Social Impact Assessment Report

October: 2021

Project ID: P154990

Sub-Project: Improvement & Up-gradation of Chirala Link Road (District Doda)

Jhelum Tawi Flood Recovery Project

(World Bank Funded)

Prepared by: PIU, JK ERA (JTFRP) for the World Bank

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ABBREVIATIONS

BPL	Below Poverty Line
CBO	Community Based organisations
COI	Corridor of Impact
CPR	Common Property Resources
DC	District Collector
DSC	Design & Supervision Consultant
DED	Detailed Engineering Design
EIA	Environmental Impact Assessment
EP	Entitlement/Eligible Persons
ERA	Economic reconstruction Agency
ESMF	Environment and Social Management Framework
ESSR	Environment & Social Screening Report
EM	Entitlement Matrix
GBV	Gender Based violence
GESI	Gender Equality and Social Inclusion
Govt.	Government
GRC	Grievance Redressal Cell/Committee
HP	Halqa Panchayat
IRC	Indian Road Congress
IDA	International Development Agency
IRAP	International Road Assessment Programme
JTFRP	Jhelum Tawi Flood Recovery Project
J&K	Jammu & Kashmir
DSC	Design & Supervision Consultant
DEA	Department of Economic Affairs
DPR	Detailed Project report

NGO	Non-Governmental Organization
OP	Operational Policy
PAP	Project Affected Person
PAF	Project Affected Family
PDF	Project Displaced Family
PDP	Project Displaced Person
PIU	Project Implementation Unit
PMU	Project Management Unit
PMC	Project Management Consultant
R&R	Resettlement & Rehabilitation
RAP	Resettlement Action Plan
RFCTLAR&R	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement act, 2013
RDNA	Rapid Damage and Needs Assessment
ROW	Right of Way
RTI	Right to information Act
SAR	Social Assessment Report
SES	Socio- Economic Survey
SEO	Site Engineering Office
SH	State Highway
SIA	Social Impact Assessment
SC/ST	Schedule Caste and Schedule Tribe
SMF	Social Management Framework
SMP	Social Management Plan
SOR	Schedule of Rates

Definition of Words and Phrases

Affected Persons (APs)

Affected Persons (APs), for this Project, means all the people directly affected by a project-related land acquisition that leads to their physical relocation or loss of assets, or access to assets, with adverse impacts on livelihoods. This includes any person, household (sometimes referred to as project affected family), firms, or public or private institutions who on account of project-related land acquisition would have their;

1. standard of living adversely affected;

2. right, title or interest in all or any part of a house, land (including residential, commercial, artisanal mining, agricultural, plantations, forest and/or grazing land), water resources or any other moveable or fixed assets acquired, possessed, restricted or otherwise adversely affected, in full or in part, permanently or temporarily; and/or

3. business, occupation, place of work or residence, or habitat adversely affected, with or without displacement. APs therefore include;

persons affected directly by the acquisition or clearing of the right-of-way or construction work area; persons whose agricultural land or other productive assets such as mining, trees or crops are affected; persons whose businesses are affected and who might experience loss of income due to project-related land acquisition impacts; persons who lose work/employment as a direct result of project-related land acquisition; and people who lose access to community resources/property as a result of project-related land acquisition.

Census

Census means the pre-appraisal population record of potentially affected people, which is prepared through a count based on the village or other local population data or census.

Compensation

Compensation means payment in cash or kind for an asset to be acquired or affected by a project at replacement costs.

Cut-off-date

Cut-off-date means the date after which people will not be considered eligible for compensation if they are not included in the list of APs as defined by the census. Normally, the cut-off date for the titleholders is the date of the detailed measurement survey.

Displacement

Displacement means either physical relocation or economic displacement directly caused by project-related land acquisition.

Encroachers

Encroachers mean those persons who extend their property beyond that for which they hold a Title are encroachers and would not be eligible for compensation for land for which they do not possess a title.

Entitlement

Entitlement means the range of measures comprising cash or kind compensation, relocation cost, income rehabilitation assistance, transfer assistance, income substitution, and relocation which are due to /business restoration which is due to APs, depending on the type and degree nature of their losses, to restore their social and economic base.

Livelihood Restoration

Livelihood Restoration means the measures required to ensure that APs have the resources to at least restore, if not improve, their livelihoods. Restoration of livelihood of all APs is one of the key objectives of the World Bank's resettlement policy. It requires that people are given the means and assistance necessary for them to improve, or at least restore, their livelihood and living conditions to pre-project levels. Inventory of Losses means the pre-appraisal inventory of assets as a preliminary record of affected or lost assets.

Land Acquisition

Land Acquisition means the process whereby a person is compelled by a public agency to alienate all or part of the land s/he owns, possesses, or uses, to the ownership and possession of that agency, for public purposes, in return for prompt and fair compensation. This includes direct acquisition and easement.

Non-Titled

Non-titled means those who have no recognizable rights or claims to the land that they are occupying and includes people using private or state land without permission, permit, or grant.

Rehabilitation

Rehabilitation means the assistance provided to severely affected APs to supplement payment of compensation for acquired assets to improve, or at least achieve full restoration of, their pre-project living standards and quality of life to pre-project level.

Resettlement

Resettlement means all social and economic impacts that are permanent or temporary and are:

(i) caused by the acquisition of land and other fixed assets,

(ii) by the change in the use of land, or

(iii) restrictions imposed on land as a result of the project.

Resettlement Plan

Resettlement Plan means the time-bound action plan with budget setting out resettlement strategy, objectives, entitlements, actions, responsibilities, monitoring, and evaluation.

Structures

Structures mean all structures affected, or to be acquired, by the project such as living quarters, wells, hand pumps, agricultural structures such as rice bins, animal pens, stores/warehouses, commercial enterprises including roadside shops and businesses.

Squatters

Squatters mean the same as a non-titled person i.e. those people without legal title to land and/or structures occupied or used by them. World Bank policy explicitly states that such people cannot be denied assistance to restore livelihoods and living conditions based on the lack of title.

Vulnerable

Vulnerable means any people who might suffer disproportionately or face the risk of being marginalized from the effects of resettlement i.e; (i) single household heads with dependents; (ii) disabled household heads; (iii) poor households; (iv) elderly households with no means of support; (v) the landless or households without the security of tenure; and (vi) ethnic minorities.

Social Impact Assessment (SIA)

Social impact assessment (SIA) is the process of identifying and managing the social impacts of industrial projects. It can also be applied to policies, plans and programmes. SIA is used to predict and mitigate negative impacts and identify opportunities to enhance benefits for local communities and broader society.

Project Area Influence

The area likely to be affected by the project, including all its ancillary aspects, such as power transmission corridors, pipelines, canals, tunnels, relocation, and access roads, borrow and disposal areas, and construction camps, as well as unplanned developments induced by the project (e.g., spontaneous settlement, logging, or shifting agriculture along access roads).

Executive Summary

The catastrophic deluge of September 2014 harmed the socio-economic aspects of the Union territory of Jammu and Kashmir (erstwhile state) and massive infrastructure damaged in which not only Srinagar was most affected but other districts as well. It left behind a trail of siltation in most of the water bodies as environmental degradation, which is always synonymous with major floods. In connection to the catastrophic flood, a mission of the World Bank visited the Union territory of Jammu and Kashmir (erstwhile state) during February 1-6, 2015 on request of the Government of India to review and assess the damages 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.

Based on the RDNA results, restoration works underway, and discussions with the GoJ&K, "Jhelum and Tawi Flood Recovery Project (JTFRP)" will focus on restoring critical infrastructure using international best practice on resilient infrastructure. One of the sub-project identified under Component 2 of JTFRP is “Improvement and Upgradation of Chiralla Link Road”sub-project. Under component 2 “Improvement and Up gradation of chirala link road” to the single lane specification with 3.75 meter carraiageway is proposed for a total length of 10.139 kms. The SIA has been conducted for the proposed sub-project road.

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 with a sensitive area criterion which has been conducted. The ESSR report does not envisaged any adverse impact due to the proposed sub-project.

In order to disseminate project information public consultations were held in the project in Thallela and Bhella villages on 2.7.2019 and 15.07.2019. Local people, PIU/PMU officials were involved in the meetings. Information about proposed sub-project, available RoW and other things was shared with the locals. Only thing they requested is to provide protection walls wherever, executing agency does land cutting along the road and restrict the road within the available road width. During consultation process, people have expressed keen interest about the proposed sub-project.

Executive Engineer of the PWD (R&B) vide communication number 4673-75 dated 17.12.2018 had issued a certificate which confirms that the existing road is single lane and the RoW is 10.00 meters. Certificate also confirms that the ownership of the land lies with PWD, Bhadrwah

division. Project Manager (Transport, Jammu division) of PIU vide letter no PIU/T/ERA/2021/865 dated 16.03.2021 provided a non-encumbrance certificate which confirms that the sub-project does not require any land acquisition and 10 meters RoW is available for upgradation work.

The revenue record of the proposed sub-project could not be obtained from the concern department by JK ERA. Since the revenue record of the proposed sub-project was not available, therefore PMU, JTFRP published a notice in the two local newspapers namely "Amar Ujala" and "State Times" on 19.09.2021 and 20.9.2021 respectively, informing general people and those who are likely to be benefitted/affected in particular, about the upgradation of this road sub-project within the existing right of way under World Bank funding. It also called for any objection from the local people regarding use of RoW, along with supporting documentary evidence within 07 days of publication of the notice in the newspaper. The office of Director safeguards did not receive any objection or claim from anyone even after the lapse of one month of the publication of notice in two local newspapers. Thereafter, Director Safeguards issued an official letter vide no. ERA/DSG/PS/88-93 dated 25.10.2021 regarding encumbrance free RoW detailing therein the process followed to reconfirm the ROW ownership status.

Therefore, on the basis of certificate issued by Project Manager (Transport, Division Kashmir), site visits, approved DPR and notice published in the newspaper it can be said that the sub-project does not have any adverse impact on the assets such as structures, land or on livelihood of anyone. However, if during execution, there is any unanticipated impact of the sub-project on any asset, the issue shall be addressed as per the provisions of Environment & Social Management Framework (ESMF) for the project, applicable policies of the WB and that of U.T of J&K.

1. Background 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, Chenab, and Tawi 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 the Kashmir region, including the capital. In many districts, the rainfall exceeded the normal by over 600%. In the Jammu division also, many districts received rainfall over the normal. Jammu district itself recorded over 467.3 mm of rainfall during Sept 2014, which is 339% excess of the normal (source-Indian Meteorological department website). 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.

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 the 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 Union territory of Jammu and Kashmir (erstwhile 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 Union territory of Jammu and Kashmir (erstwhile state). In response, a mission of the World Bank visited the Jammu and Kashmir (erstwhile state) during February 1-6, 2015 to produce a rapid multi-sectorial 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 practices on resilient infrastructure. Given the Jammu and Kashmir (erstwhile state)'s vulnerability to both floods and earthquakes, the infrastructure will be designed with upgraded resilient features and will include contingency planning for future disaster events. Therefore, the project aims at both restoring essential services disrupted by the floods and improving the design standard and practices in the Jammu and Kashmir (erstwhile 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 Jammu and Kashmir (erstwhile state) and increase the capacity of the Jammu and Kashmir (erstwhile state) entities to respond promptly and effectively to an eligible crisis or emergency.

1.3 Project Components

The project is comprised of the following 7 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.

1.4 Sub- Project Background

The component 2 of "Jhelum and Tawi Flood Disaster Recovery Project" is 'to restore and improve the connectivity disrupted due to the disaster through the reconstruction of damaged roads and bridges'. The component will finance and support the reconstruction of about 300 kms. of damaged roads and associated drainage works, retaining walls, breast walls and other structures to increase resilience, designed to be seismic resilient (as per the guidelines of the Bureau of Indian Standards) and with regard to topography and hydrology (as per the guidelines of the Indian Roads Congress, the Ministry of Road Transport and Highways), and

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

projected demographic changes. One of the identified roads under package 4 is "Improvement & Upgradation of existing Chiralla Link Road" sub-project. The proposed road sub-project falls in Doda District of Jammu Province. The total length of the proposed road for reconstruction is 10.139 kms. It will be a single lane road with 3.75 m, carriageway.

