

# Environmental and Social Screening Report

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September: 2020

Project ID: P154990

**Improvement and Up-gradation of Parimpora-Soibugh Road in district Budgam (7.938 Km)**

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

**Prepared by PIU (JK ERA, Kashmir): Government of Jammu and Kashmir for World Bank.**

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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.

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 sub-projects identified under Component 2 is “Improvement and Up-gradation of Parimpora-Soibugh Road Road in district Budgam. The proposed subproject has a total length of 7.94 km and traverses through number of settlements of Parimpora, Aman Shah, Soibugh etc.

One of the important components of this study is dissemination of project information by way of “Consultation with stakeholders and general public”. Public consultation was conducted at Aman Shah (Parimpora side) and Soibugh location of the project corridor with local people as part of environment and social screening study. Local people were made aware about the upcoming work and World Bank funding and guidelines. People in general were very enthusiastic about the benefits of the subproject.

The screening study revealed that the proposed formation width is 9.5 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 5.00 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 identify the permanent and temporary impact due to sub-project activities at these congested/ narrow locations, Social Impact Assessment would be conducted. Hence, only SIA would be carried out whereas EIA needs not to be carried out.

# 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 477.94 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 Objective<sup>1</sup>**

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 & Up-gradation of Parimpora – Soibugh Road” in District Budgam and having a total length of 7.94 Km. This report covers the Environmental and Social Screening study of proposed road.

## **1.4 Project Description**

Budgam is one of the youngest districts of the State, carved out as it was from the erstwhile District Srinagar in 1979. Situated at an average height of 5,281 ft above sea-

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<sup>1</sup> Source: JTFRP- Environmental & Social Management Framework (ESMF), 2015

level and at 75 degree E longitude and 34 degree N latitude, the district was known as Deedmarbag in ancient times. The topography of the district is mixed with both mountainous and plain areas. The climate is of the temperate type with the upper-reaches receiving heavy snowfall in winter. The average annual rainfall of the district is 585 mm. While the southern and south-western parts are mostly hilly, the eastern and northern parts of the district are plain. The average height of the mountains is 1,610 m and the total area under forest cover is 477 sq. km. The soil is loose and mostly denuded karewas dot the landscape. Comprising Three Sub-Divisions – Beerwah, Chadoora and Khansahib; Nine Tehsils – Budgam, Beerwah, B.K.Pora, Chadoora, Charisharief, Khag, Khansahib, Magam and Narbal; the district has been divided into seventeen blocks namely Beerwah, Budgam, B.K.Pora, Chadoora, ChrariSharief, Khag, Khansahib, Nagam, Narbal, Pakherpoa, Parnewa, Rathsun, Soibugh, Sukhnag, Surasyar, S.K.Pora and Waterhail which serve as prime units of economic development. Budgam has been further divided into 283 panchayats comprising 510 revenue villages.

Reconnaissance survey was conducted by the project consultants (EPTISA), PMU JTRP and PIU (R&B) on 24th November 2018. Environmental and Social Screening survey conducted on 29th June 2019. The Parimpora-Soibugh Road starts from village Aban Shah at NH 1A and ends in Soibagh. The existing length of the road is 7.3 km. The topography of the road is plain. The road passes through Mustafabad, Hajibagh and Soibugh. There are many built- up areas along the road. The road is narrow and blind curve at many places. Also there are marshy lands and agricultural lands along the stretch. The existing road is a single lane configuration. The road will be upgraded as single lane configuration road.

### **1.5 The Existing Road Features & Its Proposal:**

Project Road starts from 558 km of NH 1 A (Parimpora Bypass) and passing through agricultural land from RD 0 to RD 1+300 km on LHS towards south direction, thereafter traverses through the residential & commercial area which exists upto RD 2+000 Km. The road crosses Flood Spill Channel of River Jhelum at RD 2+400. An existing 26 m span bridge exists. However, due to the insufficient span of the bridge and in relation with the water flow width of the spill channel another bridge at the same location (20m downstream) is under construction. Project Road takes right turn just after crossing river Jhelum and passing through residential area upto Km 4.200. At Km 2.550 and km 3.900 two sharp turn exists in residential area with a very narrow width in comparison with whole stretch of the project road. From RD 3.800 km to RD 4+100 km, existing overall width of the project road is too small and it allows a single lane only. From Km 2.700 Km to Km 3.100, Army camp exists on LHS. From RD 4+940 km to RD 5+475 Km, project road is passing through a low laying area (water logged) and open area continued upto RD 5+900 km. After RD 5+900 km, characteristic nature on both side of the road is either residential or commercial; continued till the end of the project roads i.e RD 7+932 Km. From the entire stretch, project road connects the Village Bemina, Hajibagh, Pethmakhama, Gotapora. There are 1 major junction with NH 1A (NH44) which is

