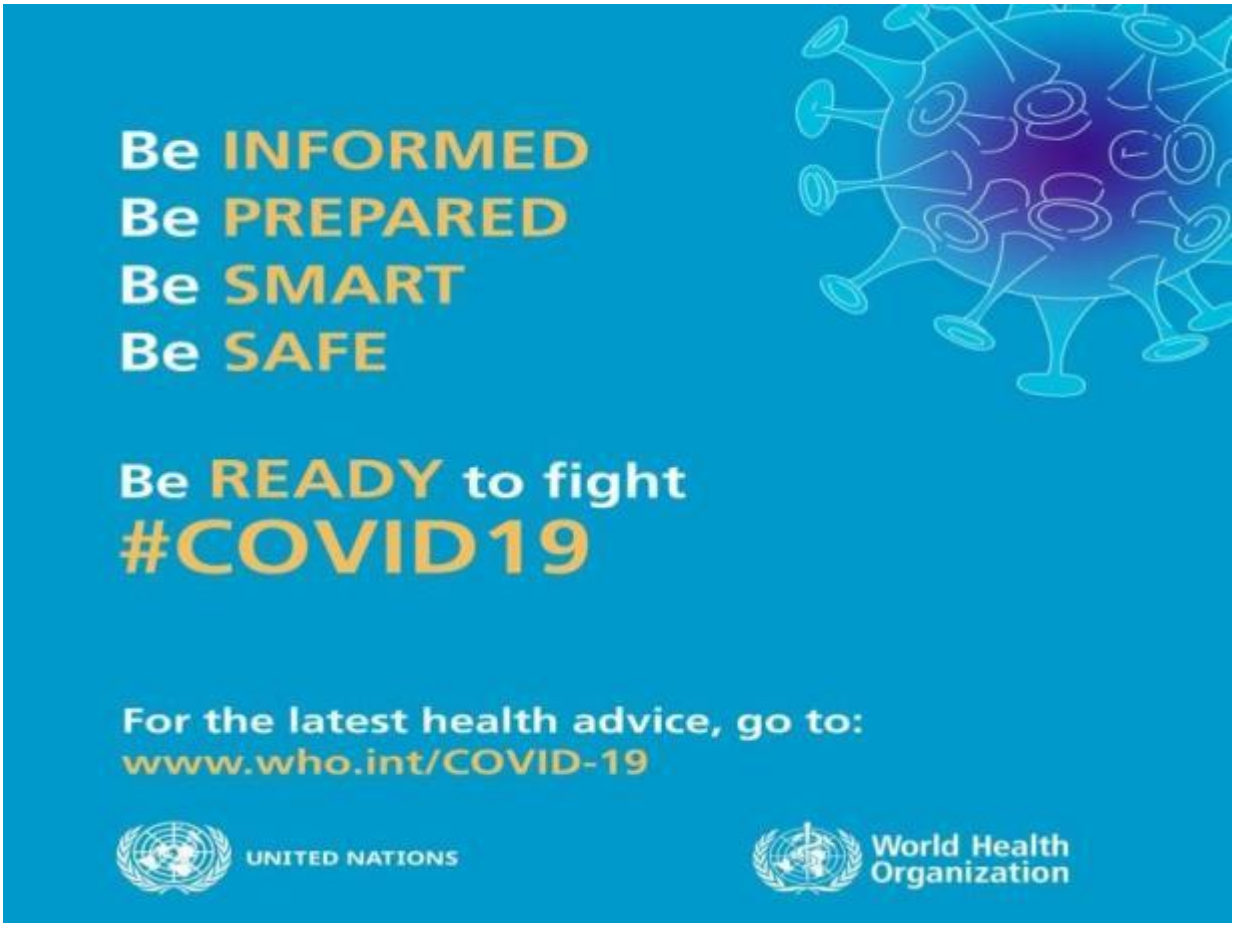
ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

Design and Construction of 1x25 meter Plate Girder Bridge at Kaliban, including Construction of Approach Roads and Nallah Training Works in District Baramulla, J&K.



EIA Cover Page Showing WHO's Social Infographics of Covid-19 as "Mass Awareness from Point Zero To Fight Against Coronavirus Pandemics by Following Government's COVID-19 Standard Operational Procedures (SOPs)" and Guidelines of WHO/ ILO et al.

Jhelum Tawi Flood Recovery Project- The World Bank Financed Project

Prepared By: Akhter R. Bhat (Senior Environmental Consultant) for M/s Altaf Constructions

Environmental Impact Assessment (EIA)

August 2020
Project ID:- P154990

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Executive Summary

Annexures

Acronyms & Abbreviations

AAQ	:	Ambient Air Quality
ASI	:	Archaeological Survey of India
BIS	:	Bureau of Indian Standards
CPCB	:	Central Pollution Control Board
CPR	:	Common Property Resources
COVID 19	:	Coronavirus Disease of 2019
DPR	:	Detailed Project Report
DO	:	Dissolved Oxygen
EA	:	Environmental Assessment
EIA	:	Environmental impact Assessment
EMP	:	Environmental Management Plan
EPC	:	Engineering, Procurement and Construction
EMP	:	Environmental Management Plan
ERA	:	Economic Reconstruction Agency
EIA	:	Environmental Impact Assessment
GC	:	General Conditions
GoI	:	Government of India
ILO	:	International Labour Organization
IS	:	Indian Standard
J&K	:	Jammu and Kashmir
JTFRP	:	Jhelum Tawi Flood Recovery Project
MoEF&CC	:	Ministry of Environment, Forest and Climate Change
NAAQS	:	National Ambient Air Quality Standards
NOC	:	No Objection Certificate
OP	:	Operational Policy
PAP	:	Project Affected Persons
PIU	:	Project Implementation unit
PIA	:	Project Influence Area
PMU	:	Project Management Unit
PPE	:	Personal Protective Equipment
PUC	:	Pollution Under Control
PWD	:	Public Works Department
RoW	:	Right of Way
R&B	:	Roads & Building
PCB	:	Pollution Control Board
TAQAC	:	Technical Assistance and Quality Audit Consultants
WB	:	World Bank

EXECUTIVE SUMMARY

A catastrophic deluge of September 2014 shows negative impact on economic aspects of the erstwhile State and massive infrastructure damages in which capital city Srinagar was most affected and a trail of siltation in most of the water bodies as environmental degradation which is always synonymous with major floods. In connection to a devastating flood, a mission of the World Bank visited the erstwhile State during February 1-6, 2015 on request of Government of India to review and assess the damages to produce a rapid multi-sectoral assessment report of the damages and needs. The Rapid Damage and Needs Analysis (RDNA) estimates the total damages and loss caused by floods at about INR 2 11,975 million (US$ 3,550.45), most of it to housing, livelihoods, and roads and bridges, which combined represent 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 objective of component 2 “Reconstruction of Roads and Bridges” 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 from 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 a disaster.

The environmental assessment scope includes screening and scoping, environmental assessment and devising of environmental management plan (EMP) for each bridge subprojects under component-2 of Jhelum Tawi Flood Recovery Project. The objective of Environment screening is to identify the potentially significant environmental issues of the sub-projects at an early stage for an affective Environmental Assessment.

Under this component, one of the identified bride subproject is **“Design and Construction of 1x25 meter Single Span Plate Girder Type Bridge at Kaliban including Construction of Approach Roads and Nallah Training Works** in District Baramulla, J&K.

As per the EIA notification 2006 and subsequent amendments, the construction of the proposed 1x25 meter plate girder bridge at Kaliban, the Environmrntal Clearence is not required. The subproject shall require to obtain Consent to Establish and Consent to Operate under Water (Prevention and Control of Pollution) Act, 1974, Air (Prevention and Control of Pollution) Act, 1981) and authorization under Hazardous and Other Wastes (Management and Trans-boundary Movement) Rules, 2016 from J&K PCB for establishing and operation of Hot Mix Plant, WMM Plant and RMC plant for the subprojects. No Objection Certificate (NOC) is also required from the Irrigation and Flood Control department for the construction of Kaliban Bridge on Raine Nallah.

World Bank safeguard policies are designed to prevent and mitigate undue harm to people and their environment in the development process. The layout requirements that must be complied with for all Bank-funded projects (refer to World Bank’s Website on Safeguard

Policies). Environmental Policies – OP/BP 4.01 Environmental Assessment and OP/BP 4.11 Physical Cultural Resources are triggered in the project.

Project Location

The proposed construction of the Kaliban bridge is located in Kaliban village in District Baramulla of Jammu & Kashmir. The bridge will be constructed on Raine Nallah.

Name of the Project	Project Location with Coordinates
Construction of 1x25 meter Single Lane Bridge at Kaliban including Construction of Approach Roads and Nallah Training Works in District Baramulla, J&K	Kaliban village (Sheern Abad) of Narwav Block in District Baramulla Geo-Coordinates: Lat: 34° 1′ 67.30" Long: 74° 3′ 51.47"

Screening and Environmental Assessment

Sub-projects under "Jhelum and Tawi Flood Recovery Project" commonly known as JTFRP have a prior requirement of screening which is based on three categories; viz., nature of the project, size of the project and location of the project that is sensitive area criteria. The objective of the Environment and Social screening is to identify the potentially significant environmental and social issues of the sub-project at an early stage for detailed environmental mpacts. The Environmental Assessment for the bridge subproject includes establishing an environmental baseline in the study area, identify the range of environmental impacts, specify the measures to avoid, minimize, and mitigate negative impacts and maximize positive impacts and integrate possible environmental enhancement measures. The proposed measures will be formulated in the form of an environmental management plan with the necessary budget and institutional roles for effective implementation. The EMP developed shall form the part of EPC contract for its implementation.

Policy and Legal Regulatory Instruments

National and State/U.T Laws

- EIA Notification, 14th Sept 2006 and Subsequent amendments
- Jammu and Kashmir Forest (Conservation) Act, 1997
- Jammu and Kashmir Wildlife (Protection) Act, 1978
- Air (Prevention and Control of Pollution) Act,1981
- Water Prevention and Control of Pollution) Act,1974
- Noise Pollution (Regulation and Control Act),2000
- Construction & Demolition Waste Management Rules, 2016
- e-waste (Management) Rules, 2015
- Public Liability and Insurance Act of 1991
- Central Motor Vehicle Act 1988 and the Central Motor Vehicle Rules 2019
- Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996/ Jammu and Kashmir Building and Other

Construction Workers (Regulation of Employment and Condition of Services) Rules, 2006
- Jammu and Kashmir Electricity Act, 2010 and amendments thereof and BIS 1255;1983 and amendments thereof
- Hazardous Waste (Management, Handling and Trans-boundary Movement) Rules,2008 and amendments thereof
- Solid Waste Management Rules, 2016
- The Jammu and Kashmir Preservation of Specified Trees Act, 1969
- Wetland (Conservation and Management) Rules, 2017

World Bank Operational Policies

- OP/BP 4.01 Environmental Assessment
- OP/BP 4.36 Forests
- OP/BP 4.11 Physical Cultural Resources
- OP/BP 4.12 Involuntary Resettlement

Project Description

The proposed subproject is Engineering, Procurement and Construction (EPC) mode contract for "Design and Construction of 1x25 metre single lane bridge at Kaliban, including Construction of approach roads and nallah training works in District Baramulla, J&K and environmental enhancement measures etc as per the best engineering practices, in compliance to the World Bank policies and in synchronization with project environmental management strategies.

Scope of the Work

The scope of works for the proposed bridge project will include design and construction of Kaliban bridge having a total span of 1x25 meter plate girder type bridge including approach roads and nallah training works.

Public Consultation

One of the important components of this study is the dissemination of project information by way of "Consultation with stakeholders and the general public", which was conducted successfully with residents/ stakeholders in the project area of Kaliban and Beigh Mohalla during reconnaissance and EIA survey of the project as part of the study. During the consultation process of the proposed sub-project, people have expressed keen interest in the consultation process and were aware of the proposed bridge project in Kaliban village. People, in general, were very enthusiastic about the benefits of the Kaliban bridge and the perceived benefits are direct connectivity of Kaliban village with rest of the adjoining areas like Beigh/ Qureshi Mohalla, Batmohalla, Chek, Pakthoon Mohalla, Asthan Mohalla, Chamri Mohalla, Sheikh Mohalla, Mughal Mohalla etc.

Some of the responses with suggestions received from the residents and stakeholders during the consultation are abridged as i). implementation of proper nallah protection measures as scouring happens during high discharge as witnessed by the Kaliban locals during 2014 floods, ii) landscaping & beautification process/ programme by way of Pine plantation along the bund roads/ green turfing in a proposed park will increase aesthetic value as well. Further the locals ensured full cooperation and support for the

successful execution of the project; iii) residents who are related to the construction industry may be engaged with the proposed bridge works; iv) landscaping of existing open spaces parallel to the bridge site Pine plantation and Willow trees.

Assessment of Impacts

The environmental assessment study carried out at the proposed site for Kaliban Bridge and its approaches and nallah training works in terms of the potential environmental impacts that may occur as a result of the implementation of the project. The anticipated environment impacts identified during the construction phase which comprise of transitory/ insignificant increase in air and noise pollution, soil erosion, change in water quality or contamination and these impacts are temporary and site and time-specific in nature. The major impacts of the project are expected to be during the construction phase leading to air and noise quality deterioration, occupational, health and safety impacts to the works and local communities, utility shifting, generation of construction debris and disposal of waste material respectively. The proposed construction of Kaliban bridge project will have significant positive impacts and to address the problem of connectivity and high-quality motorable access to the adjoining areas through improved design and environmental enhancement measures.

The project mitigation measures have been developed for evading, reducing and regulating the adverse impacts on the environment impacts induced by the project proposed. The policy, legal and institutional framework under the ambit of which the EIA was undertaken, is also detailed out in the environmental impact assessment report. The comprehensive Environmental Management Plan (EMP) for the proposed Kaliban Bridge has been developed, which elaborates on the mitigation measures, means of implementation for the proposed measures, monitoring strategy and the budgets about the implementation of the proposed mitigation measures.

1. 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 to 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. 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 city. The areas from the main tributaries of river Jhelum vis-à-vis Bringi nallah, Vishav nallah, Lider nallah and Sandran nallah started overflowing due to the heavy rainfall causing water levels in Jhelum river to rise.

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 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 erstwhile state to increase resilience.

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

The project comprises of the following seven components:

1. Reconstruction and strengthening of critical infrastructure (US$60 million)
2. **Reconstruction of roads and bridges (US$80 million)**
3. *Restoration of urban flood management infrastructure (US$50 million)*
4. Strengthening and restoration of livelihoods (US$15 million)
5. Strengthening disaster risk management capacity (US$25 million)
6. Contingent Emergency Response (US$0 million)
7. Implementation Support (US$20 million)

Under Jhelum Tawi Flood Recovery Project (JTFRP), the component-2 aims at Construction of 5 bridges in Kashmir Region under Engineering, Procurement and Construction (EPC) mode contract as listed in Table 1.1 below. These bridge subprojects were selected based on the flood damages incurred during September 2014 floods and history of submergence and findings of environment and social screening exercise.

One of the bridge subproject, "Design and Construction of 1x25 metre single Lane bridge at Kaliban, including Construction of approach roads and nallah training works in District Baramulla, J&K is awarded to M/s Altaf Constructions. One of the prime requirement of the bridge project is to conduct Environmental Impact Assessment (EIA) study and preparation of the report as per the World Bank guidelines. The M/s Altaf Constructions has entered into a contract agreement on 25th June 2020 with Mr Akhter R. Bhat as an Independent Environmental Consultant for conducting of EIA study and preparation of this assignment on 25th June 2020.

Table 1.1: List of the Bridge Projects (EPC Mode) under Component-2 of JTFRP in Jammu & Kashmir

S. No.	Project Type	Subprojects	Span/ Length (in meters)	District
Design and Construction of:				
Kashmir Region				
1.	EPC Mode	1x110.7m span 2 lane through type steel arch bridge on Sindh nallah at Wayil in District Ganderbal, J&K	1X110.7= **110.7**	Ganderbal, J&K
2.	EPC Mode	1x25 meter span plate girder bridge on Raine nallah at Kaliban in District Baramulla	1X25=**25**	Baramulla, J&K
3.	EPC Mode	1x45 meter span trussed Girder Bridge on Rambiara Nallah at Village Wachi in District Shopian	1x45= **45**	Shopian, J&K
4.	EPC Mode	1x110 m. span steel truss girder bridge on Bringi Nallah at Sadora-Asajipora Kamad Road in District Anantnag.	3x30=**90**	Anantnag, J&K
5.	EPC Mode	2 Lane bridge on Vaishav Nallah at Chamgund in District Kulgam	**400**	Kulgam, J&K

1.2. Description of the Project

Baramulla is a city and a municipality in the Baramulla district in the Jammu and Kashmir. It lies on the bank of the Jhelum River downstream from Srinagar, the capital of Jammu & Kashmir. Baramula is as old as the valley of Kashmir. In ancient times called Varamulla, it is situated at a distance of 55 km from the summer capital (Srinagar) of Jammu & Kashmir, in the north, east of Srinagar. It is surrounded by mountains from three sides, which give this town an amazingly beautiful look. Baramula being the district headquarters comprises of 8 tehsils. This district has been divided in 12 Community Development Blocks.

Kaliban is a Village in Narwav Block in Baramulla District of Jammu & Kashmir. It is located 10 km towards west from District head quarters Baramulla and 65 km from the capital city of Srinagar. Kaliban is surrounded by Singhpora Block towards East, Rohama Block towards North, Boniyar Block towards west, Langate Block towards North. Baramula, Sopore and Bandipore are the nearby districts to Kaliban village. The main occupation of the people is agriculture production. The village was connected with the main district with a temporary bridge, which got washed away with flash floods in 2014. In the rainy season the village get disconnected with other habitations and people of the area especially students, patients face a lot of difficulties in absence of connectivity over said Nallah during the rainy season. Now, to redress the demand of the public, it was proposed to construct 1x25 meter span Plate Girder Bridge with RCC deck over Raine Nallah including the construction of Approaches and Nallah training works.

The bridge is a major/vital connecting link between various villages and District headquarter Baramulla. The proposed bridge is to be constructed at Kaliban, Uri, connecting villages to district headquarter. The bridge will also serve indirectly to thousands of other souls of the adjoining areas as it links these areas with their orchid gardens and fields etc.

1.3. Scope for Conducting the EIA study

Environmental impact assessment study of the bridge project to identify and evaluate impacts on the environment due to the various stage of project implementation and provide inputs to project road design team to incorporate necessary measures in design to minimise such impacts through suitable engineering interventions. The approach road Hence, an Environmental Management Framework has been designed for baseline environmental study, identifying impacts, mitigation measures to avoid, minimize and mitigate anticipated negative impacts within the project impact zone and project influence area. Accordingly, to minimize negative impacts during the entire project cycle environmental management plan has been developed with roles and responsibility for sound construction management during the project implementation. Furthermore, the report covers major finding of existing environmental, legal and administrative framework, monitoring programme, the cost for environmental management and evaluation of potential environmental impacts due to the proposed construction of 1x25 meter span bridge on Raine Nallah including construction both approaches and nallah training works in Kashmir region of J&K.

In general, the broad scope of the Environmental Assessment study includes following but not limited to:

- collect any additional data relevant to the study area;
- undertake environmental monitoring to establish the baseline environmental status of the study area;
- assess the impacts on environmental attributes due to the construction and operation on of the proposed bridge work at Kaliban;

- prepare an Environmental Management Plan (EMP) outlining the measures for improving the environmental quality and budgetary cost estimation for implementation;
- identify critical environmental attributes required to be monitored after the implementation of the proposed subproject

1.4. Need and Benefits of The Proposed Bridge

The Kaliban bridge project is located in Narwav block of district Baramulla. The village and adjoining habitations were connected with the main district with a temporary bridge at the proposed site, which got washed away with flash floods in September 2014. In the wet season, the village gets disconnected with other habitations and people of the area especially students, patients face lot of difficulties in absence of connectivity over Raine Nallah during episodes of precipitation. To redress the demand of the public, it was proposed to construct 1x25 meter span plate Girder Bridge with deck over Raine Nallah including the construction of Approaches and Nallah training works.

1.5. The need for the Environmental Assessment

The EIA for the subproject includes establishing the environmental baseline conditions in the study area, identify the range of anticipated environmental impacts during design, pre-construction, operation and maintenance phases of the project, specifying the measures to avoid, minimize, and mitigate negative impacts and maximize positive impacts and integrate possible mitigation measures, environmental management plan (EMP) and environmental enhancement measures.

The proposed mitigation measures will be formulated in the form of an environmental management plan with necessary budget and institutional roles for effective implementation of EMP for the “Construction of 1x25 meter bridge on Raine Nallah at Kaliban (Kashmir Region) under Jhelum and Tawi Flood Recovery Project (JTFRP) and integration of the same into project implementation agreements, including construction contract documents.

1.6. Environmental Screening and Scoping

Environmental screening exercise of the proposed subproject projects was undertaken to facilitate inputs on environmental, social and economic considerations for current and prospects. Further, this report also provides scoping inputs in determining the major environmental issues and defines the scope of work for conducting an environmental assessment. As per the findings and recommendations of the Environmental Screening report, Environmental Assessment has been carried out for the subproject. The scoping exercise defines geographical boundaries for the subproject for impact assessment as well as defining the project influence area to assess the impacts due to project activities.

1.7. Environmental Impact Assessment (EIA)

The EIA for this bridge project includes establishing an environmental baseline in the study area, identify the anticipated environmental impacts, specify the measures to avoid,

minimize, and mitigate negative impacts and maximize positive impacts and integrate necessary mitigation measures, environmental management plan and environmental enhancement measures as required. The proposed measures will be formulated in the form of an Environmental Management Plan with necessary budget provisions and institutional roles for effective implementation during various stages of the project. The EMP developed shall form the part of the construction contract document.

1.8. Environmental Management Plan (EMP)

An Environmental Management Plan designed for the implementation of the subproject shall consist of an overall framework which will be a guiding document providing environmental planning and design criteria for the current subprojects, generic environmental management measures, institutional mechanism for implementation, capacity building and training process, and resource materials to function adequately to mainstream the environmental management and implementation of environmental management and monitoring plan.

1.9. Study Approach

To accomplish the above objectives, an assessment study was made in line with the guidelines stipulated by the World Bank and ESMF of JTFRP for environmental assessment.

a) Field Reconnaissance Survey

The approach to the entire study was formulated based on a detailed field reconnaissance survey and a thorough understanding of the proposed project. The reconnaissance survey was carried out for the project road to understand the salient environmental features of the project area, sensitive areas with regards to the proposed project activities, and a general understanding of the proposed subproject.

Based on the above an environmental profile of the project area, primary and secondary data requirements for carrying out further activities of the study, environmental surveys necessary for assessing the project impacts, and the project influence area were identified.

b) Review and Assessment of Applicable Environmental Regulations

Discussions with different stakeholders and review of the various regulations and guidelines for EIA were conducted to assess the sampling and analysis requirements for the project and the procedural requirements for conducting an Environment Assessment. This primarily comprised of reviewing all relevant documents available for the project area.

c) Delineation of Study Area for Assessment

The above tasks identified the survey and analysis requirements for baseline data collection required for assessing the anticipated impacts of the proposed subproject activities. Based on which, the study area that is critical for assessing the project impacts was identified and delineated. The project influence area also considered

those areas that are directly or indirectly influenced by the project activities during pre-construction, construction or operation of the proposed bridge works.

d) Baseline Environmental Conditions

This activity comprised of field surveys for assessing the baseline environmental conditions and collecting primary and secondary information regarding physical, biological and socio-economic conditions of the study area. Besides, existing environmental quality of the study area was assessed based on the field of environmental monitoring. For monitoring the air, noise, and water quality, monitoring was carried and samples were collected and analyzed for relevant parameters.

e) Prediction/Assessment of Potential Impacts

The activity identified the likely impacts through changes in the physical, biological or socio-economic environment based on the analysis of the baseline environmental data collected. The assessment considered both positive and negative impacts due to the subproject activities and also due to the construction, and operation of the project corridor.

f) Environment Management Plan

The major components of the environment management plan comprised preparation of mitigation plans for all the negative impacts identified during study and to avoid, minimize or compensate the impacts, and the post-project monitoring plan for the measures suggested in the management plan to ensure that the impacts of the project are within the regulatory standards

1.9. Structure of Environmental Assessment (EIA) Report

The structure of the EIA report has been categorized in the following Chapters:

Executive Summary

1. Introduction
2. Approach & Methodology.
3. Project Description
4. Policy, Legal and Administrative Framework
5. Environmental Baseline Data
6. Potential Environmental Impacts
7. Analysis of Alternatives
8. Public Consultation and Disclosure
9. Environmental Management Plan (EMP)

Annexures

2. APPROACH & METHODOLOGY

2.1. Reconnaissance Survey

The reconnaissance survey was conducted on 12 September 2018 and 26 June 2020 in the project domain area of Kaliban village in Narwav block, Baramulla. The site visits and the initial assessment have become the key elements of the schedule of preparation as a part of the screening report. In addition to field investigations and observations, consultations/ field visits were held jointly with the stakeholders and project proponents and available environmental documentation was assembled for review.

2.2. Project Impact and Project Influence Area

To conduct an environmental assessment study of the proposed "Construction of 1x25 meter span bridge at Kaliban in Baramulla district in J&K, it is imperative to define the area for environmental impacts/ project influence area are being considered. The project will support infrastructure and the proposed construction of the Kaliban Bridge which is confined within the existing alignment of the approach roads which connects with the existing roads.

The project impact area has been considered as Right of Way (ROW) of the project corridor and project influence area has been measured as 500 meters from the centre line of the bridge on both sides.

2.3. Screening Methodology

The screening exercise was done through reconnaissance survey. Public consultation meetings were arranged with the local community and conducted in Kaliban area near the proposed bridge site with locals, officials and community. Field survey and data collection were carried out as per the screening checklist provided in ESMF of the project. The information has been gathered through primary as well as secondary sources, with the support of Contractor/PMU/PIU team members. The objective behind the environmental screening was to delineate affected environmental features and issue like soil erosion, slope stability/ embankment measures, scheduled trees protection, sensitive receptors- schools/ religious places and residential area, human settlements, water, natural resources etc. in the project area, to define impacts and to minimize the adverse environmental impacts by suggesting best engineering solutions/options at optimal costs.

The positive actions not only to avoid adverse impacts but to capitalize on opportunities to correct environmental degradation or improve environmental conditions were determined.

2.4. Detailed Baseline Environmental Surveys

A comprehensive survey was conducted for environmental impact and screening studies. For this purpose, a data-sheet was devised to collect quantitative and qualitative environmental data together with local subproject specific consultations. This

will be the basis for further investigations for future studies. Information collection, literature survey and analysis of data published and other recorded data *e.g.* on flora and fauna, climate, pollution along with socio-economic, demographic, land-use pattern, land ownership details etc. of the subprojects were also studied and reviewed. National and State/U.T environmental guidelines were also reviewed before carrying out baseline studies. A detailed survey has been carried out by the Environmental Specialist who is responsible for the documentation of the environmental investigations and issues, to evaluate the existing environmental setting and conditions of the proposed project area. Potential significant impacts were identified based on an analytical review of project activities, baseline data, land use, environmental factors, socioeconomic conditions and review of the assessment of potential impacts identified in previous similar kind of projects. A participatory process was adopted while performing environmental screening of the sub-project. The information has been gathered through primary as well as secondary sources of information, with the support of PMU and PIU team members.

2.5. Collection of Data

For the construction of Kaliban Bridge, many activities have been undertaken like specific literature reviews and surveys were carried out referring publication & using the internet and useful information about the project impact and influence area was collected. This includes both published and unpublished environmental data. Literature searches were undertaken and relevant agencies were contacted and apprised of the proposed subproject. The following data were collected for the bridge project during environmental screening/ assessment study: `

- Geo reference maps.
- Socio-economic data from the Planning Department and Census records.
- Geological data from the Geological Survey of India.
- Meteorological data from India Meteorology Department, Govt. of India.
- District Profile from District Statistics Department.
- Forestry and Wildlife Data from the Forest Department.
- Flora and fauna from various sources, including the Forests Department and Wildlife Department.

Readily available data were reviewed with the initial reconnaissance investigations, and the need for primary data collection in some instances was determined.

2.6. Environmental Monitoring Data

Environmental monitoring (Air, Noise and Water quality) of the proposed “Construction of 1x25 meter span bridge on Raine Nallah at Kaliban in district Baramulla will be carried during pre-construction stage (that is before the execution of works) to generate the latest baseline data so that it can be correlated for the comparative analysis with the monitoring data during the construction/ operation stages of the project.

2.7. Assessment of Alternatives

Analysis of alternatives is an analytical comparison of the operational effectiveness, costs and environmental risks of proposed development options. This helps to analyze the options critically with its impacts on all physical, social and biological environments. The 'no action option' is to be considered among various options available. The process will ultimately help to determine which option is comparatively better than the other various options. For this project, alternative analysis has been made for three considerations, *i.e.* strategic, planning and technology consideration. A temporary bridge at Kaliban which connects different habitations, Kaliban village and district headquarters was washed away in September 2014 flash floods due to the incessant rains and was the only source of connectivity. Since the village gets disconnected with other habitations and people of the area especially students, patients, and elderly face lot of difficulties due to the non-availability of bridge connectivity as they cross the nallah which usually remain with the lean flow and inaccessible during episodes of precipitation. Based on this assessment the present option of construction of new bridge having a span of 1x25 meter on Raine Nallah at Kaliban is the best applicable solution and socio-economically viable option. Moreover, the proposed construction of a bridge does not involve any land acquisition/ displacement/ rehabilitation.

2.8. Stakeholder consultation and participation

Stakeholder's view and perception were assessed through informal and formal public consultation meetings. The different stakeholder's *viz.* government officials, local people (both male & female) were contacted and consulted during the study. Stakeholders were informed about the subproject components and likely environmental impacts before seeking their views. Consultation has been carried out for the project in two stages. First stage consultation was undertaken during the impact assessment process to identify the concerns of people, which were duly addressed through appropriate mitigation measures. Second stage consultation was undertaken as part of the preparation of the EIA report to assess the adequacy and acceptability of the proposed mitigation measures and management plan. Public consultations ensured the involvement of the public, experts in the project's pre-planning stage itself and redressal of their concerns and expectations from the subproject. The community members, government officials members opined that the proposed subproject would contribute to the social and economic development of the area. The proposed project would contribute to increased employment opportunities for the local people during and after subproject implementation. The communities welcomed the subproject and all were in favour of the project. Issues raised by stakeholders were analysed for practical and scientific basis, and for developing an appropriate mitigation, management and monitoring plan, depending on its importance and practicality.

EIA Report for the construction of 1x25 meter span plate girder bridge on Raine Nallah at Kaliban in District Baramulla and its executive summary shall be disclosed at JTFRP/PIU website as per provisions of World Bank disclosure policies.

3. PROJECT DESCRIPTION

3.1. Project Area

Baramulla district is one of the 22 districts in the Jammu and Kashmir. Baramulla city is the administrative headquarters of the district. The district is situated at 34.1980° N Longitude and 74.3636° E Latitude, extending over an area of 4190 km², comprises of 524 villages (Census Villages). The town is located on either bank of river Jhelum, about 55 km away from the capital city of Srinagar. Baramulla is as old as the valley of Kashmir and in ancient times called as Varamulla (Varmul, in Kashmiri dialect). It is surrounded by mountains from three sides, which give this town an amazingly beautiful look. Baramulla being the district headquarters comprises of 16 tehsils (8 tehsils added since 2011 census). This district has been divided into 26 (14 added since 2011 census) Community Development Blocks.

The project area is located in Kaliban village in Narwav Block in Baramulla District of Jammu & Kashmir. It is situated 10 km towards west from District head quarters Baramulla and 65 km from the capital city of Srinagar. Kaliban is surrounded by Singapore Block towards East, Boniyar Block towards west, Langate Block towards North. Baramula and Bandipore are the nearby districts to Kaliban village. The main occupation of the people is agriculture production. The village was connected with the main district with a temporary bridge, which got washed away with flash floods in 2014. During high precipitation in the rainy season, the village gets disconnected with other habitations and people of the area especially students, patients face a lot of difficulties in absence of connectivity over said Nallah. To address the demand of the public, it was proposed to construct 1x25 meter span plate Girder Bridge with deck over Raine Nallah including the construction of Approaches and Nallah training works.

Keeping in view the importance of road connecting with district headquarter, it is proposed to construct single lane bridge in open trench foundation with RCC wall type abutments, plate girder with RCC deck and Wire Crate type protection works.

The bridge is a major/vital connecting link between various villages and District headquarter Baramulla. The proposed bridge is to be constructed at Kaliban, Uri, connecting villages to district headquarter. The bridge will also serve indirectly to thousands of other souls of the adjoining areas as it links these areas with their orchid gardens and fields etc.

3.2. Project Location and Outline

The project is located in Kaliban (Sheern Abad) village of Narwav Block in District Baramulla. The project lies between the latitudes of 34°1′67.30"N and Longitude of 74°3′51.47"E. The total length of the plate girder bridge is 25 meter. The width of the Kaliban bridge is 7.225m, comprising of 4.25m carriageway width and 1.5m footpath (both sides). The total length of approach road from Kaliban side is 17.34 m and towards Beigh Mohalla side is 27.93m with a formation width of 7.225. The foundation work is of raft type (rectangular) and the total height from foundation bottom to the top level is 11 m.

3.3. Salient Features of the Kaliban Bridge, Baramulla

S. No.	Item	Description
01.	Span arrangement	1x25 meter c/c of bearings with an overall length of 26.20 meters end to end.
02.	No. of Spans	Single Span
03.	Type of Bridge	High-Level Motorable Minor Bridge
04.	Substructure	RCC Column type Abutments with open foundations
05.	Superstructure	Steel Plate Girder with RCC Deck Slab compositely constructed
06.	Carriageway	Single lane CW of 4.25 meters width
07.	Footpaths	1.50-meter Footpath on either side of CW.
08.	Bearings	Elastomeric Bearings of size 450x350x54 mm
9.	Nallah	Local Nallah with no documented discharge
10.	Flood Discharge	Calculated from Area-Velocity Method = 149.22 Cumecs
11.	Silt Factor	Adopted value of 2.489 from Geotech report
12.	Scour Depth	4.92 meter from HFL
13.	Founding Level	3.84 meter from deepest bed level
14.	Bearing Capacity for Foundation Design	Gross SBC of 26.0 T/ Sqm as per Geotech report
15.	Approaches	- A total of 50 meter approaches on both to be constructed with RCC approach wall in the grade of less than 5%. - Pavement works in approaches as per NIT
16.	Nallah training Works	Wire crated nallah protection works in several tiers both on U/S for 50 meters & D/S for 25 meters of the bridge as per NIT.

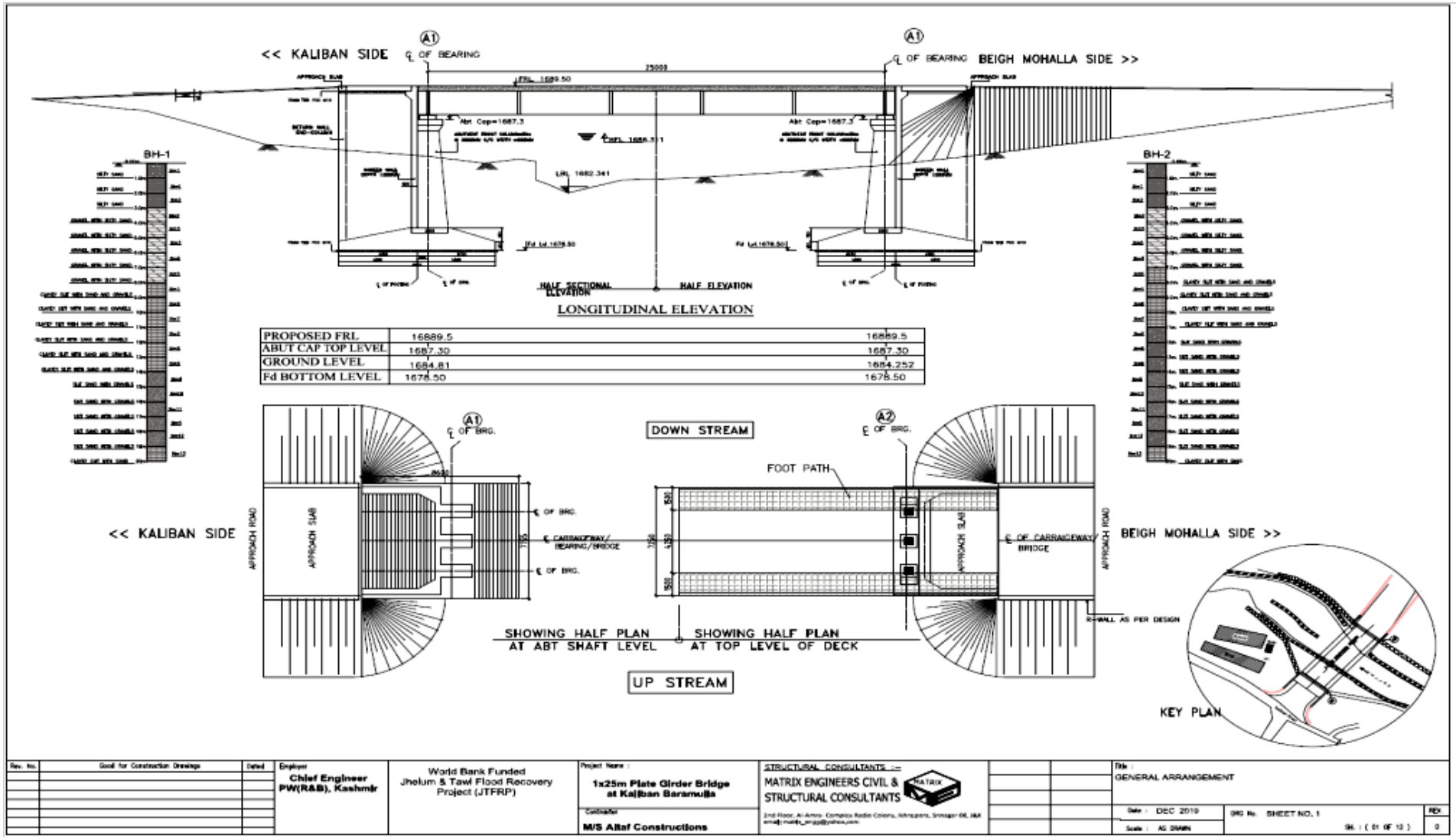


Figure 3.1: General Arrangement Drawing (GAD) of the Proposed Construction 1x25 meter Plate Girder Bridge over Raine Nallah at Kaliban in District Baramulla

3.4. Technical Description of the Kaliban Bridge, Baramulla

3.4.1. Basic Design Data of the Proposed Bridge

S No.	Levels		
1	Formation Level	FRL	1689.500 m
2	Bearing Level	BRL	1687.600 m
3	Abutment Cap Top Level	CTL	1687.300 m
4	Foundation Top Level	FTL	1680.000 m
5	Foundation Bottom Level	FBL	1678.500 m
6	Ground Level	BL	1684.250 m
7	HFL	HFL	1686.310 m
8	Scour Level	SCL	1681.380 m
	Lengths		
1	Length (c/c of exp gap)		25.600 m
2	Distance between exp. gap and c/l of bearing on abut side		0.600 m
3	Span (c/c of bearings		25.000 m
4	Overall width of deck end to end		7.250 m
5	Carriageway width		4.250 m
	Soil Parameters		
1	Grade of concrete		25 Mpa
2	Unit weight of concrete	γ_{con}	2.5 t/m^3
3	Unit weight of dry soil	$\gamma_{dry\ soil}$	1.8 t/m^3
4	Unit weight of submerged soil	$\gamma_{wet\ soil}$	1.0 t/m^3
5	Allowable base pressure (Gross), Normal		26.00 t/m^3
6	Allowable base pressure (Gross), Seismic		32.50 t/m^3
	Backfill Materials		
1	Coulombs (“c”)?		C
2	The angle of Repose of Soil, ϕ (in degrees)	ϕ	35.0
3	Cohesion, C (in t/m2)	C	0.0
4	The angle of Wall friction (2/3ϕ)	δ	22.5
5	Bulk Density of Soil (dry), γb (in t/m3)	γ_b	1.5
6	Bulk Density of Soil (Submerged), γub (int/m3)	γ_{sub}	1.0
7	The batter of a wall with vertical, α (in degrees)	α	90
8	Inclination of Backfill with horizontal, (in degrees) ,	ι	0
9	Equiv. Ht. of backfill earth for live load surcharge (m)	h_{eb}	1.2
10	Coefficient of Friction at the base between rock & concrete	μ	0.50

3.4.2. Summary of Design Forces

A. Outer Girder (Kaliban Bridge)

Section	At C/L of Brg.		At Plate Curtailment 4.0 m from C/L from Brg.		At Splice Location 2:- 9.0 m from C/L from Brg.		At Mid Span 12.50 m from C/L from Brg.	
Load	B.M (T-m)	S.F (T)	B.M (T-m)	S.F (T)	B.M (T-m)	S.F (T)	B.M (T-m)	S.F (T)
Self.Wt.	0.0	4.41	15.46	3.31	26.98	1.39	29.29	0.0
Deck Slab	0.0	12.62	42.42	8.59	72.73	3.53	78.91	0.0
SIDL+FPDL	0.0	16.04	49.82	10.42	83.06	4.29	89.71	0.0
Snow Load	0.0	3.3	12.55	2.58	21.38	1.11	23.22	0.0
FPLL	0.0	8.47	25.51	5.42	42.05	2.25	45.34	0.0
Live Load								
1L Class A (with impact)	0.0	22.55	72.97	18.21	123.83	10.07	143.01	11.62
500Kg/Sqm	Not Considered as the Class A Loading for this Girder is on closer side							
	0.00	**64.09**	**206.18**	**45.95**	**348.65**	**21.53**	**386.26**	**11.62**

