Ensuring that important impacts are not overlooked and benefits are maximized
- Reducing chances of conflict through early identification of contentious issues
- Providing an opportunity for stakeholders to influence the Project design and operational plan in a positive manner.
- Improving transparency and accountability of decision making.
- Increasing public confidence in the SIA process.

- To gather baseline data for assessment of impacts (both direct and indirect) on the communities of the project area;
- To suggest appropriate mitigation measures to effectively manage potential adverse impacts;
- To do the socio-economic profiling of the project;
- To involve locals in the SIA study and project activities.
- To involve the stakeholders especially the people of the project impact area in the project activities.

6.3 Approach for Consultation

A very sensitive and pro people approach was adopted to engage locals in the sub-project activities. Probable minimal impacts during construction period along with other project related information were shared with the stakeholders in order to instil faith and confidence among them about the proposed project and its activities.

Following steps were taken to engage stakeholders.

1. Site visits and informal meetings with the local to know their views and perceptions about the sub-project.
2. Reconnaissance survey and transect walks.
3. Involving local people in stakeholder consultation.
4. Understanding their needs and requirement.
5. Collection of Baseline information.

6.4 Details of Public Consultation in sub-project road

Public consultation had been organised to disseminate the project concept and plan among the stakeholders. The purpose and objective of this consultation is the involvement of residents/ stakeholders and to make them aware of the proposed activity of the subproject. The public consultation was conducted at the project location of Baba Demb/ Brari Nambal on 12.07.2019 (Annexure 9). Public Consultation needs to be a continuous process throughout the project cycle.

6.5 Information Shared

The following information was shared with the people:

- About project and its source of assistance, its implementation/execution, etc. People were apprised about the technical aspects of rigid pavement and its benefits.

- Information on perceived benefits from the proposed sub-project including better road quality by way of rigid pavement surface, efficient surface drainage system.
- Information of perceived losses from the proposed sub-project during the execution stage in terms of inconvenience to the public, air, and noise pollution, etc.
- Construction activity whether causing any type of health hazard or not? And mitigation measures.
- Discussion among the public for sharing of information related to project, environment policy of World Bank direct and indirect impacts of improvement/ construction work on the environment.
- Any loss of land/structure/ business or other community property due to construction activity?
- Safeguarding of religious/ cultural/educational places like Mosques, Schools along project road during the construction phase.
- Any impact on trees and measures to be taken for saving scheduled trees in close vicinity of the proposed road.
- Possible types of problems faced by the locals in their daily activities due to construction work.
- Livelihood generation by involving local labor with the project during the construction stage of the project.

PIU, ERA (Kashmir division) ensured that the requisite social management measures shall be incorporated in SMP 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.

6.6 Feedback received

During the consultation process of the proposed sub-project, people have expressed keen interest in the proposed sub-project. The local people are expecting a good road to be developed and were apprised about the project details like rigid pavement surface development of the Eastern Foreshore Road of Brari Nambal including allied link road.

During the consultation with locals at the Baba Demb area, people want to know more about the project funding and role of WB and how it functions for the bid/ tender process here, design aspects of the project like geometric alignment/ quality control as per standard specifications and Bank's role in safeguard aspects during the execution of the project.

People, in general, were very enthusiastic about the benefits of the sub-project in terms of longevity of the road, no road submergence or water logging with the inclusion of an efficient road drainage system. The major problems faced by people are related to the

dilapidated condition of the existing road due to the constant submergence of the road during the rainy season. People are ready to extend all types of support during the execution of the sub-project as their major difficulties will overcome after completion of the sub-project. The sub-project during the construction stage will generate employment opportunities for local people.

7. Analysis of Social Impacts

7.1 Impact on Land

The total length of the sub-project road for reconstruction is 2.890 kms. The average width of the existing carriageway is of 7 m on either side of the project road with a 1.2 m ~ 2.4 m raised footpath resulting in the formation width of 17 m to 19 m. The available RoW is 21 meters.

The proposed sub-project will be implemented in the available RoW which is encumbrance free and devoid of any private and government structure or any CPR. Project Manager (Transport, Kashmir division), JK ERA, vide letter no ERA/PMT/20/1120 dated 07.09.2020 has issued an encumbrance free certificate which confirms that upgradation and strengthening of the road shall be restricted to the existing and available RoW (Annexure 3). The encumbrance free certificate issued by the Project Manager, also refers the certificate (letter no. CE/RBK/HD/7165, dated 14.06.2019) issued by the Chief Engineer, PWD (R&B) Kashmir in which it has been mentioned that the existing RoW in the sub-project road is 21 meters (annexure 4).

The revenue record of the proposed sub-project could not be obtained from the concern department by JK ERA. Since the revenue record of the proposed sub-project was not available, therefore PMU, JTFRP published a notice in the two local newspapers namely "Kashmir Observer" and "The Daily Tameel Irshad" on 13.11.2021 and 15.11.2021 respectively, informing general people and those who are likely to be benefitted/affected in particular, about the upgradation of this road sub-project within the existing right of way under World Bank funding (annexure 5). It also called for any objection from the local people regarding use of RoW, along with supporting documentary evidence within 07 days of publication of the notice in the newspaper. The office of Director safeguards did not receive any objection or claim from anyone even after the lapse of one month of the publication of notice in two local newspapers. Thereafter, Director Safeguards through an official communication no. ERA/DSG/PS/67-71 dated 25.4.2022 reconfirms encumbrance free RoW (annexure 6).

Therefore, on the basis of certificate issued by Project Manager (Transport, Division Kashmir), site visits, approved DPR and notice published in the newspaper it can be said that the sub-project does not have any adverse impact on the assets such as structures, land or on livelihood of anyone. However, if during execution, there is any unanticipated impact of the sub-project on any asset, the issue shall be addressed as per the provisions of

Environment & Social Management Framework (ESMF) for the project, applicable policies of the WB and that of U.T of J&K.

7.2 Impacts on Structures

There will be no impact on any private structure Community Public Resource (CPR) since the required RoW is devoid of any structures. Project Manager (Transport, Kashmir division) vide letter no ERA/PMT/20/1120 dated 07.09.2020 issued a non-encumbrance certificate which confirms that the sub-project road does not have any temporary or permanent structure in the whole stretch (annexure 3). Strip plan of the road annexed as annexure 7 also confirms that there is no structure inside the alignment of the proposed road.

7.3 Impacts on Livelihood

There is no commercial structure either temporary or permanent in the proposed alignment of the road. Further, there is no squatter on the road earning livelihood by using the available RoW and none has encroached upon the road. Therefore, there will be no impact on livelihood in the project corridor due to this project.

8. Mitigation Measures

8.1 Social Management Plan

The Social Impact Assessment study does not envisage any significant adverse impact of the sub-project i.e., there is no involuntary displacement and land acquisition. Further, there is no temporary or permanent impact of any kind on the livelihood of people. Up gradation and reconstruction of the road will be done in the existing RoW. Technical department from PMU & PIU have made required modifications in design at initial stages to avoid negative impact as a part of mitigation measures.

The Social Management Plan suggests the mitigation measures needs to be adopted during execution to deal with anticipated/unanticipated impact of the sub-project.

8.2 Objectives

The main objective of the Social Management Plan is to mitigate the various adverse social impacts which may arise during the pre-construction, construction, and post-construction of the sub-project. The objective of SMP in preconstruction, construction & post-construction stages are as follows:

Pre-construction Stage:

To discuss the design and technical proposal with the stakeholders to know their suggestions and inputs. To inform them about the project, its funding, land requirements, and policies and guidelines of funding agencies and applicable to the project.

Construction Stage:

To ensure that the provision of the SMP (Social Management Plan) is strictly followed and implemented by strengthening implementation arrangement.

To address the construction stage social impacts arising due to various project activities en route the corridor and particularly at habitations through specific measures that need to be applied across and certain specific measures that shall be determined on a case-by-case basis.

Post-construction Stage:

To ensure that all the issues that arose during the construction stage shall be addressed properly. In case land and other assets utilized by the EA or contractor shall be restored to the satisfaction of communities and owners of that assets.

8.3 Scope

The Social Management Plan (SMP) in the sub-project, consists of the set of mitigation, monitoring and institutional measures to be taken during the pre-construction, construction, and operation stages of the project to eliminate adverse social impacts, to compensate them, offset them, or to reduce them to acceptable levels following the mitigation hierarchy. The plan also includes the actions needed for the implementation of these measures.

The major components of the Social Management Plan are:

- Mitigation of potentially adverse impacts;
- Integration of SMP with Project in construction and operation phases;
- Institutional Capacity Building and Training;
- Monitoring during project implementation and operations;

8.4 Context for the SMP

This Social Management Plan for Eastern Foreshore sub-project road is based on Social Impact Assessment study during which site visits were carried out in the project corridor. Consultations and meetings were conducted with the people and project design was discussed and evaluated on the ground.

