

Environmental and Social Screening Report

September: 2020

Project ID: P154990

Improvement and Upgradation of Hajin Ajas Via Saidnara Road in district Bandipora (7.3 Km)

***Jehlum Tawi Flood Recovery Project
(World Bank Project)***

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EXECUTIVE SUMMARY

Catastrophic deluge of September 2014 shows negative impact on the socio-economic aspects of the 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 catastrophic flood, a mission of the World Bank visited the State during February 1-6, 2015 on request of Government of India to review and assess the damages in order to produce a rapid multi-sectoral assessment report of the damages and needs. The RDNA estimates the total damages and loss caused by floods at about INR 211,975 million (US\$ 3,550.45), most of it to housing, livelihoods, and roads and bridges, which combined represented more than 70% of the damages in terms of value.

One of the sub-projects identified under Component 2 is "Improvement and Upgradation of Hajin Ajas Via Saidnara Road in district Bandipora. The proposed subproject has a total length of 7.3 km and traverses through number of settlements of Koshum Bagh, Rakhi Hajan, Sadurkote, Saidnara, Gund Prang, Ajas.

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

One of the important requirements of the sub-project is disclosure and sharing of project information with the people. Public consultation was done along the project corridor with local people as part of environment and social screening study. Local people were made aware about the upcoming work, World Bank funding and safeguards guidelines.

The screening study revealed that the proposed formation width is 7.50 m. Chief Engineer, PWD (R&B) Kashmir vide letter no. CE/RBK/HD/7165, dated 14th June 2019 has confirmed that the available existing Right of Way (ROW) is minimum 5.50 m. To mitigate and minimize the potential social impacts during execution, PMU and PIU discussed and decided to restrict the proposal within the existing RoW. Accordingly, Project Manager (PIU) JK ERA certified vide letter no. ERA/PMT/20/1118 dated 07/09/20 that the proposed sub-project under JTFRP is restricted to the existing and available RoW. Project Manager, further confirmed in the undertaking that there are no residential, commercial, religious structures or any CPR in the existing RoW and its encumbrance free.

The screening study revealed that there are no potential social and environmental impacts of the proposed sub-project since the construction activities will be carried out within available RoW. However, the sub-project road is passing through many settlement areas and to understand the permanent and temporary impact due to project activities at the congested/ narrow locations where RoW is not available as per planned formation width, a SIA would be conducted. Hence, only SIA needs to be carried out and no EIA study needs not to be conducted.

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

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

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

Based on the 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 practice on resilient infrastructure. Given the state's vulnerability to both floods and earthquakes, the infrastructure will be designed with upgraded resilient features, and will include contingency planning for future disaster events. Therefore, the project aims at both restoring essential services disrupted by the floods and improving the design standard and practices in the state to increase resilience.

1.2 Project Development Objective¹

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

The project is comprised of the following seven components:

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

1.3 Subproject Background

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 by the restored access to the markets thereby increasing the economic growth in these areas and timely access to health and education services. Restoration of roads will also serve as supply/rescue lines in the event of disaster.

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

One of the identified roads is “Improvement & Upgradation of Hajin Ajas Via Saidnara Road” in district Bandipora and having a total length of 7.3 Km. This report covers the Environmental and Social Screening study of proposed road.

1.4 Project Description

Bandipore is situated on the banks of the Wular, the largest fresh-water lake in Asia which is home to multitude of migratory birds. Inadvertent dumping of the polluted river waters and sewage affluence has led to a pandemic growth of algae in the waters of the Wular which is threatening the lake and its supporting life itself. The main source of pollution to Wular is Jhelum River. The Jhelum River carries all the waste from Srinagar city and other surrounding areas and deposits it in Wular. Despite being the richest wetland of South Asia

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

and largest freshwater lake in Asia, no steps have been taken to save Wular. Bandipore is also a stepping town to the higher reaches of Razdan, Gurez and Tragbal.

The famous Lolab Valley in Kupwara district is adjacent to the Bandipore. It is just 30 kilometres from Bandipore via Aloosa village. Once this road is upgraded it will become a lifeline of the Lolab valley and it will provide an additional route to the Kupwara district.

Bandipore was the connecting link between North India and Central Asia via the Silk Road. At Pazalpora village there was a custom and immigration department which is now a forest check-post. Due to the fact, Bandipore is also known as the gateway to Central Asia. There are strong links between Skardu, Gurez and Bandipore.

Reconnaissance survey was conducted by the project consultants, PMU JTFRP and PIU (R&B) on 24th November 2018. Environmental and Social Assessment survey conducted with the Environmental Specialist of PMU-JTFRP on 28th June 2018. The sub-project starts from Hajin and terminates at Ajas in Bandipora District of Kashmir. The topography of the project area is plain. The existing length of the road is 7.3km. This sub-project falls in Bandipora District of Kashmir division. The existing road is single lane configuration and the average width is 3.5m. Vegetation is found both sides of the road and dominated by the Poplar sps, Salix sps., Alanthus sps. The road is passing through settlement areas at Hajin, Saidnara and Ajas and, paddy fields are spread across the project area. River Jhelum is running parallel to the left side of the road from chainage 0.000 km to 3,500 km and Irrigation canal is also traversing at number of places. The region has rich deposits of alluvium that are deposited by the Jhelum and its tributaries. The soils are young and deficient in humus content.