1.5 Sub-Project Description

Project Road takes off from Km 61 of Batote – Kishtwar National Highway (NH - 244) and ends 10th Km of this alignment near village Puneja. From Puneja, Chiralla-Puneja PMGSY road starts of length 10 km to give connectivity to village Chiralla. From the connectivity point of view, this particular road has high importance as through this alignment people of Chiralla, Gosti, Rukali via Ponchai connect with district town. From Km 0.000 to Km 4.000 and from Km 6.000 to Km 8.500 existing BT surface is in dilapidated condition and the rest stretches are either Gravel or Earthen. During the year 2014, several stretches were severely damaged and protection work fully collapsed. Sliding continued from Km 2.000 to Km 2.400, Km 5.400 to Km 6.500, and Km 7.100 to Km 7.700. Due to the non-existence of throughout CC drain, the pavement was badly damaged and the slope eroded at several locations. Major Protection work require at those stretches apart from rest with the provision of CC drain.

The geographical coordinates of the proposed road are:- Start point Lat-33° 7'33.57"N, Long-33° 6'19.94"N, End point Lat-75°37'39.14"E, Long-75°41'39.28"E.

1.6 Benefits of the Sub-Project

Development of the project road is essential for the betterment economy of Jammu Province. Project Road takes off from Km 61 of Batote – Kishtwar National Highway (NH - 244) and ends km 10th of this alignment near village Puneja. From Puneja, Chiralla-Puneja PMGSY road starts of length km 10 to give connectivity to village Chiralla. From the connectivity point of view, this particular road has high importance as through this alignment people of Chiralla, Gosti, Rukali via Ponchai connect with district town. It will provide all weather road to the locals which will provide access to the people of the far-flung area to the basic services such as schools, hospitals and district administration besides saving the time and running cost of vehicle. From Km 0.000 to Km 4.000 and from Km 6.000 to Km 8.500 existing BT surface is in dilapidated condition and the rest stretches are either Gravel or Earthen. During the year 2014, several stretches were severely damaged and protection work fully collapsed. Sliding continued from Km 2.000 to Km 2.400, Km 5.400 to Km 6.500, and Km 7.100 to Km 7.700. In winter and monsoon road conditions became non-motorable. During the year 2014, connectivity with all villages was cut off for a few weeks. Due to the development of this project stretch, the socio-economic profile of the entire area enhance.

1.7 Need for Social Impact Assessment

Social Impact Assessment (SIA) is a tool for anticipating and mitigating the potentially temporary and permanent adverse impacts of projects. It also helps in enhancing the positive outcomes of the sub-project. SIA alerts project planners (public and private bodies) as to the likely social and economic costs and benefits of a proposed project. The knowledge of the potential costs, when weighed against the likely benefits of a project, helps decision-makers in deciding whether the project should be carried out, with or without modifications, or abandoned completely. The agency carrying out the SIA also develops a mitigation plan to overcome the potential negative impacts on individuals and communities.

The purpose of the SIA is to ascertain whether a project proposed by the developer is truly in the public purpose, and whether the project is located at a site which is least-displacing and requires the bare minimum amount of land.

1.7.1 Need for SIA in Chirala Link Road Sub-Project Road

Social Impact Assessment study was conducted to identify and assess the land requirement for the proposed sub-project besides identifying the temporary and permanent impacts. Chirala Link Road sub-project road is going to be improved and upgraded within the available Row which is 10 meters. No additional land is required for the improvement and up-gradation of the road. Though the sub-project does not require private land acquisition, the Social Impact Assessment was conducted to identify and assess any other impact on the people and communities due to project implementation such as any impact on private assets (of both titleholders and non-titleholders), on the livelihood of people, common property resources or any other type of impacts. Further, it will guide Executing Agency (EA) to prepare a sound Social Management Plan that will provide guidance to the contractor & PIU to manage social issues during execution and post execution.

1.8 Objective and Scope of Social Impact Assessment

The major objectives of the SIA are given below:

- To gather baseline data for assessment of impacts (both direct and indirect);
- To do the socio-economic profiling of the project;
- To identify all potential adverse and positive social issues/impacts of the Project;
- To suggest mitigation measures to effectively manage potential adverse impacts;
- To involve local people in the SIA study and project activities.

1.9 Methodology adopted for the SIA

1. Defining the Impact area

To define the project area (both directly and indirectly), a map which shows the project area, has been prepared. In addition, field visits to the area were undertaken on 02.07.2019 and 15.07.2019 to have a better understanding of the geographic limits of the area and the people living there.

2. Identifying the Information/Data Requirements and their Sources

The existing secondary data (census 2011) on impacts, likely to follow from the project has been reviewed and used for assessment purposes. This has provided disaggregated data according to caste, religion, sex and other administrative categories, such as persons below poverty line.

3. Public Consultation

Project related information has been shared with all the concerned stakeholders on 2.7.2019 and 15.7.2019. This was the first step to identify stakeholders who will be involved in the consultative processes. Since the sub-project does not envisage acquisition of assets such as land and structures and there is no adverse impact on the livelihood either. Therefore, only people residing along the sub-project road were involved in the consultation and identified as major stakeholder along with PIU, PMU and line departments. The basic questions to consider in identifying stakeholders include:

- Who will be directly or indirectly and positively and negatively affected?
- Who are the most vulnerable groups?
- Who might have an interest or feel that they are affected?
- Who supports or opposes the changes that the project will produce?
- Whose opposition could be detrimental to the success of the project?
- Whose cooperation, expertise, or influence would be helpful to the success of the project?

4. Conducting Screening

Social Impact Assessment (SIA) process began with screening. Screening was undertaken in the very beginning stages of project development. The purpose of screening was to screen out “no significant impacts” from those with significant impacts and get a broad picture of the nature, scale and magnitude of the issues. This helped in determining the scope of detailed SIA that would be subsequently carried out. The screening for the sub-project has been carried out and it does not envisage any significant impact as the proposed road will be upgraded in the

available RoW and there are no structures either commercial, residential or any CPR in the alignment of the road.

5. Carryout Scoping in the Field

The next step was scoping. Essentially, this involved visits to the project site, and consultation with all stakeholders. It is important to confirm their understanding of key issues. The scope of the present study is to assess and identify land requirements, evaluate the temporary and permanent impacts, engaging different stakeholders in the project activities and to develop a sound social management plan on the basis of the study.

6. Developing a Mitigation Plan

SIA study helped and guided in the preparation of social mitigation and management plan for the envisaged and unanticipated impacts. In this study SMP has been prepared in consultation with the locals, PIU and other stakeholders which will serve as blueprint for managing and mitigating social issues/impacts during execution of the sub-project.

1.10 Structure of SIA Report

To present the findings of the SIA study, the information has been presented in following chapters:

Executive Summary

1. Introduction & Background
2. Project Description
3. Legal and Regulatory Framework
4. Socio-Economic Profile of the Project Impact Area
5. Analysis of Alternatives
6. Stakeholder's Consultation
7. Analysis of Social Impacts
8. Mitigation Measures
9. Grievance Redressal Mechanism
10. Institutional Arrangements
11. Monitoring and Evaluation

2. Project Description

2.1 Description of the Project

The Jammu & Kashmir region owing to its geographical and geo-climatic setting is a multi-hazard prone region that has experienced natural disasters like earthquakes, floods, landslides, avalanches, high-velocity winds, and snowstorms. Most of the project roads in Kashmir Valley fall in plain terrain whereas roads under Jammu Province are passing through hilly terrain. In Kashmir, Floods and flash floods are also frequent. Floods generally occur in the summer when heavy rains are followed by snowmelt. Flooding of the river Jhelum is the main cause of floods in the region. In Jammu province, hill roads are mainly damaged frequently during the beginning of summer due to snowmelt and due to heavy rain. Hill slopes are badly damaged and sliding comes on the roads as there is no such protection work exists towards hill slide slope. Even Jammu Srinagar National Highway is not unturned from it.

ln September 2014, the northern region of India experienced torrential monsoon rains in the region causing major flooding and landslides. The continuous spell of rains from September 2nd to 6th, 2014, caused Jhelum and Chenab Rivers as well as many other streams/tributaries to flow above the danger mark. Due to the unprecedented heavy rainfall, the catchment areas particularly the low laying areas were flooded for more than two weeks. As a result, the main tributaries of river Jhelum vis-a-vis Brengi Nallah, Vishav Nallah, Lider Nallah, and Sundran Nallah started overflowing. The water level also increased in the rivers of Chenab and Tawi, both of which the water flowing above normal levels. Due to the rivers overflowing nearly 20 districts were impacted. The total damage and loss caused by the flood is about INR 211,975 million, most of it to housing, livelihoods, and roads and bridges, which combined represented more than70% of the damages in terms of value. Public service infrastructure and equipment of hospitals and education centers were also severely damaged and are still not fully operational.

The project "Jhelum & Tawi Flood Recovery Project" will focus on restoring critical infrastructure using the international best practice of resilient infrastructure. Given the region'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, a study followed by detailed reports on flood management aims at both restoring essential services disrupted by the floods and improving the design standards and practices to increase resilience.

Based on the RDNA results, restoration works underway, and discussions with the Govt. of J&K, "Jhelum and Tawi Flood Disaster Recovery Project (JTFRP)" will focus on restoring critical infrastructure using international best practice on resilient infrastructure. Component 2 of

JTFRP is 'to restore and improve the connectivity disrupted due to the disaster through the reconstruction of damaged roads and bridges.

2.2 Sub-Project Description

Project Road takes off from Km 61 of Batote – Kishtwar National Highway (NH - 244) and ends 10th Km of this alignment near village Puneja. From Puneja, Chiralla-Puneja PMGSY road starts of length 10 km to give connectivity to village Chiralla. From the connectivity point of view, this particular road has high importance as through this alignment people of Chiralla, Gosti, Rukali via Ponchai connect with district town. From Km 0.000 to Km 4.000 and from Km 6.000 to Km 8.500 existing BT surface is in dilapidated condition and the rest stretches are either Gravel or Earthen. During the year 2014, several stretches were severely damaged and protection work fully collapsed. Sliding continued from Km 2.000 to Km 2.400, Km 5.400 to Km 6.500, and Km 7.100 to Km 7.700. Due to the non-existence of throughout CC drain, the pavement was badly damaged and the slope eroded at several locations. Major Protection work require at those stretches apart from rest with the provision of CC drain.

2.3 Project Location

The topography of the project area is hilly. The geographical coordinates of the road are- 33° 7'33.57"N, 33° 6'19.94"N 75°37'39.14"E, 75°41'39.28"E (annexure 2). Photographs of the existing road annexed as annexure 7.

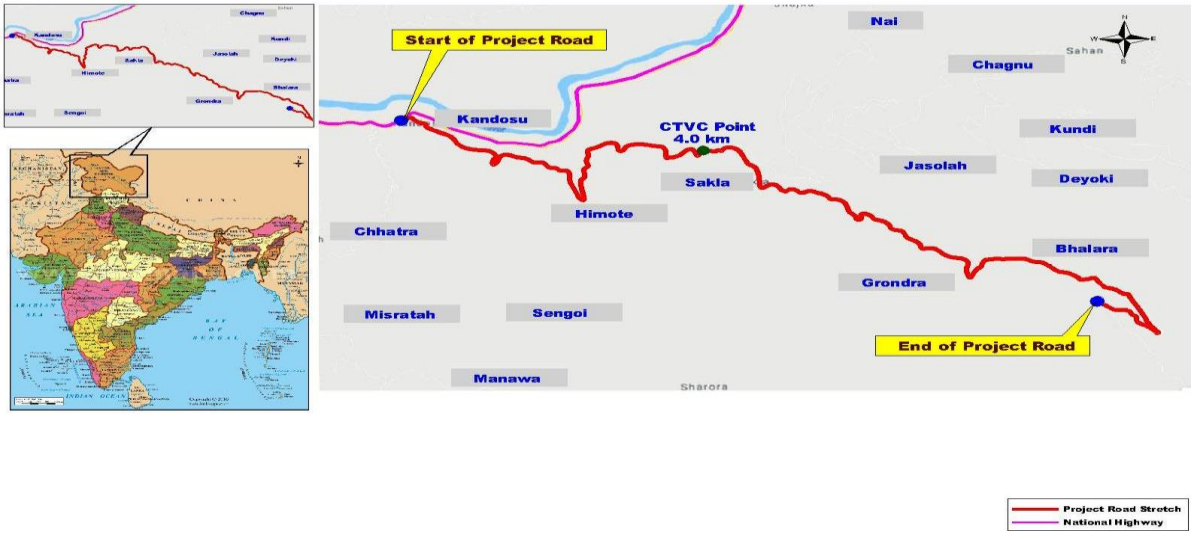


Figure 1: Overview of Proposed Road in Chirala Link Road Sub Project

2.4 Details of the Existing Project Road

2.4.1 The embankment, Carriageway, and Shoulder

The average width of the existing carriageway varies from 2.65 m to 3.00 m with an average shoulder width of 0.50 m resulting in the average formation width varies from 3.65 m to 4.00 m.