There would be no impact on the private assets, CPRs and any other religious property due to any project activities. Project Manager (Transport, Kashmir division), JK ERA, vide letter no ERA/PMT/20/1120 dated 07.09.2020 has issued an encumbrance free certificate which confirms that upgradation and strengthening of the road for a length of 2.890 km under JTFRP shall be restricted to the existing and available RoW (annexure 3). Further, it is also certified that there are no residential commercial, religious structure or any CPR in the existing RoW. There can be few temporary impacts due to construction activities and to address these impacts, a Social Management Plan has been prepared which lays down mitigation measures that needs to implemented for any impact on site. SMP will be implemented by the contractor under the supervision of PMU & PIU, JTFRP.

8.5 Methodology for SMP Preparation

The comprehensive social management approach for the project involves following key steps and processes.

- Screening of social impacts during the SIA study
- Public consultation with the stakeholders.

- Discussion of Technical Proposal with the stakeholders.
- Transect walk and Identification of issues that can crop up during the construction stage.
- Development of measures aimed at avoiding, mitigating, and offsetting, or reducing impacts to levels that are socially accepted during implementation and operation of the project road.

8.6 Probable social issues that may arise during the construction stage

- Temporary – short duration or prolonged disruption to services such as water supply, power supply etc.
- Temporary Disruption to traffic movement leading to time delays.
- Possibility of gender-based violence arising from influx of migrant labour for construction works.
- Labour influx issues may arise if contractor will employ the manpower from outside.
- Labour issues like unequal wages to men and women, discrimination in employment opportunities, Child labour.
- Inconvenience and Nuisance to Public due to accumulation of excavated earth
- Stagnation of water leading to mosquito breeding and public health problems.

8.7 Social Management Plan

Based on the findings and issues identified during SIA study, Social Management Plan has been prepared for the sub-project. The mitigation measures for the potential impacts are presented in form of a matrix according to the sequential flow of activities in the project life cycle. These measures would be further updated by Contractor during the implementation of the SMP. The Social Management Plan will be a part of Bid document.

Table 10: Social Management Plan

Sl.N o.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
Planning/Pre-construction Phase					
1	Pre-construction phase	• Sharing of design with the community. • Utilization of private land temporarily if required • Provision of alternative access to the community for commuting	• Consultation with local community and stakeholder engagement. • Written consent from the community or owner of the land required for stocking construction material temporarily.	Contractor	PIU

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Sl.N o.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
		wherever required. • Restoration and relocation of Common Property Resources if any	• Involving locals (Gram Sabha) wherever any issue arises		
Construction Phase					
2	Influx of labor	• Construction Camp Locations Selection, Design, and Lay-out. • Conflict with the community due to social and cultural differences with the host community. • The potential impact of spreading infectious diseases from labor to the local or vice versa. • Possibility of Sexual abuse and assault in the labor camps or otherwise. • Drug abuse, gambling, etc.	• Minimize labor influx as much as possible by engaging the local labour force. • Ensure labor camps for the labor (Away from religious places and localities to the extent possible). • Awareness of the health and sanitation for the labor. • Ensure the least contact between the host community and the labor. • Awareness of sexual assault & drug abuse.	Contractor	PIU/ PMU Monthly Monitoring
		• Facilities for the Labour in camp and on the worksite	• Providing accommodation facilities to the migrant laborers with proper ventilations. • Provision for safe drinking water and appropriate cooking arrangement at labor camps; • Provision of Separate toilet and bathing facilities for men and women • Provision of medical facility which includes first aid kit at the camp site and also ambulance facility to take patients to the hospital in case of emergency. • Proper drainage facility at the camp site along with water sewerage treatment facilities. No waste water should be discharge to any surrounding area without required permission and proper treatment. • Provision of prayer rooms as per the religious beliefs of the workers. • Safe storage facilities for the gas cylinder, petroleum, and	Contractor	PIU/ PMU Monthly Monitoring

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Sl.No.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
			other chemicals, used by laborers. • Proper solid waste collection and disposal system at the camp site. • The camp should have proper security arrangements, like a Security fence. • Preparing a code of conduct for the migrant workers. • Conducting awareness programme about sexually transmitted diseases among the migrant workers, laborers and for the community around project site; • Awareness program on COVID-19. • Provision of hand sanitizer, masks in the labor camps. • Provision a separate accommodation for COVID-19 infected labors or persons engaged by the contractor. • Provision of crèche on site for children. • Training programs for construction workers in basic sanitation and health care issues (e.g., how to avoid malaria and transmission of sexually transmitted infections (STI) HIV/AIDS. • Labour Registration. • Awareness program for labor rights • No employment of child labor.		
		• Registration of Complaints received from labor.	• Arrangement to register and redress the grievance of workers. • Grievance Redressal System for the project to address such issues including sexual harassment at the workplace	Contractor	PIU/ PMU Monthly Monitoring
		• Equality of opportunity to work. • Equal Pay for equal work	• To be ensured throughout the project cycle. • Maintenance of payment registers by the contractor.	Contractor,	PIU/ PMU Monthly Monitoring

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Sl.No.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
		• Preference to the Women Laborers			
3	Community Health and Safety	• Injury & sickness due to construction work and movement of heavy vehicles, contamination, or other natural or human-made hazards.	• Provision of access to the community, shops, religious places during the construction phase. • Better marking and signage. • Provision of alternative transportation routes for vehicles and ambulances wherever required. • Undertaking regular surveillance at the site to check on Hygiene conditions for disease control. • Treating mass awareness on HIV and STDs and COVID-19. • Ensure the least contact between the labor and the local population. • Sharing grievance redressal system with the community and displaying contact numbers at the site to register any grievances due to the project. • contamination of water bodies due to stocking of construction material etc. • Safeguarding pedestrians' safety including women, children. • During construction of side, drains provide temporary/safe access to shops, kids, hospital/clinic, religious places, etc. • Community Consultation	Contractor	PIU/ PMU Monthly Monitoring
4	Occupational health and safety	• Injury and sickness of labor	• Provide training on health and safety to all the workers. • Provide PPE to workers as per work requirements. • Regular checking of body temperature and other symptoms among the laborers for COVID-19 and maintaining a register. • Awareness program on COVID-19. • Provision of hand sanitizer, masks in the labor camps and on the sites. • Displaying of COVID-19 help line numbers on-site as well as in labor camps.	Contractor	PIU/ PMU Monthly Monitoring

Social Impact Assessment Report

Sl.No.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
			• Provide separate toilets for male and female labor at the construction site • Provide safe drinking water at the construction site. • Providing a separate resting area at the site for breaks during the work period • Provide adequate lighting in the construction area and along the roads. • Conduct an initial health screening of the laborers working at the construction site, especially those who are coming from outside the project area. • Provide first aid facility at the construction site • Provide HIV awareness programming, including STI (Sexually Transmitted Infections) and HIV information, education, and communication for all workers on regular basis.		
5	Gender-Based Violence	• Sexual Exploitation and Abuse (SEA) • Workplace Sexual Harassment • Human Trafficking • Non-SEA	• Awareness program for the Contractors, Local Communities, and laborers on national laws. • Introducing a worker's code of conduct. • Displaying of various legal provisions on-site, in labor camps, and at prominent locations in the project area. • Ensure that complaints of GBV are registered and maintain a register. • Strict code of conduct for workers with no tolerance for physical or verbal abuse of women or children.	Contractor	PIU/ PMU Monthly Monitoring
Post Construction Phase					
6	Rehabilitation of site used for camp, storage etc.	• Handing over temporarily used private/ community land to the landholders/ community by the contractor without restoration work and payment of dues/ lease amount. • Non-removal of debris	• Consultation with the private party or Community and restoration of their land. • Removing of the leftover construction material from the site. • Payment of lease amount/rent, if any due, to the private party or	Contractor	PIU/PMU Within one Month

Sl.N o.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
		and other construction material from the site.	community for utilization of their resources.		

8.8 Gender Action Plan

8.8.1 Status of Women in J&K

Women constitute around 47% of the total population of the State. The development of women, no doubt, has been a part of the development planning process right from the inception of Five Year Plans but the shift in approach from welfare to development toward women took place in a focused manner in the 6th and 7th Five Year Plans. The 8th Five Year Plan promised to ensure that benefits of development do not by-pass women. The 9th Five Year Plan changed the strategy for women from development to empowerment and emphasis on preparation of a separate Women Component Plan (WCP) by identifying specific Schemes/Projects having a direct bearing on the welfare and development of Women. The 10th Five Year Plan further strengthened the implementation of the Women Component Plan (WCP).

Moreover, the Women and Child Development Department in the Ministry of Social Justice and Empowerment has also enjoined upon the states to monitor closely the flow of benefits of various schemes for the empowerment of women on regular basis. These initiatives have helped in improving the status of women in various spheres to a great extent, but the imbalance still exists which needs to be addressed over the years. The 11th Plan had taken numerous steps forward. However, the targets set out could be only partially achieved. In the 12th plan, the Government's priority would be to consolidate the existing initiatives and interventions relating to women, build upon the achievements and also move beyond to respond to new challenges. The female population of J&K State slashed down from 47.15% of the total population in 2001 to 46.88% in 2011. As per details from Census 2011, Jammu and Kashmir have a population of 1.25 Crore souls over the figure of 1.01 Crore in the 2001 census. The total population of Jammu and Kashmir as per the 2011 census is 12,548,926 of which male and female are 6,665,561 and 5,883,365 respectively indicating a reduced sex ratio of 883. The corresponding figures of male and female as per Census 2001 were 5,360,926 and 4,782,774 respectively indicating a sex ratio of 892. Sex ratio (females per thousand of males) is an important indicator of the social conditions particularly for women's status in any society.