1.5 The Existing Road Features & Its Proposal:

Project Road starts from Bridge on Jhelum River near Hajin Village; passing parallel with Jhelum from Ch 0 to Ch 1.190 km on LHS towards north direction. After 1.190 Km from starting of the project road, Jhelum flows parallel on LHS upto Ch 3.600 km and another water stream joining on RHS of the project road upto Ch 6.068 Km, thereafter it divided into two parts; flows parallel on both side of the Hajin Ajas via Siadnara Road and continued upto Ch 6.564 Km. From Ch 6.322 Km to Ch 6.940 Km, project road is under a corridor of low Lying area (water logged) and finally terminated at Ch 7.192 Km (Design Ch 7.187 Km) on Bandipora Sambal Road. The Road is entirely falling under plain terrain. It is a MDR category road having moderate intensity of commercial vehicles. Existing Pavement consists of GSB, WBM (GR-II & GR III), OGPC. Existing BT surface is fully dilapidated; gravels are come out on the top surface at different stretches in patches. Somewhere Bituminous patches are executed to maintain the road motorable. Average existing carriageway width varies from 2.75 m to 2.95 m. though traffic intensity demands intermediate lane criteria in the year 2026 and under this situation, widening is required but due to non-availability of ROW, proposal of concentric widening taken under consideration upto a carriageway width of intermediate lane. There is no major diversion of traffic movement observed so far and CTVC count conducted at RD 3+200 Km (single homogeneous section). From RD 0 Km to RD 7+192 Km (Design RD 7+187 Km), intermediate lane road proposed as traffic intensity demands it in the year 2026. Present ADT, CVPD & PCU of the project road is 1080, 295 & 1440 respectively.

In addition with that, protection works required to prevent soil erosion where road passing closely or adjacent with low Lying area or river Jhelum, Low Lying area and parallel water stream.

The existing road is proposed to be strengthened by way of improvement and up-gradation as single lane configuration. Project Road starts from Bridge on Jhelum River near Hajin Village; passing parallel with Jhelum from RD 0 to RD 1+190 km on LHS towards north direction. After 1.190 Km from stating of the project road, Jhelum flows parallel on LHS upto RD 3+600 m and another water stream joining on RHS of the project road upto RD 6+068 Km, thereafter it divided into two parts; flows parallel on both side of the Hajin Ajas via Siadnara Road and continued upto RD 6+564 Km. From RD 6+322 Km to RD 6+940 Km, project road is under a corridor of low Lying area (water logged) and finally terminated at RD 7+192 Km (Design RD 7+187 Km) on Bandipora Sumbal Road. The Road is entirely falling under plain terrain. It is a MDR category road having moderate intensity of commercial vehicles. Existing Pavement consists of GSB, WBM (GR-II & GR III), OGPC. Existing BT surface is fully dilapidated; gravels are come out on the top surface at different stretches in patches. Average existing carriageway width varies from 2.75 m to 2.95 m. though traffic intensity demands intermediate lane criteria in the year 2026 and under this situation, widening is required but due to non-availability of ROW, proposal of concentric widening taken under consideration upto a carriageway width of intermediate lane. Snapshots are provided as Appendix V for reference.

1.6 Technical description of the proposed road

The following table is presented the technical description of proposed road. Geo location of the subproject road is provided as Appendix-VI.

Table 1-1: Technical description of the proposed road

S. No.	Description of item	Details
1	Road length	Existing – 7.192 Km. Design – 7.187 km
2	Road Configuration	Existing: 2.75 m to 2.95 m wide carriageway (varies) Propose: 5.5 m (Intermediate Lane)
3	Terrain	Plain
4	Land use pattern	Mixed land use between Built up, Agricultural and Commercial
5	Existing Surface of carriageway	Flexible pavement in a dilapidated condition for the entire length.
7	Existing Formation width	6.5 m - 8.0 m (varies)
8	Right of Way (ROW)	5.5 m
9	Pavement Condition	Poor
10	New Flexible Pavement thickness	BC-40 mm; DBM-75 mm; WMM-150 mm; GSB-150 mm
11	Design CBR	6% (80 percentile at soaked condition)

S. No.	Description of item	Details
12	Junctions	Minor- 03
13	Traffic	ADT-1080 , CVPD 295, PCU 1440 & MSA 6.92
14	Cross drainage structures	Culvert- 13 (SC 4, HP 9)
15	Settlement	Koshum Bagh, Rakhi Hajan,Sadurkote,Saidnara, Gund Prang Ajas

Figure 1-1: Map showing location of the proposed road



1.7 Objective of the Environmental and Social Screening

Subprojects under “Jhelum and Tawi Flood Recovery Project” commonly known as JTFRP have a prior requirement of environmental and social screening as per World Bank obligation 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. Based on this assessment, sub-projects with potentially significant environmental/ social issues are identified at an early stage for detailed Environmental/ Social impacts. Environmental and social aspects were evaluated as per ESDS and assessed, based on the level of expected environmental and social impacts.