2.4.2 Horizontal and vertical alignment

Project road runs in Hilly terrain having many hairs pin bend with non-standard curves. Existing vertical gradients also very steep at certain stretches.

2.4.3 Pavement Condition

The existing pavement is flexible from Km 0.000 to Km 4.000 and Km 6.000 to Km 8.500 is in poor condition. The rest portion of the project stretch is either Gravel or Earthen, the condition of pavement severely damaged mostly.

Km 2.250

Km 2.600

Km 2.800

Km 3.300

Km 3.800

Km 5.000

Km 5.200

Km 5.600 (Sliding Zone)

Km 6.000

Km 7.200

Km 7.400

Km 7.700

2.4.4 Cross Drainage Structures

There are 23 nos. of CD structure in the project road, out of which 17 nos HP culverts, 5 nos Slab culverts, and 1 causeway exist. Out of these 17 nos HP culverts, 12 are chocked by siltation and poor condition; need to replace by 1.2 m dia HP Culverts and causeways converted into Box culverts of suitable size. The details are given in table below.

Table 1: List of Existing Cross Drainage Structures

Sl No.	Existing Structures					
	Chainage	Types	Dia/Span(m)	Width	Width of Head/Parafet Wall (m)	Condition
1	1+210	HPC	1 x 0.90	11.813	1.250	C & P
2	1+410	HPC	1 x 1.20	11.813	1.450	Good
3	1+490	SC	1 x 3.01	7.562	3.250	Good
4	1+630	HPC	1 x 0.90	11.813	1.110	C & P
5	1+800	HPC	1 x 0.90	11.813	1.150	C & P
6	1+930	HPC	1 x 0.90	9.857	1.110	C & P
7	2+120	HPC	1 x 1.20	9.857	1.400	Good
8	2+160	Causeway	1 x 8.61	8.760	9.000	-
9	3+090	HPC	1 x 1.20	9.750	1.400	Good
10	3+680	SC	1 x 3.01	7.562	3.250	Good
11	5+080	HPC	-	6.330	-	C & P

Sl No.	Existing Structures					
	Chainage	Types	Dia/Span(m)	Width	Width of Head/Parafet Wall (m)	Condition
12	5+250	HPC	-	6.310	-	C & P
13	5+425	HPC	-	4.801	-	C & P
14	6+300	HPC	-	6.180	-	C & P
15	6+490	HPC	-	6.944	-	C & P
16	6+980	HPC	-	7.084	-	C & P
17	7+710	HPC	-	7.061	-	C & P
18	8+490	HPC	1 x 1.2	6.150	1.450	Good
19	8+830	HPC	1 x 0.6	5.020	1.005	C & P
20	9+120	HPC	1 x 1.2	8.698	1.400	Good
21	9+270	SC	1 x 2.0	5.130	2.350	Good
22	9+750	SC	1 x 2.0	5.292	2.250	Good
23	9+890	SC	1 x 2.0	5.200	2.300	Good

* C&P – Chocked & Poor, R&NC-Replaced & New Construction

2.4.5 Existing drain

In this project road, there are only 352.34 m earthen (unlined) drain exists at different stretches. Details are shown in Table 2.

Table 2: List of Drain

Sl No	Chainage		Left	Right	Type of Drain
	From	To	Length (m)		
1	7+115	7+171	-	55.575	Unlined
2	8+490	8+539	-	49.322	Unlined
3	8+575	8+626	-	51.093	Unlined
4	8+830	8+961	-	131.052	Unlined

Sl No	Chainage		Left	Right	Type of Drain
	From	To	Length (m)		
5	9+270	9+335	-	65.298	Unlined
Total				**352.34**	

2.4.6 Existing Protection work

In this project road, only 645 m are Retaining Wall exists in the form of stone masonry at different stretches. Existing Breast walls are fully collapsed and require reconstruction. Details are shown in Table 3.

Table 3: List of Existing Protection Wall

Sl No.	Chainage		Breast Wall		Chainage		Retaining Wall	
			Left	Right			Left	Right
	From	To	Length (m)		From	To	Length (m)	
1	-	-	-	-	5+075	5+081	5.575	-
2	-	-	-	-	5+085	5+095	9.907	-
3	-	-	-	-	6+133	6+151	18.016	-
4	-	-	-	-	7+265	7+280	14.771	-
5	-	-	-	-	7+510	7+532	21.622	-
6	-	-	-	-	8+485	8+495	9.553	-
7	-	-	-	-	8+883	8+918	-	34.567
8	-	-	-	-	8+975	9+109	-	133.711
9	-	-	-	-	9+010	9+020	9.879	-
10	-	-	-	-	9+115	9+124	8.772	-
11	-	-	-	-	9+250	9+264	-	13.578
12	-	-	-	-	9+265	9+299	33.866	-
13	-	-	-	-	9+275	9+329	-	53.560
14	-	-	-	-	9+375	9+523	147.535	-

Sl No.	Chainage		Breast Wall		Chainage		Retaining Wall	
			Left	Right			Left	Right
	From	To	Length (m)		From	To	Length (m)	
15	-	-	-	-	9+540	9+565	24.626	-
16	-	-	-	-	9+575	9+603	-	27.838
17	-	-	-	-	9+890	9+909	19.479	-
18	-	-	-	-	9+910	9+952	-	41.871
19	-	-	-	-	9+960	9+976	16.271	-
			-	-			339.87	305.125
		Total	-			Total	644.99	

2.4.7 Existing Pavement Composition

The said road is a very old road that was initially constructed not based on traffic on the section but to give connectivity to hillside villages. Afterward, several maintenance works of the different specifications have been undertaken over the road. Specification adopted for such maintenance widely varies from year to year as well as from stretches to stretches. But during heavy rain in the year 2014, the alignment is severely damaged and connectivity with villages was cut off for a few weeks. Trial Pit Investigation has been conducted for detailing pavement composition at different locations and on average following composition is found as existing hard crust as mentioned in the table. 5

The average pavement thickness is 259 mm. The total thickness of the hard crust varies between 120 mm – 400 mm where existing crust comprises of GSB consists of compacted granular materials having thickness 100 mm to 250 mm thick (average 157 mm), partly disintegrated base course with WBM materials of 60 mm to 150 mm thick (average 98 mm) and Bituminous/ Binder course varying from 20 mm to 40 mm thick (average 27 mm). A detail of pit wise existing pavement compositions is provided in table 4 below.

Table 4: Details of Existing Pavement Composition

Location	Description of	vidu al (mm -	Thickness (mm)

	Layers		Surface (Bituminous) in mm	Base Course in mm	Sub-Base Course in mm	Total
RD 0.000 / TP 1 (RHS)	Bituminous	20	20	120	250	390
	Sand & Dust	120				
	Sand Layer	100				
	Sand & Dust	150				
RD 0.500 / TP 2 (RHS)	Bituminous	20	20	130	120	270
	Sand & Dust	130				
	Sand Layer	100				
	Sand & Dust	120				
RD 1.000 / TP 3 (RHS)	Bituminous	30	30	150	150	330
	WBM	70				
	Sand & Dust	150				
RD 1.500 / TP 4 (LHS)	Bituminous	40	40	70	150	260
	WBM	70				
	Sand & Dust	150				
RD 2.000 / TP 5 (LHS)	Bituminous	20	20	130	250	400
	WBM	130				
	Sand & Dust	250				
RD 2.500 / TP 6 (RHS)	Bituminous	30	30	120	240	390
	WBM	120				
	Sand & Dust	240				
RD 3.000 / TP 7 (RHS)	Bituminous	30	30	70	150	250
	WBM	70				
	Sand & Dust	150				
RD 3.500 / TP	Bituminous	30	30	70	170	270

Location	Description of Layers	Individual (mm)	Thickness (mm)			
			Surface (Bituminous) in mm	Base Course in mm	Sub-Base Course in mm	Total
8 (LHS)	WBM	70				
	Sand & Dust	170				
RD 4.000 / TP 9 (LHS)	Gravel/ Earthen	-	-	-	-	-
RD 4.500 / TP 10 (LHS)	Gravel/ Earthen	-	-	-	-	-
RD 5.000 / TP 11 (RHS)	Gravel/ Earthen	-	-	-	-	-
RD 5.500 / TP 12 (RHS)	Gravel/ Earthen	-	-	-	-	-
RD 6.000 / TP 13 (RHS)	Bituminous	30	30	60	130	220
	Sand Layer	60				
	Sand & Dust	130				
RD 6.500 / TP 14 (LHS)	Bituminous	25	25	120	200	345
	WBM	120				
	Sand & Dust	200				
RD 7.000 / TP 15 (RHS)	Bituminous	20	20	70	120	210
	WBM	70				
	Sand & Dust	120				
RD 7.500 / TP 16 (RHS)	Bituminous	25	25	70	130	225
	WBM	70				
	Sand & Dust	130				
RD 8.000 / TP 17 (LHS)	Bituminous	25	25	120	100	245
	WBM	120				
	Sand & Dust	100				

Location	Description of Layers	Individual (mm)	Thickness (mm)			
			Surface (Bituminous) in mm	Base Course in mm	Sub-Base Course in mm	Total
RD 8.500 / TP 18 (LHS)	Bituminous	20	20	70	110	200
	WBM	70				
	Sand & Dust	110				
RD 9.000 / TP 19 (RHS)	Sand & Dust	120			120	120
RD 9.500 / TP 20 (RHS)	Sand & Dust	150			150	150
RD 10.000 / TP 21 (LHS)	Sand & Dust	120			120	120
Average Thickness from Km 0.000 to Km 10.000			**27**	**98**	**157**	
Minimum Thickness from Km 0.000 to Km 10.000			**20**	**60**	**100**	**120**
Maximum Thickness from Km 0.000 to Km 10.000			**40**	**150**	**250**	**400**

2.4.8 RoW Details of the Sub-Project Road

The sub-project road exists on government land and it has 10 meters of RoW. It has been confirmed by the letter of RoW certificate details issued by the PWD Bhaderwah Division. The proposed improvement and up-gradation work will be carried out within the available government land. Project Manager (Transport, Jammu Division) vide letter no PIU/T/ERA/2021/865 dated 16.03.3021 provided non-encumbrance certificate and confirms that the available existing RoW is 10.00 meters and sub-project does not require land for the proposed-up gradation (annexure 3).

2.4.9 Major Utilities Along the Existing Road

A detailed road inventory survey was carried out at 100 m intervals mainly the proposed alignment. Detailed information was collected and utilized for planning, design, and cost estimate.

An inventory of the project road has been carried out through dimensional measurement and visual inspection. Features like chainage, terrain and land-use, the height of fill or depth of cut, the width of pavement and shoulders, important road junctions and geometric deficiencies, utilities, etc., were recorded.

These surveys were carried out by visual observation supplemented with sample measurements using tape etc. The road inventory has been referenced to the existing km posts established along the roadside.

