Environmental and Social Screening Report

September: 2020

Project ID: P154990

Construction/Strengthening/Up-gradation of Shadipora – Khanpeth – Sumbal Road (6 Km)

Jehlum Tawi Flood Recovery Project

(World Bank Project)

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

CONTENTS

LIST OF TABLES

LIST OF FIGURES

EXECUTIVE SUMMARY

The devastating deluge of September 2014 had enormous negative impact on socio-economic aspects of the Jammu & Kashmir state and massive infrastructure damaged in which not only the major town but far flung areas were also affected. In response to this tragedy, a mission of the World Bank visited the Union Territory of J&K 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.

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-project under component-2 is "Strengthening and up gradation of Shadipora-Khanpeth-Sumbal Road" in district Bandipora of Kashmir division, which is of 6.0 km length.

One of the important requirements of the sub-project is the disclosure and sharing of project information with the people. Public consultations were done along the project corridor with local people as part of environment and social screening study. During consultation process, people have expressed keen interest in the proposed sub-project. 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 5.55 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/20/1119 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.

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. Whereas no detailed EIA needs 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 477.4 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 Brenginallah, Vishavnallah, Lidernallah 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[1]

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 Sub-project 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 under component 2 is "Improvement & Up-gradation of Shadipora-Khanpeth-Sumbal Road in District Bandipora of Kashmir. The existing length of the road is 6.0 km. This report covers the Environmental and Social Screening study of proposed road.

1.4 Project Description

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

The district is centrally located in the Kashmir division of Jammu and Kashmir. The economy of the district mainly depends on the Agriculture Sector. The District Bandipora as per census 2011 consists of 122 villages out of which 3 are uninhabited. The villages have been grouped into 7 Tehsils (Gurez, Bandipor and Sonawari, Ajas, Hajin, Aloosa and Tulail), 4 CD Blocks (Gurez, Bandipor, Hajin and Sumbal). The total population of the District is 3, 92,232 as per census 2011. The geographical area of the district is 3200 sq. Kms and the administrative center of the District is situated at Bandipora, which is 48 Km from Srinagar City. 83.3 % of the population lives in rural areas and 16.6 % in urban areas. As per Census 2011, the literacy rate of the District is 56.28 % with male and female literacy rate of 66.88 % and 44.34 % respectively.

Environmental and Social Screening was conducted on 15.09.2019. The topography of the sub-project area is plain terrain. The existing length of the road is 6.00 kms. The road is passing through the settlement areas of Shadipora, Rakh Shilvat, Tirgam, Najin, Parihaspora, Gund Khalil, Turgam, Khanpeit.

1.5 The Existing Road Features & Its Proposal

It is a single lane road falling under plain terrain, having low to moderate intensity of Commercial vehicles. Existing BT surface is in fair to poor condition. Average existing carriageway width is 2.5 m which is also lesser than a Standard Single lane road. For Design IRC SP 72: 2015 and IRC SP 20:2015 to be follow. In addition with provision of few culverts are required. No such significant frequent submergence reported during the study. Snapshots are provided as Appendix V for reference.