1.8 Methodology adopted for the Screening Study

Approach adopted for this screening study is mainly based on the approved Environment and Social Management Framework (ESMF) which is developed by the World Bank for the project Jhelum Tawi Flood Recovery Project (JTFRP) as a guiding principle for the preparation of Environmental and Social reports. The initial stage adopted for the screening, was identification of environmental and social impacts as a preliminary stage, the environmental and social impacts were identified through filling in an Environmental and Social Data Sheet (ESDS) annexed as Appendix-1.

The basic objective of the filling in this data sheet is to collect basic information on environmental and social aspects of the proposed sub-project. Basic information was collected through field visits, examination of primary/ secondary data of the subproject area and through transect walk and public consultation- which involves participatory process as adopted for this screening study of proposed “improvement and Upgradation of Hajin-Ajas Via Saidnara Road in District Bandipora. Further, in accordance to ESMF requirement, environmental and social data pertaining to the proposed sub-project was compiled during the field data collection stage.

2. ENVIRONMENT AND SOCIAL FINDINGS

2.1 Environmental Issues

The Environmental Screening undertaken for the project shows that the project is not anticipated to have adverse significant or irreversible negative environmental impacts, neither during the construction stage or operation phase. Impacts of the construction phase will be typical for all medium scale construction activities, short-term/ temporary and limited to the project site. However, comprehensive Environmental Management Plan (EMP) will be developed and which will capture detailed mitigation measures for the proposed construction of Hajin Ajas Road via Saidnara, which will form part of the Environmental Assessment study.

Increase in ambient air and noise pollution due to site preparation works and other associated construction activities is anticipated. This impact shall be temporary, site specific and reversible in nature. Interruption in traffic movement and inconvenience to local people expected as road is passing through habitation and villages. Trees like Poplar sps., Salix sps., Alanthus sps, are present along the edge of road shoulders. Some of these trees (numbering between 20-30 trees of mostly Poplar and Salix sps.) may possess a safety hazard and visibility issue and may be required to be cut down for a safer corridor. . All possible efforts shall be made to avoid unnecessary cutting of trees. Actual number of trees requires cutting will be ascertained during finalization of the DPR of Hajin Ajas Via Saidnara. Some of the sensitive receptors like schools, mosques and a shrine is located along the subproject road.

The environmental findings and sensitive receptors will be captured in detail in the Environmental Assessment Study/ EMP and accordingly social findings in corresponding SMP that will be carried out for the subproject road to provide specific actions deemed necessary to assist in mitigating the environmental impacts, guide the environmentally-sound execution of the subproject, and ensure efficient lines of communication between the implementing agency (PIU-ERA), project management unit (PMU) and contractors. The EMP & SMP will be included in the bid documents and will be further reviewed and updated during implementation. The EMP and SMP will be included in the contractual clauses and will be made binding on all contractors operating on site. Non-compliance with, or any deviation from the conditions set out in this document constitutes a failure in compliance. Any requirements for corrective action will be reported to the World Bank.

2.2 Social Issues

2.1.1 Impact on land and structures

The screening study revealed that the proposed formation width is 7.50 m. Chief Engineer, PWD (R&B) Kashmir vide letter no. CE/RBK/HD/7165, dated 14th June 2019 has confirmed that the available existing Right of Way (ROW) is minimum 5.50 m (Appendix II). To mitigate and

minimize the potential social impacts during execution, PMU and PIU discussed and decided to restrict the proposal within the existing RoW. Accordingly, Project Manager (PIU) JK ERA certified vide letter no. ERA/PMT/20/1118 dated 07/09/20 that the proposed sub-project under JTFRP is restricted to the existing and available RoW. Project Manager further confirmed in the undertaking that there are no residential, commercial, religious structures or any CPR in the existing RoW and its encumbrance free (Appendix III).

The screening study revealed that there are no potential social and environmental impacts of the proposed sub-project since the construction activities will be carried out within available RoW. However, the sub-project road is passing through many settlement areas and to understand the permanent and temporary impact due to project activities at the congested/narrow locations where RoW is not available as per planned formation width, a SIA would be conducted. Hence, only SIA needs to be carried out and no EIA study needs not to be conducted.

2.1.2 Impact on Livelihood

There is no adverse impact on the livelihood of anyone since the existing RoW is free from any encroachment or commercial structures. Rather, the project will provide opportunities of employment during construction stage.

3. PUBLIC CONSULTATION

Public consultation was conducted in accordance with the World Bank guidelines and ESMF of JTFRP which is the pre-requisite for the screening process. The purpose and objective of this consultation is the involvement of residents/ stakeholders and to make them aware about the proposed activity of the sub project. Public consultation was conducted at the project location on 28.06.2019 with people of the sub-project corridor as part of environment and social screening study (Appendix-IV).

3.1 Consultation

The following information was shared with the people:

The following information was shared with the people:

- About the project and proposed sub-project and its source of assistance, its implementation / execution etc.
- Information on perceived benefits from the proposed sub-project including travel time, fuel costs, noise and air pollution.
- Potential social and environmental impacts during construction stage.
- Social and Environmental safeguards policies of World Bank.
- Temporary problems during execution stage.
- Livelihood opportunities during construction stage.

