

Environment and Social Screening Report

May 2018

Construction of 1x50.00m span Double Lane Through Type Truss Girder Bridge at Sharakwara Bridge over Ningli Nallah

(Jhelum Tawi Flood Recovery-World Bank Project)

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

ENVIRONMENT AND SOCIAL SCREENING REPORT

EXECUTIVE SUMMARY

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

Based on the RDNA results, restoration works underway, and discussions with the GoJ&K, "Jhelum and Tawi Flood Disaster Recovery Project (JTFRP)" will focus on restoring critical infrastructure using international best practice on resilient infrastructure. The component 3 of JTFRP is 'to restore and improve the connectivity disrupted due to the disaster through the reconstruction of damaged roads and bridges'. The project will finance the restoration and improvement of about 40 damaged bridges, designed to be seismic resilient (per the guidelines of the Bureau of Indian Standards) and with regard to topography and hydrology (per the guidelines of the Indian Roads Congress, the Ministry of Road Transport and Highways), and projected demographic changes. One of the identified bridges is Sharakwara over Ningli Nallah in district Baramulla. This report covers the Environment and Social Screening study of the bridge at Sharakwara over Ningli Nallah in district Baramulla.

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

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

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

1. Introduction

1.1 Project Background

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

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

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

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

The project is comprised of the following seven components:

- (i) Reconstruction and strengthening of critical infrastructure (US\$60 million)

- (ii) Reconstruction of roads and bridges (US\$80 million)
- (iii) Restoration of urban flood management infrastructure (US\$50 million)
- (iv) Strengthening and restoration of livelihoods (US\$15 million)
- (v) Strengthening disaster risk management capacity (US\$25 million)
- (vi) Contingent Emergency Response (US\$0 million)
- (vii) Implementation Support (US\$20 million)

1.2 Project Development Objective

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

1.3 Sub-project Background:

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

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

One of the identified bridges is Sharakwara over Ningli Nallah in district Baramulla. This report covers the Environment and Social Screening study of the bridge at Sharakwara over Ningli Nallah in district Baramulla.

1.4 Project Description

The sub-project component aims at Construction of two lane carriageways 1x 50.00 meters of overall length and width 15 meters carriage way of 7.5 meters & 1.5 meter footpath on either side at Sharakwara over Ningli Nallah in district Baramulla. The Bridge is of single span and will rest on side abutments on open trench foundation. The construction of the bridge is all the more essential after 2014 floods as the approaches where badly affected and washed away. The existing truss girder bridge has a narrow span and needs up-gradation since the area being rich in Agriculture, Horticulture Orchards and need proper connectivity with the National Highway.

The bridge is a major/vital connecting link between various villages like Potkhah, Mukaam, Nowpora, Sharakwara etc on one side and with Villages like Wizar, Wagoora, Wagila, Kalanatara etc on the other side. The bridge thus serves as an important link between these villages having approximate population of 10000. The bridge will also serve indirectly thousands of other souls of the other adjoining areas as it links these

areas with National Highway and Baramulla district headquarter.

1.5 Objective of Environment and Social Screening Study

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

1.6 Methodology of Environment and Social Screening Study

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

2 Environment and Social Impacts

2.1 Environmental Impacts

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

2.2 Social Impacts:

2.2.1 Impact of land

The proposed sub-project does not involve any land acquisition. For development of approaches, the land is available as per the certified RoW provided by JKPC (Annexure-II). The district administration vide letter No. DCB/LA/JKPC/2018 dated 17.02.2018 has also certified that sufficient corridor for execution of the sub-project is available and no land acquisition is involved for the purpose (Annexure-III).

2.2.2 Impact on Livelihood

As per the screening study, sub-project do not have any significant social impacts and thus no further detailed study or social impact assessment needs to be undertaken for this sub-project. There is no impact on the livelihood as the land for execution of the

sub-project is free from all encumbrances. The project during the course of its execution will generate employment opportunities for the local people in terms of required labour and for watch and ward purposes.