The low sex ratio shows indulgence of artificial interventions, distorting the biological trend and natural balance in terms of the number of females per thousand males. An important concern in the present status of Jammu and Kashmir's demographic transition relates to the adverse sex ratio. The sex-ratio as per census 2011 was 883 which is a matter of great concern and needs to be addressed on priority. Education of the women is very effective tool for women's empowerment not only from the point of view of literacy, but it has inter-linkage with other social parameters viz. population growth, health care, education of children, etc. It enables rural women to acquire new knowledge and technology, required for improving and developing their tasks in all fields, besides availing new opportunities and combating emerging challenges of a dynamic society.

Female education is essential for higher standards of health and improved "maternal competence" which leads to lower infant mortality. It also raises women's economic productivity. Despite its linkage to so many positive outcomes and the progress made over the past 50 years, female literacy remains low in J&K State as compared to men. Jammu and Kashmir's literacy rate has increased by 13% in the last decade i.e. from 55% in the 2001 Census to 68% in the 2011 Census. While female literacy has increased from 42.22% in the 2001 Census to 58.01% in 2011. Gender differential still exists both in rural and urban areas but it is comparatively higher in rural areas. This can be attributed to some factors viz., lack of access to schools, parents feeling insecure about sending girl children to schools, their engagement in agricultural and other domestic activities, etc. Though still being at a disadvantageous position, the womenfolk are breaking the barriers/shackles to get an equal share in basic human rights. With a higher growth rate than male literacy, the goal is expected to be achieved in near future.

8.8.2 Legal Provision Related to Women in J&K

- J&K Protection of Women from Domestic Violence Act, 2010
- Jammu and Kashmir Juvenile Justice (Care and Protection of Children) Act, 2013
- State Commission for Women Act, 1999

8.8.3 Strategy

Suggestive Actions to be taken in the sub-project

- Ensure participation of vulnerable groups in the project activities.
- Ensuring facilities in construction camps.
- Carrying out other responsibilities towards vulnerable groups.

Suggestions for increasing the Women's Participation in the sub-project

- Allow women to take part in the consultation process. Ensure that the women are consulted and invited to participate in group-based activities, to gain access and control over the resources.
- Encourage women to evaluate the project outputs from their point of view and their useful suggestions should be noted for taking necessary actions for further modifications in the project creating better and congenial situation for increasing participation from women.
- Devise ways to make other vulnerable to participate in the project activities.

Involvement during Construction

Wherever possible, women's involvement in construction activities should be encouraged in order to help them have access to benefits of project activities.

Ensuring Facilities in Construction Camps

Foreseeing the involvement of women, both direct and indirect in the construction activities, PMU, PIU & PMC shall ensure certain measures that are required to be taken by the construction contractor towards welfare and well-being of women and children during the construction phase such as:

- **Temporary Housing:** During the construction, the families of laborers/workers should be provided with residential accommodation suitable to nuclear families.
- **Health Centre:** Health problems of the workers should be taken care of by providing basic health care facilities through health centres temporarily set up for the construction camp.
- **Day Crèche Facilities:** It is expected that among the women workers there will be mothers with infants and small children. Provision of a day crèche may solve the problems of such women, who can leave behind their children in such a crèche and work for the day in the construction activities. If the construction work involves women in its day-night schedules, the provision of such a crèche should be made available on a 24-hour basis.
- **Proper Scheduling of Construction Works:** Owing to the demand for fast construction work, it is expected that a 24 hours-long work-schedule would be in operation. Engaging women labour during night services should be avoided by the project or can be permitted only after getting written request from the women labour. In this case crèche facilities in the construction camps must be extended to them in the night.

- **Control on Child Labor:** Minors, i.e., persons below the age of 14 years, should be restricted from getting involved in construction activities. It will be the responsibility of the Social and Environmental experts of PMU, JTFRP to ensure that no child laborers are engaged in the activities. PMU& PIU shall keep strong vigilance to ensure the cessation of such exploitation.

8.8.4 Avoiding Gender based violence

The contractor will prepare and implement robust measures to address the risk of gender-based violence that include:

- Mandatory and repeated training and awareness-raising for the workforce about refraining from unacceptable conduct toward local community members, specifically women;
- informing workers about national laws that make sexual harassment and gender-based violence a punishable offense which is prosecuted;
- introducing a Worker Code of Conduct as part of the employment contract and including sanctions for non-compliance (e.g., termination), and (iv) contractors adopting a policy to cooperate with law enforcement agencies in investigating complaints about gender-based violence.

8.9 Labor influx and Labor Management

Since the construction activities are mostly labor intensive by nature, therefore, it is also envisaged that both local and migrant labor shall be employed by the project. These migrant laborers will be accommodated in a temporary campsite within the project area.

8.9.1 Objectives

The influx of migrant labor will have both negative and positive impacts on the nearby community and local environment. The labor will be accommodated in a temporary campsite within the project area which can have a significant interface with the host community. The influx of migrant workers would lead to a transient increase of population near the project area for a limited time. This would put pressure on the local resources such as roads, fuel for cooking, water, etc. Hence, a plan has been designed to demonstrate the:

- Potential impacts associated with the influx on the host population and receiving environment are minimized;

- Provision of safe and healthy working conditions, and a comfortable environment for migrant labor; and
- To ensure compliance with the national labor laws, including guidance provided on the latest COVID 19 epidemic in the country.

8.9.2 General Requirements

All migrant workers are envisaged to be accommodated in a proper temporary campsite within the project area. If migrant workers are accompanied by their families, provisions should be made accordingly. As per the National Acts, the inclusion of requirements for labor camp to be established by contractors during the construction phase of the project. Contractor(s) shall ensure implementation of the following measures to minimise the potential negative impacts of worker accommodation and workers on local communities:

- **Cleanliness and Sanitization:** Pest extermination, vector control, and disinfection are to be carried out throughout the living facilities in compliance with local requirements and/or good practice. In light of the COVID-19 outbreak and increased risks to community health and safety and occupational health and safety, the contractor needs to place necessary arrangements.
- **Complaints and incident reporting:** A formal Complaints Procedure will be implemented to ensure the timely and transparent response to complaints as received from labor.
- **Labor education:** The workforce will be sensitized to local social and cultural practices through the provision of an induction course for all employees that stipulates expected behaviour;
- **Labor behaviour in the campsite provided:** A Code of Behaviour governing appropriate behaviour in the accommodation facilities to be kept in place and to be strictly enforced. The contractor shall ensure implementation of the “rules of engagement” between laborers living in the campsite and community and shall be implemented by construction contractors for all engaged laborers.
- **Labor Accommodation:** JTFRP shall ensure that laborers are provided with benefits such as leave, weekly rest day, etc. Accommodation to be provided for the construction labor which covers facilities (including catering facilities, dining areas, washing and laundry facilities, etc.) and supporting utilities.

8.9.3 Hiring & Recruitment Procedures

- The manpower wherever possible shall be locally recruited by the contractor. The following general measures shall be considered for the workforce during their employment tenure:
- The implementing agency in consultation with the PMU will include a code of conduct relating to the accommodation to be signed with the contract document of contractors.
- The contractor shall not employ any person below the age of 18 years nor will have any forced labor; The construction laborers will be provided with documented information regarding their rights under national labor and employment law such as but not limited to Factories Act, Minimum Wages Act, 1948 Trade Unions Act, and Workmen's Compensation Act; 1923.

8.9.4 Worker's Accommodation

The EA has to supervise and monitor the activities performed by their contractor and accommodation facilities provided in the campsite. The following measures shall be provided:

- The laborers to provide with accommodation made of insulating material and locally available building material, etc. along with storage of personal belongings;
- The migrant workers with families will be provided with individual accommodation comprising bedroom, sanitary, and cooking facilities;
- The units to be supported by common latrines and bathing facilities duly segregated for male and female labor; A minimum of 1 unit to 15 males and 1 unit for 10 females shall be provided;
- The contractor shall provide a canteen facility with the facility to cook food of appropriate nutritional value respecting religious/cultural backgrounds;
- All doors and windows shall be lockable and mobile partitions/curtains shall be provided for privacy;
- Dust bins to be provided for collection of garbage and to be removed daily;
- It is also required to provide first aid box in adequate numbers; and
- Ventilation should be appropriate for the climatic conditions and provide workers with a comfortable and healthy environment to rest and spend their spare time.

8.9.5 Security

The contractors shall put in place the following security measures to ensure the safety of the workers. The following measures shall be incorporated:

- Access to the campsite shall be limited to the residing workforce;
- The contractor shall be responsible for deploying an adequate number of guards;
- Adequate, day-time night-time lighting shall be provided;
- The security personnel shall be provided with training to respect the community traditions and in dealing with, use of force, etc.; and
- The rental accommodation shall be provided with firefighting equipment and portable fire extinguishers.