3.2 Feedback received

People were aware about the sub-project and shared the requirement of the sub-project. All were in support of the sub-project.

Appendix – I: Environmental and Social Screening Checklist

Part-A: General Information

1. Name of the sub-project	Improvement & Up-gradation of Hajin-Ajas Via Saidnara Road in District Bandipora	
2. Type of proposed activity (tick the applicable option and provide details)		
• Road	<input checked="" type="checkbox"/>	
• Bridge	<input type="checkbox"/>	-
• Fire Station	<input type="checkbox"/>	-
• Hospital/Health Facility	<input type="checkbox"/>	-
• Educational Institute	<input type="checkbox"/>	-
• Building for Livelihoods	<input type="checkbox"/>	-
• Flood Infrastructure Related	<input type="checkbox"/>	
• Other Public Building	<input type="checkbox"/>	-
• Any Other (Please Specify)	<input type="checkbox"/>	-
3. Location of the proposed sub-project		
• Name of the Region	Kashmir (J&K State)	
• Name of the District	Bandipora	
• Name of the Block	Sumbal	
• Name of the Settlement	Koshum Bagh, Rakhi Hajan, Sadurkote, Saidnara, Gund Prang, Ajas	
• Latitude	34° 17'40.56"N (At Hajin-RD 0+000), 34° 19'47.98"N (At Ajas-RD 7+300),	
• Longitude	74°37'29.28"E (At Hajin-RD 0+000), 74°40'27.79"E (At Ajas-RD 7+300),	
4a. Proposed Nature of Work (tick the applicable options)		
• Minor Repairs	<input type="checkbox"/>	
• Major Repairs/Rehabilitation	<input type="checkbox"/>	
• Upgrading/Major Improvement	<input checked="" type="checkbox"/>	
• Expansion of the facility	<input type="checkbox"/>	
• New Construction	<input type="checkbox"/>	
• Any Other	<input type="checkbox"/>	
4b. Size of the sub-project (approx. area in sq. mt/hac or length in mtr./km, as relevant)	7.3 Km	
5. Land Requirement (in hac./sq.mt.)		
• Total Requirement	Nil	
• Private Land	Nil	
• Govt. Land	Nil	
• Forest Land	Nil	
6. Implementing Agency Details (sub-project level)		
• Name of the Department/ Agency	PIU (JK ERA)	
• Name of the contact person	Mr. Abdul Wahid	
• Designation		

	Project Manager
• Contact Number	7006152713
• E-mail Id	projectmanager49@gmail.com
7. Screening Exercise Details	
• Date on which it was carried out	28 th June 2019
• Name of the Person	Akhter R. Bhat/ Diwakar
• Contact Number	+91-7006543364; 8667726488
• E-mail Id	akhter_b@hotmail.com ; vdhivakar@gmail.com

Part B (1): Environment Screening

Question	Yes	No	Details
1. Is the sub-project located in whole or part within 1 km of the following environmentally sensitive areas?			
a. Biosphere Reserve		No	-
b. National Park		No	-
c. Wildlife/Bird Sanctuary		No	-
d. Wildlife/Bird Reserve		No	-
e. Important Bird Areas (IBAs)		No	-
f. Habitat of migratory birds (outside protected areas)		No	-
g. Breeding/Foraging/Migratory route of Wild Animals (outside protected areas)		No	-
h. Area with threatened/rare/ endangered fauna (outside protected areas)		No	-
i. Area with threatened/rare/ endangered flora (outside protected areas)		No	-
j. Reserved/Protected Forest		No	-

k. Other category of Forest		No	-
l. Wetland		No	
m. Natural Lakes		No	
n. Rivers/Streams	Yes		River Jhelum is within 1 km from the proposed road (Hajin at RD 0+000 km to
Question	Yes	No	Details
o. Swamps/Mudflats		No	-
p. Zoological Park		No	-
q. Botanical Garden		No	
2. Is the sub-project located in whole or part within 500 mts. of any of the following sensitive features?			
a. World Heritage Sites		No	-
b. Archaeological monuments/ sites (under ASI's central/state list)		No	-
c. Historic Places/Monuments/ Buildings/Other Assets (not listed under ASI list but considered locally important or carry a sentimental value)		No	
d. Religious Places (regionally or locally important)	Yes		A local Shrine of Syed Jamal-u-din Bukhari is located within the 500 mtr. at RD 4+000 (LHS).
e. Reservoirs/Dams		No	-

f. Canals	Yes		Irrigation canal is running along the existing road within the 500 mtr. from RD 1+200 to 2+400 and RD 3+900 to 6+500
g. Public Water Supply Areas from Rivers/Surface Water Bodies/ Ground Water Sources		No	-
3. What is the High Flood Level in the sub-project area?	?		
4. Is any scheduled/protected tree like Chinar, Mulberry or Deodar likely to be affected/ cut due to the project?		No	
5. Is the sub-project located in a landslide/heavy erosion prone area or affected by such a problem?		No	
6. Is sub-project located in an area that faces water paucity or water quality issues?		No	