**Max. Design Forces consider critical between Snow and Live*

B. Inner Girder (Kaliban Bridge)

Section	At C/L of Brg.		At Plate Curtailment 4.0 m from C/L from Brg.		At Splice Location 2:- 9.0 m from C/L from Brg.		At Mid Span 12.50 m from C/L from Brg.	
Load	B.M (T-m)	S.F (T)	B.M (T-m)	S.F (T)	B.M (T-m)	S.F (T)	B.M (T-m)	S.F (T)
Self.Wt.	0.0	4.75	13.01	3.92	29.32	1.56	31.80	0.0
Deck Slab	0.0	18.75	49.49	14.25	107.99	5.25	117.18	0.0
SIDL+FPDL	0.0	10.57	30.66	9.21	69.56	4.41	74.83	0.0
Snow Load	0.0	3.78	10.28	3.00	22.79	1.20	24.66	0.0
FPLL	0.0	4.26	13.08	4.12	31.01	2.08	33.16	0.0
Live Load								
1L Class A (with impact)	0.0	14.49	48.49	11.60	81.35	7.00	95.86	8.07
500Kg/Sqm	0.0	5.88	16.21	4.76	36.16	1.97	39.08	0.00
	0.00	**58.70**	**170.94**	**47.86**	**355.39**	**22.27**	**391.91**	**8.07**

**Max. Design Forces consider critical between Snow and Live*

3.4.3. Hydrological Data of Raine Nallah at Kaliban

[1]Flood Discharge from X-sectional Area and observed Velocity

Highest Flood Level (Local Enquiry) **1686.31**

Chainage	Distance	HFL	Bed Level	(HFL-BL)	Area	Diff. in BL	Wetted Perimeter
m	X (m)		(BL)	m	m^2	Y(m)	√X^2+Y^2
21.67	0	1686.31	1684.810	1.5	0.00	1.5	1.50
24.75	3.08	1686.31	1684.338	1.972	5.35	-0.472	3.12
26.66	1.91	1686.31	1684.610	1.7	3.51	0.272	1.93
27.58	0.92	1686.31	1684.460	1.85	1.63	-0.15	0.93
28.16	0.58	1686.31	1682.965	3.345	1.51	-1.495	1.60
29.33	1.17	1686.31	1682.347	3.963	4.28	-0.618	1.32
32.25	2.92	1686.31	1683.305	3.005	10.17	0.958	3.07
36.07	3.82	1686.31	1683.355	2.955	11.38	0.05	3.82
38.59	2.52	1686.31	1682.324	3.986	8.75	-1.031	2.72
40.87	2.28	1686.31	1683.709	2.601	7.51	1.385	2.67
47.22	6.35	1686.31	1684.252	2.058	14.79	0.543	6.37
				A=	**68.87**	**P=**	**22.69**
The area as per CAD for actual profile				**A=**	**74.61**	**P=**	**26.93**

Mean velocity = 2.00 m/s
Discharge of the nallah 149.22 Cumecs or 5269.65 Cusecs

3.4.4. Scour Depth Calculations for Kaliban Bridge Abutment

1	Maximum Discharge (cumec)	149.22
	Increase by 30% as per IRC 78-2000	193.99
2	Maximum Velocity (m/sec)	2.00
3	HFL (m)	1686.310
4	[2]Average size of pebbles = db (mm)	2.00
5	[3]Silt Factor = Ksf = 1.76 x (db)^0.5	2.489
6	Clear waterway - Clear distance between piers/abuts (m)	25.0
7	Assuming the flow is concentrated in active channels	7.759

[1] Note: Levels are as per actual X-section for nallah along proposed Bridge site
[2] As per soil report
[3] As per soil report (Restricted)

	only Discharge per unit width = Db (cumec/m)	
8	Scour Depth = 1.34 x { (Db ^ 2) ^(1/3) } / { (Ksf) ^ (1/3) } (m) (Para 9.3.2 of IRC:SP:13-2004	3.875
9	According to IRC: 78-2000, CL:703.3 and IRC: SP: 13-2004, CL: 10.1 the maximum depth of scouring Dsm below HFL for the design of abutment having individual foundation without any floor protection may be considered for: 1. Flood without seismic combination :(Dsm= 1.27 dsm) 2. Flood with the seismic combination: for considering load combination of flood and seismic loads, Dsm= 0.9 times Dsm calculated at above at 1.	
10	Maximum Scour Depth for Case 1 (Flood without seismic combination) (m)	4.922
	Maximum Scour Depth for Case 2 (Flood with seismic combination) (m)	4.430
11	Maximum Scour Level (m)	1681.388
12	Maximum Founding Level (m) (Min. 2 meters below Max. Scour as per IRC-78-2000)	1679.388
13	Deepest bed Level as per x-sect	1682.340
14	Final adopted Founding Level (m)	1678.500

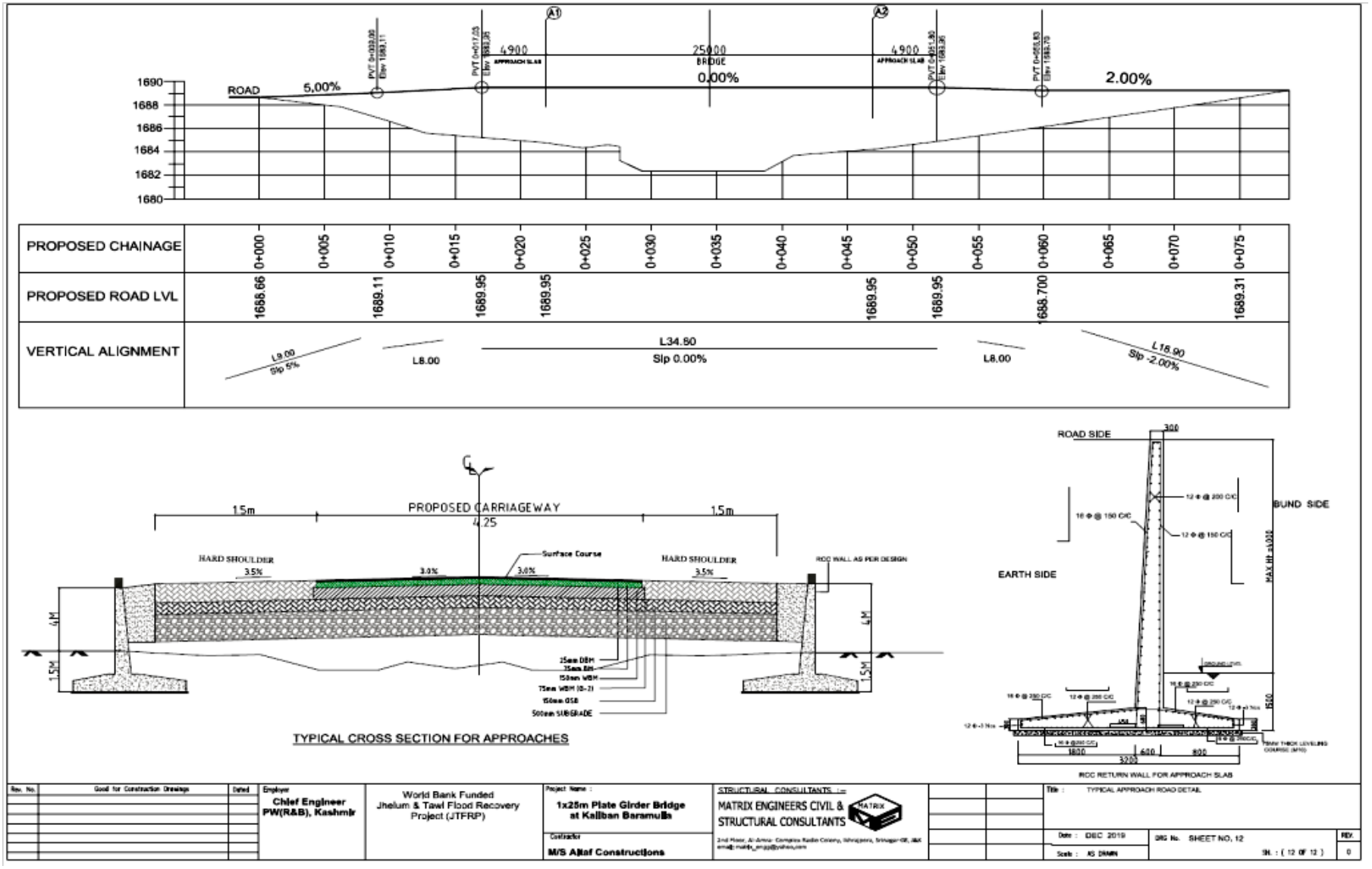


Figure 3.2: Typical Cross Section for Approaches

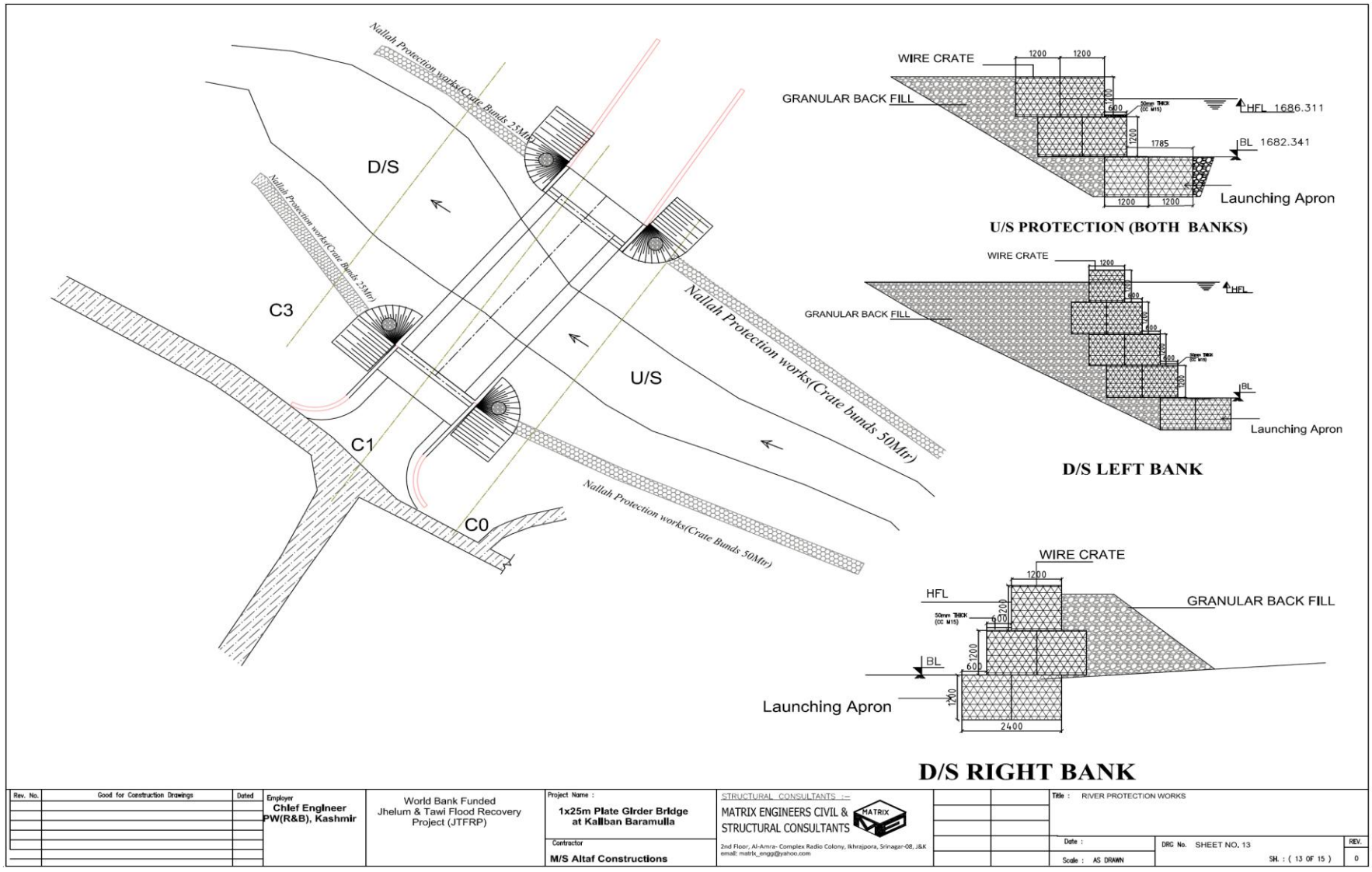


Figure 3.3: Drawing showing Nallah Protection Works on both sides (Upstream-50 m and Downstream-25m)

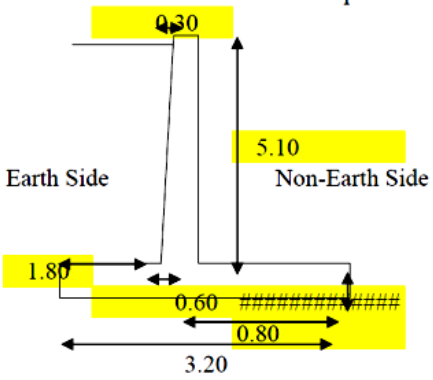
Average max. height of approach filling to be retained = (4.40 +4.0)/2 = 4.2 mts

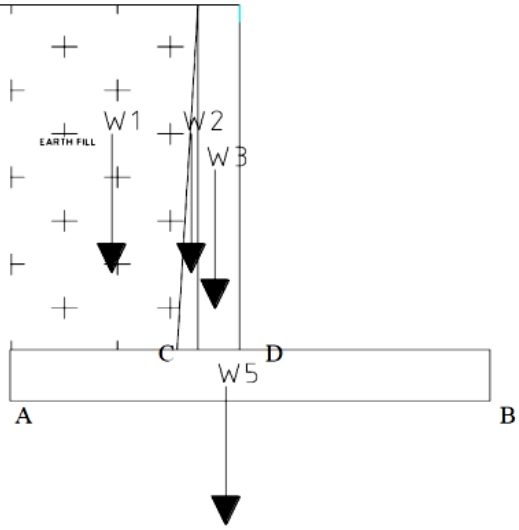
Depth below GL = 1.5 mts

Total ht. of wall for design = 4.2+1.5 = 5.70 mts

Design Of Retaining Wall

* All dimensions are in m unless specified





Properties

Unit wt. of soil(γe), considering it to be saturated	=	18.00 KN/m^3
Angle of internal friction of soil(Φ)	=	35.00 degree
Unit wt. of concrete	=	25.00 KN/m^3
Safe Bearing Capacity of soil(SBC)	=	180.00 KN/m^2
Unit wt. of water,γw	=	10.00 KN/m^3
Coefficient of friction,m	=	0.70
Factor of safety against overturning	=	2.00
Factor of safety against Sliding(For earthquake case)	=	1.25
Factor of safety against Sliding(For non earthquake case)	=	1.50

Loads

Weights

Load	Value(KN)
W1	165.24
W2	19.13
W3	38.25
W5	48.00
TOTAL	270.62

Earth pressure(Static & Dynamic)

(Ref. Clause 8.1 of IS:1893-Part 3 2016)

α_h	=	Horizontal Seimic Coefficient.
α_v	=	Vertical seismic coefficient equal to $\alpha_h/2$
Φ	=	Angle of internal friction of soil
λ	=	$\tan^{-1}[(\alpha_h)/(1\pm\alpha_v)]$
α	=	Angle which earth face of the wall makes with the vertical

Figure 3.4: Design details of the Retaining Walls

3.4.5. Geo-technical Assessment of design parameters

Subsurface Conditions

Based on the boring information, the generalized subsurface conditions at the site are as follows:

Stratum 1: Alluvium – River Blown Deposits (Gravels, Pebbles, Cobbles and boulders): This stratum is of grey, generally rounded to sub-rounded, gravels, pebbles, cobbles and occasional boulders mixed with gravel and sand. This layer is encountered in both boreholes and extending down to a significant depth of exploration from existing grade level. The standard penetration Resistance (N) values of this layer are always greater than 50, indicating coarse and dense nature of stratum.

Stratum 2: Silty sand/ sandy Silt/ Silty clay/clayey silt/ SM/ML/CI/CL: This stratum is of grey color. These layers are encountered in all boreholes with showing Dense/stiff nature of the stratum

BH No.	Thickness (m)	Strata Description
BH-1	1.50-8.50	Alluvium (Gravels, Pebbles, Cobbles or Boulders) in the matrix of sand and silt
	8.50-20.00	Stratification of mixed Sand, Silt and clay with few gravels
BH-2	1.50-7.5	Alluvium (Gravels, Pebbles, Cobbles or Boulders) in the matrix of sand and silt
	7.5-10.5	Hard Clayey silt with sand
	10.5-18.0	Dense Silty sand
	18.0-20.0	Strata of Hard silty clay Stratification of mixed Sand, Silt and clay with few gravels

3.4.5.1. Proposed Design Soil / Rock Parameters

Based upon the investigations carried out including field tests and our engineering judgments, following proposed design parameters may be used for foundation design of Bridge founded.

Design Soil / Rock Parameters For Construction Of Bridge

Based on field bore log data, it reveals that the project site is completely Bouldery deposits (Residual soils), This is a mixture of rounded to sub-rounded gravels, pebbles, cobbles and boulders, followed by dense/ very hard alternating stratum of sand silt and clay. For analysis, it is treated as Residual Soil.

Silt Factors / Scour Levels

We presume that the scour is likely to occur for given site locations. Silt factor has been calculated and mentioned in Annexure-I. Silt factor of 3 is recommended to be used for design analysis. We have considered the maximum scour depth of 2m for design analysis for determination of SBC of open Foundation but actually should be considered after availability proper hydrological data.

3.4.6. Foundation Support

Considering the nature of the soil, scour depth, type of proposed structures, expected loads Open foundation is recommended. Since the sub-soils are likely to experience Score, Hence open foundation should be taken deep enough beyond the zone of scouring level (as per codal provisions). If however Scour level is expected to be more than considered level or Expected loads are heavy than Foundation should be selected accordingly either in the form of Well or Pile Foundation.

3.4.6.1. Open Foundations (Bearing Capacity for open Foundations)

Bearing capacity for shallow foundations in soil has been analyzed following IS: 6403-1981, which is based on, modified Terzaghi's classical approach. The weighted average of shear parameters for various strata up to a significant influence zone of 1.5 B (B = width of the foundation) below the foundation level is used in the analysis. Strata of Influence zone below unexplored depth has been considered the same as obtained at termination. Considering the fluctuation of groundwater, it is assumed that the water table will be at existing ground level and accordingly the water table correction is applied. A factor of safety of 2.5 is selected based on a clause of IRC 78-2000 to estimate the net safe bearing capacity from ultimate net bearing capacity. The Bearing capacity has been calculated neglecting the effect of overburden up to maximum scour level (given by the client) and zone of liquefaction.

3.4.6.2. Settlement for Open Foundations

The magnitude of settlement, when foundation loads are applied, depends upon the compressibility of the underlying strata and rigidity of the substructure. In a cohesive deposition, the post-construction settlement is caused by dissipation of pore pressures and hence is time-dependent so that consolidation settlement is computed for such soils as per IS: 8009 (Part-1 and II), the depth correction factor is applied as per IS: 8009 (Part-I). The immediate settlements are estimated using the elastic theory considering the effect of a rigid stratum underlying the foundation soils (Reference: "Foundation Analysis and Design" by J. E. Bowles). Depth of Influence zone below unexplored depth have been considered following the same as encountered at termination

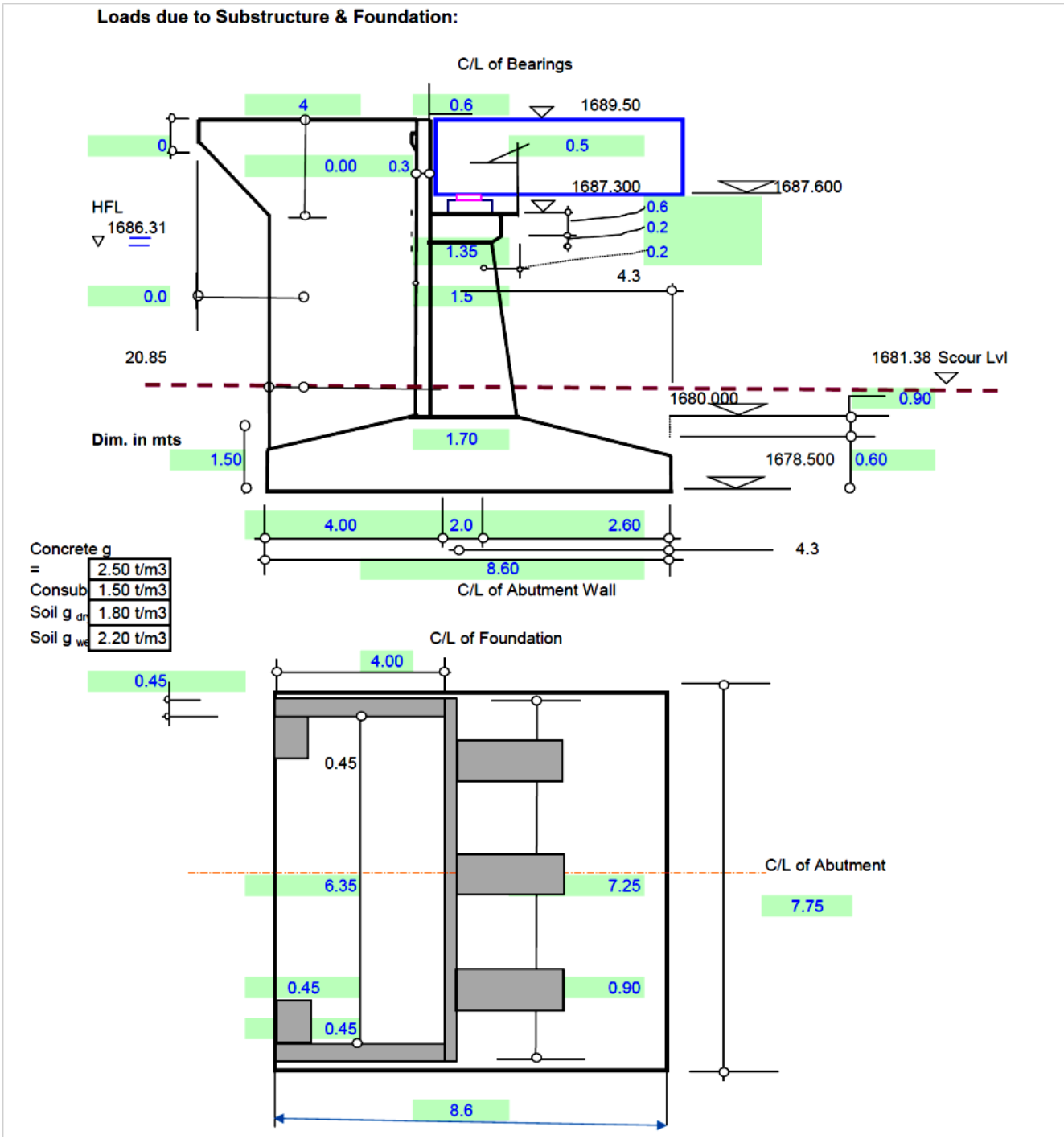
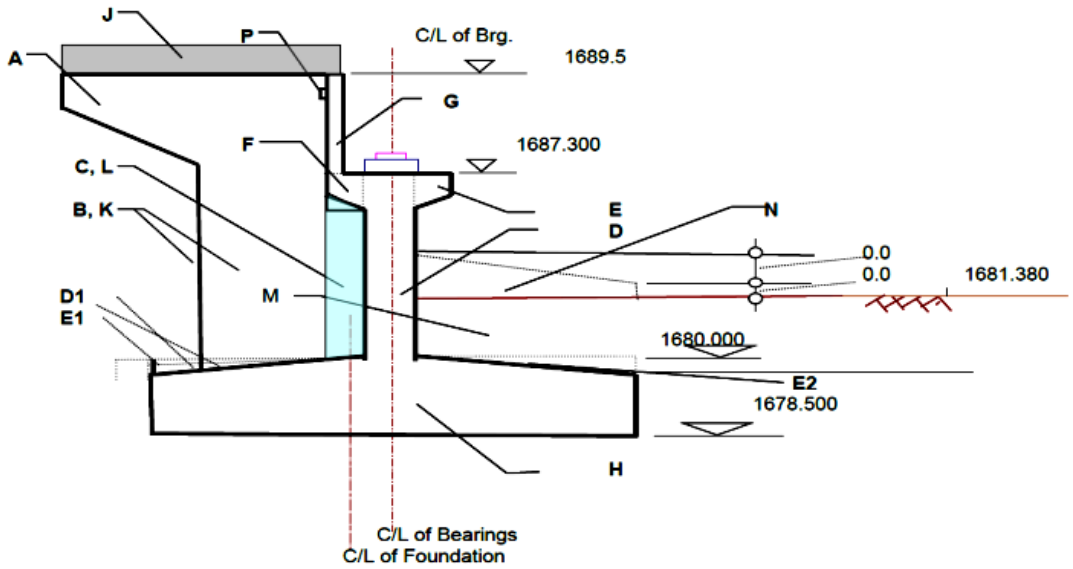


Figure 3.3: Description of Abutment and Foundation Walls



Weight of Abutment, Foundation & Backfill:
a) LWL Case:

CG of the foundation from toe 4.30 m

Element	Component	Nos.	Volume (m^3)	Wt. (T)	Dist from Toe	ML(T-m) @toe	MT (T-m)
A	Cantilever Return Wall	2	=0.5x(0+0)x0x0.45	0.00	8.60	0.00	0
B	Rectangular Return Wall	2	=(1689.5-1680)x4x0.45	85.50	6.60	564.30	0
C	Returnwall Back Columns	2	=(0.45x0.45)x(1689.5-1680-0.9)	8.71	8.38	72.93	0
D	Front Columns	3	=0.5x(1.7+1.35)x(1687.3-1680-0.6-0.2)x0.9	66.91	3.51	234.74	0
E	Cap Beam	1	=(1.35+0.2)x(0.6+0.2)x7.25	22.48	4.30	97	0
F	Screen Wall	1	=(1687.3-1680)x0.3x7.25	39.7	4.45	177	0
G	Dirt Wall	1	=(1689.5-1687.3)x0.3x7.25	11.96	4.45	53.23	0
H	Footing Base	1	={(8.6x1.5)-(0.5x0.9x(4+2.6))}x7.75	192.39	4.30	827.29	0
J	Railing over Return wall (@ 0.3 t/m)	2	=4x0.3	2.40	6.60	15.84	0
K	Soil on backfill upto dirtwall	1	=4x(1689.5-1680)x6.35	434.34	6.60	2866.64	0
L	Soil on backfill within element "C"	1	0	0	4.60	0.00	0
M	Soil on frontfill - Rectangle	1	=2.6x(1681.38-1680)x7.75	50.05	1.30	65.07	0
N	Soil on frontfill - Sloping Portion	1	0	0	0	0	0
P	Bracket supporting Approach Slab	1	=0.3x0.3x7.25	1.63	4.70	7.67	0
E1	Soil on found. Base ,heel side	1	=0.5x(0.9x4x6.35)	20.57	7.27	149.50	0
E2	Soil on found. Base ,toe side	1	=0.5x(0.9x2.6x7.75)	16.32	0.87	14.15	0
D1	Triangular portion of return wall	2	=0.5x(0.9x4x0.45)	4.05	7.27	29.43	0
	Total Load			**957.01**		**5174.07**	**0**

CG of abutment structure from toe	5.41	m
Eccentricity wrt CL of Fdn	-1.11	m
Long. Moment of substructure elements wrt CL Fdn	-1058.92	T-m

Figure 3.4: Description of Abutment, Foundation and Backfill

Table 3.5: Bearing Capacity

Borehole No	Depth of foundation below Ground level (M)	Depth of foundation below scour level (M)	Size of Foundation (m)	Net safe bearing pressure in shear (t/m2)	Net Pressure intensity at foundation level as per settlement criterion (50mm Settlement) (t/m2)	Recommended Net Allowable Bearing capacity (t/m 2)	Recommended Gross Allowable Bearing capacity (t/m2)
A1	5	3	8x12	80.0	27	25	28
A2	5	3	8x12	69.1	25	23	26

3.4.7. Geotechnical Assessment-Recommendations

a. The site shows strata of Gravels, Pebbles, cobbles and boulders with sand followed by Stratification of Individual layers of sand, silt or clay or embedded into each other.
b. It is seen that the sub-soils are Dense to very dense in condition with strata showing high SPT 'N' values below ground level. Considering the nature of sub-surface strata, type of proposed structures, expected loads on foundations, Open foundation bearing in soil (Gravel-Boulder with sand strata) is recommended. The depth of the foundation should be enough to meet design requirements and should be embedded sufficiently into Gravel-boulder with sand strata. Minimum depth of the foundation of at least 5m below ground level, for heavy loaded structures foundation depth, should be adopted according to suitability and requirement. The sub-soils are also likely to experience Scour. Hence open foundation should be taken deep enough beyond the scour level.
c. For Structure with imposed load more than allowable bearing pressure, depth of foundation should be selected with proper analysis and consultation.
d. Scour of 2m has been considered into design analysis, actual Scour level should be taken into account after consulting hydrological data.
e. Since the strata show very dense nature so the Liquefaction will generally not take place in such conditions.
f. The Foundation shall be located on the horizontal base and for the foundation adjacent to each other, the pressure coming from the foundation laid on the higher level should be duly considered for the foundation laid on a lower level due to dispersion of the pressure from the foundation at a higher level.
g. Footing Load test/ Plate load test is to be conducted for such strata to confirm the maximum allowable bearing capacity for the open foundation.
h. The groundwater levels indicated on the logs of borings represents the measured levels at the time of investigations and immediately 24 hours after completion of drilling works, which may be permanent water table or seepage water from the nearby small pouch of fractured/weathered strata. It should be noted; however, that groundwater levels are subject

to variation caused by flood and weather seasonal variations and by changes of local drainage and or pumping conditions and may at the times be significantly different to those measured during the investigation.

4. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK

This chapter presents the national and local environmental legislation and regulations; and the World Bank policies, which applies to the proposed project entitled as "Construction of 1x25 meter span bridge on Raine Nallah at Kaliban in District Baramulla". The various principles are applicable and regulatory clearances required for the bridge project are also been incorporated in this section.

4.1. Legal Framework

The Government of India has laid out various policy guidelines, acts and regulations of the environment. The Environment (Protection) Act, 1986 provides umbrella legislation for the protection of the environment. As per this Act, the responsibility to administer, the legislation has been jointly entrusted to the Ministry of Environment, Forests and Climate Change (MoEF & CC) at National level, whereas Jammu & Kashmir Pollution Control Board (J&KPCB) at the local level in the present context to the proposed bridge project at Kaliban in District Baramulla.

4.2. Applicable National and Local Regulations

The key environmental and other regulations relevant to the proposed "Construction of 1x25 meter Single Span Plate Girder Type Bridge on Raine Nallah at Kaliban (Sheern Abad) in District Baramulla in Kashmir region is presented in Table 4.1

Table 4.1: Environmental Regulations Relevant to Construction of 1 x25 meter Plate Girder Bridge at Kaliban is presented under;

S. No.	Environmental and Other Regulations	Relevance to the Proposed Bridge Project	Regulatory Clearances Required, if any	Authority
1.	EIA Notification, 14th Sept 2006 and subsequent amendments	The subproject is not covered in the ambit of the EIA Notification 2006 as this is not covered under Category of the notification. As a result, the categorization, and the subsequent environmental assessment and clearance requirements, either from the erstwhile state or the Government is not triggered.	The bridge project is not covered under the preview of EIA Notification 2006 and subsequent amendments. However, for the opening of new borrow areas and stone quarry, prior environmental clearance will be required from SEIAA/DEIAA, which is to be obtained by the contractor.	MoEF & CC, GoI and SEIAA/DEIAA, GoJ&K

2.	Jammu and Kashmir Forest (Conservation) Act, 1997	This Act is NOT applicable as the proposed construction of 1x25m bridge at Kaliban Baramulla does not require diversion of forest land.	NONE	Principal Chief Conservator of Forests, J&K Forest Department, Government of J&K
3.	Jammu and Kashmir Wildlife (Protection) Act, 1978 as amended, J&K Wildlife (Protection) Act 1978, as amended provide for protection & management of Protected Areas	This act is NOT applicable as the proposed construction of 1x25m bridge at Kaliban Baramulla is not passing through any National Parks, and Wild Sanctuary.	NONE	Chief Wildlife Warden, Government of J&K
4.	Air (Prevention and Control of Pollution) Act, 1981	This act is applicable for the construction phase to manage ambient air quality at the project site and ancillary sites like camp, crusher plant, hot mix plant, concrete batch mix plant, DG Set etc, for the construction of 1x25m bridge at Kaliban Baramulla The NAAQ standards (CPCB) for Ambient Air Quality have been promulgated by the MoEF&CC for various land uses.	YES Consent to Establish (CTE) and Consent to Operation (CTO) from the JKSPCB for setting up of hot mix plant, wet mix plant, stone crusher and diesel generators. To be obtained by the Contractor, before construction works.	J&KSPCB, Government of J&K
5.	Water Prevention and Control of Pollution) Act,1974	This act is applicable for the construction of 1x25m bridge at Kaliban Baramulla to manage liquid waste discharges from a work camp, concrete batch mix plant, etc. This act will be applicable for control of water pollution from project activity. during the construction phase	YES Consent to Establish (CTE) and Consent to Operation (CTO) from the JKSPCB for setting up of hot mix plant, wet mix plant and stone crusher. To be obtained by the Contractor, before construction works.	J&KPCB, Government of J&K
6.	Noise Pollution (Regulation and Control Act),2000	This act will be applicable for all construction equipment/ plant and machinery including vehicles deployed for implementation of the proposed construction of 1x25m bridge at Kaliban Baramulla regulate ambient noise levels	Noise levels are to be controlled during construction works for the proposed construction of 1x25m bridge at Kaliban Baramulla in conformity with	J&KPCB, Government of J&K

		The standards for noise for day & night have been promulgated by the MoEF&CC for various land uses. This act will be applicable to regulate noise nuisance during the construction phase	permissible standards	
7.	Construction & Demolition Waste Management Rules, 2016	This rule shall apply to the generation of wastes resulting from the demolition of bridge and culvert structures and scarifying of the surface of the existing road and from road construction activities. This will be mitigated within the ambit of this rule.	Construction and Demolition Waste Management Plan shall be prepared and implemented by the contractor, before the commencement of works	Municipal Corporation
8.	Wetland (Conservation and Management) Rules, 2017	This rule prohibits a range of activities in wetlands like settling up and expansion of industries, waste dumping, effluent discharge.	No wetland is located near or within the project influence area. Not Applicable	Local Wetland Authority
8.	Public Liability and Insurance Act of 1991	To protect damage to the public life and/or property as a result of negligence/accidents during the construction of the proposed bridge at Kaliban.	Project operations are to be insured by the contractor to cover damage to the public life and/or property due to accidents/ negligence during the construction of the proposed bridge.	Local Labour Department
10.	Central Motor Vehicle Act 1988 and Central Motor Vehicle Rules 2019	This act will be applicable for all construction equipment/plant and machinery including vehicles deployed during construction of 1x25m bridge at Kaliban Baramulla	Vehicular emissions are to be regulated by project proponent in conformity with permissible levels/ emissions PUC to be obtained by the contractor.	J&K Motor Vehicles Department
11.	Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996/	To ensure safety and welfare measures for workers employed at construction sites. Compliance to provisions of health and safety measures for the construction workers in conformity with BOCW rule concerning safety and health in	Safety and welfare measures for workforce employed at construction sites are to be regulated by the contractor in conformity with the	Labour and Employment Department, Govt. of J&K

	Jammu and Kashmir Building and Other Construction Workers (Regulation of Employment and Condition of Services) Rules, 2006	construction. These regulations to be complied with during the construction of proposed bridge works.	Jammu and Kashmir Building and Other Construction Workers (Regulation of Employment and Condition of Services) Rules, 2006	
12.	Hazardous and Other Waste (Management, and Transboundary Movement) Rules,2016	The rules will apply to used oil generated from construction equipment/ machinery during construction works. The rule includes storage, handling, transportation procedures and requirements for safe disposal of hazardous wastes.	Hazardous Waste Authorisation with CTE and CTO by the contractor.	J&KPCB
13.	Solid Waste Management Rules, 2016	This rule applies to all forms/types of solid waste generated at construction activities, campsite, plant sites, etc..	Solid Waste Management Plan shall be prepared and implemented by the contractor, before the commencement of works	Municipal Corporation
14	The Jammu and Kashmir Preservation of Specified Trees Act, 1969	The act preserves specified trees and for cutting of such trees, permission will be required from Forest Department.	One Walnut tree is located at an edge of the approach road (LHS) from Kaliban side for which permission is required from the Forest Department.	J&K Forest Department
15	The Ancient Monuments and Archaeological Sites and Remains Act, 1958, and the rules, 1959 guide for carrying out activities, including conservation, construction and reuse in and around the protected monuments.	Applicable only for chance finds.	For chance finds the provisions laid out in the act will be applicable. .	ASI Archaeological Survey of India

Table 4.2: Applicable State/U.T and National regulations

S.No	Act/Rules	Purpose	Remarks on Applicability
Land Acquisition and R&R			
1.	Land Acquisition Act 1990 (1943 AD)	The act provides the legal framework for land acquisition for public purposes in J&K. It enables the J&K Government to acquire private lands for public purposes and seeks to ensure that no person is deprived of land except under the act. The general process for land acquisition under the act is: Private Negotiation and /or Compulsory acquisition under the provision of the act.	No land acquisition is involved at the proposed Kaliban bridge.
Labour			
2.	Workmen Compensation Act, 1923	It provides for payment of compensation by employers to their employees for injury by accident i.e. personal injury or occupational disease.	Awareness workshop for construction workers will be conducted
3.	Inter-state Migrant Workers Act, 1979	It protects workers whose services are requisitioned outside their native states in India. The contractor who employs or who employed five or more Inter-State migrant workmen need to obtain registration under this act	Awareness workshop for construction workers will be conducted
4.	The Child Labour (Prohibition & Regulation) Amendment Act, 2016	It prohibits the employment of children in certain specified hazardous occupations and processes and regulates the working conditions in others.	No child labour shall be employed on the subproject at any stage
5.	Minimum Wages Act, 1948	Payment of minimum rate of wages as fixed and periodically revised by the Local Government	Provision of minimum wages shall be followed
6.	Building and Other Construction Workers Welfare Cess Act, 1996	An Act to provide for the levy and collection of a Cess on the cost of construction incurred by employers.	Awareness workshop for construction workers will be conducted

4.3. World Bank Safeguard Policies

World Bank safeguard policies are designed to prevent and mitigate undue harm to people and their environment in the development process. The layout requirements that must be complied with for all Bank-funded projects (refer to World Bank's Website on Safeguard Policies). The safeguard policies of the World Bank relevant to the Construction of 1x25m span Bridge on Raine Nallah at Kaliban in District Baramulla are given in **Table 4.3**.

Table 4.3: Relevant and Applicability of WB Safeguard Policies for Construction of 1x25 meter Single Span Bridge at Kaliban in District Baramulla.

S. No.	World Bank Safeguard Policy	Key Features	Policy Applicability to Sub Project	Policy Triggered Or Not
1.	OP/BP 4.01 Environmental Assessment	An overallall governing policy intended to ensure Bank-financed projects are Environmentaly sound and sustainable	All potential impacts due to the construction of 1x25m bridge at Kaliban Baramulla to be assessed and necessary mitigation measures are to be incorporated accordingly.	Triggered
2.	OP/BP 4.04 Natural Habitats	The policy is intended to prohibit Bank financing of projects that degrade or convert critical habitats and supports projects that affect non-critical habitats only if no alternatives are available and if acceptable mitigation measures are in place.	The site for construction of 1x25m bridge at Kaliban Baramulla is not located in any forest area/ national park or wild sanctuary.	Not Triggered
3.	OP/BP 4.36 Forests	The policy is intended to support sustainable and conservation-oriented forest management, harness potential of forests to reduce poverty sustainably, integrate forests into sustainable economic development and protect vital local and global environmental services and values of forests.	The project site for construction of 1x25m bridge at Kaliban Baramulla is not located in any forest area.	Not Triggered
5.	OP/BP 4.11 Physical Cultural Resources	The policy is intended to ensure that projects identify and inventory cultural resources that are potentially affected by the project. Projects should include mitigation measures when there are adverse impacts on physical cultural resources.	The proposed bridge site along with the approaches at Kaliban does not have any cultural property resources (CPR) and therefore does NOT warrant shifting or affect CPRs. However, there may be a direct or indirect impact on nearby cultural properties	Triggered

4.4. MoRTH & IRC Specifications

Section 111	Precautions for safeguarding the environment
Clause 201.2	Preservation of Property/Amenities during clearing and grubbing
Clause 301.3.2	Stripping and storing of topsoil for reuse during excavation for roadway and drains
Clause 304.3.6	Public safety near towns/villages where excavation is carried out

Clause 305.2.2.2	Locations of borrowing and relevant regulations
Clause 305.3.3	Stripping and storing of topsoil at borrow locations
Section 306	Soil erosion and sedimentation control
Clause 407.4.2	Provisions for turfing on median and islands

4.5. Applicability of International Conventions

Ramsar Convention on Wetlands of International Importance, 1971 (Not Applicable for the proposed Bridge project)

The Ramsar Convention is an international treaty for the conservation and sustainable utilization of wetlands i.e. to stem the progressive encroachment on and loss of wetlands now and in the future, recognizing the fundamental ecological functions of wetlands and their economic, cultural, scientific and recreational value.

According to the Ramsar List of Wetlands of International Importance, there are 25 designated wetlands in the country which are required to be protected. Activities undertaken in the proximity of these wetlands should follow the guidelines of the convention.

International Union for Conservation of Nature (IUCN) (Not Applicable for the proposed Bridge Project)

The International Union for Conservation of Nature (IUCN) is a membership Union uniquely composed of both government and civil society organizations. IUCN has evolved into the world's largest and most diverse environmental network. IUCN is the global authority on the status of the natural world and the measures needed to safeguard it.