8.9.6 Provisions for Drinking Water

- Access to an adequate and convenient supply of free potable water is a necessity for workers. The domestic water conforming to the IS 10500:2012 supply shall be made available by the contractor.
- The direct usage of water from bore well should not be allowed;
- The Contractor(s) should regularly monitor the quality of drinking water. In case of non-compliance with the Drinking Water Specifications, additional treatment shall be provided, or alternative sources of water supply shall be arranged; and
- All storage container of drinking water to be monitored from becoming polluted or Contaminated.

8.9.7 Cooking Arrangements

- Places for food preparation are designed to permit good food hygiene practices, including protection against contamination between and during food preparation;
- Adequate personal hygiene including a sufficient number of washbasins designated for cleaning hands with clean, running water; and
- All kitchen floors, ceiling and wall surfaces adjacent to or above food preparation and cooking areas are built using durable, non-absorbent, easily cleanable, non-toxic materials;
- Food preparation tables are equipped with a smooth, durable, easily cleanable, non-corrosive surface made of non-toxic materials.

- To ensure that the fuel need of laborers in the project area does not interfere with the local requirements, necessary arrangements for the supply of fuel to the laborers shall be done by the contractor.

8.9.8 Waste Water Generation

- There will be generation of wastewater from the campsite. About 80% of the water used shall be generated as sewage/wastewater.
- Contractors to ensure that the campsite is equipped with a septic tank and soak pit for disposal of sewage. It is also recommended that the stormwater and sewage system should be separated. The surface water drainage shall include all necessary gutters, downpipes, gullies, traps, catch pits, manholes, etc.
- Sanitary and toilet facilities are constructed of easily cleanable materials. Sanitary and toilet facilities are required to be cleaned frequently and kept in working condition.

8.9.9 Medical facilities

The following medical facilities shall be provided by contractors for the construction workers:

- A first-aid centre shall be provided for the labor within the construction site equipped with medicines and other basic facilities;
- Adequate first aid kits shall be provided in the campsite in an accessible place. The kit shall contain all type of medicines and dressing material;
- The contractor shall identify and train an adequate number of workers to provide first aid during medical emergencies;
- Regular health check-ups shall be carried out for the construction laborers every six month and health records shall be maintained;
- Labors should have easy access to medical facilities and first aider; where possible, nurses should be available for female workers;
- First aid kits are adequately stocked. Where possible a 24/7 first aid service/facility is available.
- An adequate number of staff/workers is trained to provide first aid; and

9. Monitoring and Evaluation

The Project requires detailed supervision, monitoring, and evaluation of the impact on the environment and social aspects. Monitoring is the periodical checking of planned activities, which provides midway inputs, facilitates changes, if necessary, and provides feedback to Project Authority for better management of project activities. It helps in making suitable changes and modifications in safeguard documents during project implementation. Evaluation on the other hand assesses whether the activities have achieved the intended goal and objectives. Thus, monitoring and evaluation are critical to measuring the project performance and fulfilment of project objectives.

To carry out this, PMU has made specific arrangements. The executing agency has a dedicated unit to deal with the social and environmental safeguards. This unit is headed by Director Safeguards who is assisted by full-time Social Safeguards and Environmental Experts. To ensure compliance with the World Banks' social safeguard issues Director Safeguards will monitor and evaluate routine activities. Half-yearly Environmental and Social Audit, of ESMF implementation, will be done by the Technical Audits and Quality Control Consultants. Progress on social safeguards and other issues will be flagged in the MPR and QPRs.

9.1 Safeguards Supervision

This will be done by PMU with the support of PIU and consultants. All the sub-projects will be visited at regular intervals by PMU to check if all safeguard requirements are met and to identify any issues that need to be addressed. PMU should submit quarterly progress reports to The World Bank on safeguards implementation.

9.2 Concurrent Monitoring and Quarterly Reporting

The concurrent internal social monitoring will be done as part of the regular monitoring by the PIU, Implementing Agencies, and TAQAC. However, PMU, with the help of an in-house Social Specialist will do the regular social monitoring of sub-projects for safeguards compliance.

9.3 Safeguards Monitoring Plan

Apart from the quarterly monitoring reports submitted to the World Bank, once every year, the PMU will prepare a report of the environmental and social situation in the project districts including data and analysis of relevant parameters as given in the plan below. This report also should give a listing of relevant new legislation and regulations that have a

bearing on the environmental and social performance of the project. PMU will submit this report to The World Bank.

9.4 Independent Safeguard Audits

The PMU will appoint Independent Project Implementation Quality Audit Consultants with expertise in social and environmental safeguards to conduct a half-yearly project quality audit, which will include Environmental and Social Audit of selected sub-projects for compliance with the ESMF.

9.5 Right to Information and Disclosure

The Jammu and Kashmir Right to Information Act 2004 gives the right to persons to obtain any document or information relating to the affairs of the state or public body. In addition to the provisions of the above Act, the JTFRP provides for voluntary disclosure of information and project documents in English, Hindi, and Urdu on the Government and implementing agencies' websites for public consumption.

10. Grievance Redressal Mechanism

Grievance Redressal Mechanism is a process to address people's grievances related to land acquisition, resettlement, and rehabilitation, or any other social issue arising out of the project-related activities; executing agency will establish two bodies, one at a local level (site level) and another at District level. In case, the grievances are not resolved at these two levels, then they will be forwarded to R&R Committee at the Divisional level for this project which will be established under the Divisional Commissioner, Jammu/Srinagar. The grievances will be registered at the Project site. The local level grievance committee will try to resolve the case in a maximum of 14 days. In case the aggrieved person is not satisfied with the decision delivered at the local level or the grievance/s is not resolved, the same shall be forwarded to the district level committee, headed by District Collector. No grievance can be kept pending for more than a month which means the committee has to meet every month. Executing Agency through PMU, JTFRP will monitor the implementation of the decision of the committee. In case the aggrieved party is not satisfied with the proposed redressal measures, it can approach the Divisional Level Redressal Committee, headed by Divisional Commissioner, Jammu/Srinagar. If the aggrieved party is not satisfied with the decision delivered or the committee is not successful in resolving the grievance/s, they can approach the court of law at their own expenses. The committees' composition is detailed below:

10.1 Composition of Grievance Redress Committee at various levels of the project

- A. **Grievance Redress Committee at Local Level:** This committee/cell will work at the local level i.e., site level. This will be comprised of the following members:
 - a. Engineer from PMU
 - b. Assistant Executive Engineer (PIU)
 - c. Site Engineer (PIU)
 - d. Local Revenue officer
 - e. Social Safeguard Officer
 - f. Ward Member/Halqa Panchayat member
 - g. Women representative (Retired Officer/Academicians/Development Professional)
- B. **Grievance Redress Committee at District Level:** In case of grievance/s are not addressed at the local level or PAP/ aggrieved person is not satisfied with the decision delivered at local level, he/she can approach to the grievance redressal committee constituted at the district level. The following will be the composition of the committee.

- a) District Collector
- b) Director/Head PIU (Convener)
- c) Nodal officer of the Project Component (PMU)
- d) Nodal Officer (Social Safeguards, PMU)
- e) Representative of PRIs
- f) A Prominent Women (Retired Officer/Academicians/Development Professional)
- g) A senior representative of SC/ST Welfare Board

C. **Division Level Redressal Committee (DLC):** In case, grievance/s are not addressed at the local and district level, the same will be forwarded to the Divisional Level Redressal Committee through PMU. The committee will provide a major platform to people who might have objections for the decisions taken at the two previous levels. The committee will look into the grievances of the people and will assign responsibilities to implement the decisions of the committee. This Committee (after formation) will be convened by the Chief Executive Officer, ERA/JTFRP, and headed by Divisional Commissioner Jammu/Srinagar. This committee should meet every quarter to solve any grievance/s and will decide within 03 months of receiving the grievance/complaint. Nodal Officer (Social Safeguards) will coordinate the meetings. This committee will also provide policy-related directions to the Grievance Redressal Committee and the participating departments about land acquisition and resettlement and rehabilitation.

The following will be the composition of the committee:

- a. Divisional Commissioner, (Chair)
- b. Chief Executive Officer, JPFRP/JK ERA (Convener)
- c. Heads of participating departments
- d. Director Technical (PMU/JTFRP)
- e. A senior representative, one each from BC & EBC and SC & ST Welfare
- f. A senior representative of the revenue department
- g. A senior representative of the Disaster Management Department
- h. Social Safeguard Specialist (Nodal officer, PMU)
- i. A prominent women representative (Retired/ Development Professional/Academician)
- j. A PRI representative
- k. A representative of PAPs who can articulate well.