Part B (2): Result/Outcome of Environmental Screening Exercise

1.	Environment Impact Assessment Required	No
2.	Environment Clearance Required	No
3.	Forest land Clearance/Diversion	No
4.	Tree Cutting Permission Required	No
5.	ASI (Centre/State) Permission Required	No
6.	Permission from ULB/Local Body/Department Required	No

7.	Any other clearance/permission required	Consent to Establish (CTE) and Consent to Operate (CTO) from SPCB will be required for Hot mix Plants, Wet Mix Plants, Stone Crushers, PUC's and other fitness certificates of equipment etc.
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Part C (1): Social Screening

1. Does the sub-project activity require acquisition of land?			
Yes		No	√
Give the following details:	Private Land (sq mts/hac.)		Nil
	Govt. Land (sq mts/hac.)		Nil
	Forest Land (sq mts/hac.)		Nil
2. Does the proposed sub-project activity result in demolition/removal of existing structures?			
Yes		No	√
If so, give the following details:			
• Number of public structures/buildings			Nil
• Number of common property resources (such as religious/cultural/ drinking water/wells/etc.)			Nil
• Number of private structures (located on private or public land)			Nil
3. Does the proposed project activity result in loss of crops/trees?			
Yes	√ (20-30 nos of small Poplar and few Willow Trees). <i>They are non-fruit bearing and non- scheduled trees</i>		No
4. Does the proposed Project activity result in loss of direct livelihood/ employment?			
Yes		No	√
5. Does the proposed activity result in loss of community forest/pastures on which nearby residents/local population are dependent?			

Yes		No	√
If yes, give the details of the extent of area to be lost (in acres/hac).		-	
6. Does the proposed Project activity affect scheduled tribe/caste communities?			
Yes		No	√

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

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

Outcome of Social Screening:


The screening study revealed that there are no potential social and environmental impacts of the proposed sub-project since the construction activities will be carried out within available RoW. However, the sub-project road is passing through many settlement areas and to understand the permanent and temporary impact due to project activities at the congested/ narrow locations where RoW is not available as per planned formation width, a SIA would be conducted. Hence, only SIA needs to be carried out and no EIA study needs not to be conducted. However, to mitigate temporary environmental and social impacts during execution, ESMP will be prepared and implemented. The implementation of ESMP will be monitored in the monthly/quarterly progress reports.

Statutory Clearances/ No Objection Certificate

The subproject is "Improvement and Upgradation" of existing road, which is operational and under use for long time and the site is under possession of R&B Department for long time. Tree cutting permission, if any and Statutory clearances and NOC's for establishment or operation of hot mix, batch mix, crusher, generators, vehicles, material etc shall be required to be obtained by the Contractor prior to the start of work.

Appendix II- Existing Right of Way

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

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

No: -CE/RBK/HD/ **7165**

Dated: -**14-06** 2019.

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

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

Sir,

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

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

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

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

Yours faithfully,

(Signature)
PM (T)

(Signature)
CHIEF ENGINEER PW (R&B)
Deptt. Kashmir.

Appendix III- Undertaking for Encumbrance free RoW

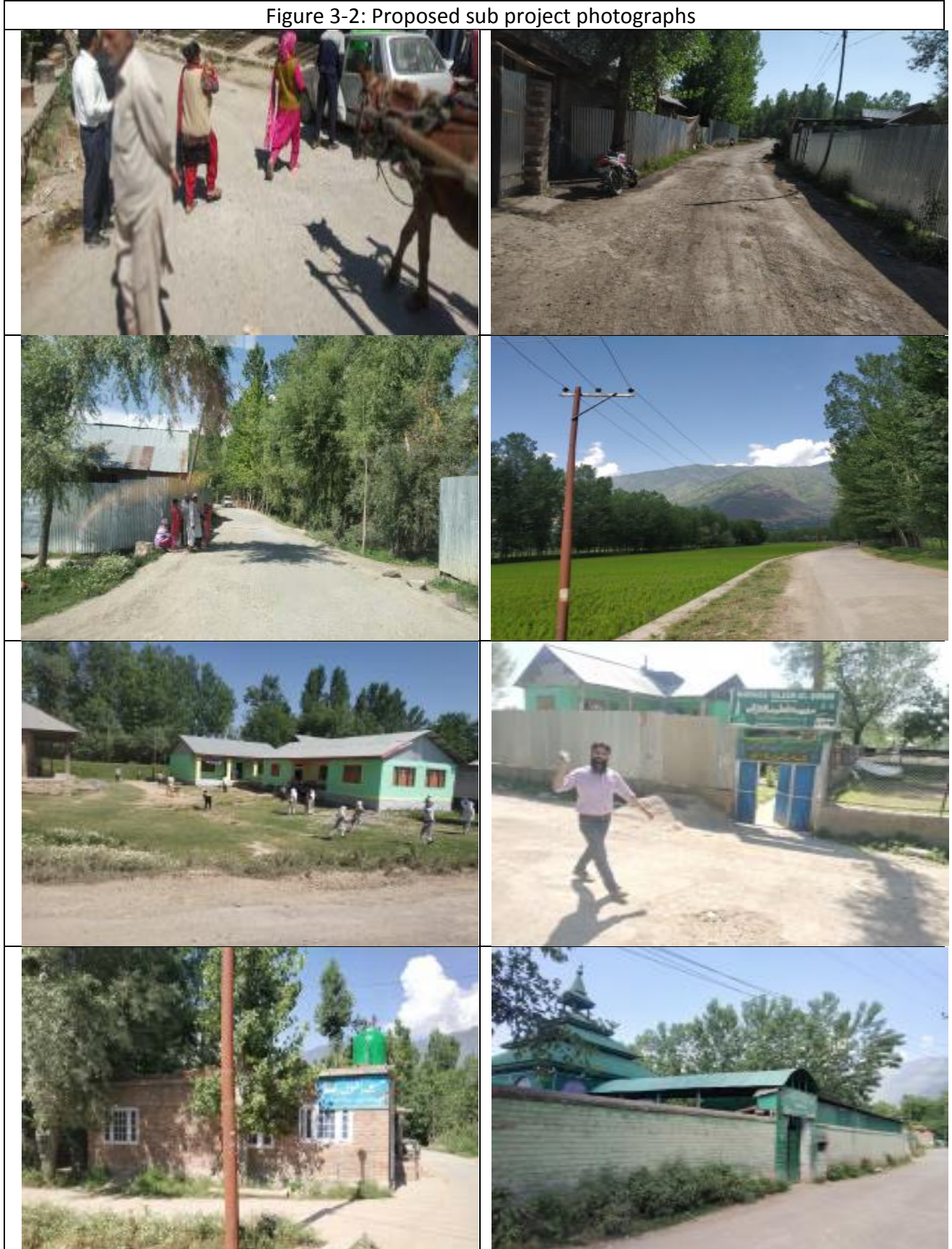
Appendix IV Photograph of Consultation with locals