1.6 Technical description of the proposed road

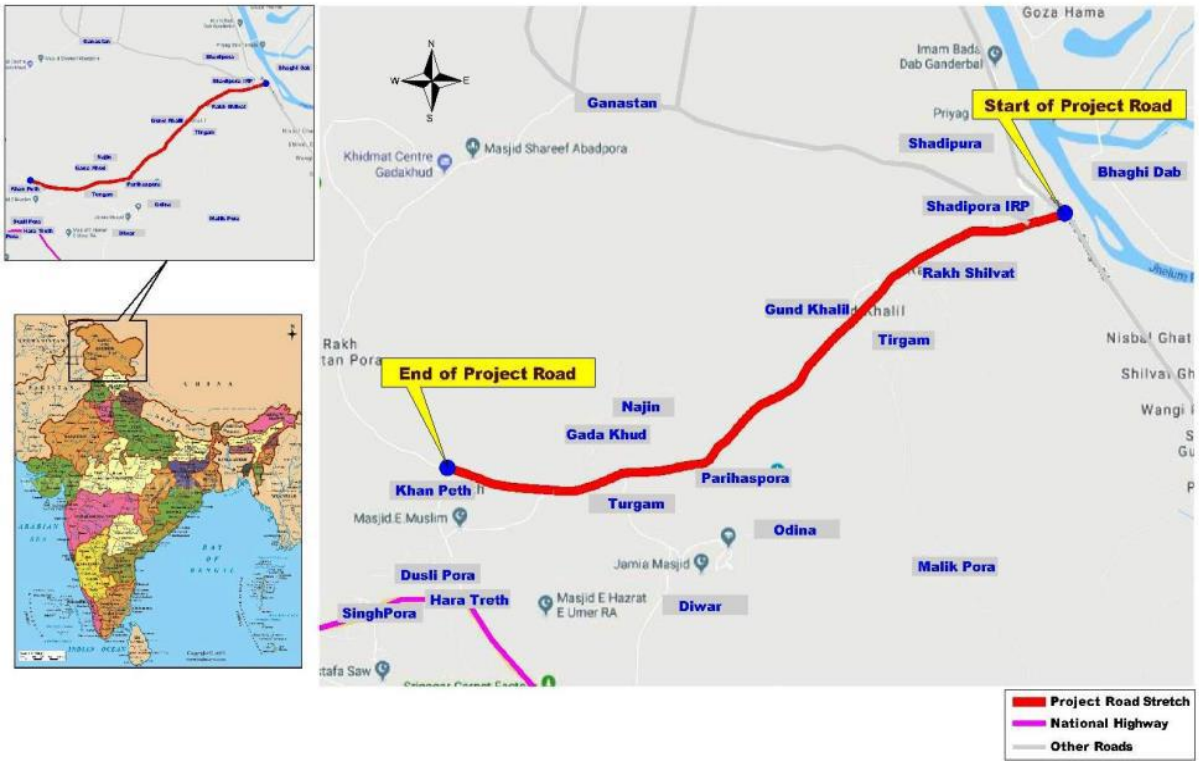
The following table is presented the technical description of proposed road. Geo location of the subproject road is provided as Appendix-VI.

Table 1-1: Technical description of the proposed road

S.No	Description of Item	Details	
1	Road length	Existing – 6.000 km.	Design – 6.000 km
2	Road Configuration	Existing:- 2.75 m to 3.0 m wide carriageway	Propose:- 5.5m wide carriageway
3	Terrain	Plain	
4	Land use pattern	Mixed Pattern Open & Residential	
5	Existing Surface of carriageway	Flexible pavement BT surface	
6	Existing Formation Width	4.75 m – 5.00 m	

S.No	Description of Item	Details	
7	Right of Way (ROW)	5.5 m	
8	Pavement Condition	Fair to Poor	
9	New Flexible Pavement thickness	OGPC-25 mm; BM -50 mm, WBM - 225 mm; GSB-200 mm	
10	Design CBR	5.95 % (Av CBR)	
11	Junctions	Minor - 8	
12	Traffic	T9 (15 ESAL to 20 EASL) – IRC SP 72 -2015	
13	Cross drainage structures	Existing CD Structure- 11 HP Culvert - 10 Nos. Slab Culvert - 1 Nos	Proposed Culvert- 10 HP Culvert - 8 Nos (Reconstruction) Box Culverts - 2 Nos (Reconstruction
14	Settlement	Shadipora, Rakh Shilvat, Tirgam, Najin, Parihaspora, Gund Khalil, Turgam, Khanpeit	

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



1.7 Objective of the Environmental and Social Screening

Sub projects 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 with a 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 at 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 public consultation- which involves participatory process as adopted for the screening study of proposed "Improvement and Up-gradation of existing road of Shadipura-Khanpura-Sumbal 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 having 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 Shadipura – Khanpeth - Sumbal road which will form part of the Environmental Assessment study.

During construction activity increase in ambient air and noise pollution and surface water body contamination is anticipated due to site preparation works and other associated works. This impact shall be temporary, site specific and reversible in nature. Disruption in traffic movement and inconvenience to local people is expected. Detailed baseline environmental data and sensitive receptors along the project corridor and project influence area shall be provided in environmental assessment study/ EMP along with the mitigation measures etc.