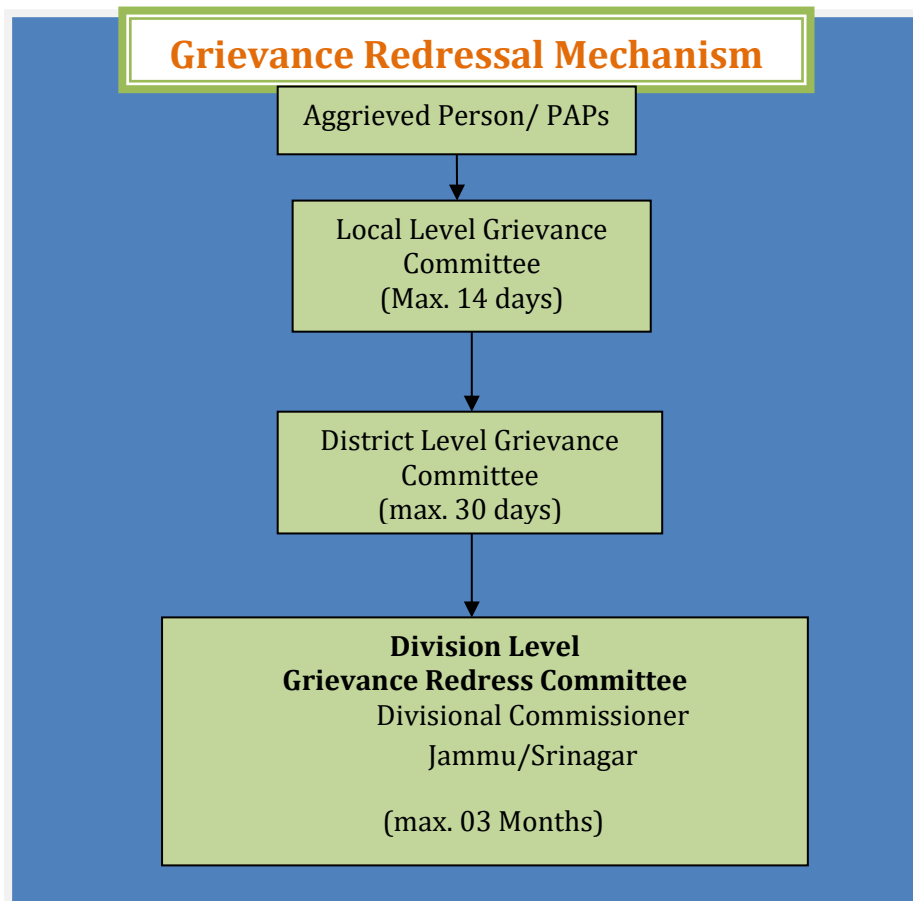


Figure 2: Structure of GRM

10.2 Approach to GRC

Project Affected Person/aggrieved party can approach GRC for the redress of their grievances through **any** of the following modes:

1. **Web-based:** The grievance corner will be provided at the website of PIU/PMU so that the affected person can register their complaint online.
2. **Telecom-based:** If needed a toll-free number will be issued by the PMU/ PIU so that affected people can register their complaints through telephone / mobile phone to the PIU/PMU office.
3. **Through LGC:** The LGC will collect the problems & issues of the community or affected persons and pass on the same to PIU/PMU and try to resolve them. A grievance register will be maintained by the contractor/PIU at each site office. The phone number of the concerned engineer shall be displayed at the site so that the aggrieved person can contact the concerned site engineer in case of an emergency.

4. **Through PMU:** PAPs/aggrieved party can register/file grievance/s directly to the PMU also. PMU will enroute the same through PIU to the site engineer who will try to resolve it within the stipulated time and the rest process will follow.

Besides the grievance redress mechanism of JTFRP, the state has an online grievance monitoring system known as Awaz-A-Awam (People's voice). The PAPs can also lodge their grievance online at <http://www.jkgrievance.nic.in>.

10.3 Legal Options to Aggrieved persons/PAPs

In case PAPs are not satisfied with the decision of GRC at the local/district level and Divisional Level committee, they are free to approach the court of law on their own will and expenses at any time to redress their grievance/s. The general public and PAPs specifically will be informed about the Grievance/s redress committee and mechanism through public consultations, disclosures, and distribution of PIBs. All PIBS will be translated into Urdu and will be distributed to the PAPs.

11. Institutional Arrangement

11.1 Institutional Arrangement in the project

A project steering committee has been set up for the overall strategic guidance and monitoring of the project. It is headed by Chief Secretary and comprises of all involved line departments and additionally departments of planning, environment and social welfare. A Project Management Unit (PMU) for the project (JTFRP), housed in Jammu & Kashmir Economic Reconstruction Agency (JK ERA) is responsible for the overall management of the “Jhelum Tawi Flood Recovery Project (JTFRP)”. This PMU is headed by Chief Executive Officer (CEO). Social Development Specialist has been positioned in PMU to provide assistance and support to Director Safeguards to address all safeguard-related issues during documentation, execution, and implementation of ARAP (wherever required) and monitoring.

The Chief Executive Officer (JKERA/JTFRP) will be responsible for overall coordination, reporting, technical assistance, monitoring, and budgeting of all the components associated with the project. The CEO will have the administrative and financial powers for the implementation of the project including the implementation of ARAP wherever required. The Chief Executive Officer (CEO) will be supported by Director Technical, Director Safeguards, Director Planning and Coordination, Director Disaster Management, Executive Engineers, AEEs, and Social Development Specialist. The PMU will be responsible for providing overall policy guidance, training, and capacity-building support to PIU (JK ERA) to ensure compliance with World Bank’s Safeguard Policies and applicable Union Territories and other acts, notifications, guidelines, etc. Director Safeguards with the assistance of a Social Development Specialist in EA will ensure that all social safeguards issues are complied with as detailed out in Social Management Plan. Social issues will be coordinated by Social Development Specialist (SDS) within the PMU and PIU. PMU will be assisted by Project Management Consultants (Technical Assistance and Quality Audit Consultants) for technical support and advice, monitoring and impact evaluation, etc.

11.2 Implementation Stage

The sub-project does not involve involuntary displacement, land acquisition, and livelihood loss either temporary or permanent. The Project Implementation Unit is headed by the Project Manager (Transport) in JK ERA. Overall civil work shall be carried out under his supervision and guidance. Director Safeguards with the support of the Social Development Specialist in PMU, JK ERA will ensure compliance with the WB policies and other provisions

applicable to the project. For this sub-project, Only Social management Plan needs to be implemented during the execution of the sub-project.

Annexures

Annexure1: Environment and Social Screening Data Sheets

Part A: General information

1. Name of the sub-project	Construction of Rigid Pavement of Eastern Foreshore Road of Brari Nambal Lagoon and allied link Road in District Srinagar	
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	Srinagar	
• Name of the Block	Srinagar	
• Name of the Settlement	Sathu, Khaniyar, Bohri Kadal, Shamswari, Fateh Kadal, Habba Kadal, Chinkral Mahalla, Baba Demb/ Brari Nambal Munawarabad etc.	
• Latitude	34°4'47.26"N (Start of the Project Munawarabad- Ch 0+000), 34°5'7.89"N (End of the Project at Brari Nambal- Ch 3+600 including link road)	
• Longitude	74°49'11.24"E (Start of the Project at Munawarabad - CH 0+000), 74°49'7.21"E (End of the Project at Brari Nambal- Ch 3+600 including link road)	

4a. Proposed Nature of Work (tick the applicable options)	
• Minor Repairs	-
• Major Repairs/Rehabilitation	-
• Upgrading/Major Improvement	√(Rigid Pavement)
• Expansion of the facility	-
• New Construction	-
• Any Other	-
4b. Size of the sub-project (approx. area in sq. mt/hac or length in mtr./km, as relevant)	2.890 KM (Main Road) 0.710 KM (Allied Link Road)
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	PIU-ERA (Kashmir)
• Name of the contact person	Sheikh Javaid
• Designation	Project Manager (PM)
• Contact Number	+91-9419006640
• E-mail Id	Sheikhjavaid2001@yahoo.co.in
7. Screening Exercise Details	
• Date on which it was carried out	22 th July, 2019
• Name of the Person	Vikash Sharma/ CharanJeet Singh
• Contact Number	+9419125803/9419893392

• E-mail Id	jkerasocial@gmail.com jcharan.sim@gmail.com
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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	Yes		
Question	Yes	No	Details
o. Swamps/Mudflats		No	-

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p. Zoological Park		No	-
q. Botanical Garden		No	
2. 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)		No	-
e. Reservoirs/Dams		No	-
f. Canals	Yes		Chunt Kul (near starting point) and Water Channel (crosses road at Ch 0+715km via bridge) are within the 500 mts. of the project domain area.
g. Public Water Supply Areas from Rivers/Surface Water Bodies/Ground Water Sources		No	-
3. What is the High Flood Level in the sub-project area?	As per 2014 HFL		
4. Is any scheduled/protected tree like Chinar, Mulberry or Deodar likely to be affected/cut due to the project?		No	
5. Is the sub-project located in a landslide/heavy erosion prone area or affected by such a problem?		No	
6. 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

Social Impact Assessment Report

1.	Environment Impact Assessment Required	No
2.	Environment Clearance Required	No
3.	Forest land Clearance/Diversion Required	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 Batching Plant (BC) Wet Mix Plants, Stone Crusher Plant (SCP), 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 (sq mts/hac.)		Nil
	Govt. Land (sq mts/hac.)		Nil
	Forest Land (sq mts/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	