Figure 3-1: Community Consultation

Appendix V- Proposed sub project photographs

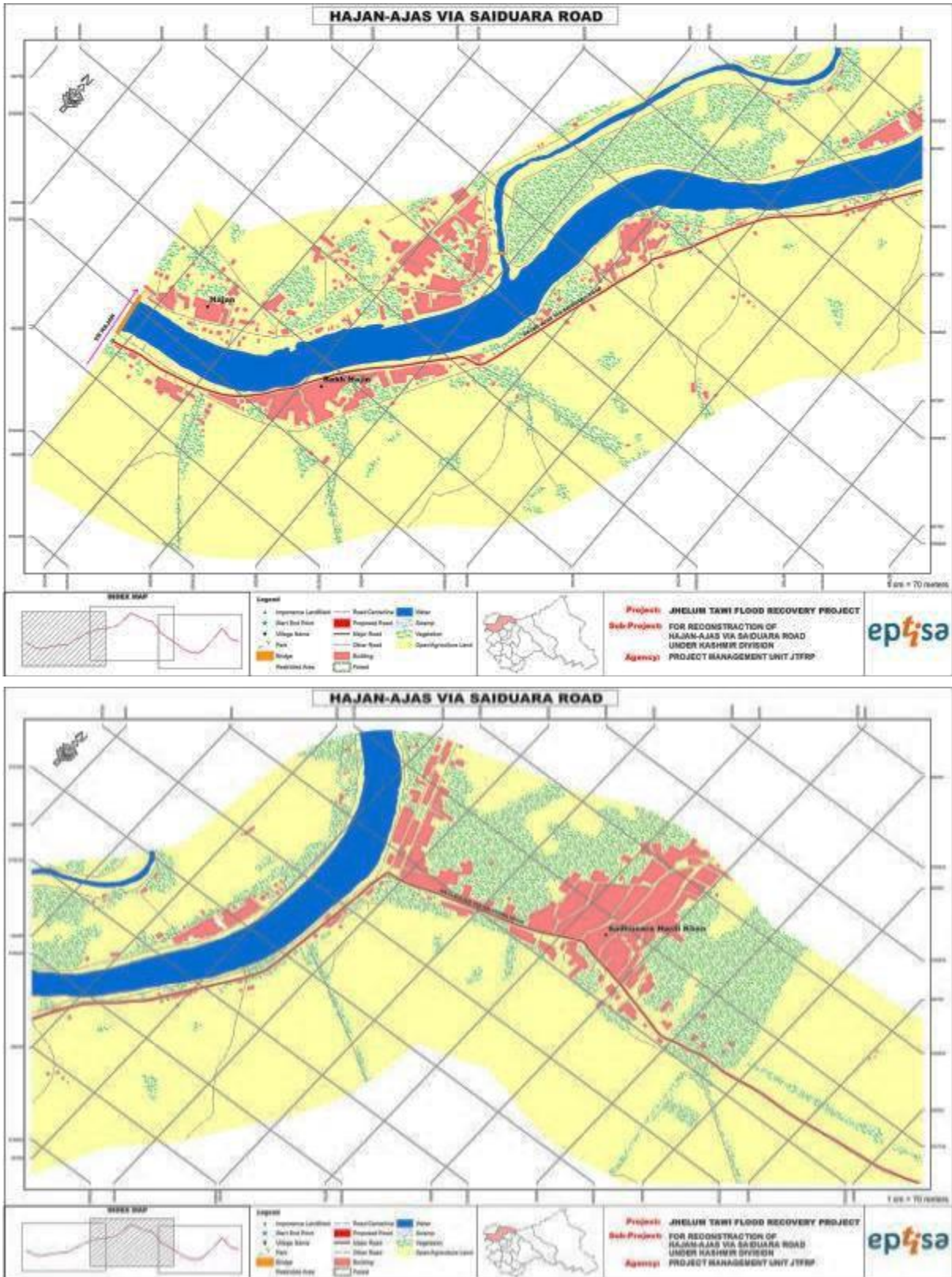
Figure 3-2: Proposed sub project photographs