2.5 Proposed Activities (Improvement & Upgradation)

Table 5: Proposed Technical Description in the Sub-Project Road

Sl.No.	Description of item	Details	
1.	**Road length**	Existing – 10.185 km.	Design – 10.138 km
2.	**Road Configuration**	Existing: - 2.65 m to 3.0 m wide carriageway	Propose: - 3.75 m wide carriageway
3.	**Terrain**	Hilly	
4.	**Available RoW**	10. 0 meters	
5.	**Land use pattern**	Open	
6.	**Existing Surface of carriageway**	Flexible Broken BT surface exists for a length of 5.5 Km and rest stretches are either Gravel or Earthen.	
7.	**Pavement Condition**	Poor	
8.	**New Flexible Pavement thickness**	OGPC-25 mm; BM -50 mm, WBM - 225 mm; GSB-150 mm	
9.	**Design CBR**	8.50 % (Av CBR)	
10.	**Junctions**	Major- 01	
11.	**Traffic**	T9 (15 ESAL to 20 EASL) – IRC SP 72 -2015	
12.	**Cross drainage structures**	Existing Culvert- 23 HP Culvert - 17 Nos. Slab Culvert - 5 Nos Causeway – 1 no	Proposed Culvert- 14 (Reconstruction) HP Culvert - 11 Nos Box Culvert – 2 no
13.	**Settlement**	Chirala, Thellala, ,Bhella, Bhalara	

2.5.1 Carriageway Width

In general, the proposed cross-section comprises of 3.75 m wide carriageway with a 1.000 m wide granular hard shoulder on either side of the c/w. The camber on either side of the

carriageway and hard shoulder is 2.5 % & on the shoulder it is 3.0 %. The proposed cross-sections are presented in TCS-1 & TCS - 2 having 3.75 m CW.

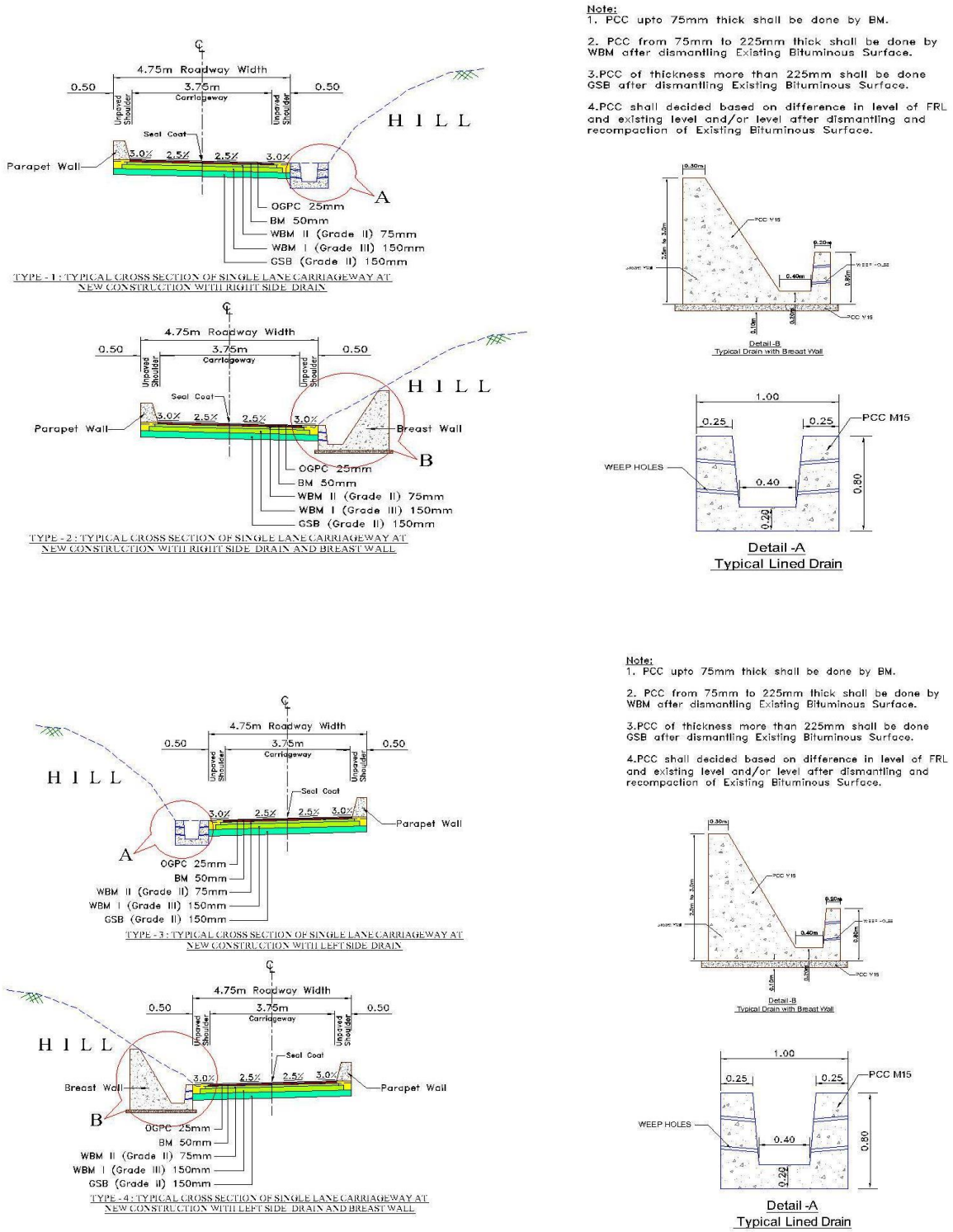


Figure 2 proposed cross-sections

2.5.2 Horizontal and vertical alignment

Existing alignment is followed to widen and strengthen the existing road and it is found that mostly the required ruling design speed of 40 km /hour is maintained. The existing carriageway will be provided with the required grade after making the provision of a profile corrective course with proper cambers over the existing carriageway surface. Due to land constraints, most of the curve radius is less than 60, henceforth 0.6 m to 0.9 m extra widening provide at those locations as per IRC norms.

2.5.3 Improvement of Sight Distance

Improvement of sight distance on the proposed alignment has been taken care of while designing the alignment. However, a necessary road sign has to be provided where speed is restricted wherever required.

2.5.4 Improvement of the Cross Drainage Structures

Table 6: Details of Proposed Culverts

Sl No.	Structures					Proposed Structure		
	Chainage	Types	Dia /Span (m)	Width of Head/ Parafet Wall (m)	Condition	Types	Dia/Span (m)	Remarks
1	1+210	HPC	1 x 0.90	1.250	C & P	HPC	1 x 1.2	R & NC
2	1+410	HPC	1 x 1.20	1.450	Good	-	-	Retained
3	1+490	SC	1 x 3.01	3.250	Good	-	-	Retained
4	1+630	HPC	1 x 0.90	1.110	C & P	HPC	1 x 1.2	R & NC
5	1+800	HPC	1 x 0.90	1.150	C & P	HPC	1 x 1.2	R & NC
6	1+930	HPC	1 x 0.90	1.110	C & P	HPC	1 x 1.2	R & NC
7	2+120	HPC	1 x 1.20	1.400	Good	-	-	Retained
8	2+160	Causeway	1 x 8.61	9.000	-	BC	2 x 2	R & NC
9	3+090	HPC	1 x 1.20	1.400	Good	-	-	Retained
10	3+680	SC	1X3.01	3.250	Good	-	-	Retained

Sl No.	Structures					Proposed Structure		
	Chainage	Types	Dia /Span (m)	Width of Head/ Parafet Wall (m)	Condition	Types	Dia/Span (m)	Remarks
11	5+080	HPC	-	-	C & P	BC	2 x 2	R & NC
12	5+250	HPC	-	-	C & P	HPC	1 x 1.2	R & NC
13	5+425	HPC	-	-	C & P	HPC	1 x 1.2	R & NC
14	6+300	HPC	-	-	C & P	HPC	1 x 1.2	R & NC
15	6+490	HPC	-	-	C & P	HPC	1 x 1.2	R & NC
16	6+980	HPC	-	-	C & P	HPC	1 x 1.2	R & NC
17	7+710	HPC	-	-	C & P	HPC	1 x 1.2	R & NC
18	8+490	HPC	1 x 1.2	1.450	Good	-	-	Retained
19	8+830	HPC	1 x 0.6	1.005	C & P	HPC	1 x 1.2	R & NC
20	9+120	HPC	1 x 1.2	1.400	Good	-	-	Retained
21	9+270	SC	1 x 2.0	2.350	Good	-	-	Retained
22	9+750	SC	1 x 2.0	2.250	Good	-	-	Retained
23	9+890	SC	1 x 2.0	2.300	Good	-	-	Retained

2.5.5 Protective works

PCC Breast Wall required about length 3280m. Proposed PCC Retaining Wall required about length 508m (Height -2.0m) and 10m length of height 3.0m.

2.5.6 Drainage Works and drainage Capacity

In this project road line drain work required 6858m length and 3280m length of breast wall.

2.5.7 Pavement Design

After doing the pavement investigation and pavement condition survey, it has been studied thoroughly. After that pavement design has been done as per the following considerations:

- Rehabilitation on existing pavement
- Reconstruction of existing pavement

The consultants have worked out the designs for all the above cases based on results of survey/investigations concerning traffic, axle load spectrum, pavement condition, and strength, subgrade/material properties, etc. The design life adopted in the analysis is 10 years for flexible pavement from the date of opening the road to traffic.

2.5.8 Rehabilitation of existing pavement

Strengthening design involves prudent engineering judgment and decision-making in analyzing and using the various investigations data for the purpose. It may be mentioned that deflection testing (generally use for strengthening design) is primarily related to traffic-associated fatigue cracking of a pavement. If the pavement is exhibiting deformation / without bitumen top surface / poor condition of the bituminous surface, it will be necessary to sample and test/observe component layers before deciding on an overlay/strengthening.

Design of flexible pavement for new construction has been done following "Tentative Guidelines for the Design of Flexible Pavement" (IRC P: 72-2015).

The following Survey has been conducted and procedure followed for design and construction:

1. Conducted the Traffic Study and based on PCU, lane configuration finalized. In the case of land constraint, lane configuration has been restricted up to the availability of space between properties of both sides.

2. In case land availability allows providing required lane configuration to upgrade (widening), rehabilitation and reconstruction considered for these stretches. For the widening portion, mostly concentric widening is considered. After both edge trimming, prepare the original ground for construction of embankment, followed by sub-grade, GSB, WMM, DBM, and BC.

3. Raising of Existing Carriageway is not done where roadside establishment exists. On those stretches, reconstruction has been proposed. Where lane configuration is not feasible for the upgrade, the carriageway has been restricted up to the availability of space between properties of both sides.

4. The existing condition of the road is poor. Hence, the BBD test was not carried out. Existing bituminous layer to be dismantled and re-compaction to be done after dismantling bituminous layer. Re-compacted level shall be compared concerning design level and WMM/GSB (depending upon the level difference of FRL and level after re-compaction). Existing

Base and Subbase layers are generally more than the required thickness than that of new pavement. Widening portion to be constructed from the subgrade as per the design. The top layer of BC and DBM shall be laid simultaneously for the existing carriageway as well as the widening portion.

2.5.9 Traffic Safety and Other Appurtenances

Following road furniture and miscellaneous items have been designed keeping safety aspects in mind.

I.Road Markings

Road Markings on the carriageway and the objects within and adjacent to the roadway are used as a means of guiding the traffic. They promote road safety and ensure the smooth flow of traffic in the required paths of travel. The location and type of marking lines, material, and the color is followed using IRC: 35-2015 – "Code of Practice for Road Markings". The road markings were carefully planned on carriageways, intersections, and bridge locations.

II.Road Signs

Road signs were planned to supply information, to regulate traffic by imparting messages to the drivers. The type, locations, sizes were planned using IRC: 67-2012 "Code of Practice for Road Sign".