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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

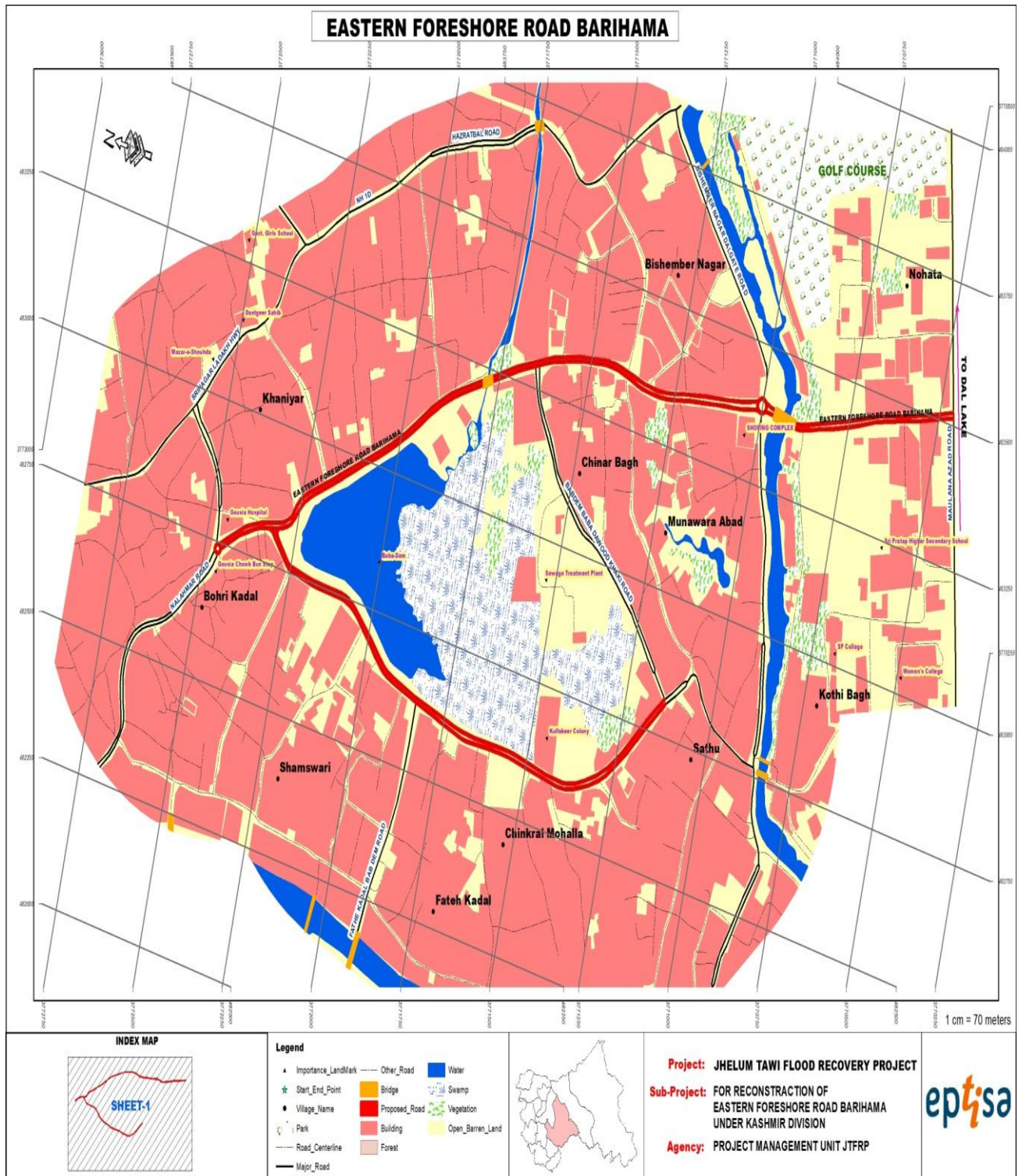
Sl. No.	Result/Outcome	Outcome
1.	Answer to all the questions is 'No' and only forest land is being acquired	No SIA/RAP required
2.	Answer to any question is 'Yes' and the sub-project does not affect more than 200 people (i.e. either complete or partial loss of assets and/or livelihood)	No Abbreviated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

Outcome of Screening

As per the screening exercise, the proposed sub project does not have significant environmental and social issues. The proposed sub-project is only the Improvement & Up-gradation of the existing road and does not involve land acquisition of private or government land. Wherever the required land width is not available, the construction will be carried out in the available land width. Modification in the design has been completed as a part of the mitigation measures.

However, in order to assess the temporary impacts, existence of squatters and encroachers on the site SIA required for the proposed subproject. SIA study will also assist as tool for preparation of Social Management Plan for the sub-project.

Annexure 2: GIS MAPS of the Sub-Project Road



Annexure 3: Encumbrance Free Certificate by PIU



Government of Jammu and Kashmir
Economic Reconstruction Agency
2nd floor Commercial Complex, Rambagh, Srinagar
E-mail:-projectmanager049@gmail.com
0194-2443922



No. ERA/PMT/20 /11/20

Date: 07/9/20

Undertaking for encumbrance free existing RoW

Sub-project Road: Construction of Rigid Pavement of Eastern Foreshore Road (BrariNambal) including allied link road in District Srinagar, Kashmir.

The Chief Engineer R&B Department Kashmir vide his letter No. CE/RBK/HD/7165 dated 14.06.2019 has certified the RoW of the road namely Eastern Foreshore Road (BrariNambal) including allied link road " Minimum 21.00 meter".

It is hereby certified that the up-gradation and strengthening of this road for a length of 3.6 Km under JTFRP is restricted to this existing and available RoW. It is also certified that there are no residential, commercial, religious structures or any CPR in the existing RoW.

Hence, the RoW is encumbrance free.


Project Manager (Transport) /
Project Manager (JKPCC Works)
J&K ERA/JTFRP

Annexure 4: RoW certificate from PWD (R&B) Kashmir

Government of Jammu & Kashmir
OFFICE OF THE CHIEF ENGINEER PW (R&B) DEPARTMENT KASHMIR.

The Director / Nodal Office,
J&K Economic Construction Agency (ERA)
Jammu Tawi Flood Restoration Programme
(JTFRP) Kashmir.

No: -CE/RBK/HD/ 7165

Dated: -14-06 2019.

Subject: - Preperation of DPR's for 12 Road Projects to be taken up by ERA/JTFRP in Kashmir Division under World Bank Funding Assistance (PMU-JTFRP) Reg: Providing of Latest ROW.

Reference:- Your office letter No: ERA/DAK/92/118-132 dated: 22.04.2019.

Sir,

As desired, vide your office communication referred to above for the captioned subject, in this context the requisite information has been sought from concerned Executive Engineer's for ROW of the following roads shown the status against each for favour of information and further necessary action at your end please.

However, the further verification can be obtained from Revenue department.

S.No	Name of Road	District	Status	ROW
01	Strengthening / Upgradation of Sangam Khudwani road	Anantnag	Single Lane	Min-22'-6"
02	Upgradation of Pampore Pulwama Road	Pulwama	Intermediate	ROW 50'-0"
03	Kadabal Lasjan Rambagh including allied links	Srinagar	Single Lane at Places intermediate	ROW 26'-0"
04	Upgradation of Parimpura Soibugh	Budgam	Single Lane/ at Places intermediate	ROW 5.00 Mtr
05	Hajin Ajas via Saidnara	Bandipora	Single Lane	ROW 5.5 Mtr
06	Construction of Rigid Pavement of IG Road Peerbagh Bridge to Humhama Chowk	Srinagar	Double Lane	ROW 21 Mtr
07	Upgradation of Kawahar Bala Payeen	Baramulla	Single Lane	ROW 4.5 to 5 Mtr
08	Construction of Rigid Pavement to Eastern Foreshore Road (Bari Nambal)	Srinagar	Double Lane	ROW 21 Mtr
09	Shadipora Khanpeth Sumbal Road	Bandipora	Single Lane	ROW 5.5 Mtr
10	Bijbehara to Karihama National Highway via Kitriteng	Anantnag	Single Lane	ROW Min 21'-6"
11	Construction of Rigid Pavement of IG Road Rambagh to Civil Sectt Srinagar	Srinagar	Double Lane	ROW 21 Mtr with Bottle necks
12	Upgradation of Hamray Sultanpora	Baramulla.	Single Lane	ROW 5.5 Mtr
	Nowgam to Sumbal Bridge	Bandipora		

No:- ERA/DK/92/1088
Dt:- 18-06-2019

V. W. R. PM(T) 17/6

Yours faithfully,
CHIEF ENGINEER PW (R&B)
Dep'tt. Kashmir.