IUCN produces the IUCN Red List of Threatened Species and the IUCN Red List of Ecosystems. The IUCN Red List of Ecosystems is applicable at local, national, regional and global levels. IUCN' stated goal is to expand the global network of national parks and other protected areas and promote good management of such areas. In particular, it focuses on greater protection of the oceans and marine habitats.

4.6. Indian Road Congress (IRC) Code of Practices

Key Indian Road Congress (IRC) Code of Practices applicable for the project concerning the environment are given below:

Table 4.4: Indian Road Congress Code of Practices

S. No.	IRC Code Theme	Year	Purpose	Applicability
1.	Recommendations for Road Construction in Areas Affected by Water Logging, Flooding and/or Salts Infestation	IRC:34-2011	Construction in waterlogged areas	Yes
2.	Recommended Practice for Construction of Earth Embankments and Sub-Grade for Road Works	IRC:36-2010	Issues relating to Borrow pits	Yes

S. No.	IRC Code Theme	Year	Purpose	Applicability
3.	Guidelines for Pedestrian Facilities	IRC: 103 -1988	Safety of pedestrians	Yes
4.	Guidelines for Use of Construction and Demolition Waste in Road Sector	IRC:121-2017	Use of Construction and Demolition Waste in Road Sector	Yes
5.	Guidelines on Landscaping and Tree Plantation	IRC:SP:21-2009	Landscaping and Tree Plantation along of the road	Yes
9.	Guidelines for Soil and Granular Material Stabilization Using Cement Lime and Fly Ash	IRC:SP-89-2010	Soil and Granular Material Stabilization Using Cement Lime and Fly Ash	Yes
10.	Guidelines on Requirements for Environmental Clearance for Road Projects	IRC:SP-93-2017	Requirements for Environmental Clearance for Road Projects	Yes
12.	Guidelines on Preparation and Implementation of Environment Management Plan	IRC:SP-108-2015	Preparation and Implementation of Environment Management Plan	Yes

4.7. Environmental Standards

Various environmental standards like National Ambient Air Quality Standards, Ambient Noise Standards, Drinking Water Standards applicable to the construction of 1x25m span plate girder bridge on Raine Nallah at Kaliban in District Baramulla are reflected in Environmental Monitoring section of this report.

Environmental standards applicable to this subproject are given below:

- National Ambient Air Quality Standards, 2009
- Ambient Noise Standards
- Drinking-Water Quality Standards-IS:10500:2012
- CPCB Standards for Surface Water Use
- Stack Gas Discharge Standards for Hot Mix Plant

Table 4.5: National Ambient Air Quality Standards

Pollutant	Time Weighted Average	Concentration in Ambient Air	
		Industrial, Residential, Rural and Other Areas	Ecologically Sensitive Area (notified by Central Government)
Sulphur Dioxide (SO_2), $\mu g/m^3$	Annual*	50	20
	24 hours**	80	80
Nitrogen Dioxide (NO_2), $\mu g/m^3$	Annual*	40	30
	24 hours**	80	80
Particulate Matter (size less	Annual*	60	60

than 10 µm) or PM_{10} µg/m^3	24 hours**	100	100
Particulate Matter (size less than 2.5 µm) or $PM_{2.5}$ µg/m^3	Annual*	40	40
	24 hours**	60	60
Ozone (O_3) µg/m^3	8 hours*	100	100
	1 hour**	180	180
Lead (Pb) µg/m^3	Annual*	0.50	0.50
	24 hours**	1.0	1.0
Carbon Monoxide (CO) mg/m^3	8 hours*	02	02
	1 hour**	04	04
Ammonia (NH_3) µg/m^3	Annual*	100	100
	24 hours**	400	400
Benzene (C_6H_6) µg/m^3	Annual*	5	5
Benzo(a)Pyrene (BaP)-particulate phase only, ng/m^3	Annual*	1	1
Arsenic(As), ng/m^3	Annual*	6	60
Nickel (Ni), ng/m^3	Annual*	20	20
* Annual arithmetic mean of minimum 104 measurements in a year at a particular site taken twice a week 24 hourly at uniform intervals.			
** 24 hourly or 8 hourly or 1 hourly monitored values, as applicable, shall be complied with 98% of the time; they may exceed the limits but not on two consecutive days of monitoring.			
Source: National Ambient Air Quality Standards, Central Pollution Control Board Notification in the Gazette of India, Extraordinary, New Delhi, 18th November 2009			

Table 4.6: National Ambient Noise Level Standards

Area Code	Category of Area	Limits in dB (A) Leq.	
		Daytime	Night time
A	Industrial	75	70
B	Commercial	65	55
C	Residential	55	45
D	Silence	50	40

Source: *Central Pollution Control Board, New Delhi.*
Note-1 Day time is reckoned in between 6 AM to 10 PM
Note-2 Night time is reckoned in between 10 PM to 6 AM
Note-3 Silence zone is defined as areas up to 100 meters around such as premises as hospitals, educational institutions and courts. The silence zones are to be declared by the Competent Authority
Note-4 Mixed categories of areas should be declared as one of the four above mentioned categories, by the Competent Authority and the corresponding standard shall apply.

Table 4.7: Surface Water Quality

S. No	Parameters	IS:2296 (Class C)	Method Adopted
1	pH	6.5-8.5	pH meter
2	BOD (3 day, 27^0C)	3.0	DO-Azide modification of Wrinkler's method
3	Temperature (^{0}C)	NS	Thermometer
4	Dissolved oxygen	≥4	Azide modification of Wrinkler's method
5	Color (Hazen)	300	Visual Comparison method
7	Chloride (Cl)	600	Argentometric Titration
8	Total Dissolved Solids	1500	Gravimetric Analysis
9	Sulphates (SO_4)	400	Barium Chloride method
10	Oil and Grease	0.1	Partition -Gravimetric method
11	Nitrates	50	Chromotropic acid
12	Total Coliform (MPN/100 ml)	5000	Multiple Tube Fermentation Technique

NS: Not specified. All the values in mg/l if otherwise mentioned

5. BASELINE ENVIRONMENTAL CONDITIONS

5.1. General

The Baramulla district is spread from Srinagar district and Ganderbal district in the east to the line of control in the west and from Kupwara district in the north and Bandipora district in the northeast to Budgam district in the south and Poonch district in the southwest. About 83.05% of the population lives in villages and 16.94% in urban areas. The district Baramulla is located in the northern tip of India which is covered from three sides (North, East and South) by India and one side (West) by Pakistan, the geographical extent of the study area is from 33°58' to 34°22' North latitudes and 73°54' to 74°42' East longitudes. The elevation varies from 4439.85 meters at North-West, South and South-West to 1154.5 meters at the North and East. The identified slope using the DEM represents that, the slope in the region varies from 45^0 to 0^0 (plain surface), the higher slopes are present at North-West, South and South-West where the elevation is high and the undulation of the surface is high and least and no slopes are present at North and East where the elevation is less as well as the undulation of the surface is almost nil.

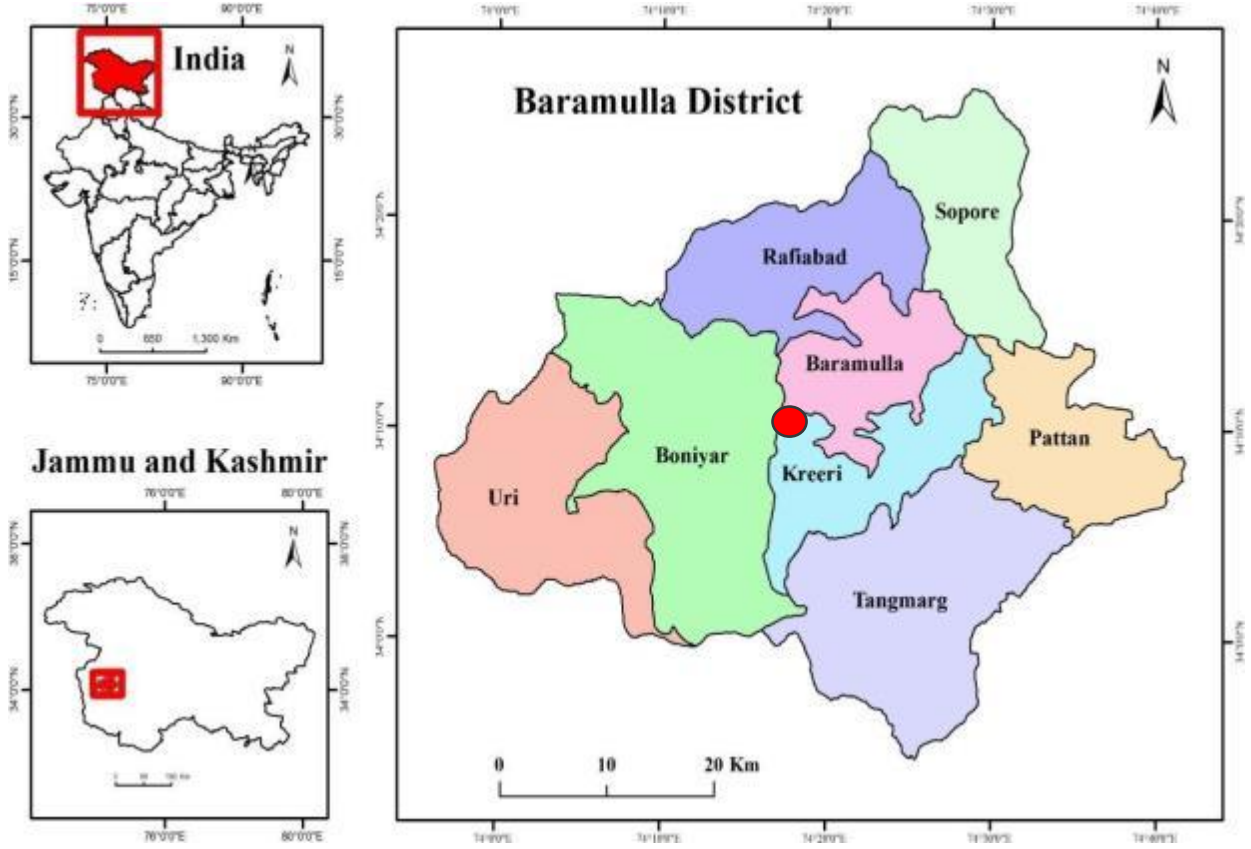


Figure 5.1: Map of District Baramulla showing proposed Kaliban Bridge site (red dot for reference)

Baramulla town is located about 55 km from Srinagar, the capital of Jammu & Kashmir. National Highway NH-44 connects the town to the rest of the country. Taxi and buses to the town are available from Srinagar and Jammu. The nearest airport is at Srinagar. The nearest railhead

is Jammu Tawi, about 360 km to the south from Uri. The Uri town is 45 km to the west of Baramulla town. The first 5 km of the road from Uri to Baramulla is not along the river but the remaining 40 km is along the river and passes through fine scenery of wooded mountains-slopes broken by cliffs that rise to great heights above the path while below it the river either flows in narrow paths or roars over ledges and other obstacles.

Baramulla is connected to Pattan, Uri, Sopore, Gulmarg, Tangmarg, Watergam and other towns in Baramulla district by road connectivity along with the Srinagar and other towns in Kashmir. It is also connected to Muzaffarabad across the line of control by 123 km (76 mi) road. The road was reopened in 2005 but the travel across the line of control is highly restricted and controlled. Baramulla is the last railway station on the 119 km (74 mi) long Kashmir railways that started in October 2009 and connects Baramulla to Srinagar and Qazigund. The railway track is connected to Banihal across the Pir Panjal mountains through the newly constructed 11 km long Banihal tunnel in 2012 and will be connected finally to Indian railway network at Jammu after few years. The most recent development has been the creation of railway connectivity within Kashmir valley i.e. Baramulla, Srinagar, Anantnag, Qazigund and Jammu province town Banihal.

Agriculture is the main activity which comprises of the major field crops in the Baramulla are Paddy, Maize, Green gram, Beans, Peas, Fodder, Oil Seeds and Wheat. The notable horticulture crops-fruits are Apple, Pear, Cherry, Apricot and horticulture crops are Walnut and Almond.

The notable tourist centres in the district are Gulmarg, Tangmarg, Khilanmarg, MahaRaine Temple, Zeyarat Tujjar Sharief, Zeyarat Dastigeer Sahib, Zeyarat Baba Reshi, and Zeyarat Ahim Sharief. The number of tourist arrivals to the district's data collected from the Gulmarg tourism development authority.

5.2. Study Area (Project Location and Outline)

The project is located in Kaliban village of Narwav Block in District Baramulla. The project lies between the latitudes of 34°1´67.30"N and Longitude of 74°3´51.47"E. The total length of the plate girder bridge is 25 meter. The proposed Kaliban Bridge project will directly connect Kaliban village with rest of the adjoining areas like Beigh/ Qureshi Mohalla, Batmohalla, Chek, Pakthoon Mohalla etc.

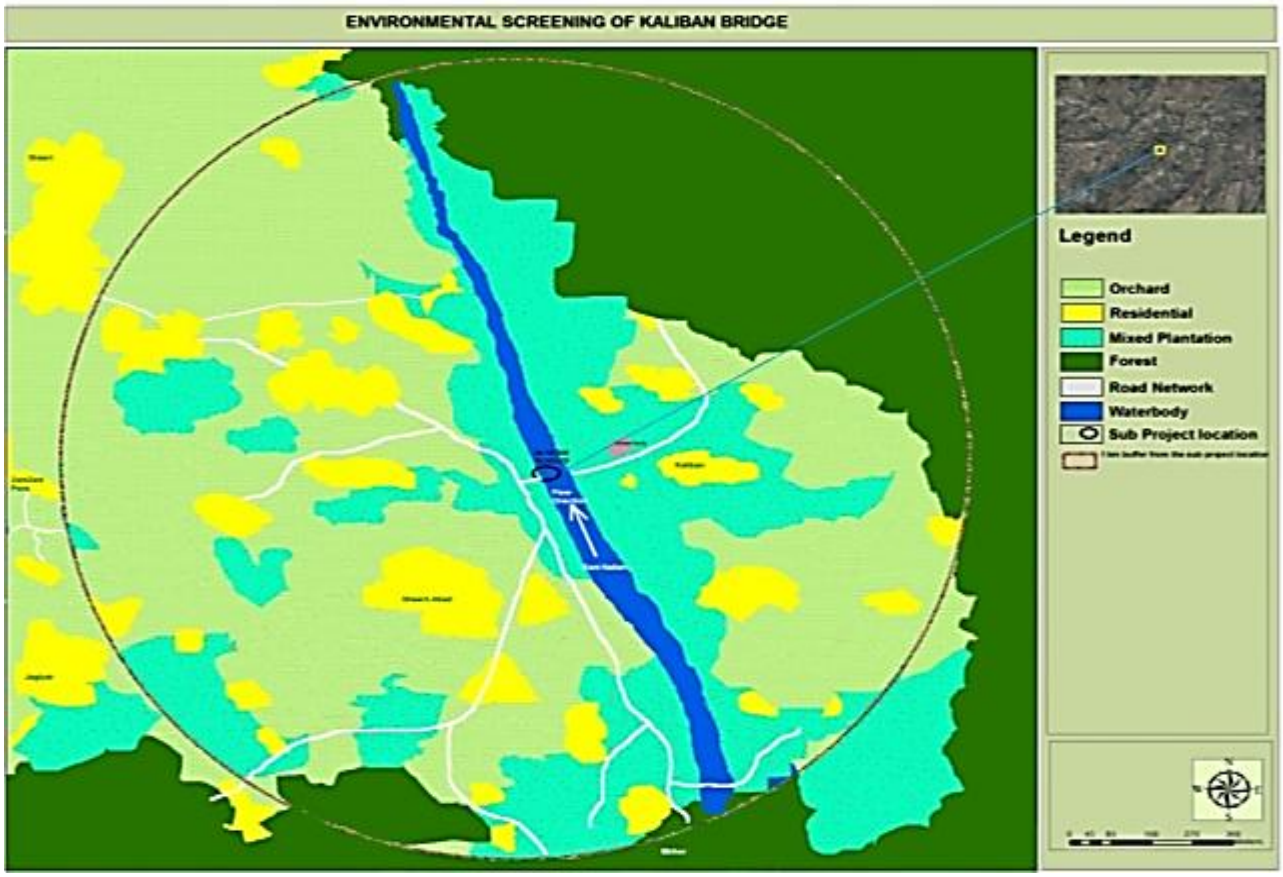


Figure 5.2: GIS/ LULC Map of Proposed Kaliban Bridge- Project Influence Area (PIA)

5.3. Topography and Physiography

District Headquarter Baramulla is located about 60 kms. from Srinagar. A National Highway is connecting the district to the rest of the country. The general approach to the whole of the District is through road transport i.e. Taxi and Buses. Taxi and buses are available from Srinagar and Jammu. Baramulla is the last railway station on the 119 km (74 mi) long Kashmir railways that started in October 2009 and connects Baramulla to Srinagar, Qazigund and Banihal. The railway track is connected to Banihal across the Pir Panjal mountains through the newly constructed 11 km long Banihal tunnel in 2012 and will get connected finally to Indian railway network at Jammu after few years. The most recent development has been the creation of railway connectivity with Srinagar, Anantnag, Qazigund and Banihal and the planned connectivity with Jammu.

The nearest Airport is Srinagar about 65 Kms from District Headquarters. Average annual rainfall in District Baramulla has been recorded as 1270 mm. The district is worth visiting in the winters for enjoying the Snowfall and for winter sports, and also in the summers for enjoying the pleasant climate. The major agriculture & horticulture crops are Rice, maize, pulses, vegetables, apple, pear, apricot, peach, cherry, plum, almonds, walnuts, olive etc.

The proposed bridge is constructed in Kaliban (Sheern abad) in Narwav block on Raine Nallah which is a typical hill stream with a characteristic natural boulder arrangement by the action of flow regime. The surrounding expanse in project influence area is Kaliban village which connects rest of the adjoining areas like Beigh/ Qureshi Mohalla, Batmohalla, Chek, Pakthoon Mohalla etc and are located in a rolling/hilly terrain in a small valley formation. The land-use/ land-cover are mainly agricultural/ horticultural activity, residential set-up in pockets, fruit orchards- Apples, Pears, Plum, Cherry etc.

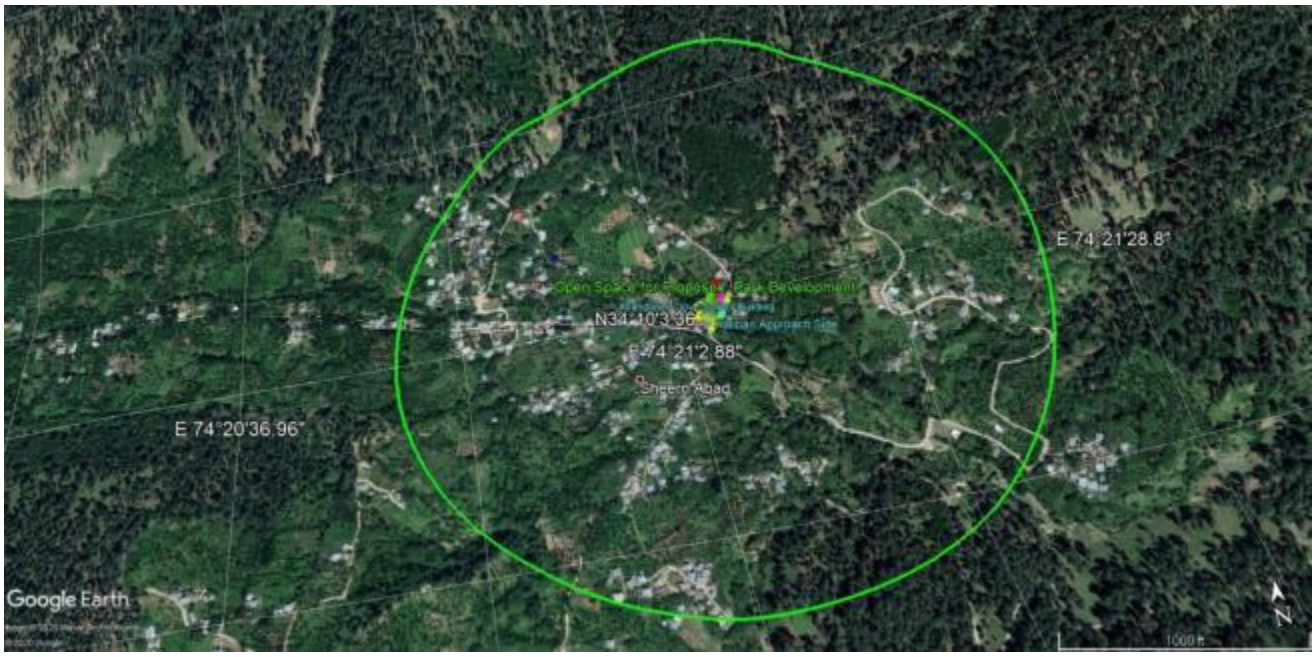


Figure 5.3: Google Map showing general Land-use/ Land-cover Pattern of the proposed Bridge project in Kaliban(Sheern Abad), District Baramulla

5.4 . Geology & Soil Type

Geo-morphologically the Kashmir valley holds a unique position in the Himalayas. The valley has undergone many changes in the geological times, the mountain-wall abruptly rising on sides presents a varied geological scenery in its massive quartzite and Silurian to the west of the Wular Lake. Glacial boulders, Conglomerates and Dogra-Slates appear beyond the Baramulla George, (Wadia, 1931; Rain, 2002). The foothills of Pirpanjal in Baramulla and Gulmarg ranges continues in the shape of undulating low lying Karewas, intersected by streams. In Baramulla range, the Pirpanjal bears on its top numerous plateaus which form the beautiful meadows and glades like, Gabberwar, Linyan Marg, Butapathri and Chorkhund. Gulmarg- the queen of Indian hill stations and the world's famous meadow, at the height of 8700 feet is also spread out in the shape of a plateau under the grandeur of Apharwat range.

Table 5.1: Geology Features of the Baramulla District

Geology of Baramulla District		
Classification	**Area in sq Km**	**Area in (%)**
Dogra Slate (Upper Pre-Cambrian - Lower Palaeozoic)	466.31	22.50

Jurassic Formation (Jurassic)	56.14	2.71
Alluvium and Siwalik System (Recent and Miocene, Pleistocene)	663.45	32.01
Unclassified Grainete and Gneisses	59.48	2.87
Karewa Formation (Pleistocene)	455.66	21.98
Salkhala Series (Lower Pre-Cambrian)	99.45	4.80
Panjal Trap/Tanaval Series (Palaeozoic)	272.42	13.14
Source: Geological Survey of India		

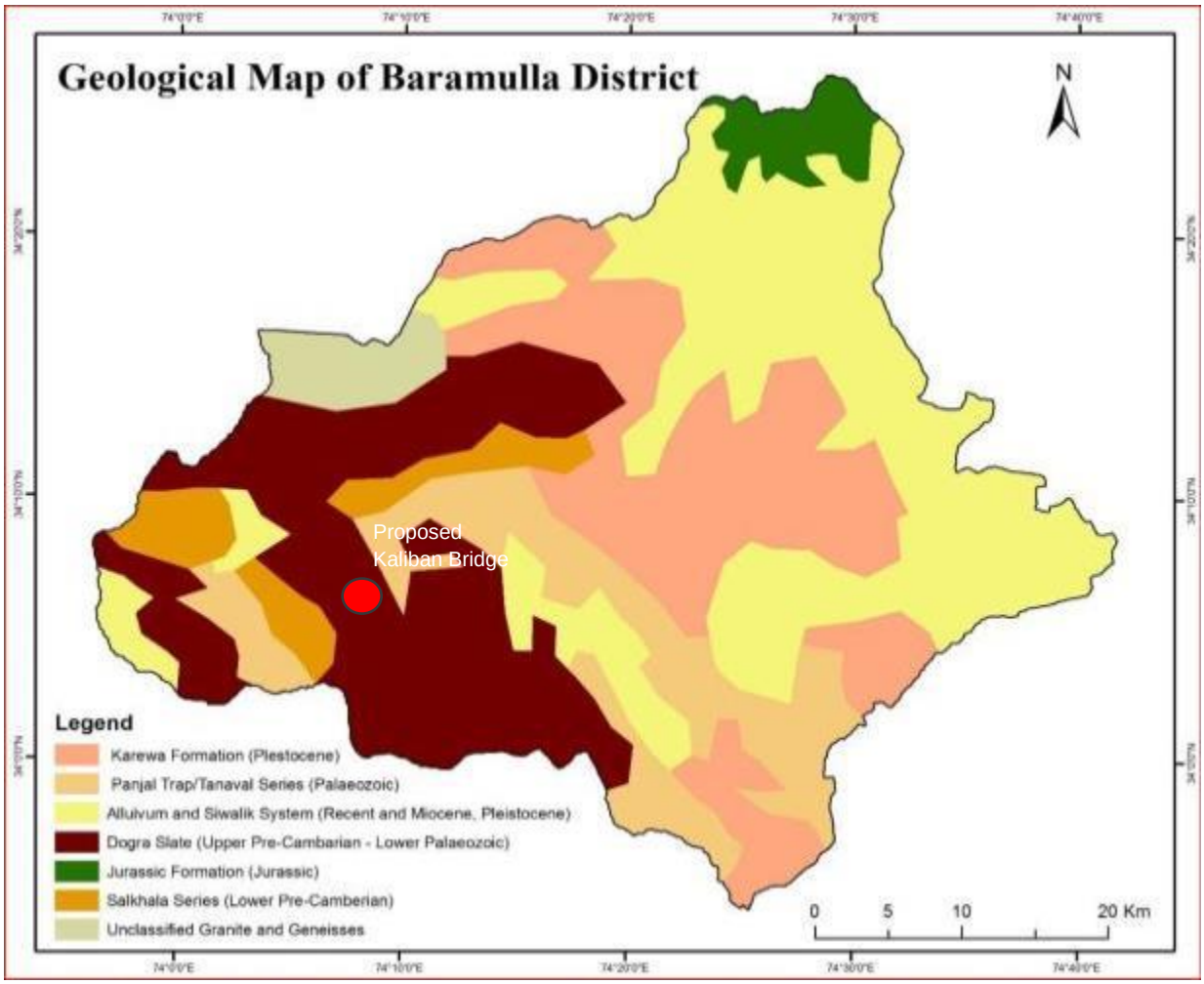


Figure 5.4: Geological Map of Baramulla District (red dot showing the indicative location of the bridge)

The rock type in Baramulla district has been defined as of certain ranges like Gulmarg range consists sandstone, shale, trap and slate, while in Baramulla range and plain areas of the district are having shale rock type. The Boniyar range is having slate, sandstone, shale and phyllite type of rocks and Uri block consists of sandstone only. While in Khadanyar block in

Kathai range is having slate, schist, quartzite at some places and Kathai block consists of the main quartzite.

Soil Type

The soils in J&K are loamy and there is little clay content in them. Poor in lime but with a high content of MagnEIA, the soil is treated with chemical fertilizers and enriched with green manure and legume before cultivation. There are sufficient organic matter and nitrogen content in the alluvium of the Kashmir valley as a result of plant residue, crops stubble, natural vegetation and animal excretion. The valley of Kashmir has many types of soils like Gurti (clay), Bahil (Loam), Sekil (Sandy), Nambaal (Peats), Surzamin, Lemb, Floating garden soils and Karewa soils. No wonder, in Kashmir, the soil is virtually worshipped as a miracle of divinity as it is a source of wealth of the land. The soils of the Kashmir Valley are of two types *viz,* Hapludalfs and Ochraqualfs.

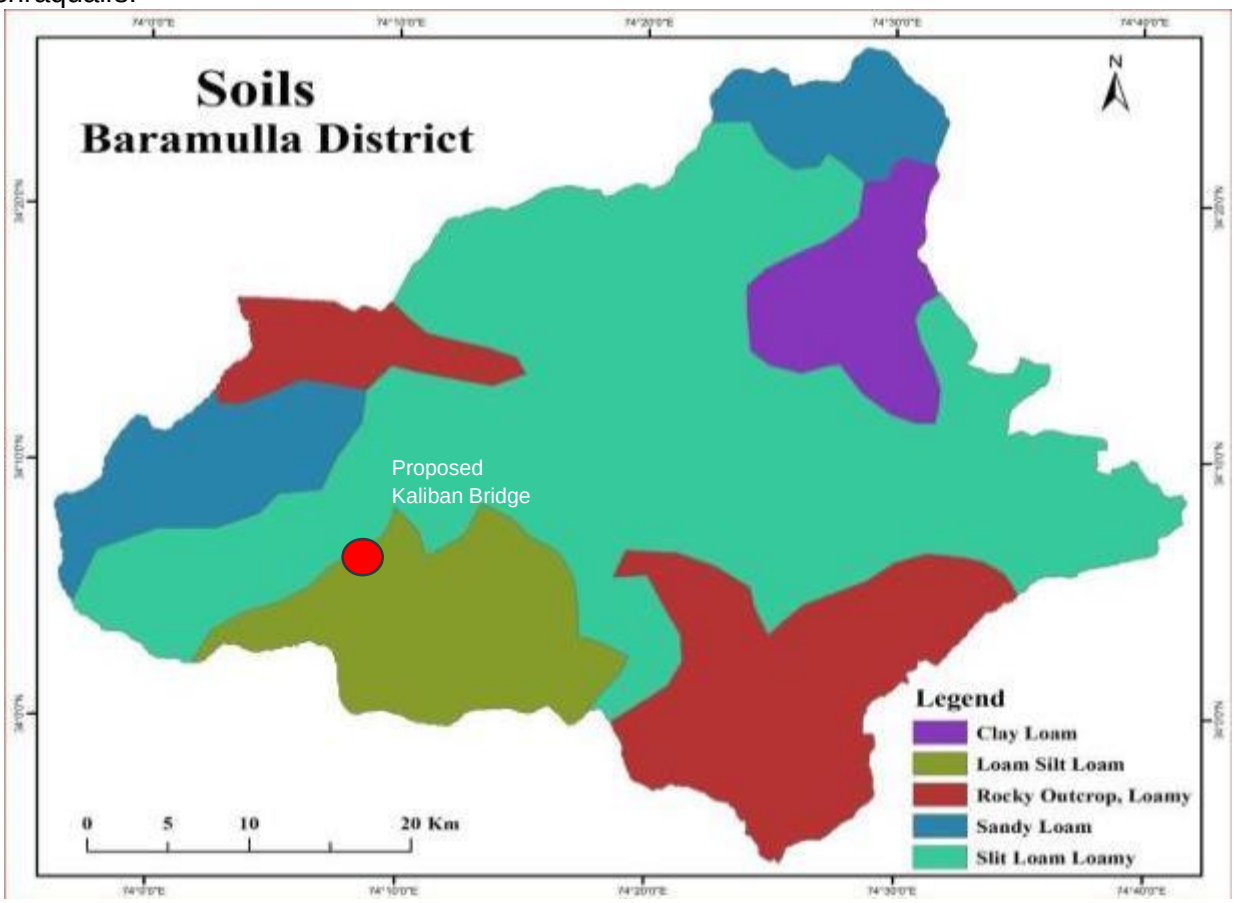


Fig 5.5: Soil Map of District Baramulla (Red dot depicts bridge subproject location in Baramulla)

Table 5.2: Soil Type of Baramulla District

Soils of Baramulla District		
Type of Soil	Area in Km^2	Area in (%)
Slit Loam Loamy	1115.8	53.85
Clay Loam	133.56	6.45

5.5. Natural Hazards

J&K is a multi-hazard prone region with natural disasters like earthquakes, floods, landslides, avalanches, high-velocity winds, snowstorms, cloud bursts, besides manmade disasters including road accidents and fires etc. occurring in various parts of the erstwhile state. Along the subproject areas/ project influence area comes under flood hazard, earthquakes (under Zone-V classification), and man-made disasters including road accidents and fires which is synonymous with the roads in Kashmir due to lack of road safety.

5.5.1. Floods

Although flooding is a major hazard to lives and infrastructure the world over, mechanism and trends in flood hazards are poorly understood. Normally, the prolonged and high-intensity rainfall is the trigger for floods, however, the geomorphic setup and nature of the socio-economic development in the river basin would either ameliorate or exacerbate the flooding under various scenarios. Recently, the frequency of extreme rainfall events and floods has increased worldwide including the NW Himalayas. The extreme rainfall event, as evident from the 7-day antecedent rainfall data observed in the Jhelum basin, turned into one of the worst disasters in the flood history of the Jhelum compounded by the existence of the injudicious socioeconomic structures and massive land system changes in the floodplains that interfered with the hydraulic and hydrological processes during the flooding The scenario was further worsened due to the dilapidated flood control structures and the institutional failure on managing the enormity of the extreme flooding.

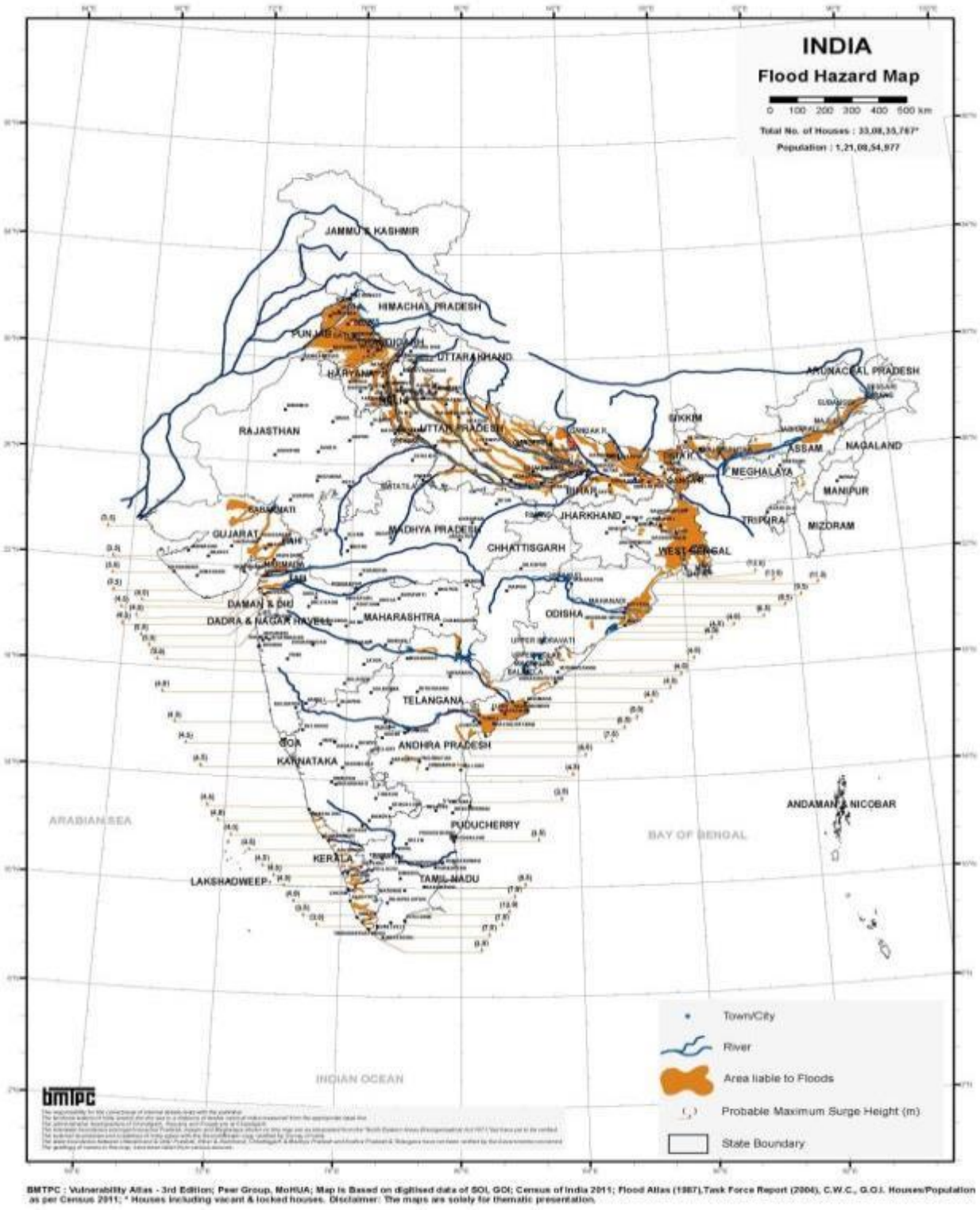


Figure 5.6: Flood Hazard Map of India

The 2014 flood was very devastating killing more than 100 people and causing colossal loss to the infrastructure to the tune of INR 1 Trillion (World Bank 2015). The Jhelum waters, that used

to be the provider of life and sustenance, suddenly became a monstrously destructive force against human life and the infrastructure that cohabit its backyards since millennia. The high discharge levels of the Jhelum persisted for more than a week, flooding the vast low lying areas of the valley. The scene was frightening making the people fear for a high human loss and destruction of the capital city, Srinagar. Even though there is a tremendous advancement in the flood hazard prediction globally during the last few decades, but there is insignificant progress in translating the benefits of the scientific advancements for the flood risk reduction of the society as was evident from the high loss of life and property during the 2014 Kashmir flooding. Dilapidated flood control infrastructure, shrinking of the wetlands, deforestation, high rate of the urbanization of Jhelum floodplains and siltation of the watercourses witnessed in the Kashmir valley during the last few decades has degraded the ability of the environment to absorb the excess rainwater in Jhelum basin and thus, increased the vulnerability of the basin to flooding which is manifest in the frequent flash floods and recurrent water logging observed in the floodplains of Jhelum

The Kaliban village (Sheern Abad) was connected with the main district with a temporary bridge, which got washed away with flash floods in September 2014. In the rainy season, the village gets disconnected with other habitations and people of the area especially students, patients face a lot of difficulties in absence of connectivity over said Nallah during episodes of the downpour. Now, to redress the demand of the public it is proposed to construct 1x25 meter plate Girder Bridge with deck over Raine Nallah.

The importance of road connecting with district headquarters is manifold as discussed above, and it was proposed to construct single lane bridge in open trench foundation with RCC wall type abutments, plate girder with RCC deck and Wire Crate type protection works. The proposed Kaliban Bridge will be a major/vital connecting link between various villages and District headquarter Baramulla. The bridge will also serve indirectly to thousands of other souls of the adjoining areas as it links these areas with their orchid gardens and fields etc.

5.5.2. Earthquakes- History and Seismic Zonation

The Indian subcontinent has a history of devastating earthquakes. The major reason for the high frequency and intensity of the earthquakes is that India is driving into Asia at a rate of approximately 47 mm/year. Geographical statistics of India show that almost 54% of the land is vulnerable to earthquakes. The latest version of seismic zoning map of India given in the earthquake-resistant design code of India [IS 1893 (Part 1) 2002] assigns four levels of seismicity for India in terms of zone factors. In other words, the earthquake zoning map of India divides India into 4 seismic zones (Zone 2, 3, 4 and 5), unlike its previous version which consisted of five or six zones for the country. According to the present zoning map, Zone 5 expects the highest level of seismicity whereas Zone 2 is associated with the lowest level of seismicity.

The Jammu & Kashmir region is the westernmost extension of the Himalayan mountain range in India. Here it comprises of the Pir Panjal, Zanskar, Karakoram and Ladakh ranges. The

Main Boundary Thrust (MBT) underlies the Pir Panjal Range and is known as the Panjal Thrust in the region. The Zanskar ranges which are part of the Great Himalayan range are underlain by the Zanskar Thrust. The Kashmir Valley lies between the Pir Panjal and the Zanskar thrusts, making it very vulnerable to earthquakes. Other northern parts of Jammu & Kashmir are heavily faulted. Along the Zanskar and the Ladakh ranges run a North West (NW) – South East (SE) trending strike-slip fault, the longest in the Jammu & Kashmir area. Apart from the routine small tremors, moderate to large earthquakes have hit nearly all parts of the erstwhile state. However, it must be stated that proximity to faults does not necessarily translate into a higher hazard as compared to areas located farther away, as damage from earthquakes depends on numerous factors such as subsurface geology as well as adherence to the building codes. There are at least four regions of the Himalaya where earthquakes of magnitude 8 or above are likely to occur in the near future. 2005 earthquake of MW 7.6 has released the only $1/10^{th}$ of the stress generated within the region and remaining has to go in future great earthquakes. The damage occurred in Uri, Kupwara and Baramulla districts in Kashmir province and the Poonch town and its surrounding areas are along the line of control. This earthquake was the strongest in over 120 years in the area. Efforts at all levels need to be taken to ensure whatever new structures are built can withstand future major earthquakes.