Table 7: Details of Road Signages

Sl no	Sign		Size	Nos
	Fig No	Description		
1	14.02	Give Way	900 Equilateral	3
2	14.23	Overtaking Prohibited	600 Equilateral	0
3	15.01	Left Hand Curve	600 Equilateral	15
4	15.02	Right Hand Curve	600 Equilateral	15
5	15.03	Right Hairpin Curve	600 Equilateral	1
6	15.04	Left Hairpin Curve	600 Equilateral	1
7	15.05	Right Reverse Bend	600 Equilateral	8
8	15.06	Left Reverse Bend	600 Equilateral	4
9	15.07	Series of Bends	600 Equilateral	24

10	15.09	Side Road Right	600 Equilateral	0
11	15.10	Side Road Left	600 Equilateral	0
12	15.18, 15.19, 15.20, 15.21	Intersection	600 Equilateral	3
13	15.23	Narrow Road Ahead	600 Equilateral	0
14	15.24	Road Widens	600 Equilateral	0
15	15.34	School Ahead	600 Equilateral	0
16	15.35	Build Up Area	600 Equilateral	0
17	15.72	Chevron(Normal)		0
18	15.76	Object Hazard(Left)	90 cm x 30 cm rectangular	48
19	15.77	Object Hazard(right)	90 cm x 30 cm rectangular	48
20	16.02	Directional Sign		4
21	16.04	Directional Sign	60 cm x 90 cm rectangular	1
22	16.06	Place Identification Sign	60 cm x 45 cm rectangular	6
23	14.37	Maximum Speed Limit	600 mm dia	94
24	15.30,15.31	Start & End of Dual Carriageway	600 Equilateral	0
25	17.07	Hospital Ahead	600 Equilateral	0
			Total	275

III.Delineators

The role of delineators is to provide visual assistance to the driver about the alignment of the road ahead, especially at night. Reflectors are used on the delineators for better night visibility. IRC: 79-1981 "Recommended Practice for Road Delineators" was followed to plan location details. Two types of road delineators were planned i.e. hazard markers and object markers. Hazard markers are to define obstructions like guardrails, and abutments adjacent to the carriageway, for instance at culverts and bridges. Object markers are used to indicate hazards and obstructions within the vehicle flow path, at channelising islands close to intersections.

IV.Parapet Wall

Parapet walls are provided along the edge of the shoulders at the valley side throughout the project stretch excluding the settlement areas. These are provided to prevent the vehicles from toppling over.

V.Convex Mirror

Roadside Convex Safety Mirrors are widely used by both commercial and private properties to help eliminate blind spots on approach roads, junctions, and entrances. Convex mirrors are ideal for use in road safety applications because the domed effect of the mirror will give a wider-angle view and allows the driver to see down the road from a wider range of parked positions.

Typically, a 600mm diameter convex mirror is useful when viewed no more than 6 Meters or 20 feet away. Above this distance, you need to use a bigger mirror. Chainages where 27 in nos convex mirror are required.

0+100	2+500	4+800	7+350
0+300	2+580	5+080	8+600
1+000	3+090	5+850	8+700
1+100	3+600	5+900	9+000
1+480	3+900	6+000	9+500
1+800	4+100	6+400	9+700
2+160	4+500	6+700	

3. Legal and Regulatory Framework

This section deals with the laws, regulations, and policies, of the Government of India, the State Government, and the World Bank, related to environmental and social issues. Only the laws, regulations, and policies relevant to the project are discussed here. This section needs to be updated as to when new laws, regulations, and policies are made and enforced or the existing ones are revised.

3.1 Operational Policies of World Bank

The safeguard policies, the triggers for each policy, as well as the status of their relevancy for the proposed project are presented in the table below:

Table 8: World Bank's Operational Policies

Operational Policy	Key Features	Applicability
Involuntary Resettlement (OP 4.12)	Physical relocation and land loss resulting in: (i) relocation or loss of shelter; (ii) loss of assets or access to assets; (iii) loss of income sources or means of livelihood, whether or not the affected people must move to another location.	Not Applicable The sub-project has no impact on any private asset
Indigenous Peoples (OP 4.10)	If there are indigenous peoples in the project area, and potential adverse impacts on indigenous peoples are anticipated, and indigenous peoples are among the intended beneficiaries.	Not Applicable The sub-project does not adversely impact any schedule tribe population
Physical Cultural Resources (OP 4.11)	The policy is triggered by projects which, prima facie, entail the risk of damaging cultural property (e.g. any project that includes large-scale excavations, movement of earth, surface environmental changes or demolition).	Not Applicable No impact on any cultural resources

3.2 World Bank's Environment Health and Safety Guidelines

The Environmental, Health, and Safety (EHS) Guidelines are technical reference documents with general and industry-specific examples of Good International Industry Practice (GIIP). The EHS Guidelines contain the performance levels and measures that are generally considered to be achievable in new facilities by existing technology at reasonable costs. Application of the EHS Guidelines to existing facilities may involve the establishment of site-specific targets, with an appropriate timetable for achieving them. The applicability of the EHS Guidelines should be

tailored to the hazards and risks that may occur in the sub-project on the basis during pre-construction, construction, and operation phases.

3.3 J&K and National Policies

Table 9: National and U.T.'s Policies

S.No.	Acts/Policies/Rules	Relevance to this project	Applicability in the sub-project
1	The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 The old act is Land Acquisition Act, 1894 and it is replace by new Act RFCTLARR,2013	The Act has provisions to provide fair compensation to those whose land is taken away, brings transparency to the process of acquisition of land to set up factories or buildings, infrastructural projects and assures rehabilitation of those affected.	Not Applicable. The sub-project does not adversely impact any schedule tribe population.
2	State Land Acquisition Act 1990 (1934 AD)	The Sate Land Acquisition Act 1990 (1934 AD) is in force in state of Jammu and Kashmir. This Act provides the legal framework for land acquisition for public purposes in J&K. It enables the State Government to acquire private lands for a public purpose, and seeks to ensure that no person is deprived of land except under the Act.	Not Applicable. The sub-project does not adversely impact any schedule tribe population.
5	Jammu and Kashmir Common Lands (Regulation) Act, 1956	An Act to regulate the rights in common lands. Provide relief to the user of the lands, used for common purposes like roads, streets, lanes, pathways, water channels, drains, wells, tanks or any other source of water supply to the villagers in general. Provision for prohibition of encroachments over such common lands and public places and eviction thereof and in case of encroachments, to restore the rights of the users. Provision for assigning land for extension of "Village Abadi", if existing land is in adequate for habitation of the villagers at any point of time.	Not Applicable. There is no requirement of common land for this sub-project. Therefore, its not applicable.

3.4 Other Central and State acts which may be applicable in the Sub-project:

- Minimum Wages Act, 1948
- Contract Labour Act, 1970
- The Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013
- The Bonded Labour System (Abolition) Act, 1976
- Child Labour (Prohibition and Regulation) Act 1996 along with Rules, 1988
- Children (Pledging of Labour) Act, 1933 (as amended in 2002)
- The Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Act, 1995
- The Persons with Disabilities (Equal Opportunities, Protection of Rights and Full Participation) Rules, 1996
- Untouchability Offences Act, 1955
- The Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Act, 1989
- The Scheduled Castes and the Scheduled Tribes (Prevention of Atrocities) Rules, 1995
- Disaster Management Act 2005: specifies that while providing compensation and relief to victims of disasters there shall be no discrimination on the grounds of sex, caste, community, descent, or religion.
- The Jammu and Kashmir Protection of Human Rights Act 1997
- The Jammu and Kashmir Natural Calamities Destroyed Areas Improvement Act, 1955:
- The Jammu and Kashmir Right to Information Act 2004
- Backward Classes Commission Act, 1997
- Persons with Disabilities Act, 1998
- J&K Reservation Act, 2004

4. Socio-Economic Profile of the Project Impact Area

Doda had come into existence in the year 1948 and its headquarters is located at a distance of 181 km From Jammu, the winter capital, and 222 km from Srinagar, the summer capital of the state. Doda district Lies in the outer Himalayan range in J&K State and falls between 32° 53′ and 34°21′N latitude and 75°1′ and 76° 47′E longitude. It has an average elevation of 1107 meters (3361 feet). The district is surrounded in the north by the Anantnag and in the west by Udhampur district and in the South-west by Kathua District and is South-East by Chamba district of Himachal Pradesh.

4.1 Physical features

The form of land is rugged and mountainous surrounded by the sprawling mountains of the Himalayas from north to west. These are named by Dilidhar, Peer Panchal, and Great Himalayas. The tributaries of river Chenab have formed many small plateaus which are suitable for cultivation. Even slopes up to 60 degrees are being brought under cultivation in the various parts of the district.

The District is endowed with natural beauty and has a vast wealth of natural resources. Full with natural endowments, scenic splendor, places of tourist interest, worship, round-the-year snowcapped mountain peaks, and challenging tracks allure the adventures and trekkers not only from India but also from abroad. The District Doda has good potential for tourism – including pilgrim and adventure tourism – owing to its captivating scenic splendor, pilgrim centers, and lofty mountain peaks.

4.2 Location and size

Doda district lies in the outer Himalayan range in Jammu & Kashmir state. The district falls between 32°-53′ and 34°-21′ north latitude and 75°-1′ and 76°-47′ east longitude. Doda district lies in the eastern part of Jammu & Kashmir state. The district is bounded by Anantnag district in the north, Kistwar in the north-east, Kathua, and Udhampur in south and south-west, Ramban in the West Chamba area of Himachal Pradesh falls in the south. The total geographical area of the district is 8912 Sq.Km. Having recorded a population of 409936 persons, the district ranks 13th among all districts of the State. Its density i.e population per Sq.Km works out to 46.

4.3 Physiography

Doda district has a very rigged and mountainous terrain. Doda area can also be called as a land of lofty mountains, deep gorges, valleys and meadows, showing great variation in elevation. The

[2] Source: https://censusindia.gov.in/2011census/dchb/DCHB_A/01/0116_PART_A_DCHB_DODA.pdf

district includes Greater Himalaya, Lesser Himalaya, and Pir Panjal ranges which are interwoven by numerous small forested hills leaving limited space for cultivation. Except for Chenab and small river valleys, the topography of the district is mountainous and forested and many areas are covered with snow during the winter season. Hilltops of Greater Himalaya have glaciated caps. The district includes a few plain and low-level areas with a minimum height of 740 meters. But there is hardly any mountain peak dotted in the district which is less than 5,637 meters in height.

4.4 Drainage

The district has a dendritic type of drainage pattern. Chenab or Chandrabhaga is the most important river which enters the district in the south-east from Himachal Pradesh and flows in the north-western direction up to Dool village of district Kishtwar and then turns southward and Marau Sudar river joins in it. Kuli Gad joins the Chenab River from the east near Thathri village and then Chenab starts flowing westward along the northern boundary of Bhaderwah tehsil. After traversing some distance, Ladder or Deesa Nadi joins it from the north, and Niru River joins it from the south near Pull Doda and it continues to flow westward up to National Highway and from this crossing into Ramban district.

4.5 Underground Water Resources

Except Sub-Recent terraces formed along the Chenab and near Bhaderwah, the entire district is covered by hard rock formations, Highly mountainous terrain, steep and extremely dissected topography, impervious nature of the rocks, all collectively result into more surface runoff than the downward percolation.

4.6 Climate

Due to its varying physical features, the district does not have a uniform climate. Average rainfall in district Doda is very low among the other districts of the Jammu division. Due to low average annual precipitation, the whole of district Doda has been declared as drought-prone. The climate of Bhaderwah is different from that of Doda. In Bhaderwah there is a lot of snowfall during the winters for enjoying the snowfall especially. Due to this feature of Bhaderwah, it is generally called “MINI KASHMIR”

4.7 Soils

The soil in the district is generally loose and sandy with very low moisture. The incidence of soil erosion is very high and roads blockage is frequent during the rainy season. There are some portions/ areas of the district which are located on the National Highway namely Batote to

Bhallessa. These places are notorious for the fall of slides during every rainy season and cause inconvenience to all.