properly developed and 2 nos minor junction need to develop but due to land constraint it's not feasible. There are 46 nos of link road which connects with the project road. It is a part of MDR having moderate intensity of commercial vehicles. Existing Pavement consists of GSB, WBM (GR-II & GR III), OGPC. Existing Pavement consists of GSB, WBM (GR-II & GR III), OGPC. Existing BT surface is in poor condition. Average existing carriageway width is 2.75 m to 2.85 m which is also lesser than a Single lane road (3 m). In that case concentric widening proposed and width of widening depends up on the traffic study. In addition with provision of few culverts in open area required. Snapshots are provided as Appendix V for reference.

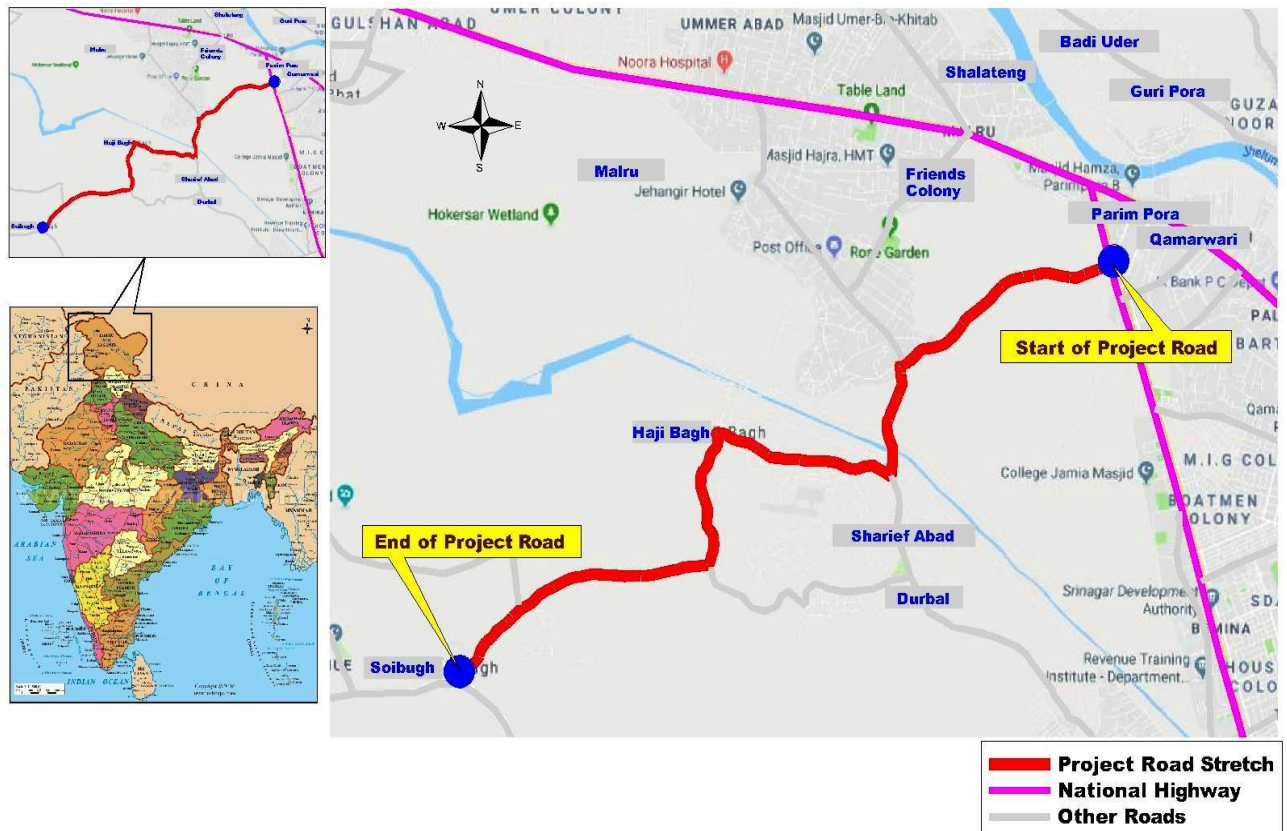
### 1.6 Technical description of the proposed Parimpora to Soibugh Road