The proposed Kaliban Bridge in District Baramulla falls in a seismically active part (Zone-V) of Kashmir Valley. The design parameters for the 1x25 meter span Bridge at Kaliban should conform with the BIS Code of Practice. Keeping in view the maximum credible earthquake magnitudes in the region, the site area is classified in Zone-V as per the Bureau of Indian Standards (BIS) code of Practice (IS-1893-2002). These maximum credible earthquake magnitudes represent the largest earthquakes that could occur on the given fault, based on the current understanding of the regional Geo-tectonics. The earthquake zonation map of Jammu and Kashmir is given below:

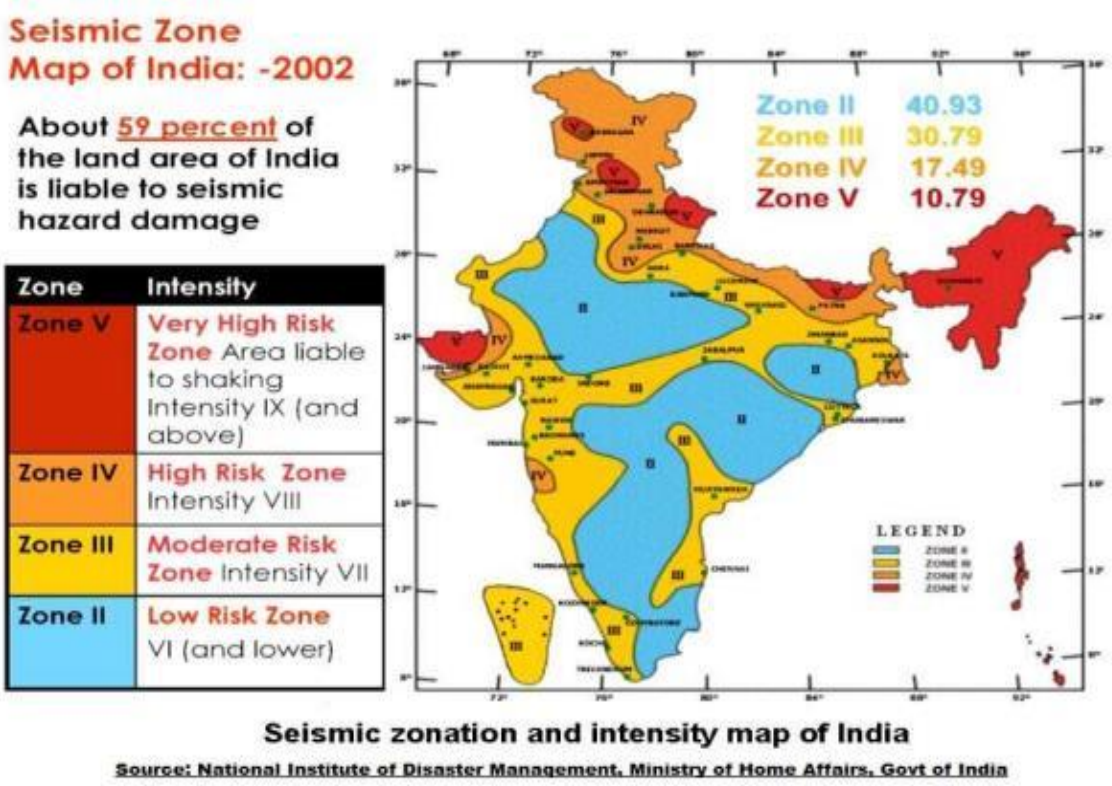


Figure 5.7: Seismic Zonation and Intensity Map of India.

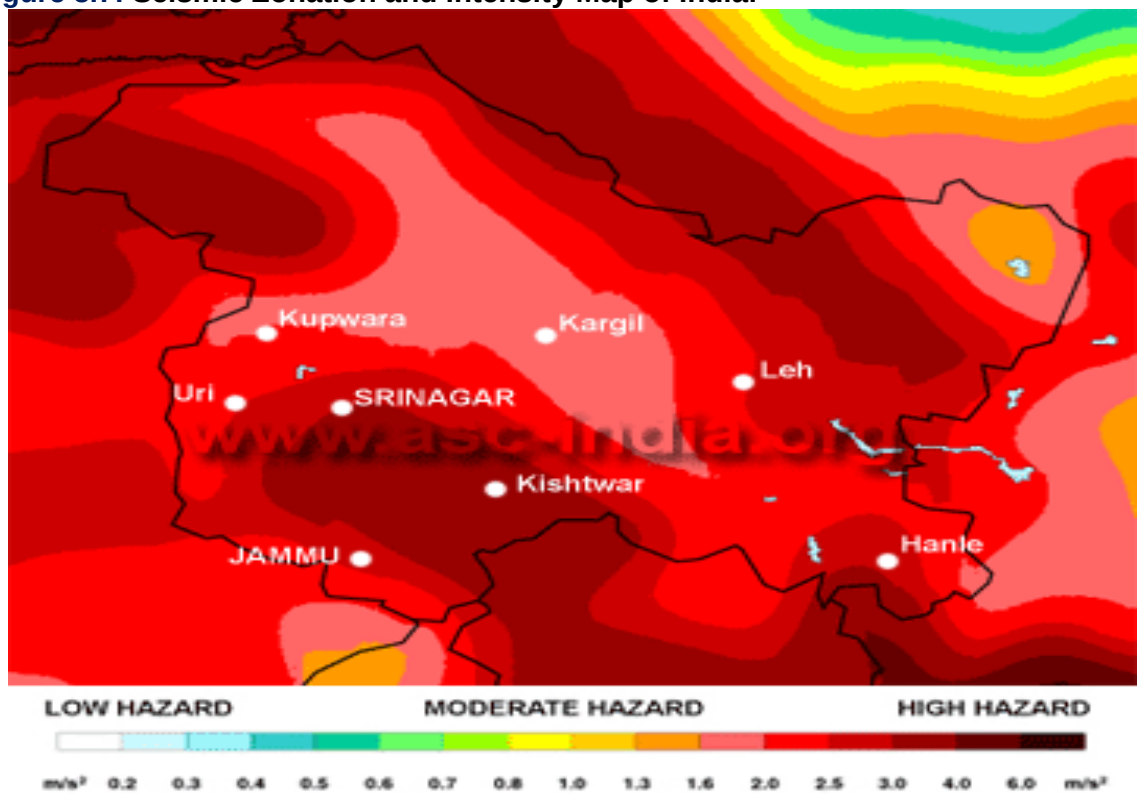


Figure 5.8: Map of Jammu and Kashmir showing earthquake zonation.

5.6. Air Environment

5.6.1. Meteorology and Climatology

The climate, in general, is temperate type and is characterized by temperate summer and cold/mild winters. The calculated distribution of average rainfall using 32 continuous years depicts that, the highest rainfall received in Baramulla area is 1493.48 mm while the low is 702.11 mm, the concentration of highest rainfall distribution is present in the southern part of the region which decreased towards North and ends with the least rainfall distribution.

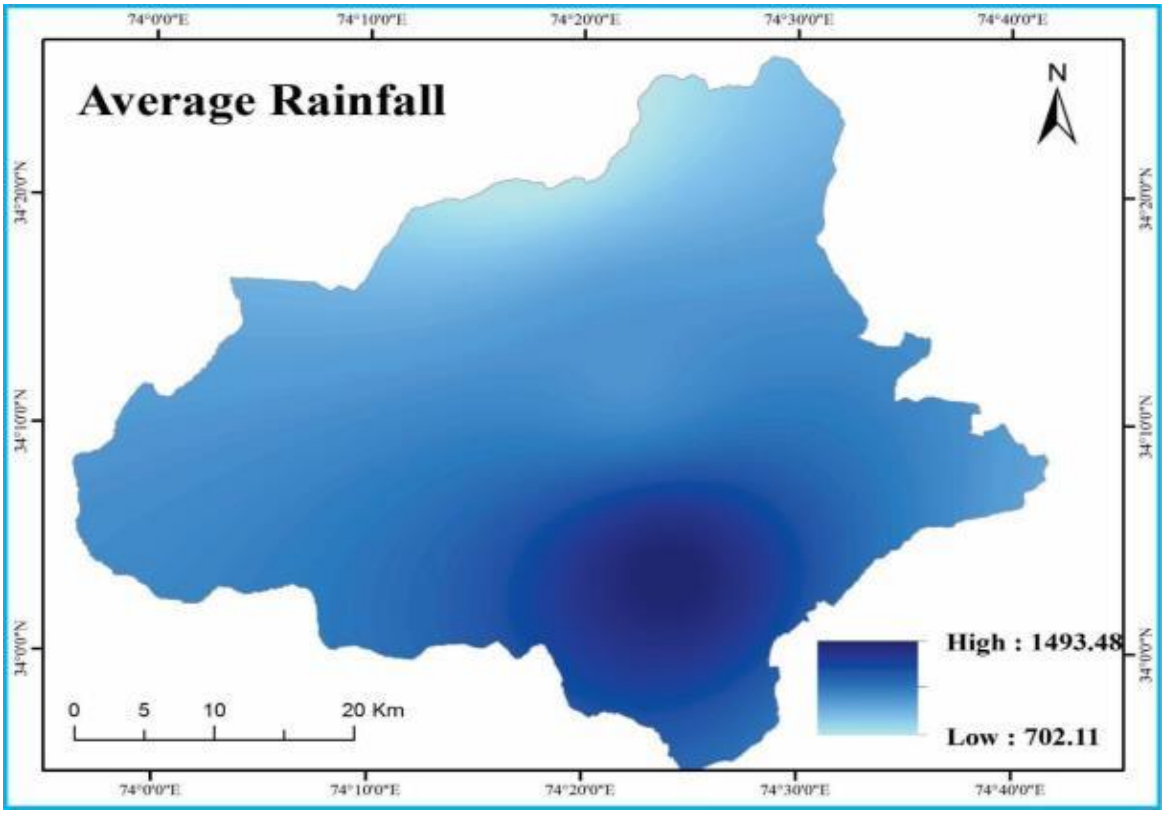


Figure 5.9: Average Annual Rainfall of the District Baramulla (Source: Geographical Profile Shodhganga)

Table 5.4: Annual Rainfall of Baramulla District for the period of 33 years

Year	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Annual Rainfall	1033.6	1111.4	892.8	1250.5	1006.8	772.0	1027.4	900.5	1379.4	1026.7	1161.2
Year	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Annual Rainfall	824.7	1162.6	830.0	1049.8	1342.3	1262.7	938.9	755.8	744.8	623.0	851.1
Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Annual Rainfall	844.9	855.9	1056.1	1245.5	1802.1	920.6	1203.2	933.1	1332.2	851.1	845.3

5.6.2. Temperature

The calculated distribution of average maximum temperature that is based on the 32 continuous years depicts that, the southern part of the study area receives the least temperature that is 11.73^{0}c, that increased up to 20.94^{0}c at the central part of the study area, then the average minimum temperature distribution shows, the least temperature in minimum average is 2.58^{0}c at southern part while the high minimum is 9.61^{0}c at the central part. The detailed average annual rainfall, minimum and maximum temperature are presented in following Tables 5.4 & 5.5 below;

Table 5.4: Average Minimum Temperature of Baramulla District

Year	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Average	9.68	9.79	9.05	8.81	9.89	10.01	8.65	9.15	10.06	9.23	9.80
Year	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Average	8.79	9.16	9.61	9.70	9.31	9.43	9.22	9.89	10.62	10.51	10.72
Year	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Average	10.08	9.62	10.08	9.62	9.89	10.62	10.62	10.51	10.62	10.51	10.72

Table 5.5: Average Maximum Temperature of Baramulla District

Year	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Average	20.96	21.38	19.98	20.21	20.98	21.50	19.95	20.47	21.56	20.40	21.40
Year	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001
Average	20.30	20.65	21.11	21.21	20.45	20.61	20.83	21.07	21.87	21.72	21.64
Year	2002	2003	2004	2005	2006	2007	2008	2009	20013	2001	2012
Average	21.58	20.95	21.07	21.87	21.72	21.64	21.65	21.11	21.21	21.45	21.61

5.6.3. Wind

Wind speed and wind directions have a significant role in the dispersion of atmospheric pollutants and therefore, it affects the ambient air quality of the area. Ground-level concentrations for the pollutants are inversely proportional to the wind speed in the downwind direction, while in the upwind direction no effect is observed and in crosswind directions, a partial effect due to emission sources is observed. Winds are generally light but do gain some strength during the late summer and early part of the monsoon season. In the southwest monsoon season winds from easterly and south-easterly directions are more common with north-westerly blowing on some days. In the post-monsoon and winter seasons, the

predominant wind direction is northwesterly. In the summer, winds are generally from the north-westerly direction but on some day they blow from the southeast.

March to July are the windiest month, whereas the October and November months are the calmest months with low wind speed conditions. Most predominant wind direction is north-west from March to May.

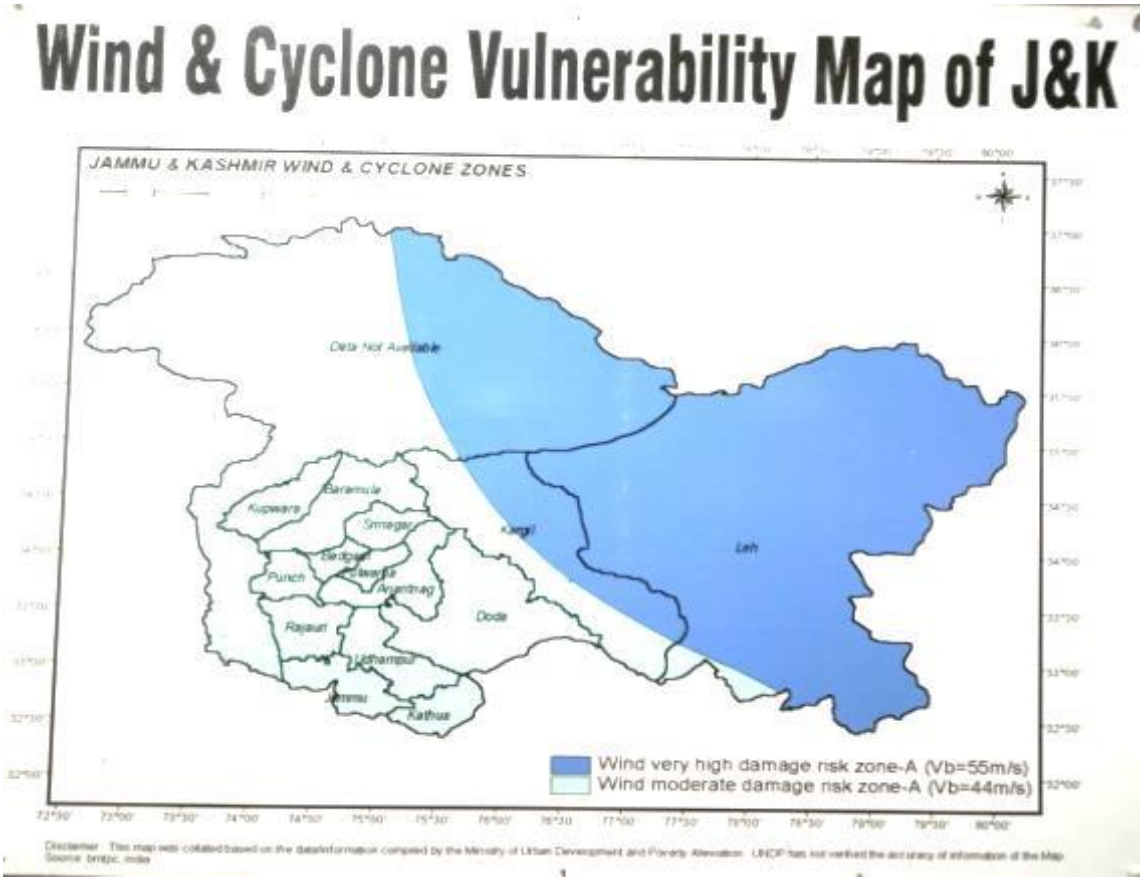
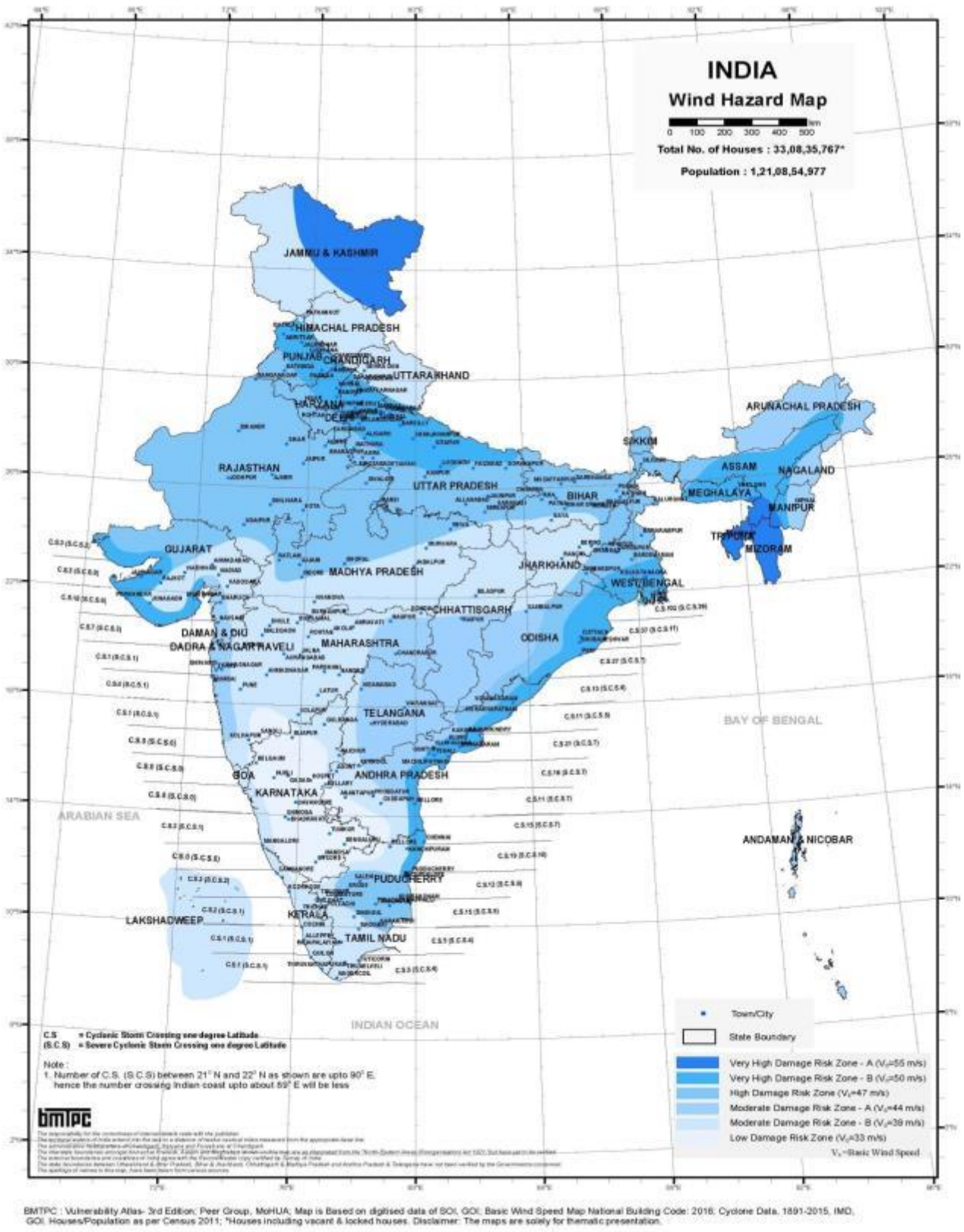


Figure 5.10: Vulnerability Map of J&K (Source: BMTPC



BMTPC : Vulnerability Atlas- 3rd Edition; Peer Group, MoHUA; Map is Based on digitised data of SOI, GOI; Basic Wind Speed Map National Building Code: 2016; Cyclone Data, 1891-2015, IMD, GOI; Houses/Population as per Census 2011; *Houses including vacant & locked houses. Disclaimer: The maps are solely for thematic presentation.

Figure 5.11: Wind Hazard map of India (Source: BMPTC)

5.7. Noise Environment

Noise is perceived as one of the most undesirable consequences of road development. Though the level of discomfort caused by noise is subjective, there is a definite increase in discomfort with an increase in noise levels. The most commonly reported impacts of increased noise levels are interference in oral communication and disturbance in sleep. The main source of noise at the proposed bridge site of Kaliban will be from the operation of machinery during the construction stage. The impact on noise quality due to the project will be of significance in both constructions as well as operation stages.

5.8. Water Environment

Box 5.1: Raine Nallah

Description – Surface Water Body (Raine Nallah)
Kaliban bridge is proposed to be constructed on the Raine Nallah. This is the small perennial nallah flowing through the Kaliban village which originates from the Lateefabad having a catchment area of 36.7 km.

As per hydrology study, the total catchment area of this nallah is 36.7km and annual rainfall is 950mm from subzone-7 of the western Himalayas. And as per consultation with the locals, the Raine nallah experience high discharge/ flooding condition during episodes of heavy rainfall as evident in September 2014 floods.

To withstand extreme flooding condition at Raine Nallah, protection around both sides of bridge abutments walls needs to be designed using appropriate protection techniques, which can withstand devastating floods. For bridge protection, simple stone pitching may not be durable and may result in deformation and collapse during heavy rains and flood.

No other surface water body exists within the project influence area (PIA) of the proposed bridge site.

5.9. Biological Environment

Plant and animal communities are indicators of the environment. They respond not only to one environmental factor but also an interacting group of factors. The plant and animal communities integrate these influences and react sensitively to changes in the balance of environmental stresses. Vegetation is usually the most readily recognized component of ecosystems. Plant communities followed by used often to identify and biological balance through
biotic or abiotic pressure or direct interference by man are readily recognized by changes in the physiognomy, structure and species composition of the flora and fauna. Since the ecological integrity is one of the fundamental factors towards attaining a sustainable ecosystem, following biological status survey in the study area (Project Influence Area) of Kaliban bridge site was undertaken.

5.9.1. Forests

The recorded forest in District Baramulla is 2292 sq.km. The proposed construction is located in the Kaliban village (Sheern Abad) of Narwavv block. There is no natural forest-like Reserved Forest, Protected Forest or natural heritage sites of national and international importance within the one km of project influence area.

5.9.2. Flora

The prevailing and predominant vegetative species observed in the direct project corridor/ area of influence in the study areas of the project area in Srinagar. The local flora in the study area usually denotes trees along the approach road, social forestry and any other sites of green cover in the project area. The commonly observed trees along the approaches of both approaches and Project Influence Area are Willow, Poplar, Ailanthus, Acacia, Mulberry, Walnuts, Plum, Cherry, Apple and Pear orchards spread in the area. No rare or endangered plant species were observed. The dominant species observed and documented during the field study is present below;

Table 5.6: List of Flora in the Project Influence Area of Kaliban (Commonly found)

S.No	Common Name	Scientific Name
A	Scheduled Trees	
1	Walnut	*Juglans regia*
2	Mulberry	*Morus alba, Morus nigra*
B	Indigenous Trees	
3	Willow	*Salix alba*
4	Poplar	*Populus alba, Populus nigra*
5	Ailanthus	*Ailanthus altissima*
6	Acacia (Kikar)	*Robinia pseudo-acacia*
7	Elm (Brenn)	*Ulmus sp.*
8	Eastern Nettle (Bremji)	*Celtis tetrandra*
9	Deodar	*Cedrus deodara*
10	Pine	*Pinus roxemburgi*
C	Fruit Trees	
11	Apple Trees	
12	Plum trees	
13	Pomegranate	*Pinica granatum*
14	Apricot	
15	Grass (Bermuda Grass, Doob)	*Cynodon dactylon*
16	Grass (Bakung)	*Poa annua*
17	Grass	*Stipa sibrica*
18	Grass (Bairan Ghaas)	*Chrysopogon gryllus*
19	Herb/ Shrub (Camomile / Scented Mayweed/ & false *Chamomile* Phake Ghas)	*Matricaria chamomilla* *Anthemis cotula*
20	Herb (Batak Nyoor)	*Trifolium repense*
21	Shrub (Goola)	*Plantago lanceolata*

5.9.2.1. Protected (Scheduled) Trees of the J&K.

As per the Jammu & Kashmir Preservation of Specified Trees Act, 1969, Chinar (*Platanus orientalis*), Mulberry (*Morus sp*.) and Walnut (*Juglans regia*) are scheduled and protected trees of Jammu & Kashmir. Following scheduled are located

- Walnut trees (*Juglans regia*) in and around the approach roads are growing at following sections;
  - Approach Road from Kaliban Side (1 Walnut coming in Approach road from Kaliban side on RHS and is required to be removed to facilitate the construction of approach road. Walnut will possess safety hazard if allowed remain there. 2 Walnuts are also located near the intersection of the approach side on the main road (LHS at an average distance of 5 meters from the central line of the road..
  - Approach Road from Beigh Mohalla Side- 1 Walnut is located 6 meters away from the central line of the proposed approach road
- Mulberry trees (*Morus sp.)*
  - 1 The mulberry tree is growing near end of the approach road from Beigh Mohalla side at a distance of +2.8 meters from the central line of the road

Table 5.7: List of Protected (Scheduled) Trees located close to approaches of Bridge at Kaliban Village

S.No	Name of the Scheduled Tree	Girth Class (in meters)	Location	Chainage	Alignment (LHS/RHS
1	Walnut	1.2	Kaliban side	End of the approach road	LHS
2	Walnut	1.3	Kaliban side (Main road)	Near Intersection	RHS
3	Walnut	1.1	Kaliban side (main road)	Near Intersection	RHS
4	Walnut	1.0	Beigh Mohalla Side	Near the end of the approach road	RHS
5	Mulberry	0.7	Beigh Mohalla Side	Near the end of the approach road	RHS

As per site assessment, 1 Walnut (*Juglans regia*) tree, 5 Willow Trees (*Salix sp.*) and 1 Poplar Tree (*Poplus nigra are* required to be cut down as they come within or may protrude towards road pavement of approaches.. These may possess the visibility and safety issues for the traffic movement.

Table 5.8: List of the trees with Girth Class coming in the Approach Road

S.No	Name of the Trees to be cut	Girth Class (in cm)	Location	Chainage	Alignment (LHS/RHS
1	Walnut	220	Kaliban side	End of the approach road	LHS
2	Willow	90	Beigh Mohalla Side	Near Intersection	RHS
3	Willow	90	Beigh Mohalla Side	Near Intersection	RHS
4	Willow	70	Beigh Mohalla Side	Near the end of the approach road	RHS
5	Willow	120	Beigh Mohalla Side	Near the end of	RHS

				the approach road	
6	Willow	130	Beigh Mohalla Side	Near the end of the approach road	RHS
7	Poplar	160	Beigh Mohalla Side	Near the end of the approach road	RHS

Loss of trees will be compensated by 1:6 ratio (i.e. for loss of 1 tree 6 trees will be planted) or greater and transplantation of the same trees may be envisaged wherever applicable.

5.9.3. Fauna

No forest is present at the project site or in project influence area; the terrestrial fauna is common domestic animals/ livestock. There are no Schedule-I terrestrial mammals" species observed near the site. Animals were mainly observed are domesticated livestock like cows, goats, sheep, etc. and stray dogs and cats.

5.9.4. Wetlands

There is no wetlands site within one km radius of the proposed bridge project. Wular lake is approximately 21 km from the proposed bridge site.

5.9.5. Ecological Sensitive Areas

The proposed bridge project at Kaliban in District Baramulla is hilly and rolling terrain area. The project corridor (approaches and a bridge site) does not pass through any Biosphere Reserve, National Park, Wildlife Sanctuaries and ecologically sensitive areas.

5.10. Recreation Resources

The recreational sites include Amusement Park, centre for musical & cultural activities. There is none of any recreational sites nearby of the proposed bridge project.

However, a patch of open land measuring approximately >8000 sq ft. is available and which is mostly used for the funeral purpose and can be developed to Green Park with proposed fencing, landscaping/ beautification, grass turfing, plantation etc. for the residents and at the same time utilized for the funeral purposes as well. The village area does not have any such parks etc. Residents have shown keen interest during consultation on 26 June 2020 for such a proposal as no such park exists there. The synoptic view is shown in google map below;

Figure 5.12: Google map showing LULC pattern with a proposed park development (in green colour) near the bridge site.

5.11. Archaeological, Historical, Heritage Sites and Religious/ Cultural Sites

No Archaeologic1l monuments under ASI's listing are located in the proposed bridge site at Kaliban within 1 km of project influence area.

5.12. Sensitive Environmental Receptors

No sensitive environmental receptors located near the bridge site. An old abandoned Govt. middle school building is located near the project site which was damaged during catastrophic floods of September 2014. A graveyard is located near the end of approach road (from Beigh Mohalla side) on LHS at an approximate distance of 5 meters.

Table 5.9: Sensitive Environmental Receptors near Bridge Site at Kaliban.

S. No	Sensitive Feature	Location	Chainage	Alignment (RHS/LHS)[4]	Distance in meters (m) from the central alignment of the approach road
1	Abandoned Old Govt. School Building (a small structure is 12 meters from the approach road of Kaliban side.	Kaliban side	10 meter of Approach road	LHS	12 meters
2	Graveyard	At the end of the approach road from Beigh Mohalla side		RHS	5-6 meter
3.	Raine nallah (usually very lean as observed during field assessment) and as per inputs from the locals.	Kaliban	Bridge to be constructed over Raine Nallah	Main	-

5.13. Covid -19 (Coronavirus) A Pandemic Health Hazard

Overview

The **COVID-19 pandemic**, also known as the **coronavirus pandemic**, is an ongoing global pandemic of coronavirus disease 2019 (COVID-19), caused by severe acute respiratory syndrome coronavirus 2 (SARS-CoV-2). The outbreak was first identified in Wuhan, China, in December 2019. The World Health Organization declared the outbreak a Public Health Emergency of International Concern on 30 January 2020 and a pandemic on 11 March. As of 20 July 2020, more than 14.6 million cases of COVID-19 have been reported in more than 188 countries and territories, resulting in more than 608,000 deaths; more than 8.2 million people have recovered

In India, more than 1.1 million people have been reported for the Covid-19 (Coronavirus) Pandemic with the unfortunate death of more than 28000 people. Government of India is taking all necessary steps to ensure that we are prepared well to face the challenge and threat posed by the growing pandemic of COVID-19 the Corona Virus. With the active support of the people of India, we have been able to contain the spread of the virus in our country. The most important factor in preventing the spread of the Virus locally is to empower the citizens with the right information and taking precautions as per the advisories being issued by the Ministry of Health & Family Welfare.

[4] LHS-Left Hand Side RHS-Right Hand Side

In Jammu & Kashmir, more than 13880 people have been reported for the positive cases, of which 7800 people have recovered and 244 deaths as on 20 July 2020 in Jammu & Kashmir region.

Table 5.1: District Wise details of Covid-19 Cases in Jammu & Kashmir

S. No.	District	Positive Cases	Deaths occured
1	Srinagar	2901	61
2	Baramulla	1580	50
3	Bandipora	455	05
4	Anantnag	1060	18
5	Shopian	1103	19
6	Kupwara	917	13
7	Budgam	770	19
8	Jammu	624	11
9	Udhampur	331	01
10	Ganderbal	291	04
11	Kulgam	1147	24
12	Pulwama	888	12
13	Samba	328	01
14	Rajouri	379	02
15	Kishtwar	68	00
16	Kathua	360	01
17	Rambhan	318	00
18	Reasi	66	00
19	Poonch	152	01
20	Doda	161	02
Total		**13899**	**244**

Coronavirus disease (COVID-19) is an infectious disease caused by a newly discovered coronavirus. Most people infected with the COVID-19 virus will experience mild to moderate respiratory illness and recover without requiring special treatment. Older people and those with underlying medical problems like cardiovascular disease, diabetes, chronic respiratory disease, and cancer are more likely to develop serious illness.

The best way to prevent and slow down transmission is to be well informed about the COVID-19 virus, the disease it causes and how it spreads. Protect yourself and others from infection by washing your hands or using an alcohol-based rub frequently and not touching your face.
The COVID-19 virus spreads primarily through droplets of saliva or discharge from the nose when an infected person coughs or sneezes, so it's important that you also practice respiratory etiquette (for example, by coughing into a flexed elbow).

At this time, there are no specific vaccines or treatments for COVID-19. However, many ongoing clinical trials are evaluating potential treatments. WHO will continue to provide updated information as soon as clinical findings become available.

Prevention

To prevent infection and to slow transmission of COVID-19, do the following:

- Wash your hands regularly with soap and water, or clean them with alcohol-based hand rub.
- Maintain at least 1-metre distance between you and people coughing or sneezing.
- Avoid touching your face.
- Cover your mouth and nose when coughing or sneezing.
- Stay home if you feel unwell.
- Refrain from smoking and other activities that weaken the lungs.
- Practice physical distancing by avoiding unnecessary travel and staying away from large groups of people.

Symptoms

COVID-19 affects different people in different ways. Most infected people will develop mild to moderate illness and recover without hospitalization.

Most common symptoms:

- fever.
- dry cough.
- tiredness.

Less common symptoms:

- aches and pains.
- sore throat.
- diarrhoea.
- conjunctivitis.
- headache.
- loss of taste or smell.
- a rash on the skin, or discolouration of fingers or toes.

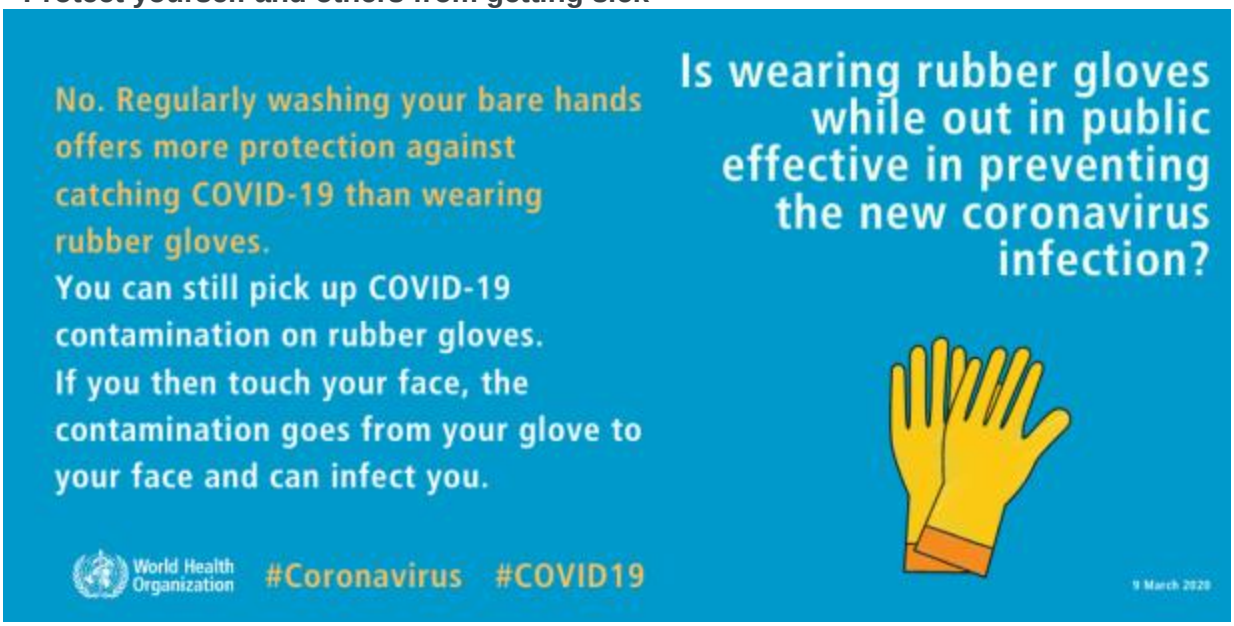
Serious symptoms:

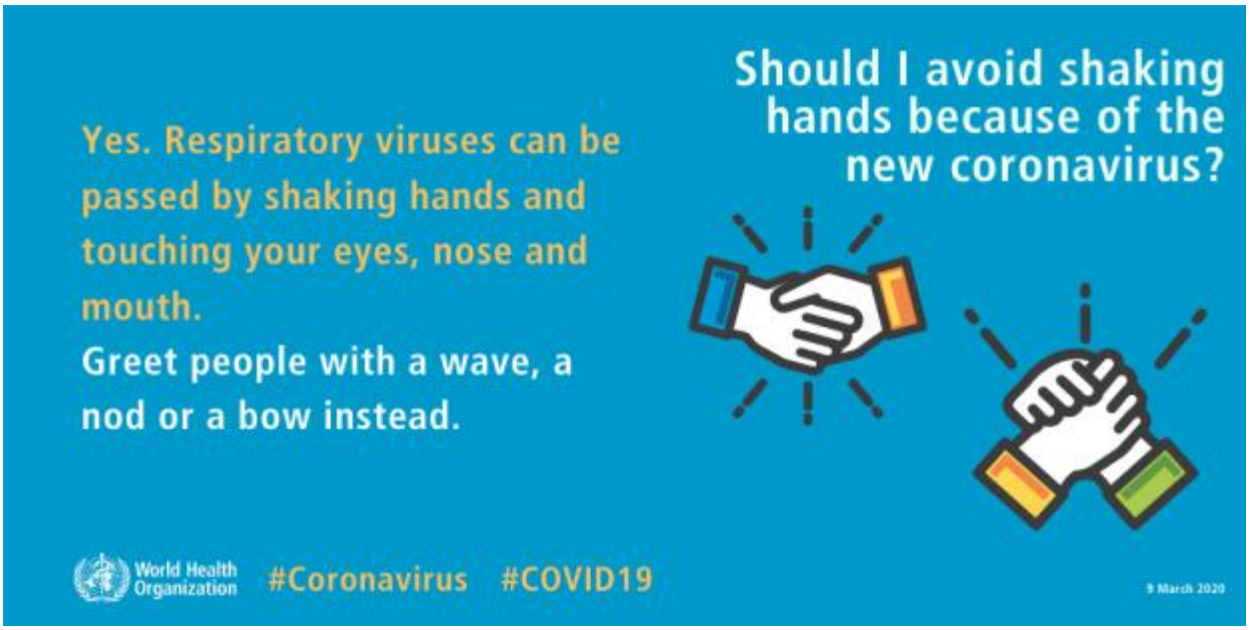
- difficulty breathing or shortness of breath.
- chest pain or pressure.
- loss of speech or movement.

Seek immediate medical attention if you have serious symptoms. Always call before visiting your doctor or health facility. People with mild symptoms who are otherwise healthy should manage their symptoms at home. On average it takes 5–6 days from when someone is infected with the virus for symptoms to show, however it can take up to 14 days.

Covid-19 (Coronavirus) Public Awareness through Info-Graphics Posters
World Health Organization (WHO) COVID-19 Info-graphics Social Safety Message

"Protect yourself and others from getting sick"






Protect yourself and others from getting sick
Wash your hands
• after coughing or sneezing
• when caring for the sick
• before, during and after you prepare food
• before eating
• after toilet use
• when hands are visibly dirty
• after handling animals or animal waste
World Health Organization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• before, during and after you prepare food
• before eating
• after toilet use
• when hands are visibly dirty
• after handling animals or animal waste
World Health Organization


Wash your hands
Wash your hands with soap and running water when hands are visibly dirty
If your hands are not visibly dirty, frequently clean them by using alcohol-based hand rub or soap and water
World Health Organization


Be SUPPORTIVE
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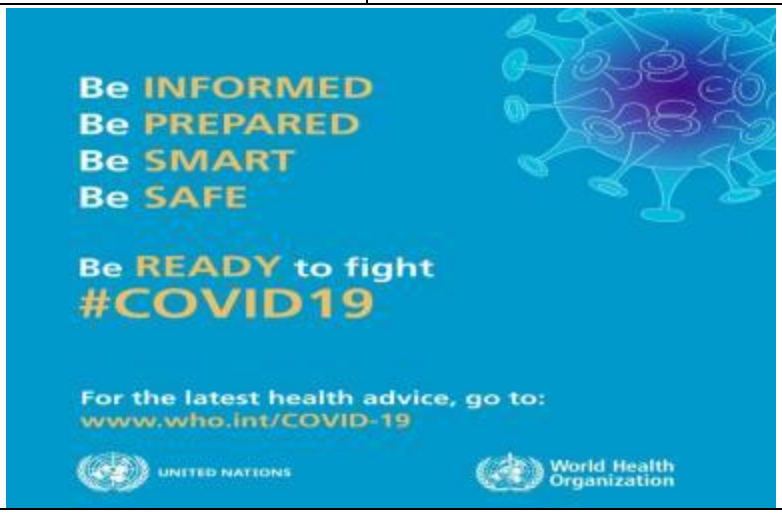
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6. POTENTIAL ENVIRONMENTAL IMPACTS

6.1. Project Impacts & Issues

This section presents identification and evaluation of anticipated impacts during pre-construction, construction and operation phases of the proposed construction of 1x25 meter span bridge on Raine Nallah at Kaliban in District Baramulla. The planning of proposed project intervention points towards the impacts in the pre-construction, the construction stages and the operation stages. The subsequent sections deal with the prediction of impacts due to the project on the physical, biological environment and socio & cultural environment Tables 7.1 & 7.2 below presents the general environmental impacts expected due to the proposed Kaliban bridge construction. Impacts have been assessed based on the information collected from the project activities as per design parameters/ drawings collected from the EPC contractor which is awarded to M/s Altaf Constructions, screening & scoping of environmental attributes, and baseline data collected during the EIA study. The quantum of all the impacts on physical & biological and socio-economic environment has been discussed in details in subsequent paragraphs.

The impact matrix for the project is given below in Table 7.1;

Table 6.1: Impact Matrix for Project

S. No.	Parameters	Const. of 1x25m bridge at Kaliban, Baramulla.
	Negative Impacts	
1.	Hand Pumps	Nil
2.	Pond Area	Nil
3.	Relocation Religious Properties	Nil
4.	Transfer of Agriculture Land (ha)	Nil
5.	Nos of trees to be felled	5 Willow Trees, 1 Poplar nigra, 1 Walnut Tree (7 trees)
	Positive Impact	
1.	Enhancement Sites (Nos.)	Plantation and beautification of median and incidental spaces.
A.	Cultural/Religious Properties (Nos.)	1
B.	Silt and debris/waste traps at the outfall of drains	-
C.	Safe Access/traffic calming at Educational Institutes, hospitals etc (Nos.)	-
D.	Trees Saving (Nos)	-
E.	Wastes Reuse	-
F.	Proposed Plantation	Yes (Pine plantation along with the indigenous type)
G.	Proposed Compensatory Plantation (if tree cutting requirement arises)	Total 7 trees to be cut. Compensatory plantation will be carried @ 6:1 ratio (that is for cutting of each tree 6 trees will be planted) along the nallah banks to strengthen the banks, open spaces etc.

3.	**Bridge/ Approach Road Safety Measures**	
A.	Intersection/Access Improvement	2 (Approaches)
B.	Signage Boards (Nos.)	As per IRC Guidelines
C.	Sidewalk	Available (1.5m both sides)
D.	Traffic Calming Measures Locations	-

Anticipated environmental impacts on the physical, biological and socio-economic environment have been discussed in details in subsequent paragraphs.