4.8 Geology

Geologically the district is not very rich, though the minerals like Gypsum, Limestone's, Marble's, and other precious stones (Saphire) are also found in the district in abundance. So far as the extraction of these minerals is concerned only gypsum is being extracted at Jathi of Assar Block.

4.9 Rivers

The main river in the district is Chenab which enters the District at Ihstihari (Padder) and leaves it near the main Disi Kund (Lunder) besides this there are some other small rivers such as Marsoo Dhar, Kalnai, and Neeru. These rivers flow through gorges and are mainly exploited for the generation of Hydel Power. There is immense potential for the opening of water-based industrial units as the river Chenab and its tributes flowing through the District has the capacity of generating 1500 MW of electricity

4.10 Flora and Fauna

Trees; namely; deodar, kail, fir, and pine are existing at higher altitudes, whereas in lower slopes and plain areas the trees of bamboo, tali, kher, tunu and thorny bushes are in abundance. Among fruit trees mango, apricot, guava, apple, walnut and citrus trees are found over a large area of the district.

The vegetation consists of barberis, spirala, primsepia, qurrcus and flex including sub-alpine herbs. So far as the fauna of the district is concerned, wild animals include leopard, panther, fox, wild goat, and wild cow. The pet animals, viz., cow, buffalo, goat, sheep, horse, camel, and birds like parrot, dove, cock, sparrow, peacock, hen and duck are also found in the district. Animals like chetah, nilgai, sambar, etc. are found.

4.11 Forest

District Doda is rich in forest wealth. The forest provides timber of important varieties viz, Deodar, Fir, Kail, Chir, etc. These also yield products like dhoop, resin, gucchian, and other products. For rejuvenation of degraded forests and increase the forest area by plantation in the district taken up in a big way by the forest Department. During 2016-17, total timber production was 48066.55 Cft, firewood production was 500 Qtls, Guchhies-12.33 Qtls, Nagchatri-3.67 Qtls, and Cedar Wood oil- 6200 liters earning huge revenue for the district.

4.12 Population

The population of the district Doda as per census 2011 was 4.10 lacs out of which 2.14 lacs are Males & 1.96 lacs are females.

4.13 Sex Ratio

As per census 2011, the sex ratio was worked out to be 919 which is higher than the state ratio of 889.

4.14 Workers

According to the 2011 census the working population in the district was 151912 out of which 101144 are male and 50768 are female.

4.15 Literacy

According to the census 2011, 219083 (64.68%) of the population was enumerated as literate. This is less than 67.2% for the state. It is higher 78.4% for males and lower (49.7%) for females. It is higher 85.6% for the urban areas and lower (62.7%) in rural areas.

4.16 Cropping Patterns

Agriculture is the main occupation of the people. Maize, Wheat, Barley, and Pulses are the important crops grown in the district: rice is the staple diet of the people. The main food crops of the district are maize and rice in Kharif and wheat in the Rabi season. The most important crop is maize which is grown in the entire district, wheat ranks next. The area under rice cultivation is small. The cropping pattern during 2009-10 was as under:

Table 10: Cropping Patterns

Sl.No.	Name of the Food Crops	Area Sown (000 Ha)
1.	Maize	26.232
2.	Wheat	4.195
3.	Rice	1.905
4.	Condiments & Spices	0.039
5.	Pulses	2.014
6.	Barley	3.044
7.	Millets/Bajra	0.016
8.	Fruit & Vegetable	0.67
	Total Food & Crops	38.11

(Source: Digest of Statistics J&K 2008-09)

High yielding varieties programme has been taken up with full vigor. High-yielding variety seeds are used in areas with increased irrigation facilities. The farmers in the district are increasingly using pesticides and plant protection material.

Apart from the above food grains the various fruit grown in the district is apple, apricot, mango, grapes, pear, plum, and citrus fruit, etc.

4.17 Horticulture

Horticulture is the second big occupation of the people of this district. In horticulture fruits-wise plant occupied areas are as under. Kind-wise Area under Major Horticulture Crops in Doda District for the year 2009-10 (Figures in Hectares).

Table 11: Horticulture

Fruits Plants	
A. Fresh Fruits	Area under these crops (in hectares)
Apple	4408.08
Pear	1296
Apricot	309.22
Peach	194
Plum	118.76
Cherry	7.5
Citrus	62
Olive	214.99
Kiwi	0.43
Other Fresh Fruits	275
Total fresh Fruits	6885.989
B. Dry Fruits	
Walnut	5700.6
Almond	215
Total Dry Fruits	5915.6

4.18 Irrigation

The net area irrigated from different sources in Doda district during 2009-10(000Hect) are:

Table 12 : Irrigation Patterns

Canals	2.64
Springs/Tanks	0.089
Wells/Tube wells	0.013
Others	0.035
Total	**2.777**

Cropped Area irrigated in Doda district during 2009-10 (Lac.Hect.) are:

Table 13: Cropped Area Irrigated

Rice/Paddy	0.019
Maize	0.008
Wheat	0.007

Other cereals/Millets	0.002
Fruits/ veg	0.001
Oil Seeds	0.001
Total	**0.038**

4.19 Natural wealth

A brief account of various mineral found in the Doda district is given below:

Gypsum is an important mineral used in the manufacture of chemical fertilizers, cement, plaster of Paris, etc. Extensive deposits of gypsum occur in Assar- areas. All these deposits are of good quality, with average gypsum content of 90 percent. Limestone is one of the most important industrial minerals used in the manufacture of cement, iron and steel, fertilizers, lime, etc. It is also used as a building material. Thick bands of limestone have been recorded at several places in the Doda district. Some of these are the limestone bands of Assar-Baggar area, Kalotran Anarsingpur area of Bhalessa, Thathri area. Marble is an important building stone. Six thick bands of marble occur within the Salkhalas in Thathri area. Semi-precious stones such as crystals of beryl, tour, malia, garnet, and quartx occur in pegmatites intruding into the Salkhala Formation in Thathri area.Slates are used for writing as well as roofing purposes. Good quality slates occur at Bhaderwah Jai area etc.

4.20 Animal Husbandry

Animal husbandry is the backbone of the farmers, particularly in the district. Doda is the only sector that can bring the revolution in the economic development of the district. Owing to its topography and agro climate condition, district Doda is the most suitable for goats and sheep rearing. The Department of Sheep Husbandry is playing a vital role in the rural economy by providing health and breeding coverage to the local sheep flocks.

Table 14: Animal Husbandry

Livestock, Sheep and Animal Husbandry during 2009-10(in Lac. No)	
Name	**Population**
Cattle	2.239
Buffaloes	0.246
Sheep	3.47
Goats	1.036
Hors/Ponies	0.081
Donkey/Mules	0.072
Yaks	0.008

4.21 Fishery

Local variety of fishes including Himalayan trout are of common occurrence in the river Chenab and its tributaries. The total no. of license holders is 331 and the quantity of fish caught in Doda at 1396.20(Qtl.) during 2009.

4.22 Transport

Road Transport in the Doda district is a vital mode of transport. The District is well connected with road to its both Capital Winter Jammu (183 km) and Summer Srinagar (199 km). The District has Recorded 165 road accidents in the year 2009-10 in which 131 persons were killed and 319 persons were injured. The District is not connected with any railway link.

4.23 Electricity and Power

Power holds a key to any development effort. It is an essential component for sustained economic growth and commensurate growth in the power supply is required to ensure that the economy growing at 8-9 percent. The gradual increase in the demand for power means the country is growing and is leading to modernisation, industrialisation, and improvement in basic amenities culminating into the quality of life. Jammu and Kashmir have immense potential for development and hydraulic power. The Doda district has Bhaderwah(Hydro) with an installed capacity of power was 1.000 MW(As per digest of statistics 2008-09).

Percentage of inhabited census villages electrified in Doda district up to ending 2008-09 are:

Table 15: Electrified villages

Inhabited Villages (2001 Census) (N0.)	Villages Electrified(N0.)	Electrified Villages (%)
384	**384**	**100**

4.24 Socio-Economic Profile of Sub-Project

Village Thalella- Thalella is a large village located in Thathri Tehsil of Doda district, Jammu and Kashmir with a total of 202 families residing. The Thalela village has a population of 2014 of which 1563 are males while 451 are females as per Population Census 2011. In Thalela village the population of children with age 0-6 is 156 which makes up 7.75 % of the total population of the village. The Average Sex Ratio of Thalela village is 289 which is lower than the Jammu and Kashmir state average of 889. Child Sex Ratio for the Thalela as per census is 814, lower than the Jammu and Kashmir average of 862.

Schedule Caste (SC) constitutes 2.09 % while Schedule Tribe (ST) were 0.25 % of the total population in Thalela village.

Thalela village has a higher literacy rate compared to Jammu and Kashmir. In 2011, the literacy rate of Thalela village was 90.31 % compared to 67.16 % of Jammu and Kashmir. In Thalela Male literacy stands at 97.77 % while the female literacy rate was 61.42 %.

In Thalela village out of the total population, 1625 were engaged in work activities. 80.18 % of workers describe their work as Main Work (Employment or Earning more than 6 Months) while 19.82 % were involved in Marginal activity providing a livelihood for less than 6 months. Of 1625 workers engaged in Main Work, 64 were cultivators (owner or co-owner) while 5 were Agricultural laborers.

Village Bhela- Bhela village is located in Thathri Tehsil of Doda district in Jammu & Kashmir, India. It is situated 17km away from sub-district headquarter Thathri and 20km away from district headquarter Doda. As per 2009 stats, Bhella is the gram panchayat of Bhela village.

The total geographical area of the village is 503.8 hectares. Bhela is a medium size village located in Thathri Tehsil of Doda district, Jammu and Kashmir with a total of 330 families residing. The Bhela village has a population of 1657 of which 821 are males while 836 are females as per Population Census 2011.

In Bhela village the population of children with age 0-6 is 248 which makes up 14.97 % of the total population of the village. The Average Sex Ratio of Bhela village is 1018 which is higher than the Jammu and Kashmir state average of 889. Child Sex Ratio for the Bhela as per census is 1138, higher than the Jammu and Kashmir average of 862.

Bhela village has a higher literacy rate compared to Jammu and Kashmir. In 2011, the literacy rate of Bhela village was 75.23 % compared to 67.16 % of Jammu and Kashmir. In Bhela Male literacy stands at 87.09 % while the female literacy rate was 63.35 %.

Schedule Caste (SC) constitutes 18.53 % while Schedule Tribe (ST) was 8.51 % of the total population in Bhela village.

In Bhela village out of the total population, 648 were engaged in work activities. 57.87 % of workers describe their work as Main Work (Employment or Earning more than 6 Months) while 42.13 % were involved in Marginal activity providing a livelihood for less than 6 months. There are 648 workers engaged in Main Work, 162 were cultivators (owner or co-owner) while 0 were Agricultural laborers.

Bhalara Village- Bhalara village is located in Thathri Tehsil of Doda district in Jammu & Kashmir, India. It is situated 15km away from sub-district headquarter Thathri and 40km away from district headquarter Doda. As per 2009 stats, Bhallara is the gram panchayat of Bhalara village. Bhalara is a medium size village located in Thathri Tehsil of Doda district, Jammu and Kashmir with total 145 families residing. The Bhalara village has a population of 708 of which 373 are males while 335 are females as per Population Census 2011.

In Bhalara village population of children, age 0-6 is 109 which makes up 15.40 % of the total population of the village. The Average Sex Ratio of Bhalara village is 898 which is higher than the Jammu and Kashmir state average of 889. The child Sex Ratio for the Bhalara as per census is 1019, higher than the Jammu and Kashmir average of 862.

In Bhalara village, most of the villagers are from Schedule Caste (SC). Schedule Caste (SC) constitutes 43.79 % of the total population in Bhalara village. The village Bhalara currently doesn't have any Schedule Tribe (ST) population.

Bhalara village has a higher literacy rate compared to Jammu and Kashmir. In 2011, the literacy rate of Bhalara village was 68.61 % compared to 67.16 % of Jammu and Kashmir. In Bhalara male literacy stands at 81.82 % while the female literacy rate was 53.57 %.