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 – 7.932 Km	Design – 7.938 km
2	Road Configuration	Existing: 2.75 m to 2.85 m wide carriageway (varies)	Propose: 5.5 m (Intermediate Lane)
3	Terrain	Plain	
4	Land use pattern	Open/Agricultural Stretches Ch 0.000 Km to Ch 2.400 Km Ch 4.200 Km to Ch 5.900 Km	Built Up Stretches Ch 2.400 Km to Ch 4.200 Km Ch 5.900 Km to Ch 7.932 Km
5	Existing Surface of carriageway	Flexible pavement in a dilapidated condition for the entire length.	
7	Existing Formation width	6.4 m to 6.5 m (varies) , Min 4.6 m (from Ch 3.800 Km to 4.100 Km)	
8	Right of Way (ROW)	5.00 m	
9	Pavement Condition	Poor	
10	New Flexible Pavement thickness	BC-40 mm; DBM-75 mm; WMM-170 mm; GSB-150 mm	
11	Design CBR	5.4 % (80 percentile at soaked condition)	
12	Junctions	Minor- 02	
13	Traffic	ADT-1234 , CVPD 298, PCU 1525 & MSA 6.99	
14	Cross drainage structures	Culvert- 15 (SC 8, HP 7) , Bridge -2 (out of scope)	
15	Settlement	Parimpora, Abanshah, Sarifabad, Bemina, Hajibagh, Pethmakhama, Gotapora, Soibugh	

**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-I.

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 Budgam. 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 "Improvement and Upgradation of Parimpora to Soibugh Road in district Budgam, 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.

The existing road traversing through Hokersar Wetland at RD 5+000 to 6+100 at given geo-coordinates of 34004'52"N and 74043'27"E. Vegetative cover of common *Pragmites* sps., *Typha* sps., *Scirpus* sps. etc, are visible throughout this stretch of +1.100 Km that is synonymous with the wetland plants. A water channel which comes from the Narkara Nambal (LHS of the existing road) traversed through the proposed road via Culvert/ Bridge at RD 5+200 and enters into the main Hokersar wetland. Numbers of people were seen doing fishing activity with the fishing rods. Hokersar is a designated Ramsar Wetland site and comes under ambit of Ramsar Convention on Wetlands (1971).

Hokersar has been declared as Conservation Reserve under the Jammu and Kashmir Wildlife (Protection) Act, 1978. It was also declared as Ramsar site on November 8, 2005 under the Ramsar Convention. India is a signatory to the Ramsar Convention-an international treaty for the conservation and sustainable utilization of wetlands. Wetlands of Kashmir provide overwintering resort to millions of water birds from their breeding grounds in Pale arctic region extending from north Europe to Central Asia and breeding ground to a segment of water bird species. The Hokersar is protected area under control of the Directorate of Wildlife Protection, as game reserve. On 08/11/05 it was declared as a Ramsar Site no. 1570. It has been listed under National Wetlands Conservation Programme. The Hokersar wetland is differentiated into three varied zones, marshy and exposed area extending from north to north west, central deeper area, south eastern side covering most of the silted area. The North-Eastern zone comprises of different dense macrophytes. The central deep area of Hokersar is largely a free expanse of water except at some areas and is >2 km away from the existing proposed road at bridge site.

Trees like Salix sps., Poplar sps., Alanthus sps, exists on both side of the roads at different stretches of the road along with few Walnut trees (Juglans regia).<sup>1</sup> Chinar tree at RD 1+400 (RHS) is close to the road shoulder having girth class of 7.5 m. At this point ROW to be tapered towards LHS having sufficient space available to accommodate. Protective measures will be reflected in EMP/ EA report.

Therefore, based on the findings during survey, there are no significant environmental in the sub-project area as no widening is involved and all the construction works will be accomplished within the existing corridor. A specific environmental assessment report (EA) needs to be undertaken. However, a comprehensive Environmental Management Plan (EMP) will be prepared for the project with the special Wetland protective safeguard measures from the RD 5+000 to RD 6+100 will be developed. There is only one narrow bridge which facilitates the flow of water to other main part of the Hokersar. Based on this assessment, this stretch may designed to include multiple culverts in order to allow free flow of water especially during rainy season. This will provide specific actions deemed necessary to assist in mitigating the environmental & social impacts, guide the environmentally-sound execution of the subproject, and ensure efficient lines of communication between the implementing agency, project management unit (PIU) and contractors. The EMP will be included in the bid documents and will be further reviewed and updated during implementation. The ESMP 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**

### **2.2.1 Impact on land and structures**

The screening study revealed that the proposed formation width is 9.5 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 5.00 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 (Appendix III). 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 does not envisage significant social impacts of the proposed sub-project since the construction will be carried out within available RoW. However, the sub-project road is passing through many settlement areas and to identify the permanent and temporary impact due to sub-project activities at these congested/ narrow locations, a SIA would be conducted.