2.2.3 Public Consultation

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

Issues discussed:

The following information was shared with the people:

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

Feedback received

During consultation process about the proposed sub-project, people have expressed keen interest about the proposed sub-project. Local people are aware about the upcoming work. People in general were very enthusiastic about the benefits of the sub-project in terms of reduction in travel time and fuel cost. There will be an improvement in the air quality and a reduction in noise levels when the sub-project is completed. The major problems faced by people are related to dilapidated condition of temporary bridge. People are ready to extend all types of support during execution of the sub-project as their major difficulties will overcome after completion of the sub-project. The project during construction stage will generate employment opportunities for local people and the people are aware of this fact.

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

Environment and Social Screening Form

Part A: General Information

1. Name of the sub-project	Construction of 1x50.00m span Double Lane Through Type Truss Girder Bridge at Sharakwara Bridge over Ningli Nallah	
2. Type of proposed activity (tick the applicable option and provide details)		
▪ Road	<input type="checkbox"/>	-
▪ Bridge	<input checked="" type="checkbox"/>	√
▪ Fire Station	<input type="checkbox"/>	-
▪ Hospital/Health Facility	<input type="checkbox"/>	-
▪ Educational Institute	<input type="checkbox"/>	-
▪ Building for Livelihoods	<input type="checkbox"/>	-
▪ Flood Infrastructure Related	<input type="checkbox"/>	-
▪ Other Public Building	<input type="checkbox"/>	-
▪ Any Other (Please Specify)	<input type="checkbox"/>	-
3. Location of the proposed sub-project		
▪ Name of the Region	Kashmir (J&K State)	
▪ Name of the District	Baramulla	
▪ Name of the Block	Wagoora	
▪ Name of the Settlement	Shakrawaara	
▪ Latitude	34° 11' 12.479"	
▪ Longitude	74° 26' 16.439"	

4a. Proposed Nature of Work (tick the applicable options)	
▪ Minor Repairs	-
▪ Major Repairs/Rehabilitation	-
▪ Upgrading/Major Improvement	-
▪ Expansion of the facility	-
▪ New Construction	√
▪ Any Other	-
4b. Size of the sub-project (approx. area in sq. mt/hac or length in mt/km, as relevant)	1x50.00 m span Double Lane Bridge
5. Land Requirement (in hac./sq.mt.)	
▪ Total Requirement	Nil
▪ Private Land	Nil
▪ Govt. Land	Nil
▪ Forest Land	Nil
6. Implementing Agency Details (sub-project level)	
▪ Name of the Department/Agency	J&K Projects Construction Corporation Ltd. (JKPCC)
▪ Name of the contact person	Er. Feroz A Chat
▪ Designation	Deputy General Manager (DGM)
▪ Contact Number	+91-9419014063
▪ E-mail Id	ferozahmad33@gmail.com
7. Screening Exercise Details	
▪ Date on which it was carried out	07/11/2016
▪ Name of the Person	Sakib Qadri
▪ Contact Number	+91 94 69 240260

▪ E-mail Id	sakibqadri@gmail.com
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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		Bridge is proposed to be constructed over Ningli Nallah
Question	Yes	No	Details
o. Swamps/Mudflats		No	
p. Zoological Park		No	
q. Botanical Garden		No	
4. Is the sub-project located in whole or part within 500 m. of any of the following sensitive features?			
a. World Heritage Sites		No	
b. Archaeological monuments/sites (under ASI's central/state list)		No	
c. Historic Places/Monuments/Buildings/Other Assets (not listed under ASI list but considered locally important or carry a sentimental value)		No	
d. Religious Places (regionally or locally important)		No	
e. Reservoirs/Dams		No	
f. Canals		No	
g. Public Water Supply Areas from Rivers/Surface Water Bodies/Ground Water Sources		No	
4. What is the High Flood Level in the sub-project area?	97.79 (m)with respect to local bench mark		
5. Is any scheduled/protected tree like Chinar, Mulberry or Deodar likely to be affected/cut due to the project?		No	
6. Is the sub-project located in a landslide/heavy erosion prone area or affected by such a problem?		No	