The total geographical area of the village is 161.9 hectares. Bhalara has a total population of 708 peoples. There are about 145 houses in Bhalara village. As per 2019 stats, Bhalara villages come under Bhaderwah assembly & Udhampur parliamentary constituency. Doda is the nearest town to Bhalara which is approximately 40km away.

In Bhalara village, out of the total population, 414 were engaged in work activities. 86.47 % of workers describe their work as Main Work (Employment or Earning more than 6 Months) while

13.53 % were involved in Marginal activity providing a livelihood for less than 6 months. Of 414 workers engaged in Main Work, 329 were cultivators (owner or co-owner) while 2 were Agricultural laborers.

5. Analysis of Alternatives

For this sub-project, the analysis of alternatives has been made, considering the "with and without project scenarios" which considered the potential social impacts, both positive and negative, of the sub-project.

5.1 'Without' and 'With' Project Scenario'

5.1.1 'Without' Project Scenario

From the connectivity point of view, this particular road has high importance as through this alignment people of Chiralla, Gosti, Rukali via Ponchai connect with district town. From Km 0.000 to Km 4.000 and from Km 6.000 to Km 8.500 existing BT surface is in dilapidated condition and the rest stretches are either Gravel or Earthen. During the year 2014, several stretches were severely damaged and protection work fully collapsed. Sliding continued from Km 2.000 to Km 2.400, Km 5.400 to Km 6.500, and Km 7.100 to Km 7.700. Due to the non-existence of throughout CC drain, the pavement was badly damaged and the slope eroded at several locations. Major Protection work require at those stretches apart from rest with the provision of CC drain.

5.1.2 'With' Project Scenario

The objective of the sub-project is to restore and improve the connectivity disrupted due to the disaster. Restoration of road will serve as supply/rescue lines in the event of a disaster. The reconstruction of the proposed road will be a great help to the farmers to transport agricultural products and availaing basic services. Since the existing road is not a fair weather road, therefore fairweather road will provide people throughout year access to avail basic services such as schools, hospitals, district headquarters and safety also.

The sub-project will not require any private land acquistion and is not impacting any other private asset. PWD, Bhaderwah division owns the land. It is proposed to be upgraded and improved to the single lane specification in the available RoW of 10.00 meters (annexure 4). To make it accessible throughout the year 14 culverts has been proposed to be reconstructed. The proposed sub-project will give an overall upliftment in terms of sound infrastructure and acces to basic services.

6. Stakeholder's Consultation

Stakeholder's Consultation is basically concerned with involving, informing and consulting the public in planning, implementation and other decision-making activities. It tries to ensure that due consideration is given to public views, concerns, and preferences when decisions were made.

One of the key aims of the stakeholder engagement exercise is to ensure that all relevant stakeholders are provided with the opportunity to express their concerns and opinions, which are incorporated as early as possible in the project development: at planning, implementation and operation phase and in the efforts to minimize the potential unexpected opposition of the proposed project and potential adverse social imapcts.

6.1 Identification of Stakeholder

Stakeholder's identification is the process of identifying stakeholders considering the legitimate representatives or the project-affected groups and whose views should take precedence in stakeholder consultations. Project related information has been shared with all the concerned stakeholders on 2.7.2019 and 15.7.2019. This was the first step to identify stakeholders who will be involved in the consultative processes. Since the sub-project does not envisage acquisition of assets such as land and structures and there is no adverse impact on the livelihood either. Therefore, only people residing along the sub-project road are the main stakeholders along with PIU and PMU.

6.2 Objective of Stakeholder's Consultation

The specific objectives of the consultations are geared towards:

- Informing the stakeholders about the project and its potential impacts.
- Obtaining local and traditional knowledge that may be useful in decision making.
- Facilitating consideration of alternatives, mitigation measures, and trade-offs (if any).
- Ensuring that important impacts are not overlooked and benefits are maximized
- Reducing chances of conflict through early identification of contentious issues
- Providing an opportunity for stakeholders to influence the Project design and operational plan in a positive manner.
- Improving transparency and accountability of decision making.
- Increasing public confidence in the SIA process.

- To gather baseline data for assessment of impacts (both direct and indirect) on the communities of the project area;
- To suggest appropriate mitigation measures to effectively manage potential adverse impacts;
- To do the socio-economic profiling of the project;
- To involve local people in the SIA study and project activities.
- To involve the stakeholders especially the people of the project impact area in the project activities.

6.3 Approach for Consultation

A very sensitive and pro people approach was adopted to engage locals in the sub-project activities. Project design and available RoW details along with other project related information were shared with them in order to instil faith and confidence among them about the proposed sub-project and its activities.

Following steps were taken to engage stakeholders.

1. Site visits and informal meetings with the locals to know their views and perceptions about the sub-project.
2. Reconnaissance survey and transect walks.
3. Involving locals in the consultations.
4. Sharing of project design and revenue record with the locals.
5. Understanding their needs and requirement.
6. Collection of Baseline information.

6.4 Details of Public Consultation in sub-project road

The public consultation was conducted by following the ESMF prepared for JTFRP. The purpose and objective of this consultation are the involvement of residents/ stakeholders and to make them aware of the proposed activity of the subproject. The public consultation was conducted on 2.7.2019 and 15-07-2019 (annexure 9) with the people of Thallela and Bhella villages. Major outcome during consultation was that people were aware that no private land or structure is being acquired for the sub-project. People requested to construct protection wall wherever EA does land cutting since the road is passing through hilly terrain and land cutting without giving protection walls can lead to soil erosion and put buildings on the risk.

6.5 Information Shared

The following information's were 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 the execution stage in terms of inconvenience to the public, air, and noise pollution, etc.;
- Construction activity whether causing any type of health hazard or not? And mitigation measures;
- Social Safeguards policy of World Bank to address direct and indirect social impacts on the community during improvement/ construction work;
- Any loss of land/structure/ business or other community property due to construction activity.
- Safeguarding of religious/ cultural places like Temples, Mosques etc., along project road during the construction phase;
- Any impact on trees and measures to be taken for saving scheduled trees in close vicinity of the proposed road;
- Possible types of problems faced by the locals in their daily activities due to construction work.
- Livelihood generation by involving local labor with the project during the construction stage of the project;

6.6 Feedback received

During the consultation process people have expressed keen interest in the proposed sub-project. People, in general, were very enthusiastic about the benefits of the sub-project in terms of reduction in travel time and fuel cost. The major problems faced by people are related to the dilapidated condition of the existing road. In the time of emergency, like accidents, fast commutation is very difficult and sometimes impossible. People are ready to extend all types of support during the execution of the sub-project as their major difficulties will overcome after completion of the sub-project. They requested to provide retaining walls etc along the hills which EA cuts during execution. The sub-project during the construction stage will generate employment opportunities for local people and the people are aware of this fact.

7. Analysis of Social Impacts

7.1 Impact on Land

The total length of the sub-project road for reconstruction is 10.139 kms. The average width of the existing carriageway varies from 2.65 m to 3.00 m with an average shoulder width of 0.50 m resulting in the average formation width varies from 3.65 m to 4.00 m. The proposed carriageway is 3.75 m with a 1.000 m wide granular hard shoulder on either side of the carriageway.

Project Manager (Transport, Jammu division) of PIU vide letter no PIU/T/ERA/2021/865 dated 16.03.2021 issued a non-encumbrance certificate which confirms that the sub-project does not have either temporary or permanent structure on the existing alignment (annexure 3). The proposed sub-project will be implemented on available government land and PWD Bhaderwah Division owns the land. Executive Engineer of the PWD (R&B) vide communication number 4673-75 dated 17.12.2018 issued a certificate which confirms that the land belongs to the PWD and the available RoW is 10.00 meters (annexure 4).

The revenue record of the proposed sub-project could not be obtained from the concern department by JK ERA. Since the revenue record of the proposed sub-project was not available, therefore PMU, JTFRP published a notice in the two local newspapers namely “Amar Ujala” and “State Times” on 19.09.2021 and 20.9.2021 respectively, informing general people and those who are likely to be benefitted/affected in particular, about the upgradation of this road sub-project within the existing right of way under World Bank funding (annexure 5). It also called for any objection from the local people regarding use of RoW, along with supporting documentary evidence within 07 days of publication of the notice in the newspaper. The office of Director safeguards did not receive any objection or claim from anyone even after the lapse of one month of the publication of notice in two local newspapers. Thereafter, Director Safeguards issued an official letter vide no. ERA/DSG/PS/88-93 dated 25.10.2021 regarding encumbrance free RoW detailing therein the process followed to reconfirm the ROW ownership status (annexure 6).

Therefore, on the basis of certificate issued by Project Manager (Transport, Division Kashmir), site visits, approved DPR and notice published in the newspaper it can be said that the sub-project does not have any adverse impact on the assets such as structures, land or on livelihood of anyone.

However, if during execution, there is any unanticipated impact of the sub-project on any asset, the issue shall be addressed as per the provisions of Environment & Social Management Framework (ESMF) for the project, applicable policies of the WB and that of U.T of J&K

7.2 Impact on Structures

The proposed alignment is devoid of any structure i.e., residential, commercial, and religious or any CPR. Same has been verified and confirmed during site visit and stakeholder's consultation. Project Manager (Transport, Jammu division) of PIU vide letter no PIU/T/ERA/2021/865 dated 16.03.2021 issued a non-encumbrance certificate which confirms that the sub-project does not have either temporary or permanent structure on the existing alignment (annexure 3). Strip plan of the road annexed as annexure 7 also confirm that there is no structure inside the alignment of the proposed road.

7.3 Impact on Livelihood

There is no commercial structure either temporary or permanent in the proposed alignment of the road. Further, there is no squatter on the road earning livelihood by using the available RoW and none has encroached upon the road. Therefore, sub-project has no impact on the livelihood of anyone.

8. Mitigation Measures

8.1 Social Management Plan

The Social Impact Assessment study does not envisage any significant adverse impact of the sub-project i.e., there is no involuntary displacement and land acquisition. Further, there is no temporary or permanent impact of any kind on the livelihood of people. Structures proposed shall be improved in the existing RoW. Technical department from PMU & PIU have made required modifications in design at initial stages to avoid negative impact as a part of mitigation measures.

The Social Management Plan suggests the mitigation measures needs to be adopted during execution to deal with the envisaged and unanticipated impact of the sub-project.

8.2 Objectives

The main objective of the Social Management Plan is to avoid and mitigate the various adverse social impacts which may arise during the pre-construction, construction, and post-construction of the sub-project. The objective of SMP in preconstruction, construction & post-construction stages are as follows:

Pre-construction Stage

It's imperative to discuss the design and technical proposal with the stakeholders in order to know their suggestions and inputs. In the pre-construction stage, it is also important to inform them about the project, its funding, land requirements, and applicable guidelines and policies of the funding agencies. It helps in ensuring engagement of the people in the sub-project activities.

Construction Stage

To ensure that the provisions of the SMP (Social Management Plan) is strictly followed and implemented by strengthening implementation arrangement. To address the construction stage social impacts arising due to various project activities en route the corridor and particularly at habitations through specific measures that need to be applied across and certain specific measures that shall be determined on a case-by-case basis.

Post-construction Stage

To ensure that all the issues that arose during the construction stage shall be addressed properly. In case land and other assets utilized by the EA or contractor shall be restored to the satisfaction of communities and owners of that assets.

8.3 Scope

The Social Management Plan (SMP) in the sub-project, consists of the set of mitigation, monitoring and institutional measures to be taken during the pre-construction, construction, and operation stages of the project to eliminate adverse social impacts, to compensate them, offset them, or to reduce them to acceptable levels following the mitigation hierarchy. The plan also includes the actions needed for the implementation of these measures.