Annexure 5: Newspaper notification for inviting objections

KASHMIR OBSERVER
Saturday 13.11.2021 **11**

**GOVERNMENT OF JAMMU & KASHMIR
J&K ECONOMIC RECONSTRUCTION AGENCY (ERA)
PROJECT MANAGEMENT UNIT (JTRP)
(WORLD BANK FUNDED)**

ERA 2nd floor ERA Complex, Rambagh, Srinagar
2nd Floor JKPC Building, Panama Chowk, Rail Head Complex, Jammu

Subject: Construction of Road (Rigid pavement of Eastern Foreshore Road) in Kashmir Division of UT of Jammu & Kashmir under JTRP

PUBLIC NOTICE

This is for the information of public in general and those likely to be benefitted/affected in particular that the following road sub-project have been taken up for their up-gradation within the existing width of road/ right-of-way under the World Bank funded Jhelum & Tawi Flood Recovery Project by Jammu and Kashmir Economic Reconstruction Agency in Kashmir Division of the UT of Jammu & Kashmir.

Sl no.	Name of the sub-project	District	Length of the road	Major settlements along the road
1	Construction of Road (Rigid pavement of Eastern Foreshore Road)	Srinagar	2.850 kms	Sathu, Khampar, Dabul Kadal, Shamsawari, Fateh Kadal, Habbu Kadal, Chinkral Mohalla, Munawarad

Objections if any, as far as Right of Way is concerned, duly supported by authentic documentary evidence, shall be received in the office of the undersigned either through email or by post on the address given below within 07 days from the date of publication of this notice in the newspaper.

Sd/-
Director Safeguards, J&K ERA
2nd Floor, ERA Complex Rambagh Srinagar, J&K, India Pin 190009;
Email: director@jkeraj@gmail.com
DIPK NO: NB-4982/21

THE DAILY TAMEEL IRSHAD **15**
2021

**Government of Jammu & Kashmir
J&K Economic Reconstruction Agency (ERA)
Project Management Unit (JTRP)
(World Bank Funded)**

**2nd floor ERA Complex, Rambagh, Srinagar
2nd Floor JKPC Building, Panama Chowk, Rail Head Complex, Jammu**

Subject: Construction of Road (Rigid pavement of Eastern Foreshore Road) in Kashmir Division of UT of Jammu & Kashmir under JTRP

Public Notice

This is for the information of public in general and those likely to be benefitted/affected in particular that the following road sub-project have been taken up for their up-gradation within the existing width-of-road/right-of-way under the World Bank funded Jhelum & Tawi Flood Recovery Project by Jammu and Kashmir Economic Reconstruction Agency in Kashmir Division of the UT of Jammu & Kashmir.

Sl no.	Name of the sub-project	District	Length of the road	Major settlements along the road
1	Construction of Road (Rigid pavement of Eastern Foreshore Road)	Srinagar	2.850 kms	Sathu, Khampar, Behri Kadal, Shamsawari, Fateh Kadal, Habbu Kadal, Chinkral Mohalla, Munawarad

Objections if any, as far as Right of Way is concerned, duly supported by authentic documentary evidence, shall be received in the office of the undersigned either through email or by post on the address given below within 07 days from the date of publication of this notice in the newspaper.

Sd/-
Director Safeguards, J&K ERA
2nd Floor, ERA Complex Rambagh Srinagar, J&K, India Pin 190009;
Email: director@jkeraj@gmail.com
DIPK NO: NB-4982/21

Annexure 6: Reconfirmation of RoW by PMU



Government of Jammu & Kashmir
J&K Economic Reconstruction Agency (ERA)
Project Management Unit
Jhelum & Tawi Flood Recovery Project (JTFRP)
2nd Floor ERA Commercial Complex Rambagh



Subject: Encumbrance-free site for up-gradation of Eastern Foreshore Road (Kashmir) under JTFRP.

Whereas J&K ERA (K) as PIU for road sub-projects in Kashmir Division certified that the RoW for all 09 roads is encumbrance free. The revenue record of 03 roads viz.
1. Construction of Rigid Pavement of IG Road Rambagh to Civil Secretariat Road in Srinagar
2. Construction of Rigid Pavement of IG Road Peerbagh to Humhuma Chowk and 3. Improvement and Up-gradation of Parimpura-Soibugh Road were available. Accordingly, Social Impact Assessment Reports were shared with the WB for approval and rest of the process followed.

In case of 1. Hamaray Sultanpora Nowgam to Sumbul Bridge Road, 2. Shadipura to Khanpeth Sumbal road, 3. Hajin Ajas Via Saidnara road, 4. Sangam- Khudwani Road, & 5. Bijbehara waghama via katriteng Road public notice were given in the local newspapers i.e., in Kashmir Images and The Daily Tameel Irshad dated 16/09/2021 to invite objections within 07 days from people who think that their assets have affected or likely to be affected due to the execution of the sub-projects under JTFRP. The office of the Director Safeguards did not receive any objection even after the lapse of one month and thereafter rest of the process followed to sought approval of Social Impact Assessment Reports from the World Bank.

Public notice for inviting objections in case of *Up-gradation of Eastern Foreshore Road* was given in the two local newspapers namely "Kashmir Observer" and "The Daily Tameel Irshad" on 13.11.2021 and 15.11.2021 respectively. The objections were supposed to be received in the office of the Director Safeguards office (Kashmir) within the 07 days after the publication of notification. Despite the lapse more than 04 months, no objection has been received in the office of the Director Safeguards either through email or post.

Therefore, RoW within which the road is being up-graded/constructed is deemed to be encumbrance free.

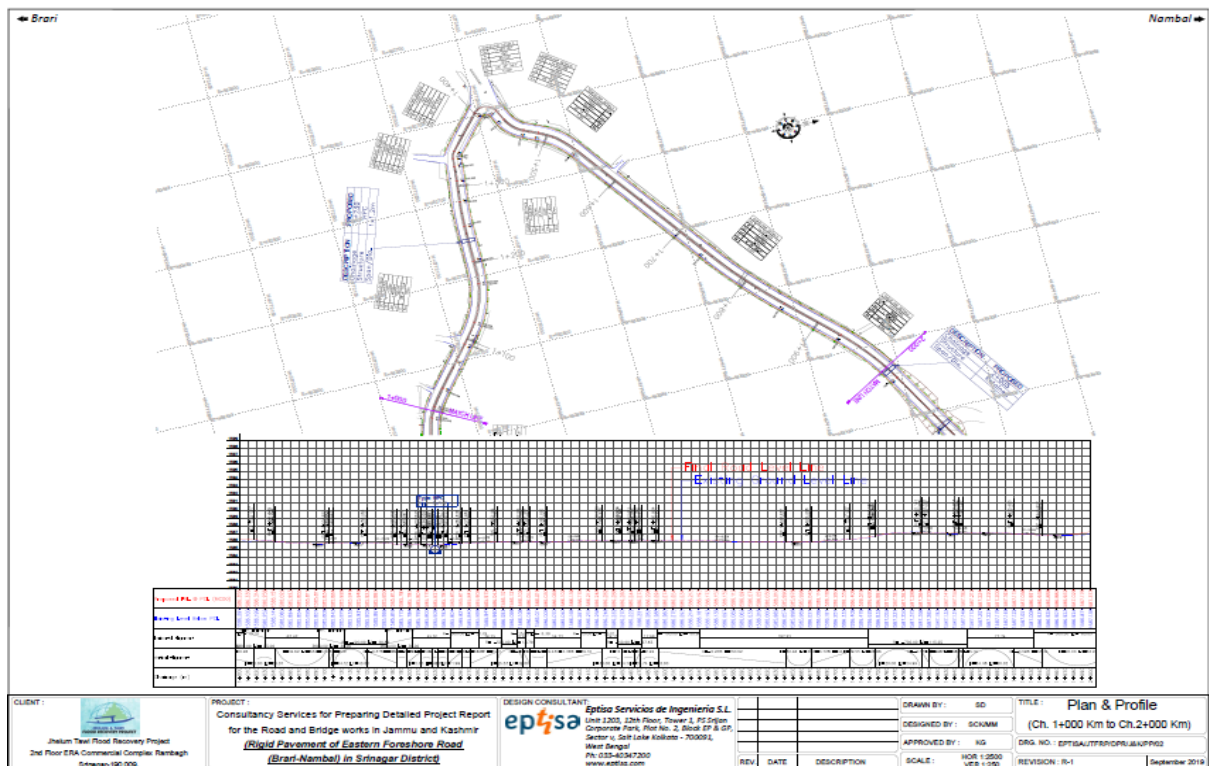
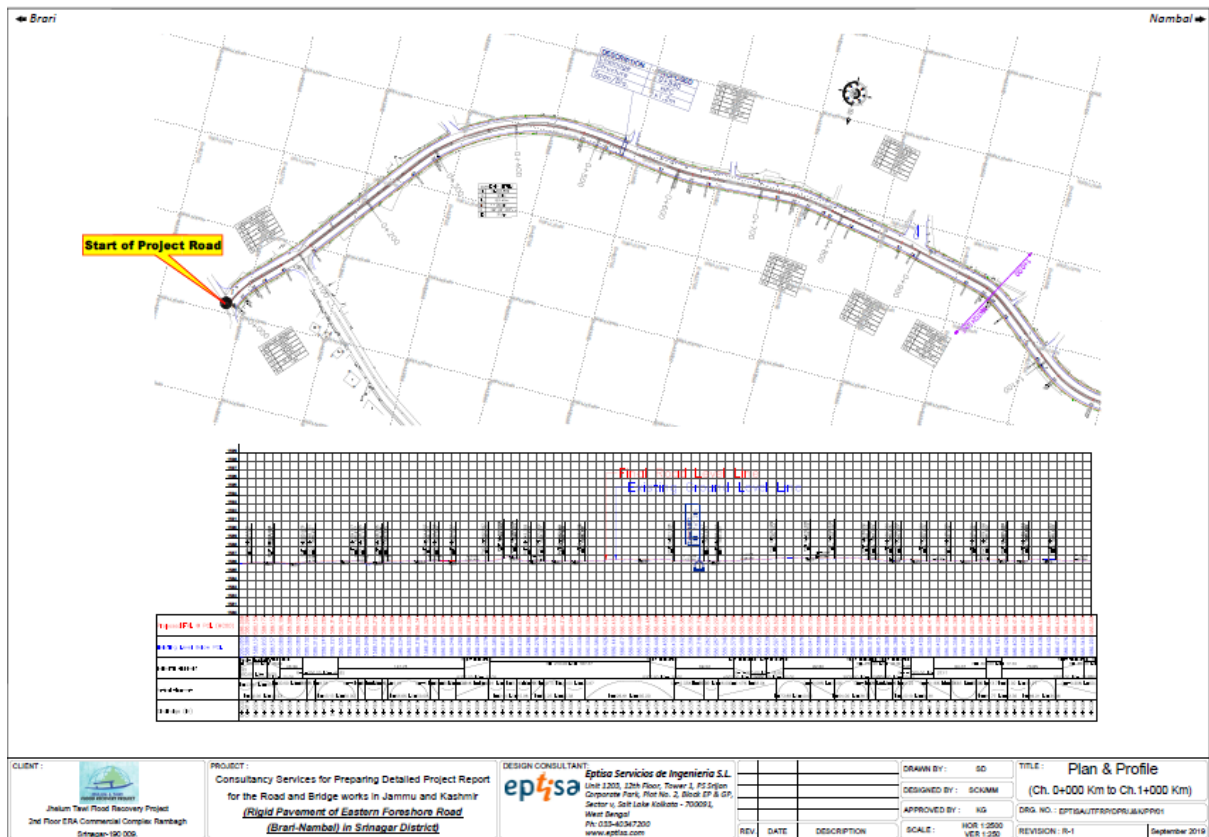
No:- ERA/DSG/PS/67-71
dt:- 25-04-2022.