Table 6.2 : Anticipated Impacts on Physical & Biological Environment

Project Activity	Planning and De-sign Phase	Pre-construction Phase		Construction Phase					Bridge/ Approach Road Operation
Environ mental com-ponent Affected		**Removal of Old Structures**	**Removal of trees and vegetation**	**Earth works in-cluding and borrow area**	**Laying of pavement**	**Vehicle & Machine operation & maintenance**	**Asphalt & crusher plants**	**Sanitation & Waste (labour campus)**	**Vehicle operation**
Air		Dust gen-eration during dis-mantling	Reduced buffering of air pollution, Hotter, drier microclimate in theproject area	Dust generation	Asphalt odour and emissions	Dust, Pollution	Soot, Odour, Gaseous Dust, Pollution	Odour / Smoke from Cooking of food	dust, véhiculer emissions
Land	Impact on productive land if land acquisition required	Generation of debris	Erosion and loss of topsoil	Erosion and loss of topsoil	Land contamination due to improper disposal of bitumen waste/ solid wastes	Contamination by fuel and lubricants and compaction	Contamina-tion and compaction of soil at camp& Plants	Contamination from Wastes and sewage	--
Water	Impact on Water Sources/ Surface Water Body	Siltation due to loose earth	Siltation due to loose earth	Alteration of drainage, Break-in conti-nuity of ditches Siltation, Stagnant water pools in quarries and borrow area.	Reduction of groundwater re-charge area	Contamination by fuel and lubricants	Contamina-tion by as-phalt leakage or fuel	Contamination from wastes and untreated sewage disposal	Spill Contami-nation by fuel, lubricants and washing of ve-hicles
Noise		Noise Pol-lution	High Noise due to machinery	Noise Pollution	Noise pollution	Noise pollution	Noise Pollu-tion	--	Noise from traffic movement
Flora	Tree cutting		Loss of Biomass and vegetation cover due to Removal of vegetation	Lowered pro-ductivity loss of ground for vegetation	--		Lower pro-ductivity Use as fuel wood	Felling trees for fuel	Compensatory plantation and nallah bank protection measures

Table 6.3: Anticipated Impact on Social and Cultural Environment

Project Activity	Planning and Design Phase	Pre Construction Phase			Construction Phase					Operation	
										Direct	Indirect Induced development
Env. Component Affected	Design decisions & Implementation policies	Land acquisition	Removal of Structures	Removal of trees & vegetation	Earth works including quarrying	Laying of Pavement	Vehicle & machine operation & maintenance	Asphalt and crusher plants	Labour Camps	Vehicle operation	-
Agricultural land	-	Change in land prices	Change in land economic value	Loss of standing crops	Loss of productive land	-	-	Dust on agricultural land reduce n productivity	-	-	Conversion of Agricultural Land
Buildings and built structures in Approach ROW	-	-	Loss of structures, Debris generation, Noise and Air pollution	-	Dust Deposition on structures	-	Noise, vibration may cause damage to structures near to the road	Dust accumulation on building and structure	-	Vibration and noise	Change in building use and characteristics
People and Community	Impact on nearby community structure,	-	Impact on people and loss of livelihood	Loss of shade & community tree.	Health hazard to people	Odour and dust	Noise and Air pollution and discomfort	Air and noise pollution and discomfort	Community clashes with migrant labour	Risk of an accident due to an increase in speed on the smooth carriageway	Induced pollution and an increase in the accident rate
Cultural Assets	-	Impact on access to cultural structure	Displacement loss of structure from RoW	--.	--	-	--	Dust accumulation	-	Damage from vibration & air pollution	-
Utilities and Amenities	-	-	Interruption in supply	-	-	-	Damage to utility and amenities	Dust accumulation on water bodies	Pressure on existing amenities		-
Labour's Health & Safety	-	-	-	-	Stagnation of water and disease	Asphalt odour and dust	Accident and injuries to labour/public	Impact on health due to inhale of dust	Health hazard from raw sewage disposal /wastes	Safety issues	-

6.2. Consideration of Environmental Impacts During the Design Stage of the Bridge Project

6.2.1. Hydrological Study

A temporary bridge was there at the existing proposed site of Kaliban, which was washed away during September 2014 catastrophic floods. This shows the high discharge with turbulent flow regime of the Raine nallah which completely dislodged. Therefore, hydrological study and runoff calculations for extreme flood/rains under the climate change scenarios is carried out and considered for designing of the proposed 1x25m bridge at Kaliban with excess runoff flow/flood safeguard. No hydrological data were available for the Raine Nallah and therefore the hydrological study was carried out and calculated based on the standard methodology of discharge based in the catchment area by Empirical & Rational Formula.

Table 6.4: Flood Discharge from X-sectional Area and observed Velocity

[5] Highest Flood Level (Local Enquiry)= **1686.31**

Chainage	Distance	HFL	Bed Level	(HFL-BL)	Area	Diff. in BL	Wetted Perimeter
m	X (m)		(BL)	m	m^2	Y(m)	√X^2+Y^2
21.67	0	1686.31	1684.810	1.5	0.00	1.5	1.50
24.75	3.08	1686.31	1684.338	1.972	5.35	-0.472	3.12
26.66	1.91	1686.31	1684.610	1.7	3.51	0.272	1.93
27.58	0.92	1686.31	1684.460	1.85	1.63	-0.15	0.93
28.16	0.58	1686.31	1682.965	3.345	1.51	-1.495	1.60
29.33	1.17	1686.31	1682.347	3.963	4.28	-0.618	1.32
32.25	2.92	1686.31	1683.305	3.005	10.17	0.958	3.07
36.07	3.82	1686.31	1683.355	2.955	11.38	0.05	3.82
38.59	2.52	1686.31	1682.324	3.986	8.75	-1.031	2.72
40.87	2.28	1686.31	1683.709	2.601	7.51	1.385	2.67
47.22	6.35	1686.31	1684.252	2.058	14.79	0.543	6.37
				A=	**68.87**	**P=**	**22.69**
Area as per CAD for actual profile				**A=**	**74.61**	**P=**	**26.93**

Mean Velocity = **2.00** **m/s**

Discharge of the nallah 149.22 **Cumecs** OR 5269.65 **Cusecs**

[5] **Note: Levels are as per actual X-section for nallah along proposed Bridge site**

Table 6.5: Scour Depth Calculations for Kaliban Bridge Abutment

1)	Maximum Discharge (cumec)		=	149.22
	Increase by 30% as per IRC 78-2000		=	193.99
2)	Maximum Velocity (m/sec)		=	2.000
3)	HFL (m)		=	1686.310
4)	The average size of pebbles = d_b (mm)	***As per Soil Report***	=	2.000
5)	Silt Factor = Ksf = 1.76 x (db)^0.5	***As per Soil Report (Restricted)***	=	2.489
6)	Clear waterway - Clear distance between piers/abuts (m)		=	25.000
7)	Assuming the flow is concentrated in active channels only Discharge per unit width = D_b (cumec/m)		=	7.759
8)	Scour Depth = 1.34 x { (D_b ^ 2) ^(1/3) } / { (Ksf) ^ (1/3) } (m) (Para 9.3.2 of IRC:SP:13-2004)		=	3.875
9)	According to IRC: 78-2000, CL:703.3 and IRC: SP: 13-2004, CL: 10.1 the maximum depth of scour Dsm below HFL for the design of abutment having individual foundation without any floor protection may be considered for: 1. Flood without seismic combination :(Dsm= 1.27 dsm) 2. Flood with the seismic combination: for considering load combination of flood and seismic loads, Dsm= 0.9 times Dsm calculated at above at 1.			
10)	Maximum Scour Depth for Case 1 (Flood without seismic combination) (m)		=	4.922
	Maximum Scour Depth for Case 2 (Flood with seismic combination) (m)		=	4.430
11)	Maximum Scour Level (m)		=	1681.388
12)	Maximum Founding Level (m) (Min. 2 mts below Max. Scour as per IRC-78-2000)		=	1679.388
13)	Deepest bed Lvel as per x-section		=	1682.340
14)	**Final adopted Founding Level (m)**		**=**	**1678.500**

6.2.2. Erosion at Bridge Abutments during Floods/Rains

The Nallah at Kaliban locally known as Raine Nallah experienced flooding with high discharge in September 2014 resulting into dislodging/ washing away of a temporary bridge. As per hydrology study, the total catchment area of this nallah is 36.7km and annual rainfall is 950mm from subzone 7 the western Himalayas. And as per consultation with locals, the Raine nallah experience high discharge/ flooding condition in nallah during episodes of heavy rainfall. as evident in September 2014 floods.

To withstand extreme flooding condition at Raine Nallah, protection around both sides of bridge abutments walls needs to be designed using appropriate protection techniques, which can withstand devastating floods. For bridge protection, simple stone pitching may not be durable and may result in deformation and collapse during heavy rains and flood.

6.2.3. Sliding of Backfilling with Abutments

Backfilling with abutments of the proposed bridge at Kaliban may slide due to uplift pressure of percolated rainwater. Therefore, while designing of abutments, weep holes (80 mm to 100 mm dia) with minimum 600 mm filter media for draining of rainwater may be considered to prevent sliding of backfilling and uplift pressure at abutments.

6.2.4. Seismic Factor in Design Bridge

The proposed bridge site at Kaliban on Raine Nallah in Baramulla District is located in Seismic Zone V and prone to high-intensity earthquakes. While designing of bridge components, suitable seismic load factor must be taken into consideration. Anti-dislocation devise for slabs/spans should also be considered in bridge design/construction to withstand horizontal force during high-intensity earthquakes.

6.2.5. Snow Load on Proposed Bridge Site

The proposed bridge at Kaliban in Baramulla District receives heavy snowfall which normally occurs during extreme winter. The design team of the contractor has considered the design parameters based on the snow load and included in the design aspects..

6.2.6. Embankment Slopes and Spoils

Erosion problems may occur on exposed slopes of the nallah bank, newly constructed slopes and earth fills depending on soil type, angle of slope, the height of slope and climatic factors like the wind (direction, speed and frequency) and rain (intensity and duration). Soil erosion will add siltation to the runoff during the monsoon season.

6.2.7. Excavation Activity of Nallah Beds (Foundation Wells)

Construction of bridges involves the excavation of water channels bed and banks for the construction of the foundation and piers. If the residual spoil is not properly disposed of, increased sedimentation in downstream of the bridge may take place during the monsoon. Also, the bridge-end fills require armouring to ensure minimum gullying and slumping.

During the construction period, some amount of drainage alteration and downstream erosion/siltation is anticipated. Some of these alterations maybe because of the construction of temporary traffic detours/diversion. Except for these temporary works, in almost all cases there should be an improvement in the drainage characteristics of the surrounding area due to improved design and added culvert/ditch capacity.

6.2.8. Quarries and Borrow Areas

The excavation of quarries and borrow pits used for obtaining aggregate materials and soil for approach road construction can cause direct, and indirect long-term major adverse impacts on the environment. While the loss of productive soil is the most direct negative impact from borrow areas, other significant indirect negative impacts can also occur. Since most of the construction materials would be available from existing quarries nearby, relatively few new borrow areas may be required. One of the long-term residual adverse impacts of borrow pits not reclaimed, is the spread of mosquitos. Mosquitoes breeding and multiplying in stagnant water that collects in these pits can affect human health in villages in close vicinity.

6.3. Anticipated Impacts During Construction and Operation Stages

Anticipated impacts on various environmental components during construction and operation phases of the proposed bridge at Kaliban in Baramulla District are described below:

6.3.1. Impact on Topography and Physiography

The proposed bridge at Kaliban in Baramulla District will be constructed in place of the existing temporary bridge (which was washed during September 2014 floods) without any land acquisition, impact on the topography and physiography of the area would be negligible during construction and operation phases of the proposed bridge.

6.3.2. Impact on Soil

Soil is one of the most important components of the physical environment. During construction of the proposed bridge, the potential impacts on soil are discussed below

Construction Phase

During construction of the proposed bridge at Kaliban in Baramulla District, the contamination of the soil is anticipated due to improper disposal of oily wastes, solid wastes, spillage of fuel oil at camps site, open defecation by construction workers, raw sewage disposal from the camp site, etc. Improper disposal of used oil generated from the maintenance of vehicles, construction equipment and DG sets at the campsite/batching plant may also result in soil contamination.

Operation Phase

No impact is anticipated on the soil during the operation phase of the proposed bridge.

6.3.3. Impact on Water Resources

Construction Phase

The proposed 1x25m span bridge at Kaliban will be constructed on the Raine Nallah. The foundation excavation debris and construction wastes on the course of nallah may also affect surface water hydrology and flow. Excavation of slurry from the foundation wells may result in contamination and turbidity issue of the Raine nallah. Proper management of excavation of foundation wells and disposal of the slurry will, However, the extent of such impact will be minor as nallah remain in lean flow most of the time.

Operation Phase

During the operation phase, drainage pattern or hydrology of the Raine Nallah will not be affected. Therefore, no impact is anticipated during the operation phase.

6.3.4. Degradation of Water Quality

Construction Phase

The surface and groundwater quality due to the proposed bridge at Kaliban may be degraded mainly in the following ways:

(i) by improper disposal of solid wastes, slurry during the excavation of foundation wells, oily wastes, used oil waste, etc.
(ii) by raw sewage generated from camp, batching plant and bridge construction site,
(iii) open defecation by workers on the course of Raine Nallah.

During the construction phase, debris and construction wastes, if not cleared, may deteriorate surface water quality of the Raine Nallah.

Operation Phase

During the operation phase, there is no probability of degradation of water quality during normal operations of the proposed bridge at Kaliban.

6.3.5. Impact on Ambient Air Quality

Construction Phase

During the construction phase, there will be two main sources of air emissions *i.e.* mobile sources and fixed sources. Mobile sources are mostly vehicles involve in construction activities of the proposed bridge while emissions from fixed sources include diesel generator set, construction equipment and excavation activities, those produce dust emissions.

A certain amount of dust and gaseous emissions will also be generated during the construction phase from the batching plant. The pollutants of primary concern include Fine Particulate Matter ($PM_{2.5}$) and Respirable Particulate Matter (PM_{10}). However, suspended dust particles may be coarse and will be settled within a short distance of the construction site. Therefore, the

impact on ambient air quality will be temporary and restricted within the closed vicinity of the construction activities for the proposed bridge and batching plant.

A considerable amount of exhaust emissions of carbon monoxide (CO), unburned hydrocarbon, sulphur dioxide (SO_2), particulate matters, nitrogen dioxide (NO_2), etc, will be generated from the DG set, construction equipment and batching plant. Batching plant should be located away from the populated areas and be fitted with the air pollution control equipment and emission shall meet National Emissions Standards/J&K Pollution Control Board standards. Further, the batching plant must be sited at least 250 m in the downwind direction from the nearest human settlement.

Ambient air quality monitoring should be carried out during the construction phase. If monitored parameters are above the prescribed limited, suitable control measures must be taken.

Operation Phase

No adverse impact is anticipated on ambient air quality during the operation phase. Traffic movement on the bridge will result in vehicular emissions, which will be mingled with the ambient air within 500 m from the bridge.

6.3.6. Impact on Noise

Construction Phase

The proposed construction of the bridge at Kaliban in Baramulla District will be confined to the Raine Nallah. During the construction phase, the noise will be generated from the batching plant, operation of construction equipment's at a bridge construction site, operation of DG sets and vehicles transporting construction materials. During the construction phase, the noise levels are expected to be increased between 10 - 20 %. However, these noise levels will be temporary and intermittent mostly during works in day time only.

Table 6.6: Source of Noise Pollution and Impact Categorization.

S.No.	Phase	Source of Noise pollution	Impact categorization
1.	Pre-construction	• Man, material & machinery movements • establishment of labour camps, onsite offices, stockyards and construction plants	• all activities will last for a short duration and also shall be localized in nature
2.	Construction Phase	• Plant Site - stone crushing, asphalt production plant and batching plants, diesel generators etc • Work zones - Community residing near to the work zones	• Plant Site: Impact will be significant within 250m. • Work zones: Such impacts again will be temporary as the construction site will go on changing with the progress of the works.

Construction - Related Noise

With regards to noise-related impacts, the construction phase is a difficult stage. During this period noise impacts will be high due to operation of construction machinery and the conflict with the regular traffic (through access road to the bridge construction site) requiring more honking of vehicle horns and more stop and go (acceleration and deceleration process).

All temporary noise-related impacts near the project will occur during the construction activities. This will occur along the construction zone as well as construction camps, hot mix plants, WMM plants, crusher and quarry sites (if required).

Typical noise levels associated with the construction is given in **Table 7.7**. The magnitude of the impact will depend upon the specific types of equipment to be used, the construction methods employed and the scheduling of the work.

Table 6.7: Typical Noise Levels Associated with Highway Construction

S.N.	Activity Noise Levels	(d(B)A)
1.	Grading & Clearing	84
2.	Excavation	89
3.	Foundations	88
4.	Finishing of Road	84

Operation Phase

During the operation phase, the noise will be generated through the movement of the vehicles on the bridge.

6.3.7. Management of Spills and Wastes

During the construction of the proposed bridge at Kaliban, demolition wastes excavated earth from the foundation, construction derbies, used oil from the maintenance of DG set and construction equipment, lube oil containers, solid waste, etc will be generated. Such wastes may cause deterioration of soil quality and surface water/runoff flow in Raine Nallah. These wastes must be collected and disposed of appropriately

6.3.8. Impact on Flora, Fauna and Ecosystem

During the construction and operation phases of the proposed bridge at Kaliban, no adverse impact is anticipated on fauna. However, negative impact on existing as 1 Walnut Tree (*Juglans Regia*), 5 Willow trees (*Salix sp*.) and 1 Poplar (*Populus nigra*) will be cut down for the bridge construction. Cutting of these trees will be compensated with Compensatory Plantation measures @ 6:1 ratio that is >36 Pine trees and Willow trees will be planted which is reflected in EMP.

6.3.9. Impact on Socioeconomic Environment

There is no land acquisition required for the proposed bridge construction. The construction and operation phases of the proposed bridge will have a beneficial impact on the social environment. Increase in income of local people is expected as some of local unskilled, semiskilled and skilled persons may gain direct or indirect employment during the construction phase of the proposed bridge. Since the immigration of the workforce during the construction phase is likely to be very small, the social impacts on literacy, health care, transport facilities and cultural aspect are expected to be insignificant.

Construction stage

6.3.9.1. The influx of Construction Workers

Although the construction contractors are likely to use un-skilled labour drawn from local communities, use of specialized construction equipment will require trained personnel not likely to be found locally. Sudden and relatively short-lived influxes of construction workers to communities in the project area will have the potential to 'skew' certain demographic variables and the traditional social coherence.

It is anticipated that the construction labour inputs for the construction of the proposed bridge at Kaliban in Baramulla District will be in the order of about 30-40 persons per day. However, this number will fluctuate and the number in any particular activities will be lower.

6.3.10. Economic Impacts

The relatively short-lived economic impacts of the construction phase are likely to be experienced in local communities for the duration of construction, as workers will make everyday purchases from local traders. Few shopkeepers exist near Kaliban side main road near approach road, due to the construction activities these general stores will also get benefitted as well. This is likely to give a short-lived stimulus to these traders that will disappear as soon as the construction is complete. Wider, flow-on economic impacts will be experienced in other sectors of the economy as a result of the purchase of construction materials and the payment of wages and salaries.

Operation Stage

During the operation phase, the proposed bridge will provide safe movement of traffic and reduce the travel time. The proposed bridge will also facilitate the movement of people and vehicles and ease of access due to the construction of Kaliban Bridge. The horticulture produces in the Kaliban and adjoining areas will be easily procured and delivered to the main town and city centre. Also, the proposed bridge is more essential as the connecting road is vital in reaching to agriculture fields, and orchids. Therefore, a positive impact is anticipated on the socio-economic environment during the operation phase.

6.3.11. Impact on Religious Structures and Cultural Properties

No religious place is located near the bridge site. However, one grave yard exists near approach road from Beigh Mohalla side. Stocking/ stockyard near graveyard may disturb the religious sentiments of the community hence such will be avoided.

6.3.11.1. Common Property Resources

One grave yard exist near approach road from Beigh Mohalla side. The partial or total impact on these common property resources is anticipated due to the construction of the project

Adverse socio-economic impacts include all disruptions on the social and economic interactions of communities due to the project. This involves an effect on both the adjacent communities (mostly direct) as well as the nearby communities (mostly indirect).

6.3.12. Impacts Relating To Human Health & Safety

Poor sanitation arrangement and improper methods used for collection and disposal of solid wastes and effluent, accommodation without ventilation, unhygienic food, electrical safety, the risk from mosquito and reptile etc at the construction workers camp will impact human health and safety.

6.3.13. Safety Aspects

Increase of incidence of accidents is anticipated due to disruptions of traffics movements in the construction work zones and access road.

Safety for workers at the worksite and health problems at Labour camps

- Occupational health and safety risks to workers due to inadequate housekeeping and unsafe work practices at work sites.
- Health problems to workers due to inadequate sanitation and un-healthy environment at labour camps/plant sites.

6.3.14. Impact of Pandemic Disease Covid-19 (Coronavirus)

Coronavirus disease (COVID-19) is an infectious disease caused by a newly discovered coronavirus. Most people infected with the COVID-19 virus will experience mild to moderate respiratory illness and recover without requiring special treatment. Older people and those with underlying medical problems like cardiovascular disease, diabetes, chronic respiratory disease, and cancer are more likely to develop serious illness.

In the workplace of construction sites, labour campsites, site offices etc., the best way to prevent and slow down transmission is be well informed about the COVID-19 virus, the disease it causes and how it spreads. To protect yourself and others from infection by strictly following the COVID-19 Standard Operational Procedures (SOP's) of the Government protocol and guidelines from World Health Organization (WHO), International Labour law (ILO) and other agencies.

7. ANALYSIS OF ALTERNATIVES

This chapter presents a comparative analysis of various alternatives considered to avoid or minimize impacts that would be inevitable if technically (based on design and geometrics) best-fit alignment is followed. The component 2 of Jhelum and Tawi Flood Disaster Recovery Project" is 'to restore and improve the connectivity disrupted due to the disaster (deluge of September 2014) through the reconstruction of damaged infrastructure like bridges. The infrastructure will be designed to withstand earthquake and flood forces as per the latest official design guidelines. The affected areas will benefit from the restored access to the markets thereby increasing the economic growth in these areas and timely access to health and education services. Based on the above assessment, bridge design parameters have been adopted as per the latest official design guidelines mandated for the seismic Zone-V as per BIS standards for the construction of the proposed bridge at Kaliban in District Baramulla. The synoptic descriptions of the design parameters are presented in Chapter 2 are flexible in design to avoid most of the impacts. An analysis of various alternatives is attempted to arrive at the technically and Environmentaly and socially best-fit alternative.

The analysis of alternative is a documented illustration/evidence to show and ensure that final decisions taken are;

- Following the project objectives.
- In compliance with the country laws, policies and legal requirements.
- To confirm that the project is actually needed and not imposed and not to lead any major loss or destruction to natural resources either directly or indirectly.
- To confirm that the implementation of the project will not lead to any major crisis or conflict in the community during implementation.
- To confirm that the Public/Government financial resources are not wasted for wrong projects/infrastructural works without the consideration of views of the stakeholders.
- To confirm that no individual and biased approach (for example implementation of a personal ambition using public money in a secretive manner) from the responsible implementing official/s has taken place.
- In accordance with the actual requirements of the local people.
- Following the World Bank policies and procedures.
- To create climate-resilient and flood-proof bridge/road infrastructure.

These were also an integral part of the analysis of alternatives throughout the project preparation.

As per environmental screening exercise and assessment survey/ database, the essential bridge connectivity is missing between Kaliban village and the rest of the adjoining habitations/ villages due to the lack of a bridge. A temporary bridge used to exist at the proposed site which was completely washed away by the devastating floods of September 2014.

The land acquisition and resettlement is not involved and by this factual narrative

There are few settlements, as seen in the baseline environmental scenario near the project site, where there is narrow RoW and sometimes traffic is leading to congestion as well as various

environmental impacts. Several alternatives are analyzed for avoiding localized environmental impacts & arriving at the best-fit alignment.

7.1. With or Without Project Scenario

The 'with' and 'without' project scenarios are analyzed for the development of the erstwhile state by the back-drop of the requirement of reliable quality infrastructure for sustained growth economy and consequent well-being of local people.

Providing better connectivity will ensure that goods and people from areas covered by the bridge construction can move in and out of the areas quicker and save time. Increased trade and commerce activity are expected as agriculture and horticulture are the main activity for growth. By construction of bridge, climate-resilient and flood-proof infrastructure. The project has been designed to connect the various settlements with better access.

If the bridge project is not constructed, there is every likelihood that the people of the project area will continue to suffer and quality of life will be deteriorated and impacted by flood further. A temporary bridge exists at the proposed project site which was washed away during September 2014 floods. As a present scenario of no bridge exists, people will continue to suffer due to the lack of any connectivity. As residents and village habitants have to cross Raine nallah and to reach Kaliban and district HQ and other towns, it is extremely difficult to cross this nallah during rainy season and episodes of the heavy downpour. In the absence of the project, the J&K Govt may find it difficult to generate resources for such a bridge infrastructure which is required and for the benefits of the people at large. Increased air pollution, is anticipated mainly attributed to the movement of construction vehicles which is temporary and site-specific. Noise levels will rise due to the operation of machinery and construction vehicles as well.

Therefore, the "with" project scenario, with its minor adverse impacts is more acceptable than the "without" project scenario which would mean an aggravation of the existing problems. Potential benefits of the construction of the bridge project at Kaliban are substantial and far-reaching both in terms of the geographical spread and time. Hence, it is clear that the implementation of the project will have definite advantage to the area in order to create climate resilient and flood proof Bridge.

8. PUBLIC CONSULTATION AND DISCLOSURE

8.1. Introduction

Public consultation/meeting was conducted in Kaliban village in September 2018 and June 2020 for the proposed "Construction of 1x25 meter Single Span Plate Girder Bridge on Raine Nallah at Kaliban (Sheern Abad) village in District Baramulla. Consultation has been followed in accordance with the World Bank's ESMF-JTFRP protocol which is the pre-requisite for the environmental screening process and environmental assessment. The purpose and objective of this consultation is the involvement of residents/ stakeholders and to make them cognizant about the proposed bridge project activity of the subproject. Consultation with the stakeholders/ participants were conducted and participated based on the procedural guidelines of reaching public required for the preliminary baseline characteristics of environmental and social screening. Details of the consultation are captured in Table 8.1 below;

Table 8.1: Public consultation details

S. No.	Name of the Project	Location of Consultation	Date of Consultation	Geo-coordinates of Location
1.	Construction of 1x25m Single Span Plate Girder Bridge on Raine Nallah at Kaliban.	Kaliban (Sheern Abad) Narwav Block in District Baramulla	12-09-2018 26-06-2020	34°10'03.37"N Lat 74°21'05.71"E Long

A reconnaissance survey was also conducted the proposed bridge in Kaliban Village (Sheern Abad) of Narwav Block in District Baramulla in 2018. Baseline information was also collected from the adjoining areas in close proximity within the Project Influence Area (PIA) in September 2018 and June 2020. Formal and informal consultations were undertaken with the project stakeholders to take the views and propositions about the project activities.

The following section highlights the level of consultative procedure adopted at various stages, strategies to participatory and continued consultation and specific inputs from the stakeholder's consultation in project planning.

8.2. Identification of Stakeholders

Consultations were conducted with both primary and secondary stakeholders in the project area. The primary stakeholders Kaliban area consulted are usually (i) Local community having their permanent or temporary residences (ii) Roadside shop owners (iii) Road users and (iv) Community Leaders. While the secondary stakeholders are mostly the project officials, village representatives and social activists

Table 8.2: Identification of Stakeholders

1	Primary Stakeholders (Main stakeholders)	• Potential PAPs, stakeholders and Community leaders
2	Secondary Stakeholders	• Groups of affected persons; • Village representatives- like Sarpanch and

(Other Stakeholders)	members, PRI's, Village Level health workers, Patwaris • Local voluntary organizations like NGOs etc • Field level Engineers, Assistant Engineers, Junior Engineers), PIU/ PWD (R&B, Government of J&K. • Other project stakeholders such as official of line Department

8.3. Consultations with Stakeholders

Consultation with the community was carried out at Kaliban Village (refer Table 9.1) of the project to inform and educate the Project-Affected-People (PAP's) and other stakeholders about the proposed action before the finalization of design to include their inputs. The consultation was also carried out to identify the problems associated with the proposed project and the needs and values of the population likely to be impacted by the project. Locations were selected which represent the predominant land uses of the project area and also included all sections of people in the project region -from agricultural labourers to landowners, employee and business community and shop keepers. In each of these consultations, the villagers were briefed about the project (the RoW width, the length of the alignment, the locations where it would be crossing etc) and the potential benefits of the project.

The various forms of public consultations (consultation through ad-hoc discussions on site-along project corridor) have been used to discuss the sub-project and involve the community in planning the design and mitigation measures. The signatures/photographs of participants in the public consultation are given **in Annexures.**

8.4. Objective of the Public Consultation

The process of public participation/consultations was taken up as an integral part of the sub-project in accordance with World Bank guidelines and the following objectives:

- To educate the general public, especially potentially impacted or benefited communities/individuals and stakeholders about the proposed sub-project activities;
- To familiarize the people with technical and environmental issues of subproject for better understanding;
- Dissemination of information to local communities through the public consultation by briefing the project including its benefits.
- Informal by group consultations in the sub-project vicinity at field level.
- The environmental concerns and suggestions made by the participants were listed out, discussed and suggestions were accordingly incorporated in the EMP.

8.5. Issues Discussed during Public Consultation

The issues discussed during public consultation for the proposed bridge project at Kaliban Village of Narwav Block in District Baramulla are given below:

- About the proposed bridge project, source of assistance and its implementation/execution etc.
- Information on perceived benefits from the proposed bridge project including travel time, fuel cost, noise and air pollution.
- People were updated about the Covid-19 Pandemic crisis happening throughout the world and its increased spread at National and State/U.T level. People were apprised about the importance of Social Distancing, wearing of masks, sanitization/ frequent washing. People were also informed that the construction works will not start unless the Contractor for this project will implement stringent measures/ Guidelines as devised/ recommended by the World Health Organization/ Ministry of Health, Govt. of India/ International Labour Organization and Local Administration guidelines.
- People were also informed that Covid-19 Marshal/ Officer will be also appointed and mobilized by the contractor during the commencement of the works until the completion of the project. This exercise will ensure that the stringent Govt. protocol and international guidelines are strictly followed.
- Covid-19 WHO/ ILO guidelines Government protocol will form the part of the EIA/ EMP report for its effective implementation in this project.
- Information on the impacts from the proposed bridge project during construction stage in terms of inconvenience to the public, air and noise pollution, etc. The occurrence of a disaster like floods and cloud bursting in past.
- Whether construction activities will cause any type of health hazard or not?
- Discussions among the public for sharing of information related to the proposed bridge 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 the proposed bridge project.
- Presence of any historical or cultural monuments near the project area and any impact is seen due to the proposed bridge project?
- Any impact on trees and protective measures to be taken for the safeguarding of scheduled trees (Walnut and Mulberry) in close vicinity of the proposed site.
- Any possible problems to be faced by the local people in their daily activities due to the proposed bridge project construction work.

8.6. Outcome and Feedback received from the Public Consultation

During the consultation process of the proposed sub-project, people have expressed keen interest in the proposed bridge project at Kaliban village. The local people are expecting flood resilient bridge to be developed and were apprised about the project details.

In the consultation process about the proposed bridge project, local people, students, businessman and fruit growers/farmers, expressed their keen interest. People, in general, were very enthusiastic about the benefits of the sub-project as it will be providing direct connectivity with the rest of the habitations with the Sheern Abad Village (Kaliban Halqa). The major problems faced by concerned people are difficulties being faced by them in the absence of bridge on Raine Nallah. Presently people cross the nallah by foot risking their life and at number of occasions had lost their livestock during crossing of Nallah. People are ready to extend all supports during the execution of the sub-project.

PIU (R&B) ensured that the requisite environmental and social 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.

The valuable feedback received from the consultation conducted in project influence area with the residents are summarized below;

- Geometric correction/ alignment of approach road surface should be followed strictly as per design protocol.
- Construction materials should not be stored at graveyard and adjacent open ground which is used by the residents as funeral (Jinnazah) place.
- Noise generating activities should be scheduled only during working hours (Day time).
- People suggested that the construction zone must be properly barricaded to avoid the local kids for swimming purpose which may possess safety issues during well-foundation. Contractor to ensure that safety marshals/ safety officer in place will not allow any person especially kids to enter into open trenches or excavated area
- Proper and timely disposal of construction wastes shall be ensured.
- Local people must be preferred for employment in the project activity. As enough labourers are available in the area which will be beneficial for the contractor.

9. ENVIRONMENTAL MANAGEMENT PLAN (EMP)

9.1. Introduction

Environmental Management Plan (EMP) has been prepared which mainly centred on the understanding of the interactions between the environmental and social setting and the project activities and the assessment of the likely impacts. Mitigation measures for anticipated environmental and social impacts have been elaborated as specific actions which would have to be implemented during the project implementation. The EMP would help the contractor and PIU to implement the project in an Environmentaly sustainable manner and where contractor for this bridge project, understand the potential environmental and social impacts arising from the proposed bridge construction on Raine Nallah at Kaliban in District Baramulla and to take appropriate actions/ mitigation measures to properly mitigate/manage such environmental and social impacts. EMP can thus be considered to be an overview document for contractor of this bridge project that will guide EMP of all anticipated impacts. This EMP may also be considered as flexible and will be further developed by the Contractor in the Contractor's Environment Management Plan (EMP).

9.2. Proposed Works of Kaliban Bridge Project

The proposed components of construction of bridge project consist of the following works:

1. Construction of 1x25 meter single-span plate girder bridge
2. Construction of Approaches on both sides
3. Nallah training Works etc.

9.3. Outline of EMP and its Implementation Strategy

The EMP is a guiding tool which discusses the potential environmental impacts and specific mitigation/management measures for the proposed construction of 1x25 meter bridge at Kaliban, Baramulla. It refers to the responsibilities ensuring commitment for implementation and means of verifying/ supervision whether the same has been implemented properly. The timing and frequency of monitoring along with the supervision responsibility and reporting requirements are also provided in the Environmental Management Plan. As a part of the EMP, the Contractor will commit to the identification of the environmental impacts at the project site. In case of any future changes in the bridge project design, the EMP will need to be updated to reflect the new scope of the activities. Such revisions will be finalized in consultation with the World Bank.

The PIU (R&B) will be responsible to ensure implementation of EMP for the performance of all by the Contractor of this bridge project with the overall accountability resting with the JTFRP-PMU. Whereas, the TAQAC will ensure periodic quality audit/ guidance to the PIU and Contractor and by imparting regular training, monitoring, and ensuring that all EMP provisions and requirements are translated into contract document and that these requirements are implemented to their full intent and extent.

Overall responsibility will be of Contractor for effective implementation of EMP and adherence to all the mitigation measures as outlined in this EMP associated with their respective activities. The Contractor will be required to comply with the provisions of the EMP.

9.4. Environmental Management Measures for the Design stage

9.4.1. Hydrological Study for Design of Proposed Bridge

A temporary bridge was there at the existing proposed site of Kaliban, which was washed away during September 2014 catastrophic floods. This shows the high discharge with turbulent flow regime of the Raine nallah which completely dislodged. Therefore, hydrological study and runoff calculations for extreme flood/rains under the climate change scenarios are carried out and considered for designing of the proposed 1x25m bridge at Kaliban with excess runoff flow/flood safeguard. No hydrological data were available for the Raine Nallah and therefore the hydrological study was carried out and calculated based on the standard methodology of discharge based in the catchment area by Empirical & Rational Formula.

9.4.2. Sliding of Backfilling and Prevent Uplift Pressure at Abutments

In both abutments of the proposed bridge of Kaliban, weep holes (80 mm to 100 mm dia) should be provided with minimum 600 mm this filter media for draining of rainwater to prevent sliding of backfilling and to avoid any uplift pressure.

9.4.3. Seismic Factor in Design Bridge

The proposed bridge at Kaliban (Sheern Abad) of Narwavv Block in District Baramulla is located in Seismic zone V and prone to high-intensity earthquakes. Therefore, seismic load factor must be taken into consideration while designing of bridge components.

As the bridge is located in the highest seismic risks zone, therefore, seismic arresters should be provided in the bridge as an anti-dislocation device for slabs/spans to withstand horizontal force during an earthquake.

9.4.4. Snow Accumulation on the Proposed Bridge

The proposed bridge site at Kaliban observes snowfall during extreme winter. Accumulation of snow on the bridge may put additional load on the proposed bridge. Therefore, the snowfall load should be considered while designing the proposed bridge.

9.4.5. Approaches for Bridge

The approach/approach slab provides a transition between the road pavement and the bridge. The approach/approach slab acts as an intermediate bridge to span the portion of embankment directly behind the abutment which was excavated to construct the abutment. Therefore, approach slab as per IRC guidelines and well-designed approaches to connect the bridge with the existing road should be ensured during the design of the bridge.

9.4.6. Safety Signage for Bridge

For the safety of road users and bridge, necessary road safety signage, hazard signage and warning signage with reflective tapes need to be provided before and at the proposed bridge as per IRC guidelines.

9.5. Environmental Management Plan (EMP)

The Environmental Management Plan (EMP) will guide the Environmentaly-sound construction of the 1x25 meter Single Span Plate Girder Bridge On Raine Nallah At Kaliban in District Baramulla" and ensure efficient lines of communication/ coordination between the PIU, Contractor, PMU and TAQAC. The EMP has been prepared for three stages of bridge project construction activities as (i) Pre-construction Stage; (ii) Construction Stage; and (iii) Demobilization Stage. EMP for the above bridge project has been prepared and presented in **(Table 9.1)**. A different set of guidelines, checklists, strip mapping plan and reporting formats for implementation of EMP are given as Annexures in this EIA Report of bridge project at Kaliban (Sheern Abad)

The purpose of the EMP is to ensure that the activities are undertaken in a responsible non-detrimental manner with the objectives of:

(i) provide a pro-active, feasible and practical working tool to enable the measurement and monitoring of environmental performance on-site;
(ii) guide and control the implementation of findings and recommendations of the environmental assessment conducted for the subproject;
(iii) detail specific actions deemed necessary to assist in mitigating the environmental impacts of the subprojects; and
(iv) ensure that safety recommendations are complied with.

Budgetary provisions for the implementation of EMP shall be integrated with part of the construction contract in the form of technical specifications and environmental performance requirements. The costs to be incurred on implementation of EMP shall be incidental to the civil works and therefore, no separate environment budget/cost will be provided to the contractor for implementation of EMP. The contractor will ensure effective implementation of EMP during pre-construction, construction and demobilization/ operation stages. EMP for operation stage will be implemented by PIU/PMU.

The Contractor is deemed not to have complied with the EMP if; i), within the boundaries of the project site/ ancillary sites, site extensions and haul/ access roads there is evidence of a contravention of clauses, if environmental damage ensues due to negligence, the contractor fails to comply with corrective action measures or other instructions issued by the PIU / JTFRP-PMU within a specified timeframe and the Contractor fails to respond adequately to complaints from the public

Table 9.1: Environmental Management Plan (EMP) of Construction of 1x25 Meter Single Span Plate Girder Bridge on Raine Nallah At Kaliban in District Baramulla.