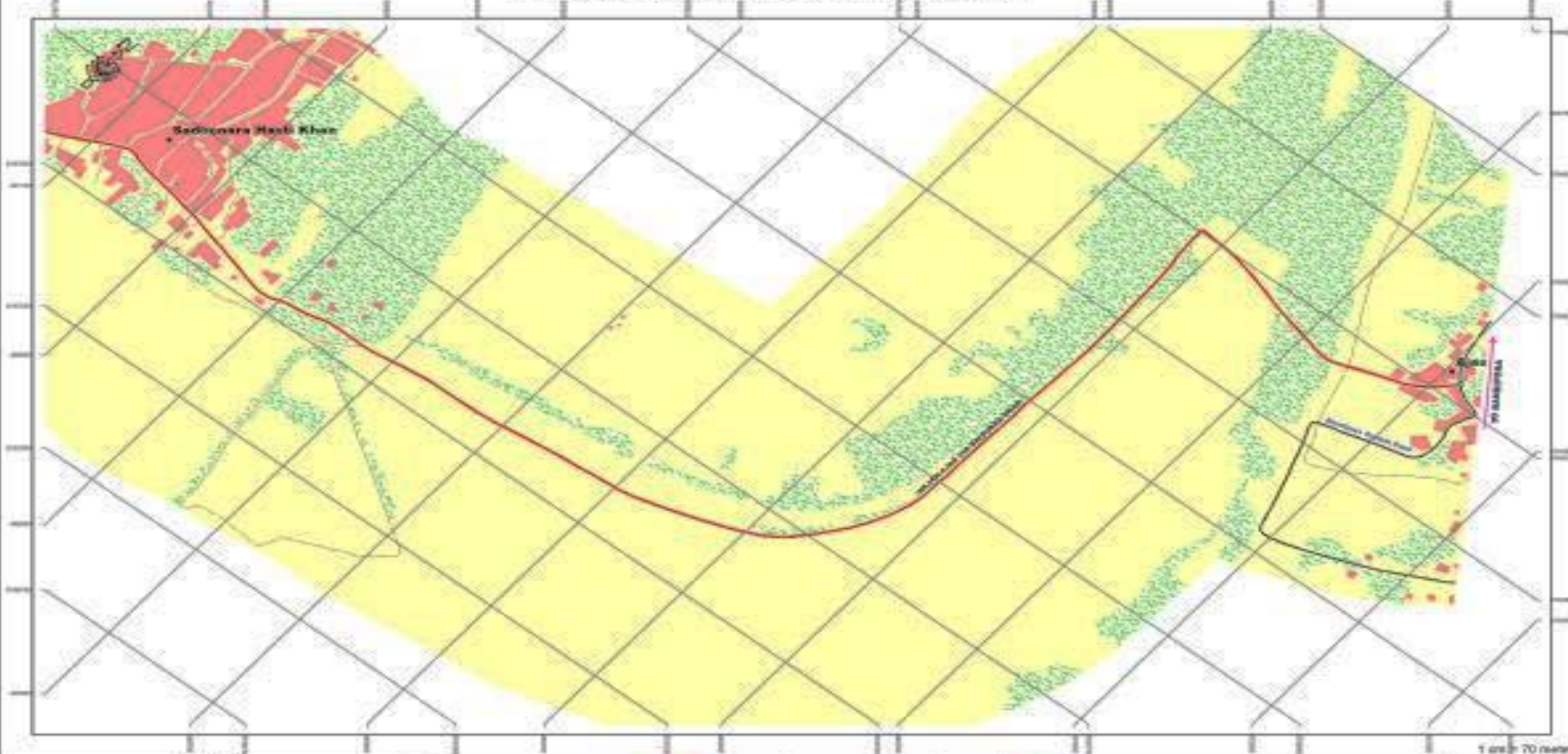


Appendix VI-Geographical location of the road in GIS map

Figure 3-3: Geo Location of the subproject road



HAJAN-AJAS VIA SAIDUARA ROAD



1 cm = 70 meters



Legend

▲ Impressive Locations	— River Course/Line	■ Water
● Govt. Bud. Bldg.	■ Proposed Road	■ Swamp
● Village Bldg.	— Major Road	■ Vegetation
▲ Park	— Other Road	■ Open/Grassland Land
■ Bridge	■ Building	■ Forest
■ Restricted Area		