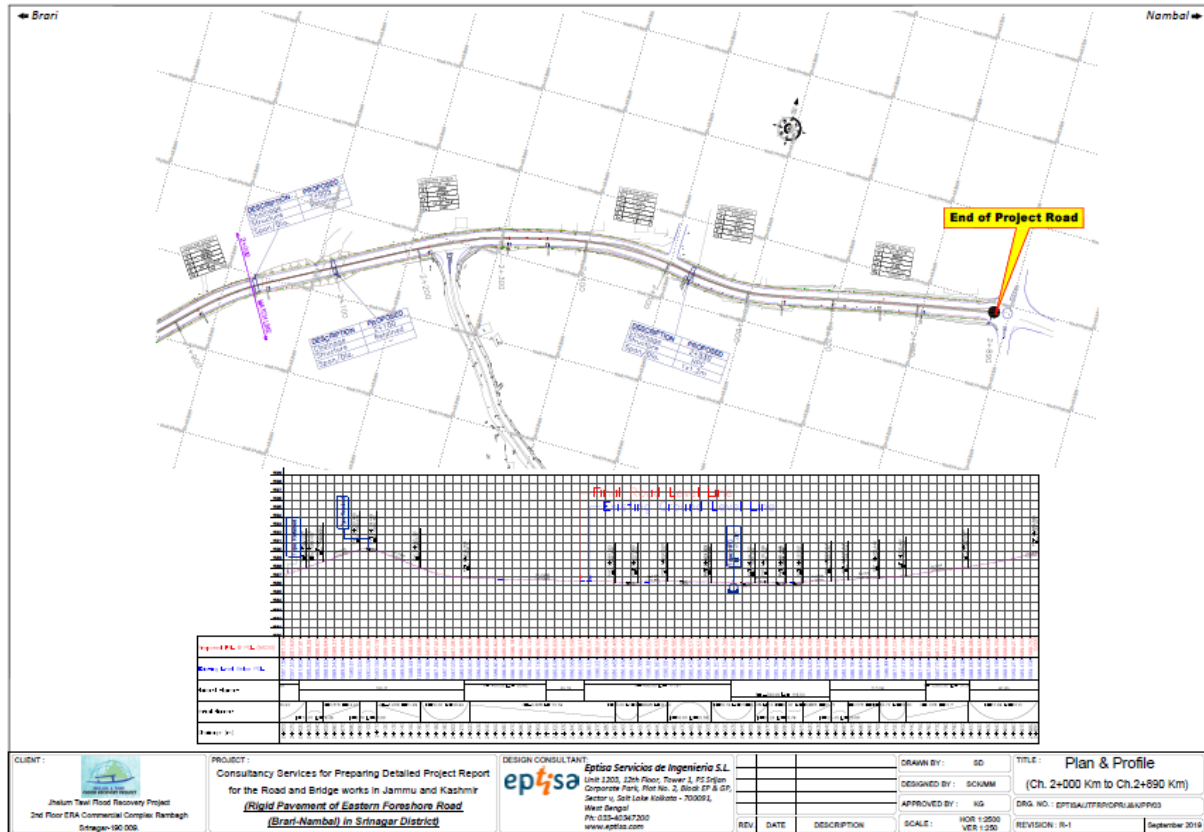
(Er. Istikhar Ahmad Wani)
Director Technical/Safeguard
J&K ERA/JTFRP

Copy to the: -

1. Chief Executive Officer, J&K ERA/JTFRP for information please.
2. Director ERA, Kashmir for information
3. Project Manager (Tpt.) ERA, Kashmir for information.
4. Social / Environmental Expert, ERA Kashmir for information.
5. Team Leader (ICT/TAQAC) consultants for information.

Annexure 7: Strip Plan & Profile





Annexure 8: Photograph of the Roads

Photographs showing Existing Features of Eastern Foreshore Road of Brari Nambal including allied link road





Babul Iqbal (Gateway to Old Downtown)



Government Gousia Hospital Near Baba Dem- Khanyar



Photographs showing Brari Nambal Lagoon. Existing road (around Brari Nambal and main road from Munwarabad to Gousia Hospital) is proposed to be upgraded with the rigid pavement. During meeting with UEED officials at STP.

Annexure 9: Public Consultation

List of consulted participants and their signatures during the consultation with the / locals/ shopkeepers of Brari Nambal-BabaDemb/ Munwarabad areas of proposed project road in District Srinagar.

name of the project: Bypass Pavement of Eastern
Date/Time: 22/07/2019 Time: 2:00pm Location: Munwarabad

Name	Occupation	Address	Contact no	Signature
1. Gh. Nabil Bhat	Steel Shop	Baba Dumb Chowk	9906647145	Ghulam Nabil
2. Zahoor Ah.	Steel Shop (MS Alsham Steel)	Baba Dumb Chowk	7006913990	Zahoor
3. Yashir Ah. Bhat	MS Alsham Steel (Shop)	Baba Dumb Chowk	990688- 0006	Yashir
4. Zahid Bhat	MS Alsham Steel (Shop)	Baba Dumb Chowk	-	Zahid
5. Gulam Ahmed Langoo	Shop (Laptop repair)	Baba Dumb Chowk	7051204433	Gulam
6. Wajid Bhat	Shop (Sarees)	Baba Dumb	9997219- 332	Wajid
7. Muhammad Bhat	Business	Baba Dumb	9997774568	Muhammad
8. Sarfaraz G. Bhat	Restaurant owner	Baba Dumb	7006853957	Sarfaraz
9. Banoor Rqbal Langoo	Business	Baba Dumb	700688727	Banoor
10. G.A. Langoo	Business	Baba Dumb	-	G.A. Langoo
11. Waseem Ah. Langoo	Business	Baba Dumb	8377060902	Waseem
12. Gulam Rasool Langoo	Business	Baba Dumb	-	Gulam
13. Meor Mohammed	Business	Baba Dumb	-	Meor
14. Shaukat Ah. Langoo	Business	Baba Dumb	-	Shaukat
15. Nazir Ah. Langoo	Business	Baba Dumb	-	Nazir
16. Tariq Ah. Langoo	Business	Baba Dumb	-	Tariq
17. Feroz Ah. Langoo	Business	Baba Dumb	-	Feroz
18. Manzoor Ah. Langoo	Business	Baba Dumb	-	Manzoor

Photographs of the Public Consultation

Public Consultation/ Meeting Photographs of Munwara Bad and Brari Nambal/ Baba Demb areas for the proposed Rigid Pavement Road.