S. No.	Environmental Issues	Environmental Mitigation Measures	Responsibilities	
			Implementation	Supervision/ Monitoring
A.	**Design Phase**			
A.1	Hydrological Study for designing of Bridge	A temporary existing bridge could not withstand high floods in past as it was washed away in September 2014 floods. The hydrological study have been carried out for designing of the proposed bridge with flood safeguard.	Design Team	PIU
A.2	Erosion at Bridge Abutments During Floods/ High Discharge	Bridge protection works around both sides of abutment walls will be provided with proper slopes and as per design Wire Crate works with granular backfill have been used for the nallah training works and to be followed.	Design Team	PIU
A.3	Sliding of Backfilling and Uplift Pressure at Abutments	In both abutments of the proposed bridge weep holes (80 mm to 100 mm dia) will be provided with minimum 600 mm filter Media for draining of water to prevent sliding of backfilling and to avoid any uplift pressure.	Design Team	PIU
A.4	Impact of Seismic Activity/ Earthquake on Bridge	The proposed bridge is located in Seismic Zone V and prone to high-intensity earthquake. Therefore, seismic load factor must be taken into consideration while designing of bridge components.	Design Team	PIU
A.5	Dislocation of Span of During Seismic Activity/ Earthquake	As the bridge is located in high Seismic Risk Zone V. Therefore, Seismic Arresters should be provided to withstand horizontal force during the earthquake and as an anti-dislocation device for slabs/spans.	Design Team	PIU
A.6	Snow Accumulation on the Proposed Bridge	The project is located in snowfall area. Accumulation of snow on the bridge may affect the integrity of the proposed bridge. Snow load should be considered while designing the proposed bridge.	Design Team	PIU
A.7	Approaches for Bridge	Approach slab as per IRC guidelines and well-designed approaches to connect the bridge with the existing road both sides should be ensured during the design of the proposed bridge.	Design Team	PIU
A.8	Safety of Proposed Bridge and its Uses	For the safety of road users and bridge, necessary road safety signage, hazard signage and warning signage with reflective tapes need to be provided before and at the proposed bridge as per IRC guidelines.	Design Team	PIU

B.	**Pre-Construction Stage**			
B 1	**Pre-construction Activities By the Contractor**			
B 1.1	Appointment and Mobilization of Environment & Safety Officer	• The contractor will appoint qualified and experienced Environment & Safety Officer (ESOs) who will work dedicatedly and ensure implementation of EMP including Occupational, Health and Safety of workers issues at the camp, batching plant and bridge construction work site. • Contractor to inform the PIU for the appointment and mobilization of Environmental Safeguard Officer (ESO).	Contractor	PIU TAQAC
B 1.2	Appointment and Mobilization of Covid-19 "Marshal"	• The contractor will appoint and mobilize Covid-19 "Marshal" for effective implementation of the Covid-19 protocol/ guidelines issued by the Government and World Health Organization (WHO) at Workplace/ construction sites.	Contractor	PIU, TAQAC
B 1.3	Regulatory Approvals	• Permission from Irrigation & Flood Control Department for construction of the bridge on Raine Nallah and other related works like approach roads and nallah training works • Labour license from the Department of Labour. • If contractors open new stone quarry or borrow areas, prior Environmental Clearance will be obtained from SEIAA/DEIAA. • For set–up of Stone Crusher Plant and Batching Plant, D.G Sets- Consent to Establish and Consent to Operate will be obtained from J&K Pollution Control Board (J&KSPCB) or if contractor intends to procure construction materials from local authorized third party agencies then the contractor will collect and submit necessary clearance/approval from authorized third party agencies.	Contractor	PIU
B 1.4	Arrangements for Temporary Land Requirement for Camp	The contractor as per prevalent rules will carry out negotiations with the landowner for obtaining their consent for temporary use of land for construction camp etc.	Contractor	PIU, TAQAC
B 1.5	Location of Batching Plant	The batching plant will be sited sufficiently away from settlements. Such plant will be located at least 250 m away from the nearest settlement preferably in the downwind direction. Consent to Establish and Consent to Operate will be obtained from J&K Pollution Control Board (as required) before the establishment and operation of batching plant.	Contractor	PIU, TAQAC

B 1.6	Other Construction Vehicles, Equipment and Machinery	All vehicles, equipment and machinery to be procured for construction of the bridge will conform to the relevant Bureau of Indian Standard (BIS) norms/Central Pollution Control Board (CPCB) standards. The discharge standards promulgated under the Environment Protection Act, 1986 and Motor Vehicles Act, 1988 will be strictly adhered to. The silent/quiet equipment like DG set as per regulations will be used at the bridge construction site. The contractor will maintain records of Pollution Under Control (PUC) certificates for all vehicles used during the contract period, which will be produced to PIU for verification whenever required.	Contractor	PIU, TAQAC
B 1.7	Procurement of Aggregate	The contractor will finalize the approved quarry/crusher for procurement of aggregate for the proposed bridge construction after assessment of the availability of sufficient materials, quality and other logistic arrangements. The Contractor will also work-out road network and report to PIU, which will be inspected before approval.	Contractor	PIU, TAQAC
B 1.8	Labour Requirement	The contractor preferably will use unskilled/semiskilled labour from the local area to give the maximum benefit to the local community. Contractor to be followed strictly the Covid-19 protocol while mobilizing the labourers from the local community or outside	Contractor	PIU, TAQAC
B 1.9	Construction Vehicles, Equipment and Machinery	• All vehicles and equipment to be procured for the proposed bridge work at Kaliban, Baramulla will conform to the relevant Bureau of Indian Standard (BIS) norms. The discharge standards promulgated under the Environment Protection Act, 1986 and Motor Vehicles Act, 2019 will be strictly adhered to. • The silent/quiet equipment like DG set as per regulations will be used at the construction site or labour camp. • The contractor will maintain records of Pollution Under Control (PUC) certificates for all vehicles used during the contract period, which will be produced to PIU for Monitoring and whenever required.	Contractor	PIU, TAQAC

<table>
<tr><td>B.2</td><td colspan="4">Pre-Construction Activities By The PIU</td></tr>
<tr><td>B 2.1</td><td>Tree cutting</td><td>

As per site assessment, 1 Walnut (Juglans regia) tree, 5 Willow Trees (Salix sp.) and 1 Poplar Tree (Poplus nigra are required to be cut down as they come within or may protrude towards road pavement of approaches.. These may possess the visibility and safety issues for the traffic movement.
<table>
<tr><th>S.No</th><th>Name of the Trees to be cut</th><th>Girth Class (in cm)</th><th>Location</th><th>Chainage</th><th>Alignment (LHS/RHS</th></tr>
<tr><td>1</td><td>Walnut</td><td>220</td><td>Kaliban side</td><td>End of the approach road</td><td>LHS</td></tr>
<tr><td>2</td><td>Willow</td><td>90</td><td>Beigh Mohalla Side</td><td>Near Intersection</td><td>RHS</td></tr>
<tr><td>3</td><td>Willow</td><td>90</td><td>Beigh Mohalla Side</td><td>Near Intersection</td><td>RHS</td></tr>
<tr><td>4</td><td>Willow</td><td>70</td><td>Beigh Mohalla Side</td><td>Near end of the approach road</td><td>RHS</td></tr>
<tr><td>5</td><td>Willow</td><td>120</td><td>Beigh Mohalla Side</td><td>Near end of the approach road</td><td>RHS</td></tr>
<tr><td>6</td><td>Willow</td><td>130</td><td>Beigh Mohalla Side</td><td>Near end of the approach road</td><td>RHS</td></tr>
<tr><td>7</td><td>Poplar</td><td>160</td><td>Beigh Mohalla Side</td><td>Near end of the approach road</td><td>RHS</td></tr>
</table>

Loss of trees will be compensated by 1:6 ratio (i.e. for loss of 1 tree, 6 trees will be planted) or greater and transplantation of the same trees may be envisaged wherever applicable.

</td><td>PIU</td><td>PIU</td></tr>
<tr><td>B 2.2</td><td>Environmental Monitoring- Baseline Data</td><td colspan="2">Ambient air quality, noise levels and water quality monitoring on the six-monthly basis as per environmental monitoring plan and following the instruction of Environmental Specialist of PMU.</td><td>PIU</td><td>PMU, TAQAC</td></tr>
<tr><td>B 2.3</td><td>Information Dissemination and Communication Activities</td><td colspan="2">

Before construction activity, information dissemination will be undertaken by the contractor at the project site. The wider dissemination of information to the public will be undertaken by PMU through the disclosure of EIA / EMP reports on the website of PMU-JTFRP.
Project information Board showing the name of work, project cost, duration, date of commencement, date of completion, executing agency and contact details (including telephone numbers) shall be at Kaliban Approach Side.
Information boards will also be set up at the sites of construction camps and labour camps, plants and stockyard site. Details of Nodal officer with telephone numbers will be displayed for registering complaint/grievances by stakeholder/general public

</td><td>Contractor</td><td>PIU, TAQAC</td></tr>
</table>

C.	**Construction Stage**			
C.1	**Protection of Trees**			
C.1	Safeguarding of Trees and Plantation	• 2 Walnut trees near the main road Kalban Side and 1 Walnut tree near approach road from Beigh Mohalla side. These are scheduled trees (protective trees) of the J&K. 1 Mulberry tree near the end of the approach road (LHS) • All walnut trees will be marked with horizontal reflective strips before the commencement of works. • These trees in the construction zone will be covered/ wrapped with protective green mesh fibre cloth around the base tree trunk area by 6 feet in height. • No stockpiling of any construction will be allowed around or close to scheduled trees. • Make-shift steel barricading will be provided around each tree in an active work zone where foundation/ excavation takes place. • Any other trees within the area near the construction site will be marked with same horizontal reflective strips and green mesh as per the above measures.	Contractor	PIU, TAQAC
C.2	Impact on Water Resource during the construction of the bridge	The following mitigation measures are recommended during the construction of the proposed bridge at Kaliban, Baramulla: • Construction of Kaliban bridge should be done during least flow or no flow area. • The Curtain should be provided over the flowing water to avoid the falling of construction material in water. • Construction wastes should be collected and disposed of in an Environmentaly sound manner as soon as construction is over. • The construction of the bridge should not affect existing flow pattern and drainage system around the proposed bridge at Kaliban, Baramulla. • Flowing water will be diverted with guide bunds and cofferdams at pier locations	Contractor	PIU, TAQAC

C	**Construction Stage**			
C.1	**Site Clearance (Clearing and Grubbing)**			
C 1.1	Clearing, grubbing and Levelling	• If required vegetation will be removed from the construction zone (approaches) before the commencement of construction. • All works will be carried out such that the damage or disruption to flora other than those identified for cutting is minimum. Only ground cover/shrubs that impinge directly on the permanent works or necessary temporary works will be removed with prior approval of PIU. • The Contractor, under any circumstances, will not cut or damage trees. • Trees identified under the project will be cut only after receiving clearance from the Forest Dept (as applicable). Vegetation with a girth size of over 30 cm will be considered as trees and shall be compensated.	Contractor	PIU, TAQAC
C 2.	**Protection of the Trees**			
C 2.1	Safeguarding of Trees and Plantation	• 2 Walnut trees near the main road Kalban Side and 1 Walnut tree near approach road from Beigh Mohalla side. These are scheduled trees (protective trees) of the J&K. 1 Mulberry tree near the end of the approach road (LHS) • All walnut trees will be marked with horizontal reflective strips before the commencement of works. • These trees in the construction zone will be covered/ wrapped with protective green mesh fibre cloth around the base tree trunk area by 6 feet in height. • No stockpiling of any construction will be allowed around or close to scheduled trees. • Make-shift steel barricading will be provided around each tree in an active work zone where foundation/ excavation takes place. • Any other trees within the area near the construction site will be marked with same horizontal reflective strips and green mesh as per the above measures.	Contractor	PIU, TAQAC

C 3.	**Water Pollution**			
C 3.1	Impact on Water Resource during the construction of the bridge	The following mitigation measures are recommended during the construction of the proposed bridge at Kaliban, Baramulla: • Construction of Kaliban bridge should be done during least flow or no flow area. • Curtain should be provided over the flowing water to avoid the falling of construction material in water. • Construction wastes should be collected and disposed of in an Environmentaly sound manner as soon as construction is over. • The construction of the bridge should not affect existing flow pattern and drainage system around the proposed bridge at Kaliban, Baramulla. • Flowing water will be diverted with guide bunds and cofferdams at pier locations	Contractor	PIU, TAQAC
C 3.2	Water Pollution from construction material	• The contractor will take all precautionary measures to prevent entering of wastewater into streams, water bodies or the irrigation system during construction. The contractor will avoid construction works close to the streams or water bodies during monsoon. • Contractor shall not wash his vehicles in river water and shall not enter riverbed for that purpose. • Any type of construction wastes will not be disposed of in rivers or water bodies.	Contractor	PIU, TAQAC
C 3.3	Water Pollution from Fuel and Lubricants	• The Contractor will ensure that all construction vehicle parking locations, fuel/lubricants storage sites, vehicle, machinery and equipment maintenance and refuelling sites will be located at least 250 m away from rivers and irrigation canal/ponds. The Contractor will submit all locations and layout plans of such sites before their establishment and will be approved by the Environmental Specialist of PIU. The contractor will ensure that all vehicle/machinery and equipment operation, maintenance and refuelling will be carried out in such a fashion that spillage of fuels and lubricants does not contaminate the ground. Wastewater from vehicle parking, fuel storage areas, workshops, wash down and refuelling areas will be treated in an oil interceptor before discharging into on land or into surface water bodies or other treatment systems. • In all, fuel storage and refuelling areas, if located on areas supporting vegetation, the topsoil will be stripped, stockpiled and returned after cessation of such storage. • The contractor will arrange for collection, storing and disposal of oily wastes to the pre-identified disposal sites • All oil spills used oil will be disposed off following J&K Pollution Control Board (JKSPCB) guidelines.	Contractor	PIU, TAQAC

C 3.4	Water Pollution from wastes	• The contractor will take all precautionary measures to collect and dispose of construction wastes generated from the proposed bridge construction site (if any). • No solid or hazardous wastes (oil contaminated waste) from the campsite will be dumped on nallah or in open areas. Such wastes will be collected and disposed of in an Environmentaly sound manner as per environmental regulations. • At the bridge construction site at Kaliban, portable wet/dry toilets (bio-digestion type) shall be provided for workers.	Contractor	PIU, TAQAC
C 3.5	Waste Water from Labour Camp	• Wastewater generated from the sanitary facilities at labour camp will be treated in septic tank followed by soak pit. • No untreated raw sewage/wastewater will be discharged into any water body. • Workers will not be allowed for open defecation. Proper toilets fitted with a septic tank and soak pit will be provided for workers at the camp site.	Contractor	PIU, TAQAC
C 4	**Air Pollution**			
C 4.1	Dust and Gaseous Pollution	• The contractor will take every precaution to reduce the level of dust and gaseous pollution from the batching plant and bridge construction site. • The contractor will procure the batching plant and construction machinery, which will conform to the pollution control norms specified by the MoEF&CC/CPCB/J&KPCB. The excavated materials at the bridge construction site will be collected and disposed of properly so that it does not generate fugitive dust emissions. • LPG shall be used as fuel for cooking of food at construction labour camp instead of fuelwood. • Personal Protective Equipment (PPE) should be provided as a mandatory effort to the construction workers at the batching plant. • Regular maintenance of vehicles (project vehicles and material transportation) and equipment's will be carried and vehicular pollution check should be made mandatory. • Mask and other PPE should be provided as a mandatory effort to the construction workers in dust prone areas.	Contractor	PIU, TAQAC
C 4.2	Emission from Construction Vehicles, Equipment and Machinery	• The contractor will ensure that all vehicles, equipment and machinery used for construction works are regularly maintained and conform that pollution emission levels and comply with the requirements of CPCB and/Motor Vehicles Rules. The contractor will submit Pollution Under Control (PUC) certificates for all vehicles for the project. • DG set will be provided with the chimney of adequate height as per CPCB guidelines (Height of stack in meter = Height of the building + 0.2 √KVA).	Contractor	PIU, TAQAC

C 5	**Noise Pollution**			
C 5.1	Noise Levels from Construction Vehicles and Equipment's	The contractor will confirm the following: • All construction equipment used in excavation, concreting, etc, will strictly conform to the MoEF&CC/CPCB/J&KSPCB noise standards. • All vehicles and equipment used in construction works will be fitted with exhaust silencers/mufflers. • Maintenance and servicing of all construction vehicles and machinery will be done regularly. • Only acoustic enclosures fitted DG sets will be allowed at the construction site and labour camp. • Noise monitoring shall be carried out in construction areas through the approved monitoring agency.	Contractor	PIU, TAQAC
C. 6	**Procurement of Construction Materials**			
C 6.1	Procurement for Aggregate and other construction materials	• No borrow area will be opened without permission of the Environmental Specialist and without obtaining necessary regulatory permission. The location, shape and size of the designated borrow areas will be as approved by the Environmental Specialist and in accordance to the IRC recommended practice for borrow pits for road embankments (IRC 10: 1961). The borrowing operations will be carried out as specified in the guidelines for siting and operation of borrow areas. • The unpaved surfaces used for the haulage of borrow materials, if passing through the settlement areas or habitations; will be maintained dust-free by the Contractor. A sprinkling of water will be carried out twice a day to control dust along such roads during their period of use. • During dry seasons (winter and summer) frequency of water sprinkling will be increased in the settlement areas like Kaliban approach side and Beigh Mohalla side and PIU will decide the sprinkling time depending on the local requirements. The contractor will rehabilitate the borrow areas as soon as the borrowing of soil is over from a particular borrow area following the approved borrow area Redevelopment Plan.	Contractor	PIU, TAQAC

C 6.2	Transporting Construction Materials	• All vehicles delivering fine materials like aggregate, cement, earth, sand, etc, to the bridge site at Kaliban will be covered by Tarpaulin to avoid spillage of materials. • The existing road used by vehicles of the contractor or any of his subcontractor or suppliers of materials will be kept clear of all dust/mud or other extraneous materials dropped by such vehicles. • The contractor will make an effort to transport materials to the site in non- peak hours	Contractor	PIU, TAQAC
C 6.3	Quarry Operations & Crushers	The Contractor shall obtain materials for approved quarries. The crushers will be operated after obtaining consent to establish and consent to operate from J&KSPCB.	Contractor	PIU, TAQAC
C.7	**Construction Works**			
C 7.1	Slope Protection and Control of Soil Erosion	• The Contractor will construct slope protection works as per design parameters, to control soil erosion and sedimentation through use of Retaining Walls, methods, dykes, sedimentation chambers, basins, fibber mats, mulches, grasses, slope, drains and other devices. • All temporary sedimentation, pollution control works and the maintenance thereof will be deemed as incidental to the earthwork or other items of work and as such no separate payment will be made for them. • The contractor will ensure the following aspects wherever applicable: - After completion of embankment, the side slopes will be covered with grass and shrubs as per design specifications. - Turfing works will be taken up as soon as possible provided the season is favourable for the establishment of grass sods. Other measures of slope stabilization will include mulching netting and seeding of batters and drain immediately on completion of earthworks. - In borrow pits, the depth shall be so regulated that the sides of the excavation will have a slope not steeper than 1 vertical to 2 horizontal, from the edge of the final section of the bank.	Contractor	PIU TAQAC
C 7.2	Handling of Cement Bags	• Cement bags will be stored and emptied in a covered area to control fugitive dust emissions. • While handling and emptying cement bags, workers will wear masks, hand gloves and protective goggles. • Manual transferring of cement bags from one place to another place will not be allowed. For this purpose, the trolley will be used.	Contractor	PIU, TAQAC

C 7.3	Work-zone safety Management	• The Contractor shall prepare the bridge construction/ work zone safety plan as per provisions under the IRC 67-2001, SP-55 for safe work zone to be duly approved by the environmental specialist of PIU/PMU before the start of bridge works. • Both sides of the bridge to be barricaded and to delineate construction zone as well as material stacking areas. The bridge construction site at Kaliban (Raine Nallah) shall be appropriately barricaded to prevent entry and accidental tress passing of workers, staff and others into the construction site. • Contractor to take necessary safety measures at the bridge construction work zone during events of torrential rains or in rainy season. Rambiara nallah carry have a high discharge from the upper catchment area during high precipitation. • Public/ local entry to the construction will be highly restricted especially Children. No child will be allowed to enter site for the swimming/ bathing etc. • All operational areas shall be access controlled. Watch and ward facilities at all times shall be provided by the contractor. • Proper retro-reflective warning signage will be installed on the access road next to the construction site about the movement of construction machinery and vehicles. • There shall be adequate lighting arrangement at night to prevent mishaps after construction activity ceases for the day. • All the retro safety signage as per IRC 55 will be erected at the construction site on Rambiara Nallah (especially during excavation/ well foundation works) for generating awareness among the local community	Contractor	PIU, TAQAC

C 7.4	Occupational Health and Safety of Workers	• The contractor will prepare and follow the OHS plan, including provisions for an emergency response plan. • All workers will be provided with required personal protective equipment • Emergency Telephone Numbers shall be displayed at camp and plant site. • Medical facilities shall be provided for workers at the Labour camp and plant site.	Contractor	PIU, TAQAC
C 8	Archaeological Resources and Cultural properties			
C 8.1	Chance Found Archaeological Property	• All fossils, coins, articles of the the value of antiquity, structures and other remains or things of geological or archaeological interest discovered on the site shall be the property of the Government and shall be dealt with as per provisions of the relevant legislation. • The contractor will take reasonable precautions to prevent his workmen or any other persons from removing and damaging any such article or thing. He will, immediately upon discovery thereof and before removal acquaintss the PIU of such discovery and carry out the PIU instructions for dealing with the same, waiting which all work shall be stopped. • The PIU will seek direction from the Archaeological Survey of India (ASI) before instructing the Contractor to recommence the work in the site.	Contractor	PIU, PMU TAQAC
C 8..2	Impacts onCultural Properties	• All necessary and adequate care shall be taken to minimize the impact on cultural properties which includes cultural sites and remains, places of worship including mosques, temples, shrines, etc., graveyards, monuments and any other important structures as identified during design stage. • Relocation and enhancement measures shall be taken up as per design and in consultation with the local community. Access to such properties from the road shall be maintained clear and clean.	Contractor	PIU, TAQAC
C 9	**Personal Safety**			

C 9.1	Personal Safety Measures for Labours and Staff	The contractor will take necessary measures for the personal safety of all workers during the construction of Kaliban Bridge; • Protective safety shoes, gumboots, hand gloves, protective goggles, etc (as required) will be provided to the workers employed in excavation, steel rebaring, and bending concrete works, erection of pump station, etc. • Welder's protective eye-shields will be provided to workers who are engaged in welding works. • Earplugs will be provided to the workers exposed to high noise levels. • Safety vests will be used by workers when on a construction site. • The Contractor will comply with all regulations regarding safe scaffolding, ladders, working platforms, gangway, stairwells, excavations, trenches and safe means of entry and egress. The contractor will make sure that during the construction work all relevant provisions of Building and other Construction Workers (Regulation of Employment and Conditions of Services) Act, 1996 are adhered to. • The Contractor will not employ any person below the age of 14 years for any work.	Contractor	PIU, TAQAC
C 9.2	Traffic and Safety	• The Contractor will take all necessary measures for the safety of traffic during construction and provide, erect and maintain such barricades, including signs, markings, flags, lights and flagmen as proposed in the traffic control plan/drawings and as required by the Environmental Expert for the information and protection of traffic approaching or passing through the section of any existing crossroads. • The Contractor will ensure that all signs, barricades, pavement markings are provided as per the MoRTH specifications. • Before taking up of construction, a Traffic Control Plan will be devised and implemented to the satisfaction of the Environmental Expert of PIU.	Contractor	PIU TAQAC
C 9.3	Emergency Management	• Emergency numbers will be displayed at the construction sites and campsite, • First boxes will be made available at the construction site and campsite, • Fire extinguishers for petroleum oil fire and electrical fire will be made available at the camp site, fuel storage site, construction site etc. • Designated vehicles, which can be used as an ambulance will be available at the construction site at all the time.	Contractor	PIU, TAQAC

C 9.4	Risk Force Measure	• The contractor will make required arrangements so that in case of any mishap during, operation of machinery/ construction vehicles, dismantling, excavation, concrete pouring, hot asphalt handling and erection of pumps, all necessary steps can be taken for prompt first aid treatment. • Construction Safety Plan for the bridge project site, embankment development, protection works, ancillary sites to be prepared by the contractor and will identify necessary actions in the event of an emergency.	Contractor	PIU, TAQAC
C 9.5	First Aid Facility	The contractor will arrange for : • A readily available first aid unit including an adequate supply of sterilized dressing materials, burn ointment and appliances as per the Factories Rules will be maintained all the time by the contractor. • Availability of first aid trained persons will be ensured at the project site during the construction phase. • Availability of suitable transport will be ensured at all times to take an injured or sick person(s) to the hospital.	Contractor	PIU, TAQAC
C 9.6	Informatory Signs and Hoardings	The Contractor will provide, erect and maintain informatory/safety signs, hoardings written in English and local language, wherever required or as suggested by the Environmental Specialist of PIU.	Contractor	PIU TAQAC
C 10	**Labour Camp and Project Site Management**			
C 10.1	Accommodation for Labourers	• The contractor will follow all relevant provisions of the Building and the other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996 for construction and maintenance of labour camp. • The location, layout and basic facility provision of each labour camp will be submitted to PIU before their construction. • The contractor will maintain necessary well ventilated living accommodation, toilets, bathrooms and ancillary facilities functionally and hygienically. • Proper ventilation along with standard exhaust fans will be provided in labour accommodation rooms. • Regular cleaning and sweeping will be ensured at the labour campsite. • Systematic waste collection management at labour camp to be managed as per SWM Rules 2016. • Standard First Aid Kits/units including an adequate of sterilized dressing materials.	Contractor	PIU, TAQAC

C 10.2	HIV/AIDS Prevention Measures	• Necessary HIV/AIDS prevention measures will be taken at the labour camp • HIV/AIDS awareness program will be organized by the contractor's Environment & Safety Officer.	Contractor	PIU, TAQAC
C 10.3	Potable Water for Workers	• The contractor will construct and maintain labour accommodation in such a fashion that uncontaminated clean water is available for drinking, cooking, bathing and washing. The contractor will also provide potable water facilities within the precincts of workplace/pump stations in an accessible place, as per standards set by the Building and other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996. • The contractor will also provide the following: a) Supply of sufficient quantity of potable water (as per IS) at construction site/labour camp (site at suitable and easily accessible places and regular maintenance of such facilities). b) If any water storage tank is provided that will be kept such that the bottom of the tank at least 1 meter above the surrounding ground level. c) If water is drawn from any existing well/ hand pump, which is within 30 meters proximity of any toilet, drain or other sources of pollution, the well will be disinfected before water is used for the drinking. • PIU will be required to inspect the labour camp once in a week to ensure the compliance of the EMP.	Contractor	PIU, TAQAC
C 10.4	Sanitation and Sewage System at Labour Camp	The contractor will ensure that : • The sewage system for the camp will be designed, built and operated in such a fashion that no health hazard occurs and no pollution to the air, groundwater or adjacent watercourses take place, • Separate toilets/bathrooms, as required, will be provided for men and women, marked in vernacular language, • Toilets will e provided with septic tank followed by soak pit. • Adequate water supply will be provided in all toilets and urinals, • Night soil can be disposed of with the help of municipality or disposed of by putting a layer of it at the bottom of a permanent pit prepared for the purpose and covered with 15 cm layer of waste or refuse and then covered with a layer of earth for a fortnight.	Contractor	PIU, TAQAC

C 10.5	Waste Disposal	• The contractor will provide garbage bins in the camp & construction site and ensure that these are regularly emptied and disposed off hygienically according to Solid Waste Management Plan as per Solid Waste Management Rule 2016. • Burning of wastes at the construction site, labour camp and bridge/roadside will not be allowed. • The solid waste generated at the construction site & labour camp will be collected in covered waste bins and segregated as biodegradable (food waste, paper, etc) and non-biodegradable (plastic, polyethene bag, etc) wastes. Polyethene/plastic wastes will be stored in empty cement bags and to be sent for recycling through scrap dealer. Biodegradable (food waste, paper, etc) solid waste will be disposed of in the compost pit.	Contractor	PIU, TAQAC
C 11	**Environmental Monitoring**			
C 11.1	Environmental Monitoring-Construction Stage	• The PIU will carry out environmental monitoring for Ambient Air Quality, Noise levels and Water Quality on the six-monthly basis as per environmental monitoring plan and in accordance with the instruction of Environmental Specialist of PMU.	PIU	PMU, TAQAC
C 11.2	Compensatory Plantation	• 1 Walnut tree (*Juglans regia*) is coming in Kaliban approach side and 5 Willows *(Salix sp*.) and 1 Poplar (*Populus nigra)* are in approach from Beigh Mohalla side. These trees are required to be cut down as they come close or protrude towards the approach of road pavement. • Loss of trees will be compensated by 1:6 ratio (i.e. for loss of 1 tree 6 trees will be planted) or greater and transplantation of the same trees (if applicable) may be envisaged wherever applicable. Compensatory plantation will be taken in open spaces near nallah banks. • Plantation of Pine/ *Cedrus deodara* shall be planted under landscape management/ beautification near nallah banks. This can be achieved in coordination and in association with the Social Forestry Department.	PIU	PMU, TAQAC

C 11.3	**COVID-19** (Corona-Virus) Pandemic Protocol Compliance at Workplace and Labour Camp	[6] COVID-19 Guidance for the Construction Workforce- When working in the construction industry, the following tips can help reduce the risk of exposure to the coronavirus: • Encourage workers to stay home if they are sick. • Allow workers to wear masks over their nose and mouth to prevent them from spreading the virus. • Continue to use other normal control measures, including personal protective equipment (PPE), necessary to protect workers from other job hazards associated with construction activities. • Advise workers to avoid physical contact with others and direct employees/contractors/visitors to increase personal space to at least six feet, where possible. Where work trailers are used, all workers should maintain social distancing while inside the trailers. • Train workers how to properly put on, use/wear, and take off protective clothing and equipment. • Encourage respiratory etiquette, including covering coughs and sneezes. • Promote personal hygiene. If workers do not have immediate access to soap and water for handwashing, provide alcohol-based hand rubs containing at least 60 per cent alcohol. • Use Environmental Protection Agency-approved cleaning chemicals from List N or that have label claims against the coronavirus. • To the extent tools or equipment must be shared, provide and instruct workers to use alcohol-based wipes to clean tools before and after use. When cleaning tools and equipment, workers should consult manufacturer recommendations for proper cleaning techniques and restrictions. • Keep in-person meetings (including toolbox talks and safety meetings) as short as possible, limit the number of workers in attendance, and use social distancing practices. • Clean and disinfect portable Jobsite toilets regularly. Hand sanitizer dispensers should be filled regularly. Frequently-touched items (i.e., door pulls and toilet seats) should be disinfected. • Encourage workers to report any safety and health concerns.	Contractor	PIU, TAQAC

[6] OSHA- Occupational,Safety and Health Adminintration , OSHA: COVID 19 Guidelines www.osha.gov/coronavirus

		• Contractor to follow strictly Covid-19 Guidelines as given in Annexures XVII to XIX and Standard Operating Procedures (SOP). • Updated measures/ guidelines/ SOP will be issued to the Contractor for compliance	Contractor	PIU, TAQAC PMU
D	**Contractor's Demobilization**			
D.1.1	Clean-up Operations, Restoration and Rehabilitation	• The contractor will prepare the project and labour campsite restoration plan, which will be approved by the PIU/ Environmental Expert. The clean-up and restoration operations are to be implemented by the contractor before demobilization from the construction site and labour camp. The contractor will clear all temporary structures, debris, construction wastes, garbage, night soils, etc in an Environmentaly sound manner. • All disposal pits or trenches will be filled in and effectively sealed off. • Construction places including camp and any other area used/affected due to the project operations will be left clean and tidy at the contractor's expense to the entire satisfaction to the PIU.	Contractor	PIU, TAQAC
D.1.2	Land Rehabilitation	• All surfaces hardened due to construction activities will be ripped & imported materials thereon removed. • All rubbles to be removed from the site to an approved disposal site. Burying of rubble on-site is prohibited. • Surfaces are to be checked for waste products from activities such as concreting or asphalting and cleared in a manner approved by the Engineer. • All embankments are to be trimmed, shaped and replanted to the satisfaction of the PIU. • Borrow pits are to be closed and rehabilitated following the pre-approved management plan for each borrow pit. The Contractor shall liaise with the PIU regarding these requirements.	Contractor	PIU, TAQAC
E	**Post Construction (Operation) Stage**			
E 1	**Activities to be Carried out by the PIU**			
E.1.1	Environmental Monitoring- Post Construction Stage	• The environmental monitoring Laboratory of JTFRP-PMU will carry out environmental monitoring for Ambient Air Quality, Noise levels and Water Quality on the six-monthly basis as per environmental monitoring plan and in accordance to the instruction of Environmental Specialist of PMU.	PIU	PMU

E.1.2	Slope/ Protection Monitoring	During rains/ snowfall, regular monitoring will be carried for bridge & nallah protection works and scour protection work/ slope management. In case any indication of erosion, deformation and collapse of protection, necessary measures will be taken to control such issues.	PIU	PMU
E.1.3	Monitoring of Compensatory Plantation and Landscape areas	Continuous watch and monitoring of plantation carried out under compensatory plantation implemented and for its performance and survival rate. The plantation will be properly guarded by watch and ward personnel. Provision will be made for manure application and watering on schedule. About +42 Pine/ Cedrus/ etc. saplings will be planted in open spaces under landscape management/ beautification of the bridge environs.	PIU	PMU

9.6. Environmental Management Plan (EMP) - Protection of Clause for Non-conformity to EMP

The Contractor will implement necessary mitigation measures for which responsibility is assigned to him as stipulated in the EMP. Any lapse in implementing the same will attract the damage clause as detailed below:

- Any complaints of public, within the scope of the Contractor, formally registered with the PIU and communicated to the Contractor, which is not properly addressed within the time-period intimated by the PIU shall be treated as a major lapse.
- Non-conformity to any of the mitigation measures like unsafe conditions, non-collection of excavated material (during the laying of drainage pipes) regularly and other unattended Health, Safety & Environment (HSE) issues, as stipulated in the EMP Report (other than stated above) shall be considered as a minor lapse.
- On observing any lapses, PIU shall issue a notice to the Contractor, to rectify the same.
- Any minor lapse for which notice was issued and not rectified, first and second reminders shall be given after ten days from the original notice date and first reminder date respectively. Any minor lapse, which is not rectified, shall be treated as a major lapse from the date of issuing the second reminder.
- If a major lapse is not rectified upon receiving the notice PIU shall invoke reduction, in the subsequent interim payment certificate.
- For major lapses, 10% of the interim payment certificate will be withheld, subject to a maximum limit of about 0.5% of the contract value.
- If the lapse is not rectified within one month after withholding the payment, **the amount withheld shall be forfeited immediately.**

9.7. Environmental Monitoring Plan

The monitoring programme consists of performance indicators, reporting formats and necessary budgetary provisions. The Contractor's monitoring plan should be following the baseline environmental monitoring, locations provided in the Environmental impact assessment report.

The monitoring plan has the following objectives:

- To ensure effective implementation of EMP
- To evaluate the performance of mitigation measures proposed in the EMP
- To comply with all applicable environmental, safety, labour and local legislation
- To ensure that public opinions and obligations are taken into account and respected to the required satisfaction level
- To modify the mitigation measures or implementing additional measures, if required

The environmental monitoring plan is discussed below:

Ambient Air Quality Monitoring (AAQM)

The ambient air quality parameters viz: Sulphur Dioxide (SO_2), Nitrogen Dioxide (NO_2), Carbon Monoxide (CO), Particulate Matter (PM_{10} and $PM_{2.5}$), shall be monitored six monthly at identified locations from the start of the construction activity. The ambient air quality parameters shall be monitored following the National Ambient Air Quality Standards. The duration and the pollution parameters to be monitored and the responsible institutional arrangements are detailed out in the Environmental Monitoring Plan.

Noise Quality Monitoring

The noise levels shall be monitored at designated locations following the Ambient Noise Quality standards. The duration and the noise pollution parameters to be monitored and the responsible institutional arrangements are detailed in the Environmental Monitoring Plan.

Surface Water Quality Monitoring

Surface Water quality parameters such as pH, BOD, COD, DO coliform count, total suspended solids, total dissolved solids, Hardness, Conductivity etc. shall be monitored at all identified locations during the construction stage as per standards prescribed by Central Pollution Control Board. The duration and the pollution parameters to be monitored and the responsible institutional arrangements are detailed out in the Environmental Monitoring Plan

The monitoring requirement for the different environmental components have been prepared is presented in Table 10.2 below;

Table 9.2: Environmental Monitoring Plan

Attribute	Project Stage	Parameter	Special Guidance	Standards	Frequency	Duration	Location	Implementation
Air	Pre-Consuction, Construction & Operation Stage	PM_{10}, $PM_{2.5}$, SO_2,NO_2,CO	Use method specified in National Ambient Air Quality Standards (NAAQM).	National Ambient Air Quality Standards (NAAQM).	Six Monthly (Summer and Post Monsoon Seasons)	24 hours of Sampling	Bridge site, Batching Plant, Workers Campsite, Project Office Site	PIU through Environmental Monitoring Laboratory
Surface Water	Pre-Construction, Construction & Operation Stage	pH, BOD, COD, Oil& Grease, Total Suspended Solid (TSS), Total Dissolved Solid (TDS)	Grab sample collected from source and Analyses as per standard Methods for Examination of Water and Wastewater	Indian Standards: for Inland Surface Water (IS: 2296, 1962	Six Monthly (Summer and Post Monsoon Seasons)	Grab Sampling	Bridge site	PIU through Environmental Monitoring Laboratory
Noise	Pre-Consuction, Construction & Operation Stage	Hourly Level Equivalent (Leq) on dB (A} scale	Equivalent noise levels using an integrated noise level meter kept at it a distance of 1 m from the edge of the pavement	MoEF Noise Rules. 2000	Quarterly (Summer and Post Monsoon Seasons)	Leq in dB(A) of daytime and night time	Bridge site, Batching and HMP Plant, Workers Campsite,	PIU through Environmental Monitoring Laboratory
Borrow Area	Construction Phase	As per Guidelines	Visual Observations	-	Before opening at least once in a month during operation, Post Rehabilitation.	-	Borrow area Location	Contractor/PIU, TAQAC
Tree Cutting	Pre-Construction	Only identified/ marked trees	EMP/ Inspection	EMP	After getting approval/ permission of Walnut tree.	Once	Identified trees	Contractor/ PIU
Tree Plantation	Operation Phase	Survival Rate	Plantation of tall saplings	National Green Highways policy and IRC guidelines (IRC : SP:21-2019)	Quarterly to two years post plantation	-	Areas where the plantation is being done	Contractor/PIU TAQAC

9.8. Performance Monitoring Indicators

Physical, biological and environmental management components identified as of particular significance in affecting the environment at critical locations have been suggested as Performance Indicators (PIs). The Performance Indicators shall be evaluated under three heads as:

- Environmental condition Indicators to determine the efficacy of environmental management measures in the control of air, noise, water and soil pollution;
- Environmental management indicators to determine compliance with the suggested environmental management measures
- Operational performance indicators have also been devised to determine the efficacy and utility of the proposed mitigation measures

The performance indicators of the proposed bridge of Kaliban is provided in Table 10.3 below;

Table 9.3: The Performance Indicators for Project Implementation

S.No.	Indicator	Details	Stage	Responsibility
A		**Environmental Condition Indicators and Monitoring Plan**		
1	Air Quality	The parameters to be monitored, frequency and duration of monitoring, as well as the locations to be monitored, will be six monthly summer and post-monsoon seasons	Baseline (pre-construction) Construction Post-construction	PMU, PIU Environmental Monitoring Laboratory of PMU through TAQAC
2	Noise Levels	Quarterly, Hourly Level equivalent (Leq).	Baseline (pre-construction) Construction Post Construction	PMU, PIU Environmental Monitoring Laboratory of PMU through TAQAC
3	Water Quality	Nearby rivers, surface water body, six-monthly summer and post-monsoon seasons	Baseline (pre-construction) Construction Post Construction	PMU, PIU Environmental Monitoring Laboratory of PMU through TAQAC agency
B	**Environmental Management Indicators and Monitoring Plan**			
1	Construction Camp	Locations of construction camps have to be identified and parameters indicative of the environment in the area has to be reported.	Pre Construction	PIU/Contractor
2	Borrow Areas	Locations of borrow areas have to be identified and parameters	Pre Construction	PIU/Contractor

		indicative of the environment in the area has to be reported		
3	Tree Protection	Protective Measures of Scheduled Trees	Pre Construction/ Construction	Contractor/PIU
3	Tree Cutting	Progress of Tree removal marked for cutting is to be reported	Pre Construction	PIU/Contractor to Forest Department
4	Tree Plantation	Progress of measures suggested as part of the strategy is to be reported	By end of the Construction	PIU/Forest Department
	Occupational Health & Safety Measures	Occupational, Health & Safety of workers engaged in construction activities	Daily	Environment & Safety Officer of the Contractor.
5	Bridge Protection Work and Scour Protection	Monitoring of Bridge Protection and Scour Protection	During rains	PIU/ TAQAC

9.9. Monitoring Plans for Environment Conditions

For each of the environmental components, the environmental monitoring plan specifies the parameters to be monitored; location of the monitoring sites and duration of monitoring. The monitoring plan also specifies the applicable standards, implementation and supervising responsibilities. The monitoring plan for the various environmental condition indicators of the project in construction stages is already presented in **Table 9.2**. Monitoring plan does not include the requirement of arising out of regulation provision such as obtaining NOC/Consent for plant site operation.

Furthermore, periodical site monitoring should be carried out by the Environmental Expert of PIU for surveillance & monitoring of safety of the construction site.. The brief description of measures has been given in **Table 10.4** below:

Table 9.4: Brief Description of Measures

Sl. No.	Locations of Work Site	Bridge Site Safety Measures
1	Construction Sites	Caution boards, Safety Cones, Delineators
2	Deep Cutting	The construction zone should be barricaded with applicable safe G.I Sheet or arrangement to be made as per the plan approved by the PIU / PMU. [Provide Safety Sign Boards and Safety Barriers marked with reflective tapes]
3	Temporary Diversion (if any)	Diversion Board, Barricading Diversion with reflective tape for illumination at night at the all diverted locations
4	Safety for the Workers	Helmets, Safety-Shoes, Goggles, Dusk mask. etc

9.10. Reporting System

The contractor will follow the reporting system for the implementation of the environmental management plan and its indicators. The Contractor will report the PIU on corrective measures and implementation status of mitigation measures as per the environmental management plan. The EMP compliance report will comprise the photographic evidence (with date, time and geo-reference) for implemented mitigation measures in the monitoring reports.

Table 9.5: The Reporting System and Requirements

S.No	Item	Stage	Contractor	PIU/ TAQAC
			Implementation & Reporting to PIU	Supervise/ Field Compliance Monitoring
1.	Setting up of construction Camp	Pre-Construction	One Time	
2.	Identification of disposal locations for constructional & other wastes from Bridge Project	Pre-Construction	One Time	One Time
3.	Tree cutting	Pre-Construction	One Time	One Time
4.	Top Soil Preservations	Pre-Construction	One Time	
5.	EMP Implementation Report	Construction	Monthly	Monthly
7.	Pollution Monitoring	Construction	Six Monthly	Six Monthly
8	Cleaning and Restoration on Demobilization	On completion of construction of Bridge at Kaliban	One Time	One Time

The contractor will take all reasonable steps to protect the environment on & off the project site and to avoid, minimize and mitigate impacts due to the bridge construction work activities creating pollution to environment and other causes as a consequence of methods of operations.

9.11. Budgetary Provision for EMP

Mitigation measures proposed in the EMP will be implemented by the Contractor and under the supervision/ monitoring by the PIU/TAQAC. The works to be undertaken by the contractor have been quantified and the quantities included in the respective BOQ items. The essentials of environmental health and safety and effective implementation of COVID-19 Standard Operating Procedures (SOP) as per Govt. guidelines/ measures to be followed by the contractor have been included in the annexures of this EIA report.