Project: JHELUM TAWI FLOOD RECOVERY PROJECT
Sub-Project: FOR RECONSTRUCTION OF HAJAN-AJAS VIA SAIDUARA ROAD UNDER KASHMIR DIVISION
Agency: PROJECT MANAGEMENT UNIT JFRP



Appendix VII- List of consulted participants and their signatures during consultation

JHELUM TAWI FLOOD RECOVERY PROJECT (JTFRP), JAMMU & KASHMIR

SUB-PROJECT NAME: Improvement & Upgradation of Hajin-Ajas Via Saidnara Road District: Bandipora

LOCATION OF MEETING/ CONSULTATION: SAIDNARA - HASTICHAND - AJAS

DATE AND TIME: 4:00 pm 20/06/19 Public Consultation Conducted by: Azeem R. Bat

S. No	Name	Age/ Sex	Occupation	Address	Signature
1.	Muhammad Sultana wazay	68/M	Farmer	Saidnara	[Signature]
2.	Zahoor Ah. Sheikh	50/M	Business	Saidnara	[Signature]
3.	Abdul Majid	50/M	Farmer	Saidnara	AMK
4.	Muhammad Shafi wazay	60/M	Farmer	Saidnara	[Signature]
5.	Gulam Ah. wazay	77/M	Artisan (Bakery)	Saidnara	[Signature]
6.	Muhammad Ah. Dar	58/M	Orchard Planter	Saidnara	[Signature]
7.	Muhammad Asadullah Khan	58/M	Shopkeeper	Saidnara - Ajas	MAD
8.	Ab. Rasool wazay	59/M	Farmer	Saidnara Ajas	[Signature]
9.	Gulam Hameed Dar	58/M	Farmer	Saidnara Ajas	[Signature]
10.	Muhammad Ah. Lone	30/M	Contractor	Saidnara	[Signature]
11.	Farooq Ah. wazay	49/M	Farmer	Saidnara	[Signature]
12.	Gulam Ah. Hameed	45/M	Farmer	Saidnara - Ajas	Farooq Ah
13.	Tariq Ah. Ganaei	40/M	Farmer	Saidnara	Tariq Ah. Ganaei 605345151
14.	Gulam Hameed Sheikh	68/M	Farmer	Saidnara	[Signature]
15.	Muhammad Altaf wazay	45	Farmer	Saidnara - Ajas	[Signature]
16.	Muhammad	30	Shopkeeper	Saidnara - Ajas	[Signature]

President
SAMIA MASJID GOSEIA
Sadunara Sonawari

[Signature]

done for
consultation

episa

CONSULTANCY SERVICES FOR THE PREPARATION OF DPR'S OF ROADS IN JAMMU & KASHMIR
Environmental & Social Screening Report

[Signature]
Environmental
Report

JHELUM TAWI FLOOD RECOVERY PROJECT (JTFRP), JAMMU & KASHMIR

SUB-PROJECT NAME: Improvement & Upgradation of Hajin-Ajas Via Saidnara Road District: Bandipora

LOCATION OF MEETING/ CONSULTATION: AT HAJIN / SADUNARA

DATE AND TIME: 28/08/2019 3:00 PM Public Consultation Conducted by:

S. No	Name	Age/ Sex	Occupation	Address	Signature
1.	Abdul Rehman Satti	77/M	bad Sew Factory	Hajin (Desa Begal, Hajin)	M. Ashraf Ta
2.	Bashir Ah. Wazir	55/M	shopkeeper	Hajin (Desa Begal, Hajin)	Basir Wazir
3.	Muhammad Akbar	45/M	business	Sadunara (Hajin)	008224950
4.	Mahmud Khan	20/M	shopkeeper (Hajin)	Asham, Hajin (Hajin)	Mehraj
5.	Hakeem Ahmad Dar	28/M	shopkeeper	Hajin (Desa Begal)	Hakeem
6.	Farooq Ahmad	48/M	shopkeeper	Hajin (Desa Begal)	Farooq Ahmad
7.	Abdul Majid Wazir	30/M	shopkeeper	Hajin (Desa Begal)	Abdul Majid
8.	Muhammad Hassan	30/M	shopkeeper	Hajin (Desa Begal)	Muhammad Hassan
9.	Abdul Wahid Wazir	41/M	shopkeeper	Hajin (Desa Begal)	Abdul Wahid
10.	Yusuf Ahmad Wazir	30		Sadunara	
11.	Shadama Hussain	25	Student	Sadunara	Shadama
12.	Mohd. Aslam Wazir	35	Fisherman	Sadunara	MAW
13.	Farooq Ahmad Wazir	50	Police Officer	Sadunara	Farooq Ahmad
14.	Farooq Ahmad Wazir	60	Fisherman	Sadunara	Farooq Ahmad
15.	Ahmad Ahmad	25	Business	Sadunara	Ahmad Ahmad
16.					

President
JAMIA MASJID GOSELA
Sadunara Sonawari

Signature of President

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Environmental & Social Screening Report

closed for
the consultation
Signature
Environmental