Generally trees are not coming in the road however at few places some of the indigenous trees are close to the shoulder and may be required to cut/prune as they may possess the safety and visibility hazard for the traffic. All possible efforts shall be made to avoid unnecessary cutting of trees. Therefore, based on the findings during survey, there are no significant environmental as well as social impacts in sub-project area, hence no further special study or detailed environmental impact assessment (EIA) needs to be undertaken. A comprehensive Environmental and Social Management Plans (EMP/SMP) will be developed to 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 (PMU) and contractors.

The EMP/SMP 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 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/20/1119 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.

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.

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 activities under the sub-project. Public consultation was conducted on 15.09.2019 with people of the proposed corridor as part of environment and social screening study. Public Consultation is a continuous process and needs to be carried out throughout the project cycle.

3.1 Consultation

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	Construction Strengthening/Up - gradation of Shadipura – Khanpeth – Sumbal Road (6.00 Km)	
2. Type of proposed activity (tick the applicable option and provide details)		
▪ Road	√	
▪ Bridge		
▪ Fire Station		
▪ Hospital/Health Facility		
▪ Educational Institute		
▪ Building for Livelihoods		-
▪ Flood Infrastructure Related		-
▪ Other Public Building		-.
▪ Any Other (Please Specify)		-
3. Location of the proposed sub-project		
▪ Name of the Region	Kashmir (J&K State)	
▪ Name of the District	Bandipora	
▪ Name of the Block	Pattan, Sonarwani, Sumbal, Bandipora	
▪ Name of the Settlement	Shadipora, Rakh Shilvat, Tirgam, Najin, Parihaspora, Gund Khalil, Turgam, Khanpeit	
▪ Latitude	34°10'43.38"N	
▪ Longitude	74°40'35.16"E	
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)	6.00 Km
5. Land Requirement (in hac./sq.mt.)	
▪ Total Requirement	The subproject is strengthening of the existing road. Hence, no land acquisition is envisaged.
▪ 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	15.09.2019
▪ Name of the Person	Mr. Akhter Bhat/ Mr. Dhivakar
▪ Contact Number	+91-9419552221; 7006543364
▪ E-mail Id	akhter.bhat3@gmail.com

Part-B1: Environmental 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 categories of Forest		No	
l. Wetland		No	
m. Natural Lakes		No	

n. Rivers/Streams		No	
Question	**Yes**	**No**	**Details**
o. Swamps/Mudflats		No	
p. Zoological Park		No	
q. Botanical Garden		No	
4. Is the sub-project located in whole or part within 500 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		4 Mosques exist along the road corridor at an average distance of 8 meters
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?	NA		

5. Is any scheduled/protected tree-like Chinar, Mulberry or Deodar likely to be affected/ cut due to the project?		No	All efforts shall be made to avoid unnecessary cutting of the trees. Necessary approval/Permission will be obtained from the concerned department if tree cutting/felling involved. Few non scheduled trees may
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	No -

7	Any other clearance/permission required	Consent to Establish (CTE) and Consent to Operate (CTO) from J&K 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

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

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

S.No	Result/Outcome	Outcome
1	Answer to all the questions is 'No' and only forest land is being acquired	No SIA/ARAP 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 SIA/ARAP 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.

EIA study needs not 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 ""Strengthening and up gradation of Shadipora-Khanpeth-Sumbal 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: - 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,

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

Appendix III- Undertaking for Encumbrance free RoW

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

ERA

No. ERA/PMT/20/1/19

Date: 07/9/21

Undertaking for encumbrance free existing RoW

Sub-project Road: Construction/Strengthening/Up-gradation of Shadipora-Khanpeth-Sumbal Road (6 Km)

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 Shadipora-Khanpeth-Sumbal Road " Minimum 5.50 meter".

It is hereby certified that the up-gradation and strengthening of this road for a length of 06 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: Community Consultation

Appendix V- Proposed sub-project photographs

Figure 3-2:Settlements along Sub project corridor

Figure 3-3:Existing Road condition

Figure 3-4:Roadside Culverts

Appendix VI-Geographical location of the road in GIS map

Figure 3-5: Geographical Location of the Road in GIS Map