### **2.2.2 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's 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 subproject. Public consultation was conducted at the project location on 29.06.2019 (Annexure-IV) with people of the Parimpora-Aban Shah, Soibugh as part of environment and social screening study.

### **3.1 Consultation**

The following information was shared with the people:

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

### **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. People are ready to extend all types of support during execution. The sub-project during construction stage will generate employment opportunities for local people and the people are aware of this fact.

PIU ERA (Kashmir) ensured that the requisite social and environmental management measures shall be incorporated in ESMP 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.

## Appendix – I: Environmental and Social Screening Checklist

### Part-A: General Information

<b>1. Name of the sub-project</b>	Improvement & Up-gradation of Parimpora to Soibugh Road in District Budgam	
<b>2. Type of proposed activity</b> (tick the applicable option and provide details)		
• Road		<input checked="" type="checkbox"/>
• Bridge		-
• Fire Station		-
• Hospital/Health Facility		-
• Educational Institute		-
• Building for Livelihoods		-
• Flood Infrastructure Related		-
• Other Public Building		-
• Any Other (Please Specify)		-
<b>3. Location of the proposed sub-project</b>		
• Name of the Region	Kashmir (J&K State)	
• Name of the District	Budgam	
• Name of the Block	Soibugh	
• Name of the Settlement	Parimpora, Abanshah, Sarifabad, Bemina, Hajibagh, Pethmakhama, Gotapora, Soibugh	
• Latitude	34 <sup>0</sup> 06'03"N (At Parimpora-RD 0+000), 34 <sup>0</sup> 04'33"N (At Soibugh-RD 7+940),	
• Longitude	74 <sup>0</sup> 45'23"E (At Parimpora-RD 0+000), 74 <sup>0</sup> 42'18"E (At Soibugh-RD 7+940),	
<b>4a. Proposed Nature of Work</b> (tick the applicable options)		
• Minor Repairs	-	
• Major Repairs/Rehabilitation	-	
• Upgrading/Major Improvement	<input checked="" type="checkbox"/>	
• Expansion of the facility	-	
• New Construction	-	
• Any Other	-	
<b>4b. Size of the sub-project</b> (approx. area in sq. mt/hac or length in mtr./km, as relevant)	7.94 Km	
<b>5. Land Requirement</b> (in hac./sq.mt.)		
• Total Requirement	Nil	
• Private Land	Nil	
• Govt. Land	Nil	
• Forest Land	Nil	
<b>6. Implementing Agency Details (sub-project level)</b>		
• Name of the Department/ Agency	PIU (JK ERA)	
• Name of the contact person	Mr. Abdul Wahid	
• Designation	Project Manager	



Buildings/Other Assets (not listed under ASI list but considered locally important or carry a sentimental value)			
d. Religious Places (regionally or locally important)		No	
e. Reservoirs/Dams		No	-
f. Canals	Yes		Jhelum Flood spill Channel and is within the 500 mts. of proposed road
g. Public Water Supply Areas from Rivers/Surface Water Bodies/ Ground Water Sources		No	-
3. What is the High Flood Level in the sub-project area?	As per 2014 HFL		
4. Is any scheduled/protected tree like Chinar, Mulberry or Deodar likely to be affected/ cut due to the project?		No	
5. Is the sub-project located in a landslide/heavy erosion prone area or affected by such a problem?		No	
6. Is sub-project located in an area that faces water paucity or water quality issues?		No	

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

1.	Environment Impact Assessment Required	Yes
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 For Improvement & Up-gradation of the existing road, permission is required from the Wetland authority as the existing road is traversing through Hokersar Wetland (Ramsar Site) from RD 5+000 to RD 6+100. .
7.	Any other clearance/permission required	Permission is required from Wetland authority for the road stretch of RD 5+000 to RD 6+100 which is passing through Hokersar Wetland. 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.



**Part C (1): Social Screening**

<b>1. Does the sub-project activity require acquisition of land?</b>			
Yes		No	√
Give the following details:	Private Land (sq mts/hac.)		Nil
	Govt. Land (sq mts/hac.)		Nil
	Forest Land (sq mts/hac.)		Nil
<b>2. Does the proposed sub-project activity result in demolition/removal of existing structures?</b>			
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	
<b>3. Does the proposed project activity result in loss of crops/trees?</b>			
Yes		No	√
<b>4. Does the proposed Project activity result in loss of direct livelihood/ employment?</b>			
Yes		No	√
<b>5. Does the proposed activity result in loss of community forest/pastures on which nearby residents/local population are dependent?</b>			
Yes		No	√
If yes, give the details of the extent of area to be lost (in acres/hac).		-	
<b>6. Does the proposed Project activity affect scheduled tribe/caste communities?</b>			
Yes		No	√

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

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

**Outcome of 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 identify the permanent and temporary impact due to sub-project activities at these congested/ narrow locations, Social Impact Assessment would be conducted.