7. Is sub-project located in an area that faces water paucity or water quality issues?		No	
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Part B (2) : Result/Outcome of Environmental Screening Exercise		
1.	Environment Impact Assessment	No
2.	Environment Clearance Required	No
3.	Forest land Clearance/Diversion	No
4.	Tree Cutting Permission Required	No
5.	ASI (Centre/State) Permission Required	No
6.	Permission from ULB/Local Body/Department Required	No
7	Any other clearance/permission required	Consent to Establish (CTE) and Consent to Operate from SPCB will be required for Hot mix Plants, Wet Mix Plants, Stone Crushers, Batch Mix PUC's and other fitness certificates of equipment etc. as required on site

Part C (1): Social Screening

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

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

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

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

Overall Screening Outcome:

The proposed sub-project will not have any significant environmental & social impact because the project will not involve diversion of forest land, destruction of ecological resources, displacement of people, acquisition of private land, demolition/removal of existing structures and major Environmental threat/risk. The land as per the RoW details provided by JKPC and certified by District Administration belongs to Government. Hence there are no significant social impacts; therefore, no further special study or detailed / social impact assessment needs to be undertaken.

There may be some short term inconvenience to the local citizens due to construction of the bridge but it will completely be for very short period if compare with its long term benefits to the local citizens.

No EIA and SIA required for the subproject site.

Statutory Clearances/ No Objection Certificate:

This is only the Construction of bridge in place of a temporary Belly bridge, which is under use for long time and the site is under possession of R&B Department for long time. Only Statutory clearances and NOC's for establishment or operation of hot mix, batch mix, crusher, generators, heavy machinery and vehicles etc shall be required to be obtained by the Contractor during execution stage.

Photographs of Sub-project site



Existing Bridge on NingliNallah & PHED pipeline



Electricity poles coming in alignment of new bridge



Existing Bridge



Approach and utilities.



Water supply pipeline on existing bridge



Approach towards Wagoora side



Public Consultation at site



Public Consultation at site





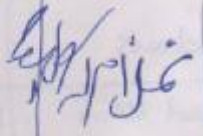

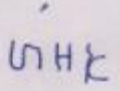
Public Consultation at site	Public Consultation at site
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Public Consultation Record

Dated: 07/11/2016

Wapora Shrakwala.

S.N	Name & Address	Occupation	Signature	Phone Details
1.	Bulal Ahmad Khan Ho Abdul Qayam Khan Ho Shrakwala	Fruit Business	Bulal	8803183212
2.	Abdul Qayam Khan Ho Haji Ab. Mohd Khan Ho Shrakwala	Fruit Business		9596373363
3.	Rayees Ahmad Khan Ho Mohd Shafi Khan Ho Shrakwala	" "	Rayees	
4.	Gh. Nabi Bhat Ho Mohd Abdullah Bhat Ho Wagan Baramulla	Driver		9419579278

05	Gh. Rasool Bhd S/o Gh. Rehman Bhd Wigar	Farmer		7298981907
06	Zulhoor Ahmad Dar S/o Gh. Mohd Dar M. Najib Bhd	Farmer		9797933183
07	Gh. Hassan Khan S/o Abdul Atahad Khan Wigar (Sarpanch)	Farmer		7596460108