The indicative split up of capital and recurring cost for the environmental management plan for the project is presented in following **Table 9.6;**

Table 9.6: Budgetary Allocation- Indicative Cost for EMP Implementation for the "Construction of 1x25 meter Plate Girder Bridge at Kaliban in District Baramulla.

S. No.	Component	Item	Unit	Unit Cost (INR)	Quantity	Total Cost	Responsibility
A	**Pre-Construction Stage**						
1	Air	Baseline Monitoring Ambient Air Quality at 1 location especially near sensitive receptors/ Settlements.	No.	7000/	24 hr sample, One time monitoring Location ($PM_{2.5}$, PM_{10}, SO_2 and NO_2)	7000	PMU
2	Water	Surface Water Quality sample from Raine Nallah location	No.	5000/-	Grab Sample from Raine Nallah Location (pH, TSS, TDS, BOD, COD, Oil & Grease, Turbidity)	5000	PMU
3	Noise	Noise Measurements at 1 location near sensitive receptors/ Settlement	No.	4000	Hourly measurements for 24 hours.	4000	PMU
B. Construction Stage							
~~4~~	COVID-19 "Standard Operating Procedure" as per Govt. Guidelines for Construction site/ Workplace/ Campsite	Masks, Sanitizer Equipments (sensor-based/ dispenser based), appointment of Covid -19 "Marshal for SOP implementation"	Lump Sum			200000	PIU/ Contractor
~~5~~	Protection/ Safety- Scheduled Species of Trees	Reflective strips for safety. About 3 trees	No.	1000	Reflective strips on the tree (3 Walnut)	3000	Contractor/ PIU
~~6~~	Tree Cutting	Trees (about 7 trees)	No.	Cost is part of the civil working pa			PIU/ Contractor
7	Air	Ambient Air Quality at 1 bridge location within the construction zone and operational	No.	7000/-	24 hr sample, One-time monitoring 3 Locations (Six monthly) ($PM_{2.5}$, PM_{10}, SO_2 and	21000	PMU

S. No.	Component	Item	Unit	Unit Cost (INR)	Quantity	Total Cost	Responsibility
		plant sites. (3 times in a year except for monsoon)			NO_2)		
8	Water	Surface Water Quality at 1 location (six monthly)	No.	5000/-	Grab Samples at 1 Location at Raine Nallah (pH, TSS, TDS, BOD, COD, Oil & Grease, Turbidity) Parameters as per IS 10500:2012	15000	PMU
		1 Ground Water/ Public Water Source (six monthly)		7000/-		21000	PMU
9	Noise	Noise measurements at 1 location near sensitive receptors/ Settlements within the construction zone (Quarterly)	No.	3000/-	Hourly measurements for 24 hours.	18000	PMU
10	Air	Dust Suppression Measures	Cost part of the civil works.				
11	Labour camp and Ancillary Facilities	Labour Camp and all associated facilities as per EMP	Cost part of the civil works.				
12	First Aid Kits	First Aid Kits at the construction site, camp and ancillary sites	Cost part of the civil works.		-		
13	Compensatory Plantation	Replantation of Trees 1:6)	No.	4000	42	168000	PMU
Project Enhancement by PMU-JTFRP							
14	Embankment Protection/ Slope Stability	Plantation/ Grass engraining with indigenous shrubs	Lump Sum			50000	PMU
15	Proposed Development of Open Space	Fencing, Landscaping/ Beautification,	Lump-Sum			1000000	PMU

S. No.	Component	Item	Unit	Unit Cost (INR)	Quantity	Total Cost	Responsibility
	of Funeral Ground (Small->9000-10000 sq ft. area) into a public park as per recommendati-on of the local residents.	Leveling etc.)					
16	Median Plantation	Median Tree Plantation (Pine/ Cedrus deodara)	Covered under park develpoment				PMU
C.	**Operation Stage (Post Construction Monitoring)**						
17	Air	Ambient Air Quality at 1 location near the sensitive receptor	No.	7000/-	24 hourly sample, one-time monitoring (Post Construction)	7000	PMU
18	Noise	Noise Levels at 4 locations near sensitive receptors	No.	3000/-	One time monitoring (Post Evaluation) 4 Samples	3000	PMU
19	Water	Surface Water Quality at 1 location	No.	5000/-	One time monitoring (Post Evaluation) 4 Samples	5000	PMU
Total Budget						**15,67,000**	

9.12. Formats For Reporting

Formats for reporting/monitoring the progress/parameters achieved will be finalized by PIU/ TAQAC in consultation with the Contractor.

9.13. Environmental Compliance Report

The contractor shall submit a monthly progress report as per the reporting format approved by the PIU on the status of the implementation of the EMP. Environmental Compliance report will systematically contain a copy of regulatory permissions/consents/clearance, geo-referenced photographs with date and time for EMP/mitigation measures implementation, environmental monitoring report, accidents report, etc.

ANNEXURE-I: Environment and Social Screening Data Sheets

Part A: General Information

1. Name of the sub-project	Construction of 1x25 meter Single Span Plate Girder Bridge at Kaliban in District Baramulla	
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)	
▪ Name of the District	Baramulla	
▪ Name of the Block	Narwav	
▪ Name of the Settlement	Kaliban	
▪ Latitude	34° 1´ 67.30"	
▪ Longitude	74° 3´ 51.47"	

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)	1x 25.00 mts Plate Girder Type 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	Roads & Buildings Department
▪ Name of the contact person	Abdul Rashid Lone
▪ Designation	Executive Engineer (Xen)
▪ Contact Number	+91-9419005938
▪ E-mail Id	-
7. Screening Exercise Details	
▪ Date on which it was carried out	12/09/2018
▪ Name of the Person	Yadullah Shah
▪ Contact Number	+91 9622672672

▪ E-mail Id	yaadshah@gmail.com

Part B (1): Environment Screening

Question	Yes	No	Details
1. **Is the sub-project located in whole or part within 1 km of the following Environmentaly sensitive areas?**			
a. Biosphere Reserve		No	
b. National Park			
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	Yes		Local Forest Area is within 500 mts
l. Wetland		No	
m. Natural Lakes		No	
n. Rivers/Streams	Yes		Bridge is proposed to be constructed over Raine 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 500m 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?	1686.31 mts wrt MSL		
5. Is any scheduled/protected tree like Chinar, Mulberry or Deodar likely to be affected/ cut due to the project?	Yes		01 Walnut Tree at one end of approach road to be cut during execution of subproject
6. Is the sub-project located in a landslide/heavy erosion prone area or affected by such a problem?		No	

7. Is sub-project located in an area that faces water paucity or water quality issues?		No	

Part B (2) : Result/Outcome of Environmental Screening Exercise		
1.	Environment Impact Assessment 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	Yes, permission from Irrigation & flood control department is required.-
7	Any other clearance/permission required	Only Statutory clearances and NOC's / PUC's for establishment or operation of stone crushers, Hot Mix plants, generators, vehicles etc shall be required to be obtained by the Contractor during execution stage.

Part C (1): Social Screening

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

Yes		No	✓
If so, give the following details:			
Number of public structures/buildings		Nil	
Number of common property resources (such as religious/cultural/drinking water/wells/etc.)		Nil	
Number of private structures (located on private or public land)		Nil	
3. Does the proposed project activity result in loss of crops/trees?			
Yes	✓ (01 Walnut Trees) & 6 Non Scheduled Trees (5 Willows and 1 Poplar tree)	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	NA
2.	Answer to any question is 'Yes' and the sub-project	No RAP is required

	does not affect more than 200 people (i.e. either complete or partial loss of assets and/or livelihood)	
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 and social issues as revealed during screening exercise as it does not involve private land acquisition, no 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.

Therefore, no further special study or social impact assessment needs to be undertaken. It was envisaged that during construction period there may be some short term inconveniences to the local people but same shall be addressed as per the EMP and other World Bank guidelines.

No EIA and SIA required for the proposed subproject. However, ESMP is to be prepared for the proposed work.

Statutory Clearances/ No Objection Certificate:

This is only the Construction of bridge at existing bridge site. Only Statutory clearances and NOC's / PUC's for establishment or operation of stone crushers, hot mix plants, generators, vehicles etc shall be required to be obtained by the Contractor during execution stage.

ANNEXURE-II: Site Photographs of the Bridge Location at Kaliban (Sheern Abad)

View of Proposed Bridge Site at Kaliban (Sheern Abad- Narwavv). Photo taken from Kaliban Approach Side

Close view of 1x25m bridge location on Raine Nallah

Downstream view of Raine Nallah showing very lean flow

Approach road from Beigh Mohalla

Approach at Kaliban side




Taking girth class of the trees coming close to pavement of approach road towards Beigh Mohalla


Agriculture fields and Orchards in uphill area in Beigh Mohalla et al.

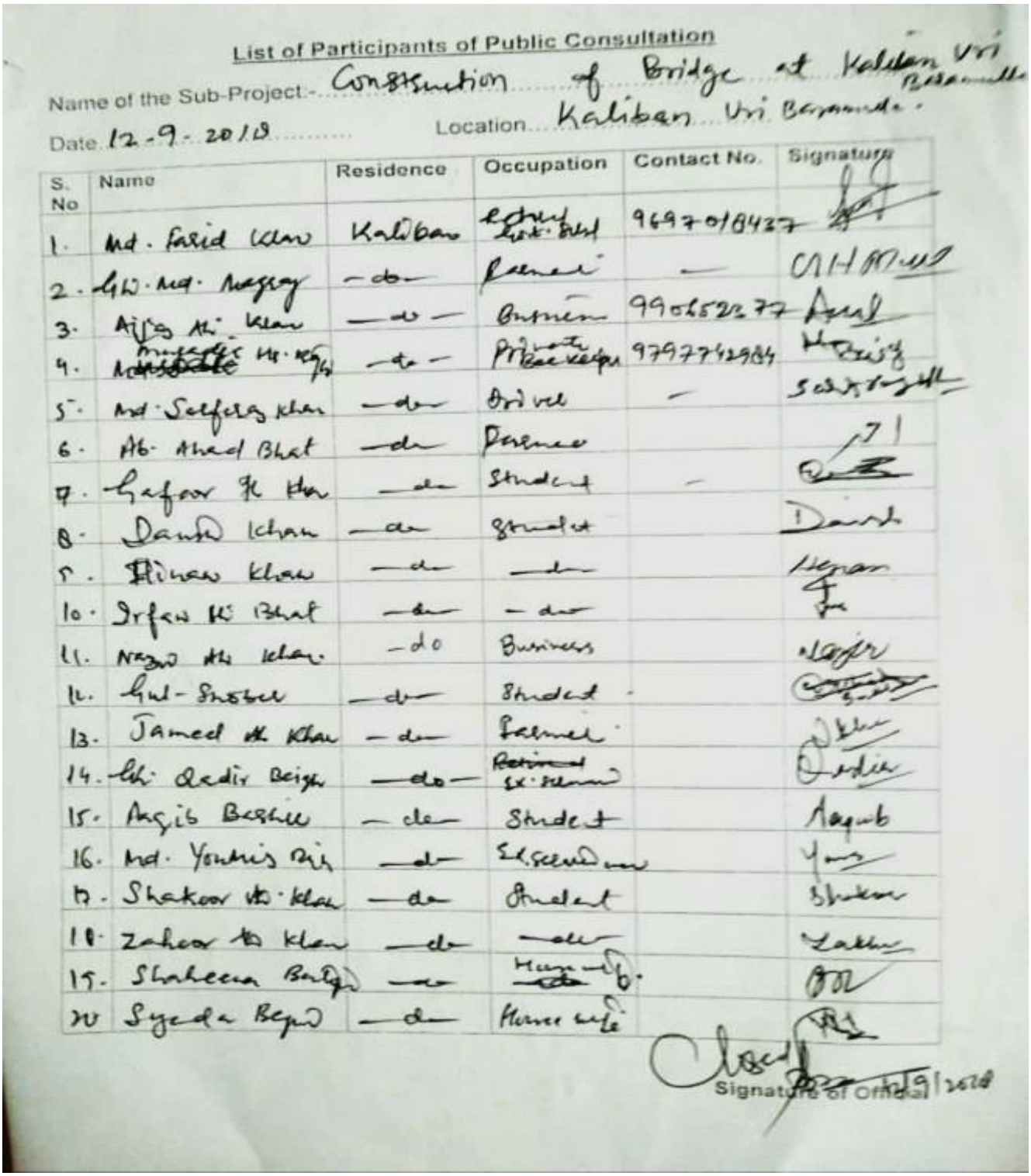
ANNEXURE-III: Public Consultation/ Meeting Photographs at Kaliban Bridge Site.






Consultation was conducted in the Kaliban- Sheern abad (Narwavv Block) and Beigh Mohalla. Proposed bridge project was discussed with the local people and participated in this process. People here are suffering as direct access route does not exist and they have to cross the Nallah by foot. A temporary bridge was there which was washed away by September 2014 floods. Construction of the proposed bridge at Kaliban on Raine Nallah will address their problems manifold like transportation horticultural/ agricultural produce, other goods etc.

ANNEXURE-IV: List of consulted participants and their signatures during consultation



List of Participants of Public Consultation

Name of the Sub-Project:- Construction of Bridge at Kaliban Uri Baramulla

Date 12-9-2018 Location Kaliban Uri Baramulla.

S. No	Name	Residence	Occupation	Contact No.	Signature
1.	Md. Farid Khan	Kaliban	Retd Lect. Govt.	9697018427	
2.	Gh. Md. Nazgar	-do-	Retired	—	
3.	Aijaz Ah. Khan	-do-	Business	9906522277	
4.	[illegible] Md. Yaqub	-do-	Private Teacher	9797742984	
5.	Md. Sulfaraz Khan	-do-	Driver	—	
6.	Ab. Ahad Bhat	-do-	Farmer		
7.	Safdar Ah Khan	-do-	Student	—	
8.	Danish Khan	-do-	Student		
9.	Rizwan Khan	-do-	-do-		
10.	Irfan Ah Bhat	-do-	-do-		
11.	Nazir Ah Khan	-do	Business		
12.	Gul-Shabir	-do-	Student		
13.	Jamed Ah Khan	-do-	Retired		
14.	Ab. Qadir Beigh	-do-	Retired Ex. Serviceman		
15.	Aqib Bashir	-do-	Student		
16.	Md. Younis Bhat	-do-	Ex. Serviceman		
17.	Shakoor Ah. Khan	-do-	Student		
18.	Zaheer Ah Khan	-do-	-do-		
19.	Shaheena Begum	-do-	Housewife		
20	Syeda Begum	-do-	Housewife		

Signature of Official 19/2018

Jhelum Tawi Flood Recovery Project (JTFRP)-The World Bank Financed Project

LIST OF PARTICIPANTS IN PUBLIC CONSULTATION WITH SIGNATURES

SUB-PROJECT NAME: Design and Construction of Single Lane Bridge at Kaliban, Baramulla including Construction of Approach Roads and Nallah Training Works in District Baramulla, J&K

LOCATION OF MEETING/ CONSULTATION: Kaliban, (Hensan), Baramulla.

DATE AND TIME: 2:00 pm (26 June) **Public Consultation Conducted by:** Abdul G. Bhat

S. No	Name	Age/ Sex	Occupation	Address	Signature
1.	Nazir Ahmad.	48/M	Shopkeeper Business.	Kaliban.	
2.	Muhammad Yamin Bhat	68/M	Ex-servicemen.	Kaliban	
3.	Gulam Mohiddin Bhat.	40/M	Labour.	Kaliban	
4.	Abdul Majeed Sheikh.	81/M	Labour	Kaliban.	
5.	Danish Farooq Bhat	22/M	Student	Kaliban.	
6.	Shafaq Ahmad Bhat	22/M	Driver	Kaliban.	
7.	Manzoor Ali Khan	46/M	Labour	Kaliban	
8.	Arshad Nisar	18/M	Student	Kaliban.	
9.	Shabir Khan	22/M	Student	Kaliban.	
10.	Rizwan Manzoor	20/M	Student	Kaliban.	
11.	Faizan Ali Khan	17/M	Student	Kaliban.	
12.	Arshad Manzoor	28/M	Student	Kaliban	
13.	Farooq Ahmad Bhat	25/M	Student	Kaliban.	
14.	Shakeel Ahmad	34/M	Labour	Kaliban.	
15.	Nisar Khan	20/M	Business	Kaliban	
16.	G. Hassan Bhat	32/M	Business	Kaliban	

Closed for the pc.

Jhelum Tawi Flood Recovery Project (JTFRP)-The World Bank Financed Project

LIST OF PARTICIPANTS IN PUBLIC CONSULTATION WITH SIGNATURES

SUB-PROJECT NAME: Design and Construction of Single Lane Bridge at Kaliban, Baramulla including Construction of Approach Roads and Nallah Training Works in District Baramulla, J&K,

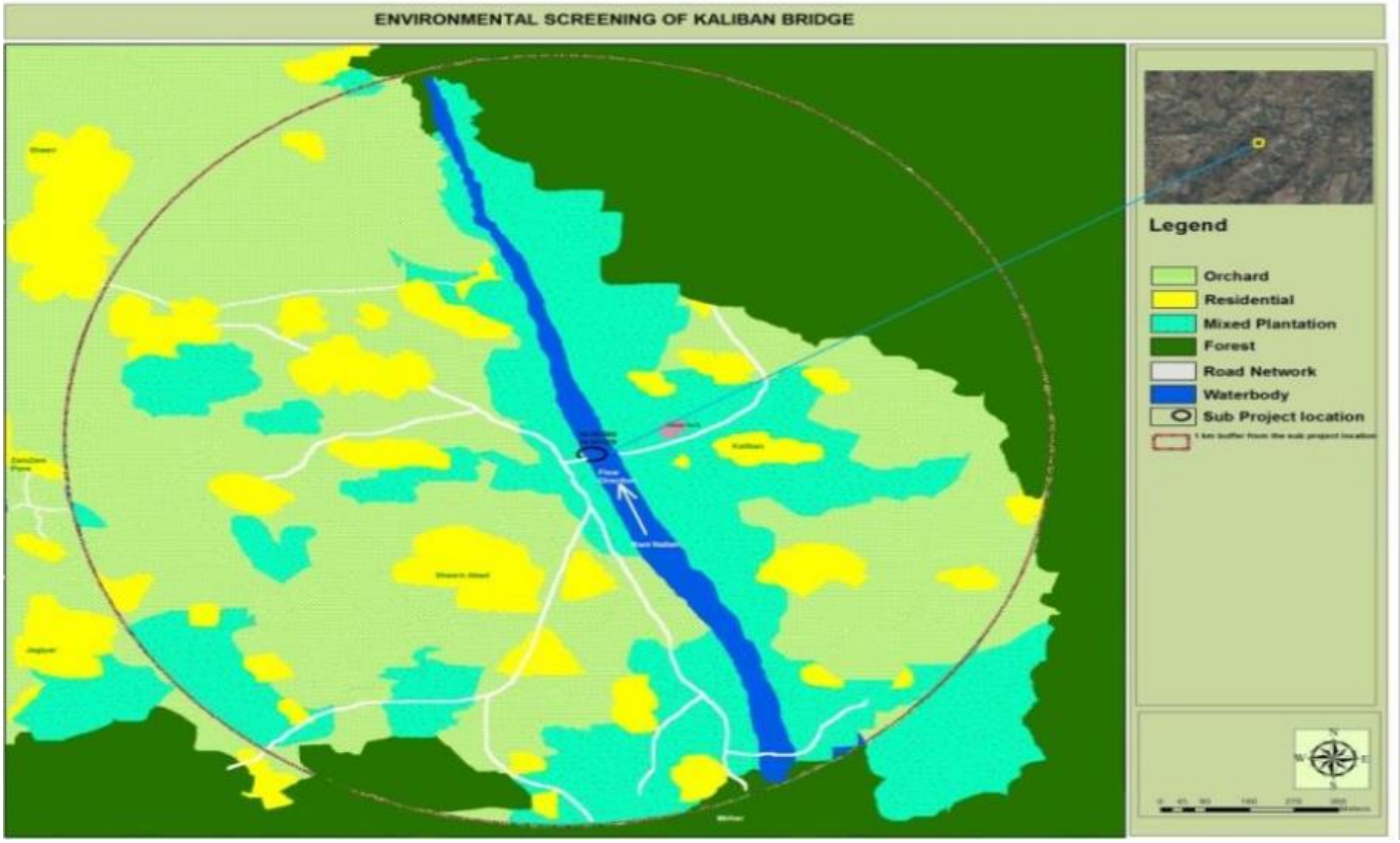
LOCATION OF MEETING/ CONSULTATION: At. Green Road - Kaliban

DATE AND TIME: 26/04/2020 / 3:30 pm **Public Consultation Conducted by:** J&K. Bhat

S. No	Name	Age/ Sex	Occupation	Address	Signature
1.	Peer Mohammad	45/M	Business	Kaliban	
2.	Ikram Nabi Khan	21/M	Business	Kaliban.	
3.	Mohammad Rasheed	60/M	Ex-Employee	Kaliban.	
4.	Gulam Hassan Bhat	38/M	Govt. Employee	Kaliban	
5.	Nisar Ahmad	38/M	Labour	Kaliban	
6.	Ali Mohammad	69/M	Business	Kaliban (Green)	
7.					
8.					
9.					
10.					
11.					
12.					
13.					
14.					
15.					
16.					

Closed for the PC.

ANNEXURE-V: GIS/ LULC Map of the Proposed Kaliban Bridge in Baramulla District.



ANNEXURE-VI: Guidelines For Siting, Management And Redevelopment of Labour Camp

A. Overview

Labour camp include accommodation for workers/labourers along with other basic amenities such as kitchen, potable water supply, sanitation (toilets, bathrooms, washing areas and water supply for such needs), first aid room as well as garbage collection and disposal facility. The guidelines outlined here aims to facilitate the contractor in implementing the measures in the EMP there by reducing the impact on the environment.

B. Criteria for Locating the Site

To the extent possible, fertile lands shall be avoided for locating camp site.

C. Finalization of Selected Site

After identification of the site, the Contractor should fill up the prescribed reporting format provided in EMP as annexure and submit the same for approval to the Environmental Expert of PIU. The selected site shall be approved by Environmental Expert of PIU, after considering the compliance. No agreements or payments shall be made to the land owner/s prior to receipt of a written approval from the Environmental Expert of PIU. Any consequence of rejection prior to the approval shall be the responsibility of the Contractor and shall be restored at his own cost. After obtaining a written approval from the Environmental Expert of PIU for the selected site, the Contractor has to enter into an agreement with the landowner to obtain his/her consent before commencing any operation/activities in the land. The agreement should also mention its type, duration, amount and mode of payment as well as the preferences of the owner regarding site maintenance and redevelopment.

D. Designing And Setting Up of Labour Camp

The following facilities should be provided in a labour camp to ensure safe, clean and hygienic accommodation for the workers.

(i) **Site preparation**: The site should be graded and rendered free from depressions such that the water does not get stagnant anywhere. Fencing should be constructed all around the camp to prevent the trespassing of humans and animals. The approved layout plan should be strictly adhered to while setting up the camp.

(ii) **Accommodation**: Contractor will follow all relevant provisions of the Building and the other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996 for construction and maintenance of labour camp. The height of the worker's and labour accommodation shall not be less than 3m from floor level to the lowest part of the roof. The camp shall be floored with concrete, shall be kept clean, with proper cross ventilation, and the space provided shall be on the basis of one sqm per head or as per the relevant regulation, whichever is higher. Fire and electrical safety pre-cautions shall be adhered to. Cooking, sanitation and washing areas shall be provided separately. The contractor will maintain necessary living accommodation and ancillary facilities (including provision of clean fuel to prevent damage to forests and to prevent fuel wood cutting and burning by labour) in functional and hygienic manner. The site must be graded and rendered free from depressions such that water does not get stagnant

anywhere. The entire boundary of the site should be fenced all around with barbed wire so as to prevent the trespassing of humans and animals.

(iii) **Drinking Water**: The Contractor should provide potable water within the precincts of every workplace in a cool and shaded area, which is easily accessible as per standards set by the Building and other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996. All potable water storage facilities will be on a safely raised platform that is at least 1m above the surrounding ground level. Such facilities shall be regularly maintained from health and hygiene point of view. If necessary, water purifier unit shall be installed for providing potable water.

(iv) **Sanitation Facilities**: Adequate nos. of toilets shall be provided separately for males and females (depending on their strength), with markings for identification in vernacular language. All such facilities must have adequate water supply with proper drainage and disposal facility. They shall be maintained, cleaned and disinfected daily using proper disinfectants. Location and design of soak pit should be in such a way that it doesn't pollute the ground water. Drains and ditches should be treated with bleaching powder on a regular basis. The sewage system for the camp must be properly designed, built and operated so that no health hazard occurs and no pollution to the air, ground or adjacent watercourses takes place.

Portable toilets may be brought to use at construction site and the night soil from such units has to be disposed through designated septic tanks so as to prevent pollution of the surrounding areas. In the main camp, no night soil or sewerage shall be disposed of at any place other than the septic tanks constructed at the site. All these facilities shall be inspected on a weekly basis to check the hygiene standards.

(v) **Waste Disposal**: The Contractor should provide garbage bins in the camp and ensure that these are regularly emptied and disposed off in a hygienic manner. No incineration or burning of wastes shall be carried out by the Contractor. Separate bins shall be provided for biodegradable and non-biodegradable wastes. The disposal of kitchen waste and other biodegradable matter shall be carried out in pits covered with a layer of earth within the camp site. Discarded plastic bags, paper and paper products, bottles, packaging material, gunny bags, hessian, metal containers, strips and scraps of metal, PVC pipe scrubber and poly urethane foam, auto mobile spares, tubes, tires, belts, filters, waste oil, drums and other such materials shall be either reused or sold /given out for recycling.

(vi) **Day Crèche Facility**: At construction site, provision of a day crèche shall be made so as to enable women to leave behind their children while going to work. At least one attendant shall be provided to take care of the children at the crèche. At construction site where 20 or more women are employed, there shall be at least one shelter for use of children under the age of 6 years belonging to such women.

Shelters shall not be constructed to a standard lower than that of thatched roof, mud walls and floor with wooden planks spread over mud floor and covered with matting. Such areas shall be safely barricaded (no sharp sheets or barbed wires that may injure a child) from rest of the camp for the safety of children. Shelters shall be provided with suitable and sufficient openings for light and ventilation. There shall be adequate provision to keep the place clean. The size of a crèche may vary according to the number of children on a camp site.

(vii) Mess and Kitchen Facilities: The Contractor shall adhere to the sanitary/hygiene requirements of local medical, health and municipal authorities at all times. Adoption of such precautions as may be necessary to prevent soil and water pollution at the site while operating mess or kitchen facilities.

(viii) First Aid Facilities: At every workplace, a readily available first-aid unit including an adequate supply of sterilized dressing materials and appliances should be provided. Suitable transport should be provided to facilitate taking injured and ill persons to the nearest hospital. Adequate personal protective equipments and fire fighting equipments as detailed out in EMP should be made available in the camp and provided to the staff / workers.

(ix) Health Care Facilities: Health problems of the workers should be taken care of by providing basic health care facilities. If there is no hospital or clinic, which can be accessed in half an hour's time, then a temporary health center should be set up for the construction camp. The health centre should have at least a doctor and a nurse, duty staff, medicines and minimum medical facilities to tackle first aid requirements or minor accidental cases, linkage with nearest higher order hospital to refer patients of major illnesses or critical cases.

The health centre should carryout quarterly awareness programme of HIV – AIDS with the help of AIDS control society as well as about community living and hygiene practices in day to day living. Posters should be exhibited in the health care clinic.

E. Operation of Labour Camp

Throughout the functioning period of the camp, hygienic environment must be ensured by (i) provision of safe drinking water, (ii) proper maintenance of toilets including daily cleaning and disinfection using proper disinfectants, (iii) regular cleaning of drains by removing the silt and solid waste, (if any) and (iv) appropriate waste management practices. While it is of utmost importance to ensure that fire-fighting equipments like fire extinguishers are in working condition, it should also be monitored that construction workers use the personal protective equipments provided to them and they are replaced when necessary. All these facilities should be inspected on a weekly basis to achieve the desired levels of safety and hygiene standards.

F. Preparation of Labour Camp Management And Re-development Plan

After the site for the labour camp has been finalized and approved by Environmental Expert of PIU, the Contractor should prepare a labour camp management and redevelopment plan to be submitted to PIU for approval prior to setting up of the camp and it should comprise the following details:

Section–1: Details of site: Copy of approved site identification report along with location plan, showing the site, its survey no., access road, project stretch, distance form the project stretch, surrounding features and land use like residences, water bodies etc., photograph of the site showing the topography and other existing features.

Section-2: Site preparation: Activities that should be undertaken for preparing the site based on EMP and this guideline.

Section-3: Arrangements/ facilities within the camp: List of facilities to be provided along with its details like area, no of people to be accommodated and a

layout plan showing the plan of the site with all the facilities planned like quarters, labour camp, mess, common facilities, toilet facilities, etc.

Section-4: Mitigation measures that should be undertaken as per the EMP and this guideline while setting up of the camp and operation of the camp should be separately listed out here.

Sectoin-5: Other details: Any other relevant detail like list of awareness camp to be provided to workers, details of information dissemination etc. should be included.

Section 6: Re-development plan, which should indicate following points: (i) List of structures to be demolished and list of the clean-up activities that needs to be undertaken, (ii) Proposed use of the land in the post construction phase, if it is a public property, (iii) Presence of existing facilities that could be put in use by the land owner if it is a leased out private land or by the community in case of a public property.

Section-7: Annexure-(a) Working drawings: Electrical plan showing the electrical network planned for the site, location of generators, master switch boards etc. and plumbing drawing showing the network of water supply lines, water tank, drainage facilities etc. (b) Copy of permissions obtained from local governing body / community etc. as applicable, (c) Copy of agreement entered with site owner, in case of leased out site.

All the drawings should have north direction marked in it along with prevailing wind direction. Necessary dimensions and specifications should be provided where ever necessary. The labour camp management plan should be submitted to the Environmental Expert of PIU for a written approval before any physical work is undertaken on a particular site. The Environmental Expert of PIU will carefully examine the proposals in light of the various EMP and regulatory provisions and provide suggestions, as necessary to the Contractor who shall incorporate it in the management plan. Contractor shall be responsible for satisfactory and timely implementation of these EMP requirements.

G. Re-development of The Labour Camp

The Contractor should clear all temporary structures; dispose all building debris, garbage, night soils and any other waste as per the approved debris management plan. All disposal pits or trenches should be filled in, disinfected and effectively sealed off. Entire camp area should be left clean and tidy, in a manner keeping the adjacent lands neat and clear, at the Contractor's expense, to the entire satisfaction of landowner and the Environmental Expert of PIU.

These activities should be completed by the Contractor prior to demobilization. Once the Contractor finishes his job, he needs to obtain a certificate from the owner, stating that the site has been re-developed to his/her satisfaction and in tune with the agreement. Then following documents needs to be submitted to the Environmental Expert of PIU by the

- Copy of approved site identification report
- Photographs of the concerned site 'before' and 'after' setting up the camp.
- Certificate from the owner stating his/her satisfaction about status of re-development of the site.

Engineer-in-charge/Environmental Specialist of PIU (ERA) shall ensure, through site verification that all clean-up and restoration operations are completed satisfactorily and a

written approval should be given to the Contractor mentioning the same before the 'works completion' certificate is issued/recommended. The PIU (ERA) shall ensure through site inspection that the Contractor has restored the site properly & completely. The site can then be handed over to the concerned owner or local bodies or for local communities as the case may be. Certification/documentation pertaining to approval for clean-up and restoration operations and thereafter handing-over to the owner shall be properly maintained by the Contractor.

ANNEXURE-VII: Guidelines to Ensure Worker's Safety During Construction

In order to ensure worker's safety while undertaking various operations/stages of construction many safety measures needs to be followed, which are listed down below:

A. Labour Camp/ Site Office

- Install perimeter fencing.
- Ensure good visibility and safe access at site entrances.
- Provide adequate warning signs at the entrance and exit, as necessary.
- Provide adequate space/area for loading and unloading, storage of materials, equipment and machineries.
- Display emergency procedure and statutory notices at conspicuous locations.
- Provide areas for collecting garbage and other waste material, and also arrange for their regular/periodic disposal.
- Arrange appropriate storage, transportation and use of fuel, other flammable materials and explosives in line with the license requirements obtained from concerned authorities.
- Provide defined access roads and movement areas within the site.
- Ensure availability of first aid facilities and display notices at various work places showing the location of first aid facilities and emergency contact numbers. Provide and enforce use of PPE at construction sites.

B. House Keeping Practices

- Provide proper slope in kitchen, canteens, washrooms, toilets and bathrooms for easy and immediate draining of water.
- Keep all walkways and circulation areas clear and unobstructed at all times.
- Ensure that spillages of oil and grease are avoided and in case of accidental spills, these are immediately collected.
- Use metal bins for collection of oily and greasy rags.
- Do not leave tools on the floor or in any location where they can be easily dislodged.
- Keep windows and light fittings clean.
- Maintain the workplace floors dry and in a non-slippery condition
- Provide and maintain proper drainage system to prevent water logging and unhygienic conditions.
- Ensure that protruding nails in boards or walls are moved or bent over or removed so that they do not constitute a hazard to people.
- Store all flammable materials like HSD in appropriate container with proper cover and labels – as required for various products.
- Display 'no smoking' signs in areas with high risks of fire, (*eg.* near fuelling areas, diesel/oils/lubricant/paint storage area, hessians, rubber, wood and plastic etc.) in and around working area.

C. Safety During Excavation

- During excavation of foundations, necessary safety measures will be taken by the contractor.
- Excavation of 1.5 meters deep or greater require a sides protection unless the excavation is made entirely in stable rock
- Safe access and egress will be require including ladders, steps, ramps, or other safe means of exit of workers in excavated depth of 4 feet (1.22 meters) or deeper
- Excavated earth will be collected and disposed in pre-identified site with the approval of PIU.
- To ensure elimination of excavation hazards, excavation will be carried in the presence of competent person.
- Suitable barricading will be provided

D. Handling of Cement Bags

- Cement bags will be stored and emptied in covered area to control fugitive dust emissions.
- While handling and empting cement bags, workers will wear mask and goggle and hand gloves.
- Manual transferring of cement bags from one place to another place will not be allowed. For this purpose, trolley will be used.

E. Steel Bars Reinforcement for Foundation and Roof

- Manual cutting of steel bars for reinforcement will be discouraged
- Only skilled workers will be deployed by the contractor for steel bar bending and rebaring reinforced structures.
- Correct hand and power tools will be used to tie and cut steel bars.
- Workers engaged in steel bar bending and reinforcement will be provided helmet, suitably strong and flexible leather gloves and safety shoes.
- Workers will take extra caution and attention when walking on steel bar mattes and areas that contain exposed steel bar.
- First aid facilities will be provided at the site to provide first aid incase of cuts or injuries to workers. After providing first aid, injured worker will be taken to hospital for further treatment.

F. Operation of Trucks And Dumpers

- Ensure that only trained, authorized and licensed drivers operate the vehicles.
- Enlist help of another worker before reversing the vehicle.
- Switch-off the engine when not in use to save fuel, prevent accidents and unnecessary noise and air pollution.
- Lower the tipping bodies when the machine is unattended, but if it is necessary to leave them in the raised position they should be blocked to prevent their fall by fixing a sturdy support below.

- Carryout periodic servicing as per the manufacturer's requirements. All records of maintenance and repairs should be in writing and available for verification.
- Keep the vehicle tidy and the cabin free from clumsy utilities, which might obstruct the controls and create hazards.
- Avoid carrying additional passengers in the cabin or on the body of the dumper, while in field operation other than the connected workers.
- Provide stop blocks when the vehicle is tipping into or running alongside excavations or when it is parked.
- Do not overload the vehicle.
- Carry only well secured loads and use proper covers and fasteners.

G. Manual Handling and Lifting

- Avoid manual handling of heavy materials.
- Pre-assess the actual requirement of manpower in case of emergency situations.
- All concerned persons shall be trained in proper methods of lifting and carrying.
- In all manual operations where groups of workers are involved, a team leader with necessary training to handle the entire work force in unison has to be provided for.
- Watch and ward to control/supervise/guide movement of equipments and machineries, loading and unloading operations, stability of the stockpiled materials and irregularly shaped objects have to be provided for safety and security of workers.
- Carriageway used by the workers must be free from objects.
- Loading and unloading from vehicles shall be under strict supervision.

H. Electrical Hazards

- Statutory warning leaflets/posters are to be distributed/displayed by the Contractor in the vicinity of work site for the benefit of all workers, officers and supervisors as well as the public, indicating the do's and don'ts and warning related to electrical hazards associated with operations to be executed/in progress.
- All wires shall be treated as live wires.
- Report about dangling wires to the site-in-charge and do not touch them.
- Only a qualified electrician should attempt electrical repairs.
- Train all workers about electrical safety.
- Shut down the equipment that is sparking or getting over heated or emitting smoke at the time of operation, if it is not the normal way of working of such machines.
- Inform technical person/s for required maintenance.
- Never use damaged wires for electrical connection.

I. Use And Storage of Flammable Gas

- Store filled gas/LPG cylinder in a secure area – mark this as a no smoking area.
- Transport, store, use and secure cylinders in upright position.
- Ensure proper ventilation at the ground level in locations where LPG is in use.
- Avoid physical damage to the cylinders.
- Never weld near the cylinder.

- Store empty cylinders secured and upright.
- Make sure that the cylinder is closed immediately after use.
- Investigate immediately if there is the smell of LPG or gas.
- Never use destenched gas/LPG on site.
- Make sure that there is no other unrelated fire in the vicinity of the cylinder.

J. Gas Welding

The welders and welding unit should follow all the basic principles of welding for safety and security:

- Use face shield to protect the eyes.
- Use goggles, particularly when chipping slag and cutting strips.
- Use gloves long enough to protect wrists and forearms against heat, sparks, molten metal and radiation hazards.
- Use high-top boots/gum boots to prevent sparks, splinters, sharp edges of metal and hot welded strips, welding rods, electric cables etc. from injuring the legs.
- Avoid inhaling the noxious fumes and gasses from burning electrodes by using gas masks and screen of the work area to prevent the glair moving outside it.
- Keep the key hung from the regulator control for split seconds operations to stop the valve in case of any accidental damage or leakage to supply pipeline that may catch fire and cause accidents in case Acetylene or LPG cylinder.
- The welding area should have sufficient openings with fixed exhaust ventilators or adequate air flow openings to remove poisonous fumes and gases.
- Take precautions of wearing hard hats or fiber helmets to prevent injury due to fall of any object and accidental injury from projections while welding.
- Welders operating above ground should have adequate safety belt secured to stable platform to prevent accidental fall or injury from the scaffold. All electrical and gas connection lines up to the welder should be sufficiently insulated and protected from sharp edges and sharp objects. These shall not come into contact with hot metal.
- Do not use gas cylinders for supporting work or as rollers.
- While using LPG cylinders for welding, follow all safety precautions as has been prescribed by the supplier company.
- Avoid fire hazards and accidents by posting safety supervisors to oversee the activities of workers.
- Do not store explosives, high inflammable materials, loose hanging overhead objects, hot welded strips etc. near gas cylinders.
- Close all valves, switches and circuits while leaving the work place under proper lock and key. In case of mobile units, proper carriage procedures have to be followed for safety and security of men and materials.

K. Fire Safety Practices

- Store flammable material in proper areas having adequate fire protection systems.
- Display sufficient warning signs.

- Install fire alarm wherever required and test regularly.
- Inspect fire extinguishers regularly and replace as necessary.
- Train selected personal on use of fire extinguishers
- Fire escape route should be kept clear at all times and clearly indicated
- Display escape route maps prominently on each side.
- Provide sufficient exit signs at prominent locations for directing people to the escape staircases and routes.
- Train workers about the escape route and assembly point/s.
- Carryout fire drill periodically.

L. Noise Hazards And its Control

- Plan camp lay-out in a manner that ensures barriers/buffers between residential/ office units and high noise generating zones.
- Use sound meters to measure the level of noise and if it exceeds 75 dB(A), then ensure preventive measures.
- Make personnel aware of noisy areas by using suitable warning signs and insist on use of ear protectors/ear plugs to prevent excess noise affecting the workmen.
- Reduce noise at source by: use of improved equipments; regular and proper maintenance of the machinery as per the manufacturer's manual; by replacing rickety and noisy equipments and machineries. Screening locations with noise absorbing material; making changes in the process/equipment; controlling machine speeds; ensuring that two noise-generating machines are not running at the same time close to each other at same location; using cutting oils and hydraulic noise breakers; providing vibration and noise absorbing platform and firm embedding of equipments with fasteners.
- Appoint a competent person to: carryout a detailed noise assessment of the site; designate ear protection zone/s; give training/instructions on the necessary precautionary measures to be observed by site personnel including using suitable type of ear protection equipments.

M. Personal Protective Equipment

General

- Provision of personal protective equipment has to be made over and above all measures taken for removing or controlling safety hazards on a work site.
- Ensure that sufficient personal protective equipments are provided and that they are readily available for every person who may need to use them.
- The Contractor's Project Manager shall ensure that all persons make full and proper use of the personal protective equipment provided.
- Provide instruction/s and training for the proper use and care of personal protective equipment.
- Ensure that the personal protective equipments are in good condition.
- Train workers to report unintentional damages for replacement and to always keep the personal protective equipment clean.

- PPE includes, but may not be limited to, hard hats, goggles, ear plugs, gloves, air filters/masks, boots, ropes etc.

Head Protection

- Hard hats are compulsory for all workers, supervisors and managers/officials while working and/or inspecting a work site.
- Hard hat areas shall be demarcated clearly.

Hearing Protection

- Provide ear plugs or ear muffs to the workers and to those who need to get in and out of a high noise area frequently. Use re-usable earplugs when the reduction required (15-25 dBA) is not excessive. Use earmuffs where a large attenuation of upto 40 dBA is demanded.
- Do not use dry cotton wool for hearing protection because it doesn't provide any such protection.
- Provide disposable ear plugs for infrequent visitors and ensure that these are never re-used.
- Replenish ear plugs from time to time for those who need to work continuously for a long period in a high noise area/s.
- Use ear muffs with replaceable ear cushions because they deteriorate with age or may be damaged in use.
- Avoid wearing spectacles with ear muffs.
- Use soap and water or the recommended solvent for cleaning ear muffs.