Hence, no further study such as EIA needs to be carried out. 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 Up-gradation of Parimpora Soibugh Road" 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:-** Preparation 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

Yours faithfully,

*V. Ugr*  
**PM(T)**

*Rajyans*  
**CHIEF ENGINEER PW (R&B)**  
Deptt. Kashmir.

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

## Appendix III- Undertaking for Encumbrance free RoW



Government of Jammu and Kashmir  
Economic Reconstruction Agency  
2<sup>nd</sup> floor Commercial Complex, Rambagh, Srinaga  
E-mail:-[projectmanager049@gmail.com](mailto:projectmanager049@gmail.com)  
0194-2443922



No. ERA/PMT/20/1123

Date: 07/9/20


### Undertaking for encumbrance free existing RoW

**Sub-project Road: IMPROVEMENT & UPGRADATION OF PARIMPORA-SOIBUGH ROAD (7.927 Km) IN DISTRICT BUDGAM**

The Chief Engineer R&B Department Kashmir vide his letter No. CE/RBK/HD/7165 dated 14.06.2019 has certified the RoW of the road namely Parimpora-Soibugh Road " Minimum 5.00 meter".

It is hereby certified that the up-gradation and strengthening of this road for a length of 7.927 Km under JTFRP is restricted to this existing and available RoW. It is also certified that there are no residential, commercial, religious structures or any CPR in the existing RoW.

Hence, the RoW is encumbrance free.

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



Appendix IV Photograph of Consultation with locals



Figure 3-1: Public Consultation Photographs



Appendix V Photograph of project site



Figure 3 1: Photograph of project site





Dust generating from the plying of heavy vehicles due to the bad road conditions with Willow and Poplar trees in background



Chinar tree at RD 1+400 (RHS) is close to the road shoulder having girth class of 7.5 m. At this point ROW to be tapered towards LHS having sufficient space available to accommodate. Protective measures will be reflected in EMP/ EA report.

Paddy fields on both sides of the road at RD 0+400



Army Goodwill School at RD 2+500 (LHS)

Govt. Boys Middle School at RD 3+200 (LHS)

Mosque at RD 4+000 (LHS- Curve)