ANNEXURE - II

1. Location of the sub-project	
• Name of Sub-Project	shrakwara Bridge (1x 50 m)

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

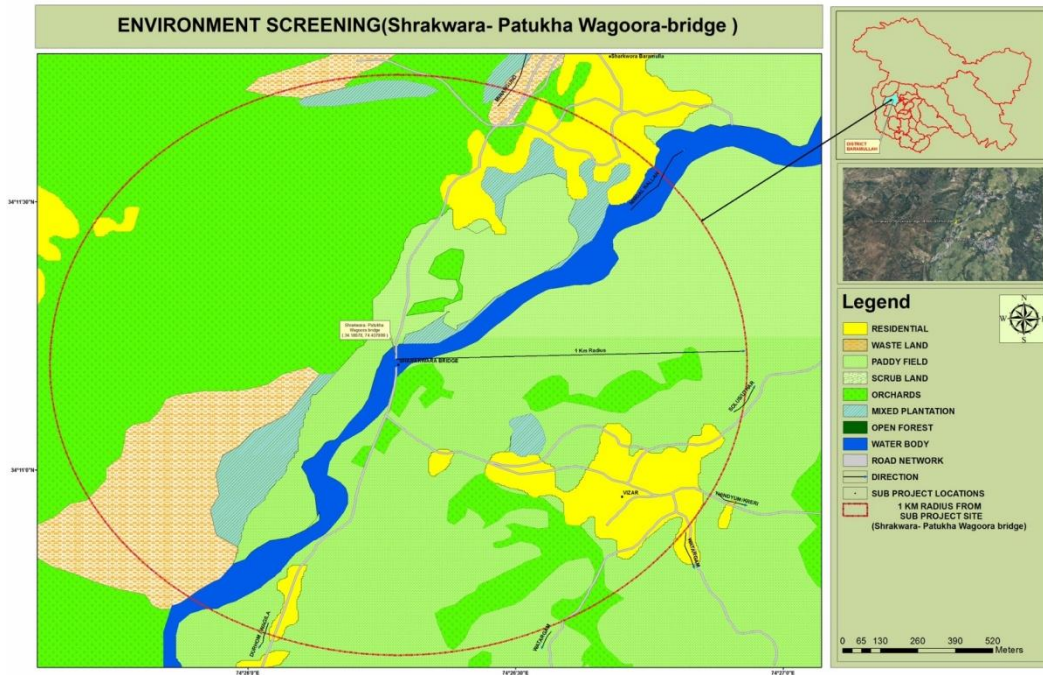
S.No	Chainage (Km)	Government Land from Centre line of Road (m)		Proposed Road Base Width/Bridge Width (m)		Additional Land Requirement (m)		Remarks
		Left	Right	Left	Right	Left	Right	
1	0.000	12	9	8.5	8.5	-	-	Left side approach start
2	0.025	13	10	8.5	8.5			
3	0.050	10	11	8.5	8.5			Bridge start point
4	0.075			6.65	6.65			Center of nallah
5	0.100	10	12	8.5	8.5			Bridge end point
6	0.125	10	12	8.5	8.5			
7	0.150	10	11	8.5	8.5			Right side approach end point


I/C Manager


Deputy General Manager
Unit 8th JKPCC


General Manager
JKPCC Ltd.

GIS MAP



ANNEXURE - III

حکومت جموں و کشمیر
Govt. of Jammu & Kashmir
OFFICE OF THE DEPUTY COMMISSIONER BARAMULLA

Director No. 3037
Dt. 19.2.18
Exec. [Signature]

The Managing Director,
J&K PCC Jammu.

No.DCB/LA/JK PCC/2018

Dated:17/02/2018

Subject: Acquisition/Involvement of land for the construction of Bridges under World Bank /PMDP Projects. Viz. 1) Shrakwara Wagoora Bridge, 2) Wagila Bridge and 3) Waza Muhallah Bridge by JK PCC.

Sir,

Kindly refer to the above referred projects under execution by the JK PCC in District Baramulla under PMDP /World Bank funding. In this connection, it is to intimate that sufficient Corridor of land is available for execution of the aforesaid works and there is no further requirement of any additional Land Acquisition in respect of the these Schemes.

Yours faithfully,

[Signature]

Addl. Deputy Commissioner,
Baramulla.

Copy to the:

1. District Collector (Deputy Commissioner) Baramulla for favour of information.
2. Superintending Engineer PWD (R&B) Circle Baramulla/Kupwara for information.
3. Private Secretary to Hon'ble Minister for Horticulture J&K Jammu for favour of information to the Hon'ble Minister.
4. Deputy General Manager JK PCC [redacted] for information and necessary action.
5. Tehsildar Wagoora/Baramulla/Khoie for information.

17/2/2018