Respiratory (Protective) Equipment

- Wear suitable mask for protection when there is a potential for small particles entering the lungs, e.g. emptying of cement bags, etc.
- Provide training to all persons using the masks/respirators for their correct fitting, use, limitations and symptoms of exposure.
- Clean and inspect all respirators before and after use.
- Store respirators properly when not in use.

Safety Footwear

- Wear suitable footwear for work
- Use safety footwear on site or in other dangerous areas.
- Wear suitable safety shoes or ankle boots when working anywhere where there is high risk of foot injuries from slippery or uneven ground, sharp objects, falling objects etc.
- All safety footwear, including safety shoes, ankle boots and rubber boots, should be fitted with steel toecaps.
- Avoid wearing flip flops, high heeled shoes, slippers, light sport shoes in situations where there is a risk of foot injury.
- Keep shoelace knots tight.

Hand Protection

- Wear suitable gloves for selected activities such as welding, bending steel bars, cutting and manual handling of materials and equipment.
- Do not wear gloves where there is a risk of them becoming entangled in moving parts of machinery.
- Wash hands properly with disinfectant soap and clean water before drinking or eating.
- Wash hands immediately after each operation on site when the situation warrants.

N. First Aid

- Provide first aid boxes at every work site in a cool and shaded place.
- Ensure that training on the use of the first aid box is provided to at least every supervisor on the site.
- Display the list of persons along with their contact numbers who are trained on providing first aid.
- Ensure that every first aid box is marked "First Aid" in English and in local language.
- Check for expiry dates and replace the contents, as necessary.
- Maintain a register on health records including injuries/accidents.

O. Reporting of Accident and Investigations

- Any accident at the site will be reported.
- Carryout the investigation as quickly as possible.
- Investigation should be carried out both internally as well as through third party.
- Conduct interviews with as many witnesses as necessary including the affected persons and supervising officials.
- Do not rely on any one/limited source of evidence.
- Check all the log books, stock registers, issue registers, movement registers on site
- After completion of the investigation/enquiry, a summary of the facts recorded, sequence of happenings, persons-in-charge, persons examined, equipments and machineries tested, follow-up of action as per legal requirements, copy of station diary entry, hospital entry, safety regulations etc. to be prepared with a comparative analysis for proper assessment.

ANNEXURE-VIII: Reporting Format for Camp Site

	Project Details		**Date of reporting**	
1.	Name of project			
2.	Name and address of the Contractor			
3.	Contract date and duration			
B	**Site Details**			
1.	Place Name		Landmark	
2.	Area of site		Current land use	
3.	Ownership of the land	Owned / leased	Survey no.	
4.	If leased / rented, name, address and contact details of owner			
5.	Distance from construction site			
6.	Distance from Water Body, Forest (if any)			
7.	Distance from the Populated Area			
8.	No of trees with girth> 0.3m on the site			
9.	No of trees to be cut			
10.	Is top soil conservation required (Yes/ No)			
List of enclosures:	(a) Location map			
	(b) Layout plan			
	(c) Photographs of the site			
	(d) List of machinery, equipments and vehicles to be used			
	(e) List of schools and hospitals with in 200 m distance from the boundary of the camp			
C. Submission Details	Submitted by (Environment & Safety Officer of Contractor)		**Approved / Rejected by (Environmental Officer of PIU)**	
Signature & date				
Name				
Designation				
Remarks by Environmental Expert of PIU				

*** All distances are to be measured from the boundary of the site.**

Note: Contractor has to fill and submit this format to the Environmental Expert of PIU upon identification of labour camp site. Subsequently, the Environmental Expert of PIU has to visit the site and approve / reject the site with reasons. The Environmental Expert of PIU has to give a copy of this format to the contractor after his approval / rejection with remarks. On approval of a site, the Contractor has to prepare the Management and Redevelopment Plan for this site as per the Guidelines given in EMP and submit to Environmental Expert of PIU for approval

ANNEXURE IX: Format For Register of Complaints (Grievance) and it's Reporting

A	Project Details	Information			
1.	Name of project				
2.	Name and address of the Contractor				
3.	Contract date and duration				
B	Details of Complaint Received		Site Name		
Sl. No.	Date of Complaint	Name and address of person with contact details	Complaint	Action taken with date	**Signature of ESO of Contractor**
1					
2					
3					

A register in this format shall be maintained at each site office of the contractor. This same format shall be used to compile and report the details of complaints received at all site to the Environmental Expert of PIU along with the Monthly Report of the Contractor. The Environmental Expert of PIU has to give instruction to the Contractor, if any further action has to be taken on any complaint.

ANNEXURE X: Checklist For Monitoring of Labour Camp Management

A	Project Details		Date of Monitoring:	
1.	Name of project.			
2.	Name and address of the Contractor			
3.	Contract date and duration			
4.	Name of Labour Camp			
B	Monitoring Details			
Sl. No.	Environmental Management Measures	Environmental Expert's observation (Yes / No / Not Applicable)	Corrective Actions Proposed	Remarks
1.	Whether the camp are floored with concrete?			
2.	Are all the first aid facilities provided in the camp?			
3.	Whether the camp is located in such a way that there are no residences, public institutions or biosensitive area with in a radius of 500 m from the camp?			
4.	Whether the vehicle movement in and out of the camp is in a controlled manner?			
5.	Whether LPG for cooking is provided?			
6.	Whether safe drinking water is provided?			
7.	Whether all the drains and channels are covered?			
8.	Whether a green belt is provided along the periphery of camp?			
9.	Whether day care centres are provided with in the camp?			
10.	Whether sanitation facilities are provided separately for male and female?			
11.	Whether separate garbage bins are provided to collect the garbage?			
12.	Whether septic tanks with soak pits are provided?			
13.	Whether the location of soak pit is in such a away that it does not pollute the ground water?			
14.	Whether a qualified safety officer is appointed for			

	ensuring safety?			
15.	Whether proper fencing of the camp is done?			
16.	Whether the workers are well aware of cleanliness, hygiene, community livings, AIDS etc.?			
17.	Whether all applicable clearances are obtained and valid till date?			
Signature of Environment and Safety Officer (ESO) of the Contractor with date			**Signature of Environmental Expert of PIU with date**	
Note: The Environmental Expert of PIU has to use this format to monitor the implementation of Environmental Management Measures for each Labour Camp Quarterly. Corrective actions with specific timeframe should be proposed for each Environmental Management Measure, which is not implemented satisfactorily. A copy of the filled up format should be given to the ESO of the Contractor. Environmental Expert of PIU has to attach this format to the Quarterly Report, with details of corrective action taken by the Contractor.				

ANNEXURE XI: Check List For Monitoring of Redevelopment of Labour Camp Site

A	Project Details	Date of Monitoring:		
1.	Name of project			
2.	Name and address of the Contractor			
3.	Contract date and duration			
4.	Name of Labour Camp			
B	Monitoring Details			
Sl. No.	Environmental Management Measures	Environmental Expert's observation (Yes / No / Not Applicable)	Corrective Actions Proposed	Remarks
1.	Are all the temporary structures cleared as per the list in the redevelopment plan?			
2.	Are all building debris, garbage, night soils and POL waste disposed off safely?			
3.	Are all disposal pits or trenches filled, disinfected and effectively sealed off?			
4.	Are the facilities that could be put to re-use maintained well?			
5.	Are all the spills within the camp site effectively disposed off from the site?			
6.	All the area within the camp site is leveled and spread over with stored top soil.			
7.	Has the residual top soil been utilized effectively?			
8.	Has the entire camp area been made clean and tidy without disturbing the adjacent lands?			
9.	Are the 'before' and 'after' scenarios of the site documented through photographs and submitted to PIU?			
10.	Are the conditions mentioned by the owner in the agreement adhered to?			
11	If not, mention the details of the conditions that are not adhered to and further steps to be taken.			

12.	Can 'works completion' certificate be issued to this site?			
Signature of Environment and Safety Officer (ESO) of the Contractor with date			**Signature of Environmental Expert of PIU with date**	
Note: The Environmental Expert of PIU has to use this format to monitor the implementation of Environmental Management Measures for the redevelopment of each Labour Camp Site as and when it is closed. Corrective actions with specific timeframe should be proposed for each Environmental Management Measure, which is not implemented satisfactorily. A copy of the filled up format should be given to the ESO of the Contractor. Environmental Expert of PIU has to attach this format to the Quarterly Report, with details of corrective action taken by the Contractor.				

ANNEXURE XII: Reporting Format for Occupational Health And Safety Measures

A	Project Details	Date of Reporting:	
1.	Name of project.		
2.	Name and address of the Contractor		
3.	Contract date and duration		
B	Implementation Status of Health and Safety Measures		
Sl. No.	Health and Safety Measures	Implementation Status (Yes / No)	Remarks
1	Appointment of qualified Environment and Safety Officer		
2	Approval for Construction Safety Management Plan by the Environmental Expert of PIU.		
3	Provision for flags and warning lights for potential hazards		
4	Provision of adequate staging, form work and access (ladders with handrail) for works at a height of more than 3.0 m		
5	Provision of adequate shoring / bracing / barricading / lighting for all deep excavations of more than 3.0 m depth.		
6	Provision for sufficient lighting especially for night time work		
7	Construction Workers safety – Provision of personnel protective equipment's		
	A. Helmets		
	B. Safety Shoe		
	C. Gumboot		
	D. Dust masks		
	E. Hand Gloves		
	F. Safety Belts		
	G. Reflective Jackets		
	H. Earplugs for labour		
8	Workers engaged in welding work shall be provided with welder protective shields		
9	All vehicles are provided with reverse horns.		
10	All scaffolds, ladders and other safety devices shall be maintained in as safe and sound condition		

11	Regular health checkup for labour/ Contractor's personnel		
12	Ensuring the sanitary conditions and all waste disposal procedures & methods in the camp.		
13	Provision for insurance coverage to the workers		
C.	Submission Details		

	Submitted by (Environment & Safety Officer of Contractor)	Approved by (Environmental Officer of PIU)
Signature & date		
Name		
Designation		

Remarks by Environmental Expert of PIU

Note: Contractor has to fill and submit this format to the Environmental Expert of PIU along with the Monthly Report. The Environmental Expert of PIU has to visit the site and verify the details. Further mitigation measures, if required, can be suggested by the Environmental Expert of PIU. The Environmental Expert of PIU has to give back a copy of this format to the contractor after his approval with remarks.

ANNEXURE-XIII: Format For Register of Accidents and It's Reporting

A	Project Details	Date of Reporting:		
1.	Name of project			
2.	Name and address of the Contractor			
3.	Contract date and duration			
B	**Details of Accident and People Involved in Accident**			
	Name of site where accident happened			
	Name and address of people involved in the accident			
	Whether Contractor's personnel or General public			
	Details of Injury			
	Details of treatment given			
	Details of compensation given			
C	**Type of Accident (√)**			
	Fall of person from a height			**Expl osion**
	Slip, trip or fall on same level			**Fire**
	Struck against fixed objects			**Contact with hot or corrosive substance**
	Struck by flying or falling objects			**Contact with poisonous gas or toxic substances.**
	Struck by moving objects			**Contact with poisonous gas or toxic substances**
	Struck / caught by cable			**Hand tool accident**
	Stepping on hail etc.			**Vehicle / Mobile plant accident**
	Handling without machinery			**Machinery operation accident**
	Crushing / burying			**Other (please specify)**
	Drowning or asphyxiation			
D	**Agent Involved in Accident (√)**			
	Machinery			**Stair edge**
	Portable power appliance			**Excavation**
	Vehicle or associated equipment /machinery			**Ladder**
	Material being handled, used or stored			**Scaffolding**
	Gas, vapor, dust, fume or oxygen			**Construction formwork, shuttering and false work.**
	Hand tools			**Electricity supply cable, wiring switchboard and associated equipment**
	Floor edge			**Nail or chipping**
	Floor opening			**Other (Please specify)**
	Left shaft			
E	**Unsafe Action Relevant to the Accident (√)**			
	Operating without authority			**Failure to use proper footwear**
	Failure to secure objects			**Failure to use eye protector**
	Making safety devices inoperative			**Failure to use respirator**
	Working on moving or dangerous			**Failure to use proper clothing**

	equipment			
	Using un-safety equipment			**Failure to use warn others or given proper signals**
	Adopting unsafe position or posture			**Horseplay**
	Operating or working at unsafe speed			**No unsafe action**
	Unsafe loading, Placing, mixing et			**Others (please specify)**
	Failure to use helmet			
F	**Lack of Safety Measures Relevant to the Accident (√)**			
	No protective gear			**Unsafe layout of job, etc.**
	Defective protective gear			**Unsafe process of job methods**
	Improper dress / footwear			**Poor housekeeping**
	Improper guarding			**Lack of warning system**
	Improper ventilation			**Defective tool, machinery or materials**
	Improper illumination			**No unsafe condition**
	Improper procedure			**Others (please specify)**
G	**Personal Factor Relevant to the Accident (√)**			
	Incorrect attitude /motive			**No unsafe personal factor.**
	Unsafe act by another person			**Other (please specify)**
H	**Details of Corrective and Preventive action taken**			
1				
2				
3				
4				
I	**Submission Details**			

	Submitted by (Environment & Safety Officer of Contractor)	**Approved by (Environmental Officer of PIU)**
Signature & date		
Name		
Designation		
Remarks by Environmental Expert of PIU		

Note: Contractor has to fill this format as and when an accident happens and submit to the PIU along with the Monthly Report. The Environmental Expert of PIU has to visit the site and verify the details. Additional safety measures, if required, can be suggested by the PIU. The Environmental Expert of PIU has to give back a copy of this format to the contractor after his approval with remarks.

ANNEXURE-XIV: Reporting Format For Environmental Pollution Monitoring

A	Project Details			Date of Reporting:		
1.	Name of project					
2.	Name and address of the Contractor					
3.	Contract date and duration					
B	Environmental Monitoring Details					
Sl. No	Details of Monitoring Location	Period of Monitoring	Details of values exceeding the relevant standards	Reasons for pollution	Details of Corrective actions taken	Remarks
a.	Ambient Air Monitoring					
1.						
2.						
b.	Water Monitoring					
1.						
2.						
c.	Noise Monitoring*					
1.						
2.						
C	Submission Details					
	Submitted by (Environment & Safety Officer of Contractor)			Approved by (Environmental Officer of PIU)		
Signature & date						
Name						
Designation						
Remarks by PIU						

* Noise monitoring at the site will be done by the PIU (ERA), using the Noise Meter. The PIU has to give the monitoring results to the Contractor for corrective actions, if any, required and including in this report.

Note: The Contractor has to conduct Environmental Monitoring through a NABL approved Labouratory as per the Environmental Monitoring Plan given in the EMP, fill this format and submit to the PIU along with the Monthly Report, if monitoring was due in that month. A copy of the monitoring report given by the Labouratory has to be attached to this format. The PIU has to visit the site and verify the details. Additional mitigation measures, if required, can be suggested by the PIU. The Environmental Expert of PIU has to give back a copy of this format to the contractor after his approval with remarks.

ANNEXURE XV: GUIDELINES ON PREVENTIVE MEASURES TO CONTAIN SPREAD OF COVID-19 IN WORKPLACE SETTINGS (Ministry of Health & Family Welfare-MoHFW)

18th May, 2020

Government of India
Ministry of Health & Family Welfare
Directorate General of Health Services
(EMR Division)

Guidelines on preventive measures to contain spread of COVID-19 in workplace settings

1. Background

Offices and other workplaces are relatively close setting, with shared spaces like (corridors, elevators & stairs, parking places, cafeteria, meeting rooms and conference halls etc.) and thus COVID-19 infection can spread relatively fast among officials, staffs and visitors.

Thus there is a need to prevent importation of infection in workplace settings and to respond in a timely and effective manner in case suspect case of COVID-19 is detected in these settings, so as to limit the spread of infection.

2. Scope

This document outlines the preventive and response measures to be observed to contain the spread of COVID-19 in workplace settings. The document is divided into the following sub-sections

(i) basic preventive measures to be followed at all times
(ii) measures specific to offices
(iii) measures to be taken on occurrence of case(s)
(iv) disinfection procedures to be implemented in case of occurrence of suspect/confirmed case.

3. Basic preventive measures

The basic preventive measures include simple public health measures that are to be followed to reduce the risk of infection with COVID-19. These measures need to be observed by all (employees and visitors) at all times. These include:

i. Physical distancing of at least one meter to be followed at all times.
ii. Use of face covers/masks to be mandatory.
iii. Practice frequent hand washing (for at least 40-60 seconds) even when hands are not visibly dirty and use of alcohol based hand sanitizers (for at least 20 seconds).
iv. Respiratory etiquettes to be strictly followed. This involves strict practice of covering one's mouth and nose while coughing/sneezing with a tissue/handkerchief/flexed elbow and disposing off used tissues properly.
v. Self-monitoring of health by all and reporting any illness at the earliest

4. Preventive measures for offices:

Guidelines with respect to preventive measures specific to offices have been issued by DoPT. These guidelines are available at: https://www.mohfw.gov.in/pdf/PreventivemeasuresDOPT.pdf.

Any staff reportedly suffering from flu-like illness should not attend office and seek medical advice from local health authorities [e.g. CGHS wellness center, medical attendance under CS (MA) etc.]. Such persons, if diagnosed as a suspect/confirmed case of COVID-19 should immediately inform the office authorities.

Any staff requesting home quarantine based on the containment zone activities in their residential areas should be permitted to work from home.

DoPT guidelines with respect to organizing meetings, coordinating visitors shall be scrupulously followed.

5. Measures to be taken on occurrence of case(s):

Despite taking the above measures, the occurrence of cases among the employees working in the office cannot be ruled out. The following measures will be taken in such circumstances:

5.1. When one or few person(s) who share a room/close office space is/are found to be suffering from symptoms suggestive of COVID-19:

5.1.1. Place the ill person in a room or area where they are isolated from others at the workplace. Provide a mask/face cover till such time he/she is examined by a doctor.

5.1.2. Report to concerned central/state health authorities. Helpline 1075 will be immediately informed.

5.1.3. A risk assessment will be undertaken by the designated public health authority (district RRT/treating physician) and accordingly further advice shall be made regarding management of case, his/her contacts and need for disinfection.

5.1.4. The suspect case if reporting very mild / mild symptoms on assessment by the health authorities would be placed under home isolation, subject to fulfilment of criteria laid down in MoHFW guidelines (available at: https://www.mohfw.gov.in/pdf/RevisedguidelinesforHomeIsolationofverymildpresymptomaticCOVID19cases10May2020.pdf)

5.1.5. Suspect case, if assessed by health authorities as moderate to severe, he/she will follow guidelines at:

https://www.mohfw.gov.in/pdf/FinalGuidanceonMangaementofCovidcasesversion2.pdf.

5.1.6. The rapid response team of the concerned district shall be requisitioned and will undertake the listing of contacts.

5.1.7. The necessary actions for contact tracing and disinfection of work place will start once the report of the patient is received as positive. The report will be expedited for this purpose.

5.2. If there are large numbers of contacts from a pre-symptomatic/asymptomatic case, there could be a possibility of a cluster emerging in workplace setting. Due to the close environment in workplace settings this could even be a large cluster (>15 cases). The essential principles of risk assessment, isolation, and quarantine of contacts, case referral and management will remain the same. However, the scale of arrangements will be higher.

5.3. Management of contacts:

The contacts will be categorised into high and low risk contacts by the District RRT as detailed in the **Annexure I**.

The high risk exposure contacts shall be quarantined for 14 days. They will follow the guidelines on home quarantine (available on: https://www.mohfw.gov.in/pdf/Guidelinesforhomequarantine.pdf).
These persons shall undergo testing as per ICMR protocol (available at: https://www.mohfw.gov.in/pdf/Revisedtestingguidelines.pdf).

The low risk exposure contacts shall continue to work and closely monitor their health for next 14 days.

6. Closure of workplace

If there are one or two cases reported, the disinfection procedure will be limited to places/areas visited by the patient in past 48 hrs. **There is no need to close the entire office building/halt work in other areas of the office** and work can be resumed after disinfection as per laid down protocol (see para 7).

However, if there is a larger outbreak, the entire building will have to be closed for 48 hours after thorough disinfection. All the staff will work from home, till the building is adequately disinfected and is declared fit for re-occupation.

7. Disinfection Procedures in Offices

Detailed guidelines on the disinfection procedures in offices have already been issued by the MOHFW and are available on: https://www.mohfw.gov.in/pdf/Guidelinesondisinfectionofcommonpublicplacesincludingoffices.pdf.

Annexure I

Risk profiling of contacts

Contacts are persons who have been exposed to a confirmed case anytime between 2 days prior to onset of symptoms (in the positive case) and the date of isolation (or maximum 14 days after the symptom onset in the case).

High-risk contact

- Touched body fluids of the patient (respiratory tract secretions, blood, vomit, saliva, urine, faeces; e.g. being coughed on, touching used paper tissues with a bare hand)
- Had direct physical contact with the body of the patient including physical examination without PPE
- Touched or cleaned the linens, clothes, or dishes of the patient.
- Lives in the same household as the patient.
- Anyone in close proximity (within 1 meter) of the confirmed case without precautions.
- Passengers in close proximity (within 1 meter) in a conveyance with a symptomatic person who later tested positive for COVID-19 for more than 6 hours.

Low-risk contact

- Shared the same space (worked in same room/similar) but not having a high-risk exposure to confirmed case of COVID-19.
- Travelled in same environment (bus/train/flight/any mode of transit) but not having a high-risk exposure.

Figure 1: Management of the case(s) and contacts

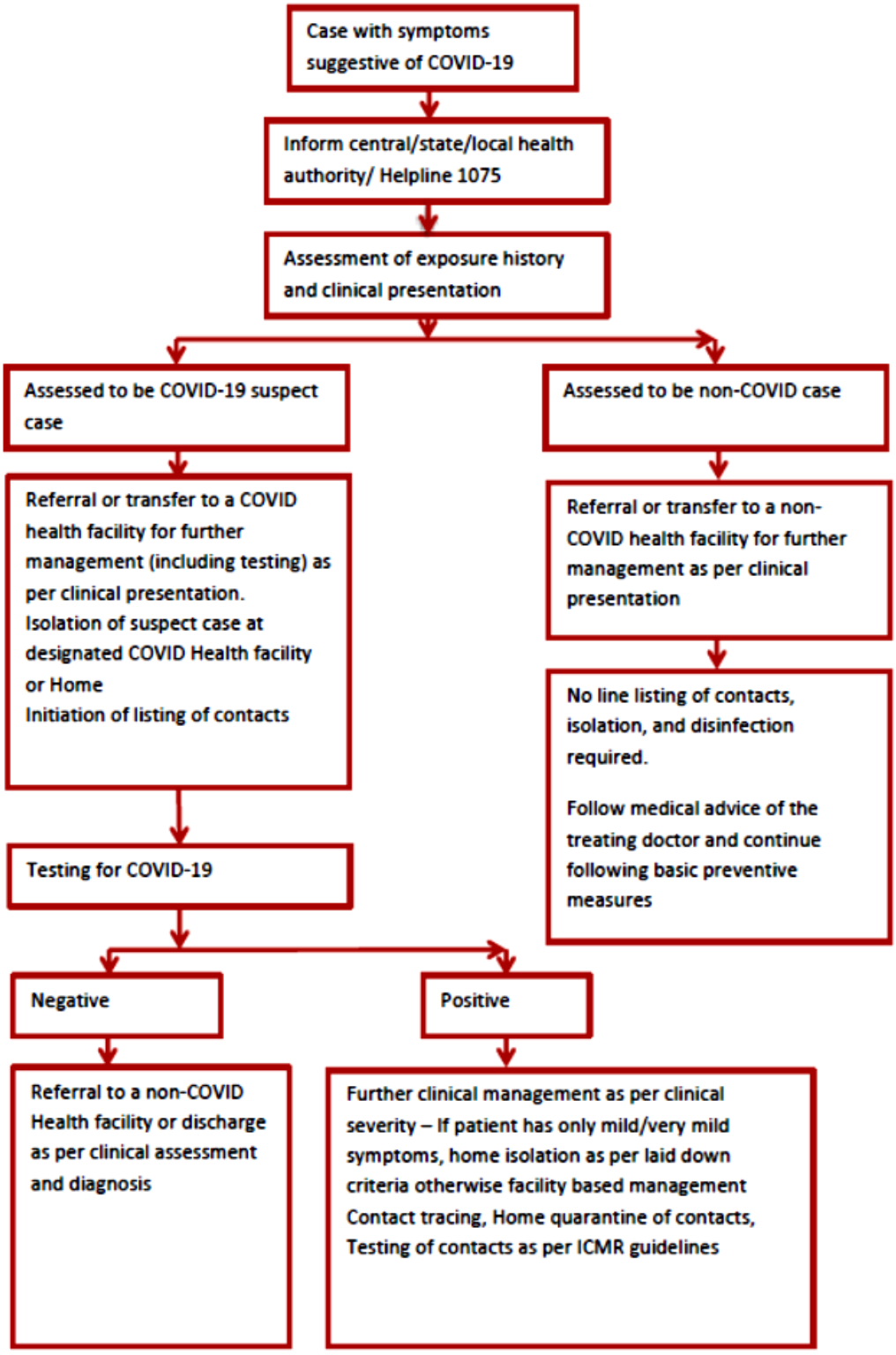
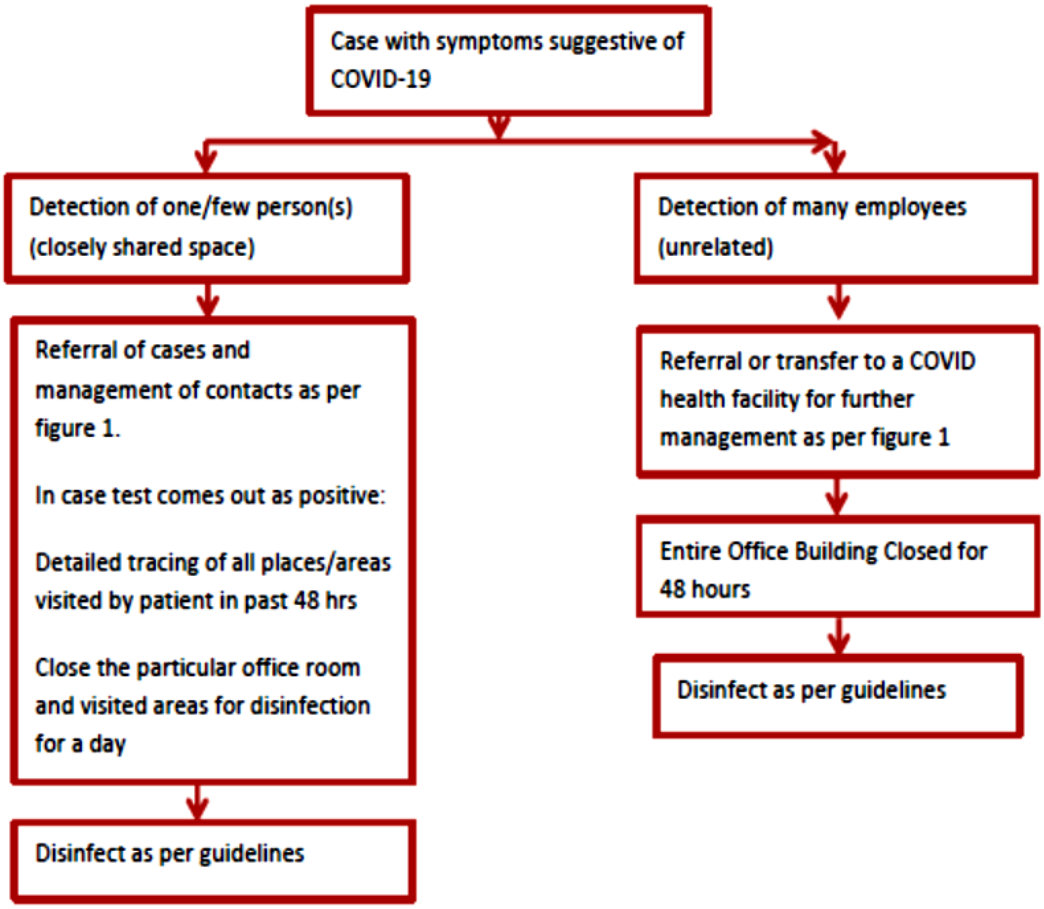


Fig-2: Disinfection of workplace



ANNEXURE XVII: COVID-19 Pandemic Helpline (District Baramulla

District Baramulla: Helpline for Covid -19 Pandemic and Family Care		
COVID-19 Helpline	Mr. Zeeshan Khan (KAS-Probationer) Nodal Officer	Whatsapp: 9906666054 Email: findcovid19baramulla@gmail.com Control Room: 01952-234005
Front Line Workers Family Care-Helpline	Mr. Tanveer Ahmad Lone Assistant Professor	Whatsapp: 9596422033 Email: icarebaramulla@gmail.com

ANNEXURE XVIII: COVID FAQs- Detail Question and Answers on COVID-19 for General Public -Workers, Staff, etc. (Issued through National Health Mission)

1. What is Coronavirus?

Coronaviruses are a large family of viruses which may cause illness in animals or humans. In humans, several coronaviruses are known to cause respiratory infections ranging from the common cold to more severe diseases such as Middle East Respiratory Syndrome (MERS) and Severe Acute Respiratory Syndrome (SARS). The most recently discovered coronavirus causes coronavirus disease COVID-19.

2. **What is COVID-19**

COVID-19 is an infectious disease caused by the most recently discovered coronavirus. This new virus and disease were unknown before the outbreak began in Wuhan, China, in December 2019.

3. **What are the symptoms of COVID-19**

The most common symptoms of COVID-19 are fever, tiredness, and dry cough. Some patients may have aches and pains, nasal congestion, runny nose, sore throat or diarrhoea. These symptoms are
usually mild and begin gradually. Some people become infected but don't develop any symptoms and don't feel unwell. Most people (about 80%) recover from the disease without needing special treatment. Around 1 out of every 6 people who gets COVID-19 becomes seriously ill and develops difficulty breathing. Older people, and those with underlying medical problems like high blood pressure, heart problems or diabetes, are more likely to develop serious illness. People with fever, cough and difficulty breathing should seek medical attention.

4. **How does COVID-19 spread**

People can catch COVID-19 from others who have the virus. The disease can spread from person to person through small droplets from the nose or mouth which are spread when a person with COVID-19 coughs or exhales. These droplets land on objects and surfaces around the person. Other people then catch COVID-19 by touching these objects or surfaces, then touching their eyes, nose or mouth. People can also catch COVID-19 if they breathe in droplets from a person with COVID-19 who coughs out or exhales droplets. This is why it is important to stay more than 1 meter (3 feet) away from a person who is sick.

5. **Can the virus that causes COVID-19 be transmitted through the air?**

Studies to date suggest that the virus that causes COVID-19 is mainly transmitted through contact with respiratory droplets rather than through the air. See previous answer on "How does COVID-19

spread?"

6. **Can CoVID-19 be caught from a person who has no symptoms?**

The main way the disease spreads is through respiratory droplets expelled by someone who is coughing. The risk of catching COVID-19 from someone with no symptoms at all is very low. However, many people with COVID-19 experience only mild symptoms. This is particularly true at the early stages of the disease. It is therefore possible to catch COVID-19 from someone who has, for example, just a mild cough and does not feel ill.

7. **Can I catch COVID-19 from the feces of someone with the disease?**

The risk of catching COVID-19 from the feces of an infected person appears to be low. While initial investigations suggest the virus may be present in feces in some cases, spread through this route is not a main feature of the outbreak. The ongoing research on the ways COVID-19 is spread and will continue to share new findings. Because this is a risk, however, it is another reason to clean hands regularly, after using the bathroom and before eating.

8. **What can I do to protect myself and prevent the spread of disease Protection measures for everyone**

Stay aware of the latest information on the COVID-19 outbreak, available on the national,state and local public health authority. Many countries around the world have seen cases of COVID-19 and several have seen outbreaks. Authorities in China and some other countries have succeeded in slowing or stopping their outbreaks. However, the situation is unpredictable so check regularly for the latest news. You can reduce your chances of being infected or spreading COVID- 19 by taking some simple precautions:

- Regularly and thoroughly clean your hands with an alcohol based hand rub or wash them with soap and water. Why? Washing your hands with soap and water or using alcohol-based hand rub kills viruses that may be on your hands.
- Maintain at least 1 metre (3 feet) distance between yourself and anyone who is coughing or sneezing. Why? When someone coughs or sneezes they spray small liquid droplets from their nose or mouth which may contain virus. If you are too close, you can breathe in the droplets, including the COVID-19 virus if the person coughing has the disease.
- Avoid touching eyes, nose and mouth. Why? Hands touch many surfaces and can pick up viruses. Once contaminated, hands can transfer the virus to your eyes, nose or mouth. From there, the virus can enter your body and can make you sick.
- Make sure you, and the people around you, follow good respiratory hygiene. This means covering your mouth and nose with your bent elbow or tissue when you cough or sneeze. Then dispose of the used tissue immediately. Why? Droplets spread virus. By following good respiratory hygiene you protect the people around you from viruses such as cold, flu and COVID-19.
- Stay home if you feel unwell. If you have a fever, cough and difficulty breathing, seek medical attention and call in advance. Follow the directions of your local health authority.

Why? National and local authorities will have the most up to date information on the situation in your area. Calling in advance will allow your health care provider to quickly direct you to the right health facility. This will also protect you and help prevent spread of viruses and other infections.

- Keep up to date on the latest COVID-19 hotspots (cities or local areas where COVID-19 is spreading widely). If possible, avoid traveling to places – especially if you are an older person or have diabetes, heart or lung disease. Why? You have a higher chance of catching COVID-19 in one of these areas.

Protection measures for persons who are in or have recently visited (past 14 days) areas where COVID-19 is spreading

- Follow the guidance outlined above (Protection measures for everyone)
- Self-isolate by staying at home if you begin to feel unwell, even with mild symptoms such as headache, low grade fever (37.3 C or above) and slight runny nose, until you recover. If it is essential for you to have someone bring you supplies or to go out, e.g. to buy food, then wear a mask to avoid infecting other people. Why? Avoiding contact with others and visits to medical facilities will allow these facilities to operate more effectively and help protect you and others from possible COVID-19 and other viruses.
- If you develop fever, cough and difficulty breathing, seek medical advice promptly as this may be due to a respiratory infection or other serious condition. Call in advance and tell your provider of any recent travel or contact with travellers. Why? Calling in advance will allow your health care provider to quickly direct you to the right health facility. This will also help to prevent the possible spread of COVID-19 and other viruses.

9. **How likely am I to catch COVID-19?**

The risk depends on where you are - and more specifically, whether there is a COVID-19 outbreak unfolding there. For most people in most locations, the risk of catching COVID-19 is still low. However, there are now places around the world (cities or areas) where the disease is spreading. For people living in, or visiting, these areas the risk of catching COVID-19 is higher. Governments and health authorities are taking vigorous action every time a new case of COVID-19 is identified. Be sure to comply with any local restrictions on travel, movement or large gatherings. Cooperating with disease control efforts will reduce your risk of catching or spreading COVID-19. COVID-19 outbreaks can be contained and transmission stopped, as has been shown in China and some other countries. Unfortunately, new outbreaks can emerge rapidly. It's important to be aware of the situation where you are or intend to go.

10. **Should I worry about COVID-19?**

Illness due to COVID-19 infection is generally mild, especially for children and young adults. However, it can cause serious illness: about 1 in every 5 people who catch it need hospital care. It is therefore quite normal for people to worry about how the COVID-19 outbreak will affect them and their loved ones. We can channel our concerns into actions to protect ourselves, our loved ones and our communities. First and foremost among these actions is regular and thorough hand-washing and good respiratory hygiene. Secondly, keep informed

and follow the advice of the local health authorities including any restrictions put in place on travel, movement and gatherings.

11. **Who is at risk of developing severe illness?**

While we are still learning about how COVID-2019 affects people, older persons and persons with pre-existing medical conditions (such as high blood pressure, heart disease, lung disease, cancer or diabetes) appear to develop serious illness more often than others.

12. **Are antibiotics effective in preventing or treating the COVID-19?**

No. Antibiotics do not work against viruses, they only work on bacterial infections. COVID-19 is caused by a virus, so antibiotics do not work. Antibiotics should not be used as a means of prevention or treatment of COVID-19. They should only be used as directed by a physician to treat a bacterial infection.

13. **Are there any medicines or therapies that can prevent or cure COVID-19**

While some western, traditional or home remedies may provide comfort and alleviate symptoms of COVID-19, there is no evidence that current medicine can prevent or cure the disease. Doctores do not recommend self-medication with any medicines, including antibiotics, as a prevention or cure for COVID-19. However, several on-going clinical trials include both western and traditional medicines. We will continue to provide updated information as soon as clinical findings are available.

14. **Is there a vaccine drug or treatment for COVID-19**

Not yet. To date, there is no vaccine and no specific antiviral medicine to prevent or treat COVID-2019. However, those affected should receive care to relieve symptoms. People with serious illness should be hospitalized. Most patients recover thanks to supportive care. Possible vaccines and some specific drug treatments are under investigation. They are being tested through clinical trials. The most effective ways to protect yourself and others against COVID-19 are to frequently clean your hands, cover your cough with the bend of elbow or tissue, and maintain a distance of at least 1 meter (3 feet) from people who are coughing or sneezing

15. **Is COVID-19 the same as SARS?**

No. The virus that causes COVID-19 and the one that caused the outbreak of Severe Acute Respiratory Syndrome (SARS) in 2003 are related to each other genetically, but the diseases they cause are quite different. SARS was more deadly but much less infectious than COVID-19. There have been no outbreaks of SARS anywhere in the world since 2003.

16. **Should I wear mask to protect myself**

Only wear a mask if you are ill with COVID-19 symptoms (especially coughing) or looking after someone who may have COVID-19. Disposable face mask can only be used once. If you are not ill or looking after someone who is ill then you are wasting a mask. There is a world-wide shortage of masks, so We urge people to use masks wisely. We advises rational use of medical masks to avoid unnecessary wastage of precious resources and mis-use of masks The most effective ways to protect yourself and others against COVID-19 are to frequently clean your hands, cover your cough with the bend of elbow or tissue and maintain a distance of at least 1 meter (3 feet) from people who are coughing or sneezing.

17. **How to put on use take off and dispose of a mask?**

(i) Remember, a mask should only be used by health workers, care takers, and individuals with respiratory symptoms, such as fever and cough.
(ii) Before touching the mask, clean hands with an alcohol-based hand rub or soap and water.
(iii) Take the mask and inspect it for tears or holes.
(iv) Orient which side is the top side (where the metal strip is).
(v) Ensure the proper side of the mask faces outwards (the coloured side).
(vi) Place the mask to your face. Pinch the metal strip or stiff edge of
(vii) the mask so it moulds to the shape of your nose.
(viii) Pull down the mask's bottom so it covers your mouth and your chin.
(ix) After use, take off the mask; remove the elastic loops from behind the ears while keeping the mask away from your face and clothes, to avoid touching potentially contaminated surfaces of the mask.
(x) Discard the mask in a closed bin immediately after use.
(xi) Perform hand hygiene after touching or discarding the mask – Use alcohol-based hand rub or, if visibly soiled, wash your hands with soap and water.

18. **How long is the incubation period for COVID-19?**

The "incubation period" means the time between catching the virus and beginning to have symptoms of the disease. Most estimates of the incubation period for COVID-19 range from 1-14 days, most commonly around five days. These estimates will be updated as more data become available.

19. **Can humans become infected with the COVID-19 from an animal source?**

Coronaviruses are a large family of viruses that are common in animals. Occasionally, people get infected with these viruses which may then spread to other people. For example, SARS-CoV was associated with civet cats and MERS-CoV is transmitted by dromedary camels. Possible animal sources of COVID-19 have not yet been confirmed. To protect yourself, such as when visiting live animal markets, avoid direct contact with animals and surfaces in contact with animals. Ensure good food safety practices at all times. Handle raw meat, milk or animal organs with care to avoid contamination of uncooked foods and avoid consuming raw or undercooked animal products.

20. **Can I catch COVID-19 from my pet?**

While there has been one instance of a dog being infected in Hong Kong, to date, there is no evidence that a dog, cat or any pet can transmit COVID-19. COVID-19 is mainly spread through droplets produced when an infected person coughs, sneezes, or speaks. To protect yourself, clean your hands frequently and thoroughly. We continue to monitor the latest research on this and other COVID- 19 topics and will update as new findings are available.

21. **How long does the virus survive on surfaces?**

It is not certain how long the virus that causes COVID-19 survives on surfaces, but it seems to behave like other coronaviruses. Studies suggest that coronaviruses (including preliminary information on the COVID-19 virus) may persist on surfaces for a few hours or up to several days. This may vary under different conditions (e.g. type of surface, temperature or humidity of the environment). If you think a surface may be infected, clean it with simple disinfectant to kill the virus and protect yourself and others. Clean your hands with an alcohol-based hand rub or wash them with soap and water. Avoid touching your eyes, mouth, or nose.

22. **Is it safe to receive a package from any area where COVID-19 has been reported?**

Yes. The likelihood of an infected person contaminating commercial goods is low and the risk of catching the virus that causes COVID-19 from a package that has been moved, travelled, and exposed to different conditions and temperature is also low.

23. **Is there anything I should not do?**

The following measures **ARE NOT** effective against COVID-2019 and can be harmful:

- Smoking
- Wearing multiple masks
- Taking antibiotics (See question 10 "*Are there any medicines of therapies that can prevent or cure COVID-19?*")

24. **In any case, if you have fever, cough and difficulty breathing seek medical care early** to reduce the risk of developing a more severe infection and be sure to share your recent travel history with your health care provider.