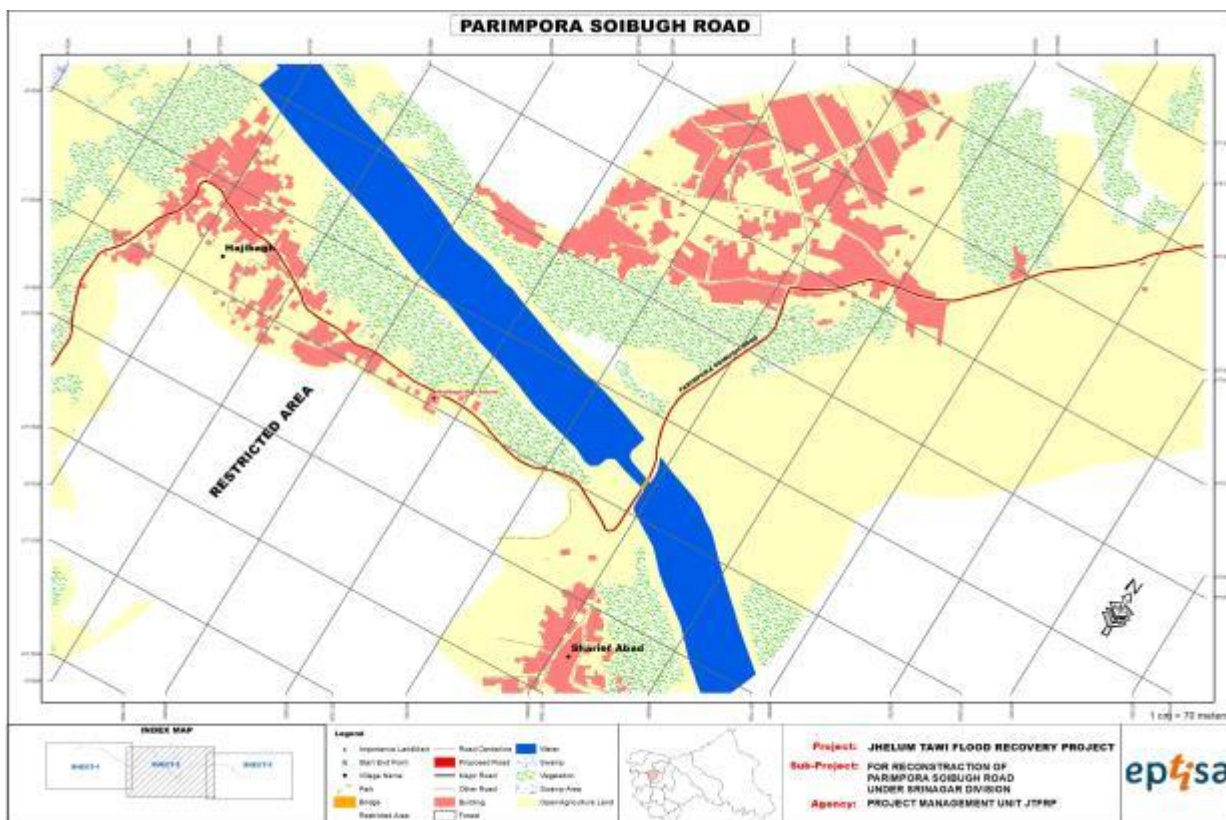
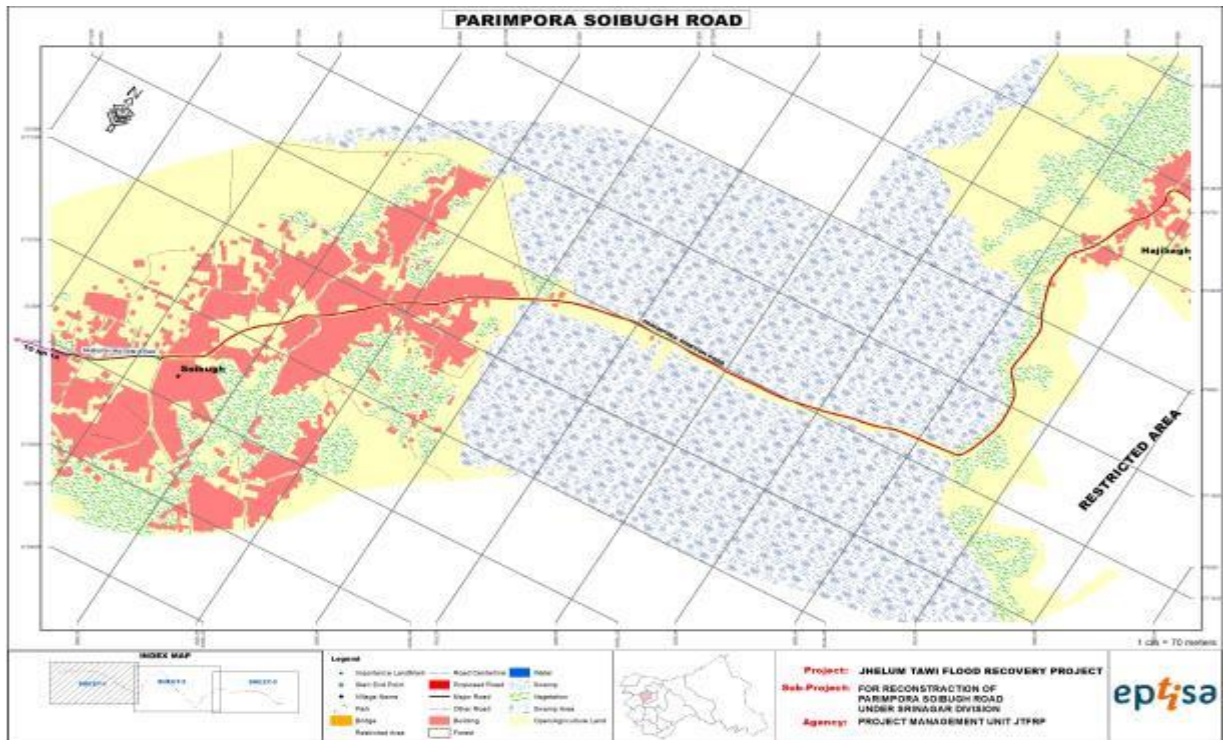
At RD 5+000 measuring of ROW

Water channel traverses from Nambal Narkara (LHS) to Hokersar (RHS) at bridge RD 5+200. The existing road of Parimpora- Soibugh passes through Hokersar Wetland from RD 5+000 to RD 6+100.



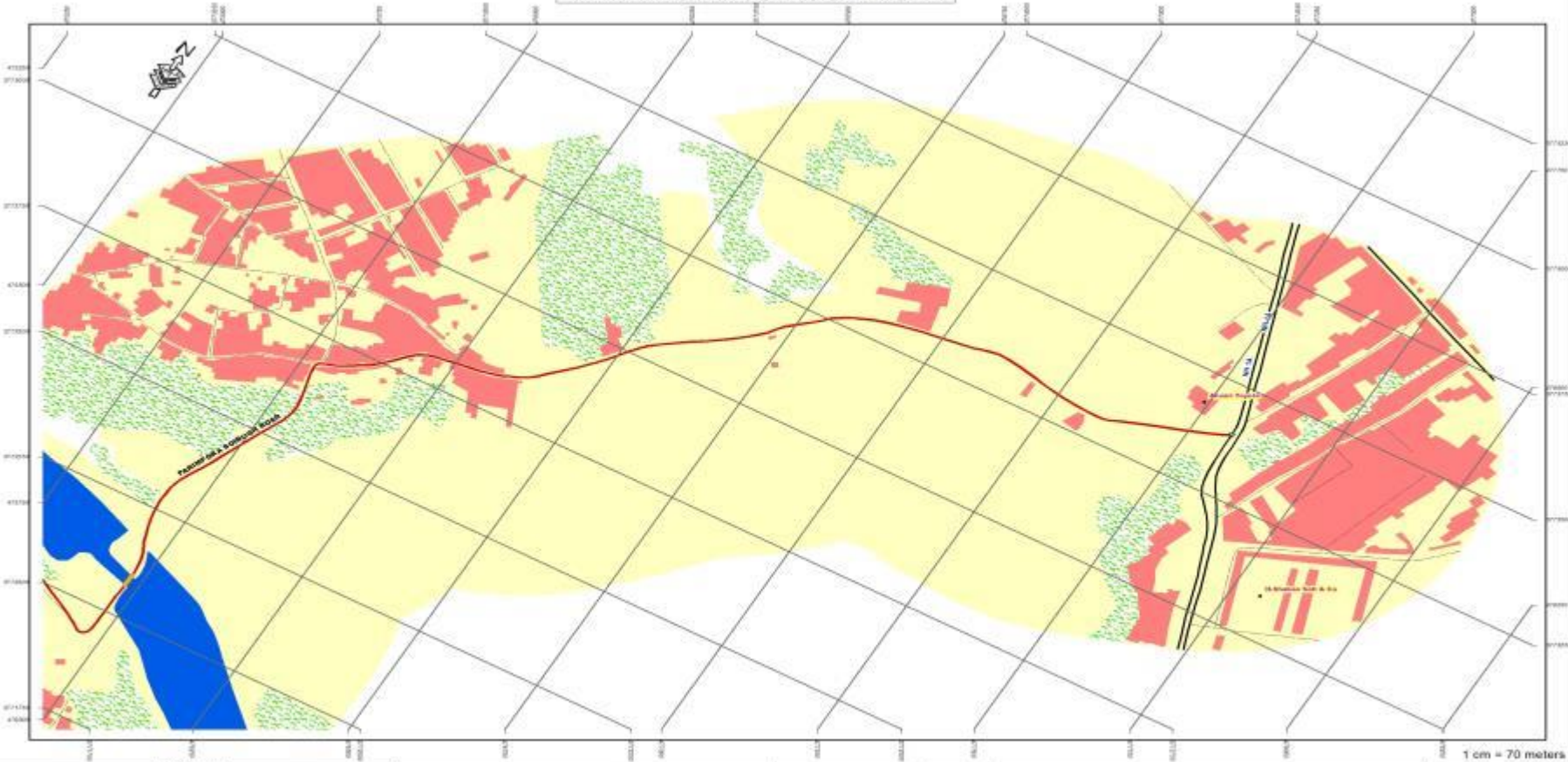
## Appendix VI-Geographical location of the road in GIS map

Figure 3-2: Geo Location of the subproject road





# PARIMPORA SOIBUGH ROAD



1 cm = 70 meters

## INDEX MAP



## Legend

- |                       |                   |                      |
|-----------------------|-------------------|----------------------|
| • Importance_LandMark | — Road Centerline | Water                |
| ⊕ Start_End_Point     | ■ Proposed Road   | Swamp                |
| ● Village Name        | — Major_Road      | Vegetation           |
| ○ Park                | — Other_Road      | Swamp Area           |
| ■ Bridge              | ■ Building        | OpenAgriculture Land |
| ■ Restricted Area     | ■ Forest          |                      |



**Project:** JHELM TAWI FLOOD RECOVERY PROJECT  
**Sub-Project:** FOR RECONSTRUCTION OF PARIMPORA SOIBUGH ROAD UNDER SRINAGAR DIVISION  
**Agency:** PROJECT MANAGEMENT UNIT JTRP



**Appendix VII- List of consulted participants during**

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

**LIST OF PARTICIPANTS IN PUBLIC CONSULTATION WITH SIGNATURES**

SUB-PROJECT NAME: IMPROVEMENT/VEGETATION OF PARIMPOLA - SOIBUGH RD AD  
 LOCATION OF MEETING/ CONSULTATION: ABAN SHAH, SOIBUGH. DIST: BUDGAM.  
 DATE AND TIME: 29/06/2019 Public Consultation Conducted by: Akhil R. B. Singh, Engr. Expert

S. No	Name	Age/ Sex	Occupation	Address	Signature
1	Harveer Ak. Hil	21/M	Shopkeeper	Aban Shah.	Harveer
2	Mulamasi Ashraf	38/M	Business	Aban Shah,	Mulamasi
3	Gulzar Ahmad	42/M	Shopkeeper	Aban Shah.	Gulzar
4	Zaffar Ahmad	40/M	Driver	Aban Shah	Zaffar 9622738814
5	Shaukat Hussain Khanday	40/M	Labourer	Aban Shah	Shaukat
6	Lateef Ak. Rishi	28/M	Shopkeeper	Aban Shah.	Lateef
7	Javed Ahmed	20/M	Shopkeeper	Aban Shah.	Javed
8	Dawood Ahmed	21/M	Student	Aban Shah.	Dawood
9	Javed Ak. Azabi	49/M	Buyer	Aban Shah.	Javed
10	Syed Ajaz	50/M	Chemist	Soibugh.	Syed Ajaz
11	Mohammad Khan	52/M	Business	Soibugh.	Mohammad
12	Shah Zeid Magbool	29/M	Business	Soibugh.	Shah Zeid
13	Syed Magbool	62/M	Business	Soibugh.	Syed Magbool
14	Abdul Lateef Ak. Ak.	30/M	Business	Soibugh.	Abdul Lateef
15	Ab. Rashid Ak. Ak.	52/M	Business	Soibugh.	Ab. Rashid
16	Aliy. Ahmad	36/M	Employee	Parimpora, Budg.	Aliy. Ahmad

Closed for Consultation  
 Engr. Ak. Ak.

**ep4sa** CONSULTANCY SERVICES FOR THE PREPARATION OF DPR'S OF ROADS IN JAMMU & KASHMIR  
 Environmental & Social Screening Report



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

LIST OF PARTICIPANTS IN PUBLIC CONSULTATION WITH SIGNATURES

SUB-PROJECT NAME: Improvement/Upgradation of Pashimpora-Solbuzh  
 LOCATION OF MEETING/ CONSULTATION: Solbuzh  
 DATE AND TIME: 2:30 pm / 29-06-19 Public Consultation Conducted by: Arun K. Singh

S. No	Name	Age/ Sex	Occupation	Address	Signature
1	Bashir Ahmad	46/M	Medicine Unaff.	Solbuzh	[Signature]
2	Ab. Rezaul Mish	40/M	Librarian Govt.	Solbuzh	[Signature]
3	Syed Zahid	43/M	Chemist	Solbuzh	[Signature]
4	Tauqeer Ahmad	30/M	Chemist	Solbuzh	[Signature]
5	Muzaffar Ahmad	40/M	Chemist	Solbuzh	[Signature]
6	Riyaz Ah. Bhat	36/M	Govt. Employee	Solbuzh	[Signature]
7	Muhammad Kamal Malik	62/M	Social Activist	Solbuzh	[Signature] 8803060056
8	Shoukat Kareem	34/M	Govt. (Health) Employee	Solbuzh	[Signature]
9	Muhammad Zigbat	28/M	Govt. Employee	Solbuzh	[Signature] 70034 213
10	Ashiq Ahmad Warsi	30/M	Govt. Technician	Solbuzh	[Signature]
11	Razaq Ah. Baqi	50/M	Govt. Employee	Solbuzh	[Signature]
12	Muzaffar Ah. Bhat	38/M	Doctor	Solbuzh	[Signature]
13	Touqeer Ah. Bhat	45/M	BUSINESS	SOIBUZH	[Signature]
14	Sh. Muhammad Sheikh	40/M	Govt. Employee	Solbuzh	[Signature]
15	Masrur Ahmad Sheikh	46/M	Labour	Solbuzh	[Signature]
16	Ab. Waqar	57/M	Business	Solbuzh	[Signature]

Closed for the  
consultation

[Signature]  
for Report