The major components of the Social Management Plan are:

- Mitigation of potentially adverse impacts;
- Integration of SMP with Project in construction and operation phases;
- Institutional Capacity Building and Training;
- Monitoring during project implementation and operations;

8.4 Context for the SMP

This Social Management Plan for Chirala Link Road is based on the Social Impact Assessment study during which site visits were carried out in the project corridor. Consultation and meeting were conducted with the people and project design was discussed and evaluated on the ground. The sub-project does not have any impact on private land and all the construction activities will be carried out within the available ROW. There would be no impact on the private assets, CPRs and any other religious property due to any project activities. The same has been confirmed by the project Manager vide letter no. PIU/T/ERA/2021/865 dated 16.03.2021 which confirms that 10.00 meters of RoW is available for construction and no private land is required for the proposal (annexure 3). There can be few temporary impacts due to construction activities and to address these impacts, a Social Management Plan has been prepared which lays down mitigation measures that needs to implemented for any impact on site. SMP will be implemented by the contractor under the supervision of PMU & PIU, JTFRP.

8.5 Methodology for SMP Preparation

The comprehensive approach followed for the preparation of Social Management plan. It involves following key steps and processes.

- Screening of social impacts during the SIA study;
- Public consultation with the stakeholders;
- Discussion of Technical Proposal with the stakeholders;
- Transect walk and Identification of issues which can crop up during construction stage;

- Development of measures aimed at avoiding, mitigating and offsetting or reducing impacts to levels that are socially accepted during implementation and operation of the project road.

8.6 Probable social issues that may arise during the construction stage

- Loss of land due to land-slides resulting from hill cutting activities;
- Cracks in structures or damage due to construction works e.g., hill cutting activities;
- Temporary – short duration or prolonged disruption to services such as water supply, power supply etc.
- Temporary Disruption to traffic movement leading to time delays.
- Possibility of gender-based violence arising from influx of migrant labour for construction works.
- Labour influx issues such as unequal wages to men and women, discrimination in employment opportunities, Child labour etc
- Inconvenience and Nuisance to Public due to accumulation of excavated earth
- Stagnation of water leading to mosquito breeding and public health problems.
- Spread of diseases at construction and camp sites due to influx of labour like HIV AIDs, COVID 19 etc.

8.7 Social Management Plan (SMP)

Based on the findings and issues identified during SIA study, Social Management Plan has been prepared for the sub-project. The mitigation measures for the potential impacts are presented in form of a matrix according to the sequential flow of activities in the project life cycle. These measures would be further updated by Contractor during the implementation of the SMP. The Social Management Plan will be a part of Bid document.

Table 16: Social Management Plan

S.No.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
Planning/Pre-construction Phase					
1	**Pre-construction phase**	• Sharing of design with the community. • Utilization of private land temporarily if required	• Consultation with local community and stakeholder engagement. • Written consent from the community or owner of the land required for stocking	Contractor	PIU

S.No.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
		• Provision of alternative access to the community for commuting wherever required. • Restoration and relocation of Common Property Resources if any	construction material temporarily. • Involving locals (Gram Sabha) wherever any issue arises.		
Construction Phase					
2	**Influx of labor**	• Construction Camp Locations Selection, Design, and Lay-out. • Conflict with the community due to social and cultural differences with the host community. • The potential impact of spreading infectious diseases from labor to the local or vice versa. • Possibility of Sexual abuse and assault in the labor camps or otherwise. • Drug abuse, gambling, etc.	• Minimize labor influx as much as possible by engaging the local labour force. • Ensure labor camps for the labor (Away from religious places and localities to the extent possible). • Awareness of the health and sanitation for the labor. • Ensure the least contact between the host community and the labor. • Awareness of sexual assault & drug abuse.	Contractor	PIU/ PMU Monthly Monitoring
		• Facilities for the Labour in camp and on the worksite	• Providing accommodation facilities to the migrant laborers with proper ventilations. • Provision for safe drinking water and appropriate cooking arrangement at labor camps; • Provision of Separate toilet and bathing facilities for men and women • Provision of medical facility which includes first aid kit at the camp site and also ambulance facility to take patients to the hospital in case of emergency. • Proper drainage facility at the camp site along with water sewerage	Contractor	PIU/ PMU Monthly Monitoring

S.No.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
			treatment facilities. No waste water should be discharge to any surrounding area without required permission and proper treatment. • Provision of prayer rooms as per the religious beliefs of the workers. • Safe storage facilities for the gas cylinder, petroleum, and other chemicals, used by laborers. • Proper solid waste collection and disposal system at the camp site. • The camp should have proper security arrangements, like a Security fence. • Preparing a code of conduct for the migrant workers. • Conducting awareness programme about sexually transmitted diseases among the migrant workers, laborers and for the community around project site; • Awareness program on COVID-19. • Provision of hand sanitizer, masks in the labor camps. • Provision a separate accommodation for COVID-19 infected labors or persons engaged by the contractor. • Provision of crèche on site for children. • Training programs for construction workers in basic sanitation and health care issues (e.g., how to avoid malaria and transmission of sexually transmitted infections (STI) HIV/AIDS. • Labour Registration. • Awareness program for labor rights		

S.No.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
			• No employment of child labor.		
		• Registration of Complaints received from labor.	• Arrangement to register and redress the grievance of workers. • Grievance Redressal System for the project to address such issues including sexual harassment at the workplace	Contractor	PIU/ PMU Monthly Monitoring
		• Equality of opportunity to work. • Equal Pay for equal work • Preference to the Women Laborers	• To be ensured throughout the project cycle. • Maintenance of payment registers by the contractor.	Contractor,	PIU/ PMU Monthly Monitoring
3	**Community Health and Safety**	• Injury & sickness due to construction work and movement of heavy vehicles, contamination, or other natural or human-made hazards.	• Provision of access to the community, shops, religious places during the construction phase. • Better marking and signage. • Provision of alternative transportation routes for vehicles and ambulances wherever required. • Undertaking regular surveillance at the site to check on Hygiene conditions for disease control. • Creating mass awareness on HIV and STDs and COVID-19. • Ensure the least contact between the labor and the local population. • Sharing grievance redressal system with the community and displaying contact numbers at the site to register any grievances due to the project. • Contamination of water bodies due to stocking of construction material etc. • Safeguarding pedestrians' safety including women, children.	Contractor	PIU/ PMU Monthly Monitoring

S.No.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
			• During construction of side, drains provide temporary/safe access to shops, kids, hospital/clinic, religious places, etc. • Community Consultation		
4	**Occupational health and safety**	• Injury and sickness of labor	• Provide training on health and safety to all the workers. • Provide PPE to workers as per work requirements. • Regular checking of body temperature and other symptoms among the laborers for COVID-19 and maintaining a register. • Awareness program on COVID-19. • Provision of hand sanitizer, masks in the labor camps and on the sites. • Displaying of COVID-19 help line numbers on-site as well as in labor camps. • Provide separate toilets for male and female labor at the construction site • Provide safe drinking water at the construction site. • Providing a separate resting area at the site for breaks during the work period • Provide adequate lighting in the construction area and along the roads. • Conduct an initial health screening of the laborers working at the construction site, especially those who are coming from outside the project area. • Provide first aid facility at the construction site • Provide HIV awareness programming, including STI (Sexually Transmitted Infections) and	Contractor	PIU/ PMU Monthly Monitoring

S.No.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
			HIV information, education, and communication for all workers on regular basis.		
5	**Gender-Based Violence**	• Sexual Exploitation and Abuse (SEA) • Workplace Sexual Harassment • Human Trafficking • Non-SEA	• Awareness program for the Contractors, Local Communities, and laborers on national laws. • Introducing a worker's code of conduct. • Displaying of various legal provisions on-site, in labor camps, and at prominent locations in the project area. • Ensure that complaints of GBV are registered and confidentially maintained in a register. • Strict code of conduct for workers with no tolerance for physical or verbal abuse of women or children.	Contractor	PIU/ PMU Monthly Monitoring
Post Construction Phase					
6	**Rehabilitation of site used for camp, storage etc.**	• Handing over temporarily used private/ community land to the landholders/ community by the contractor without restoration work and payment of dues/ lease amount. • Non-removal of debris and other construction material from the site.	• Consultation with the private party or Community and restoration of their land. • Removing extra left over construction material from the site after civil work. • Payment of lease amount/rent, if any due, to the private party or community for utilization of their resources.	Contractor	PIU/PMU Within one Month

8.8 Gender Action Plan

8.8.1 Status of Women in J&K

Women constitute around 47% of the total population of the State. The development of women, no doubt, has been a part of the development planning process right from inception of Five Year Plans but the shift in approach from welfare to development toward women took place in a

focused manner in the 6th and 7th Five Year Plans. The 8th Five Year Plan promised to ensure that benefits of development do not by-pass women. The 9th Five Year Plan changed the strategy for women from development to empowerment and emphasis on preparation of separate Women Component Plan (WCP) by identifying specific Schemes/Projects having direct bearing on welfare and development of Women. The 10th Five Year Plan further strengthened the implementation of Women Component Plan (WCP).

Moreover, the Women and Child Development Department in the Ministry of Social Justice and Empowerment has also enjoined upon the states to monitor closely the flow of benefits of various schemes for the empowerment of women on regular basis. These initiatives have helped in improving the status of women in various spheres to a great extent, but the imbalance still exists which needs to be addressed over the years. The 11th Plan had taken numerous steps forward. However, the targets set out could be only partially achieved. In the 12th plan, the Government's priority would be to consolidate the existing initiatives and interventions relating to women, build upon the achievements and also move beyond to respond to new challenges. Female population of J&K State slashed down from 47.15% of the total population in 2001 to 46.88% in 2011. As per details from Census 2011, Jammu and Kashmir has population of 1.25 Crore souls over the figure of 1.01 Crore in 2001 census. Total population of Jammu and Kashmir as per 2011 census is 12,548,926 of which male and female are 6,665,561 and 5,883,365 respectively indicating a reduced sex ratio of 883. The corresponding figures of male and female as per Census 2001 were 5,360,926 and 4,782,774 respectively indicating sex ratio of 892. Sex ratio (females per thousand of males) is an important indicator of the social conditions particularly with respect to women's status in any society.

Low sex ratio shows indulgence of artificial interventions, distorting the biological trend and natural balance in terms of number of females per thousand males. An important concern in the present status of Jammu and Kashmir's demographic transition relates to adverse sex ratio. The sex-ratio as per census 2011 was 883 which is a matter of great concern and needs to be addressed on priority. Education of the women is very effective tool for women's empowerment not only from the point of view of literacy, but it has inter-linkage with other social parameters viz. population growth, health care, education of children etc. It enables rural women to acquire new knowledge and technology, required for improving and developing their tasks in all fields, besides availing new opportunities and combating emerging challenges of dynamic society.

Female education is essential for higher standards of health and improved "maternal competence" which leads to lower infant mortality. It also raises women's economic productivity. Despite its linkage to so many positive outcomes and the progress made over the past 50 years, female literacy remains low in J&K State as compared to men. Jammu and

Kashmir's literacy rate has increased by 13% in the last decade i.e. from 55% in 2001 Census to 68% in the 2011 Census. While female literacy has increased from 42.22% in 2001 Census to 58.01% in 2011. Gender differential still exists both in rural and urban areas but it is comparatively higher in rural areas. This can be attributed to a number of factors viz., lack of access to schools, parents feeling insecure about sending girl children to schools, their engagement in agricultural and other domestic activities etc. Though, still being at a disadvantageous position, the women folk are breaking the barriers/shackles to get equal share in the basic human rights. With higher growth rate than male literacy, the goal is expected to be achieved in near future.

8.8.2 Legal Provision Related to Women in J&K

- J&K Protection of Women from Domestic Violence Act, 2010
- Jammu and Kashmir Juvenile Justice (Care and Protection of Children) Act, 2013
- State Commission for Women Act, 1999

8.8.3 Strategy

Suggestive Actions to be taken in the sub-project

- Ensure participation of vulnerable groups in the project activities.
- Ensuring facilities in construction camps.
- Carrying out other responsibilities towards vulnerable groups.

Suggestions for increasing the Women's Participation in the sub-project

- Allow women to take part in the consultation process. Ensure that the women are consulted and invited to participate in group-based activities, to gain access and control over the resources.

- Encourage women to evaluate the project outputs from their point of view and their useful suggestions should be noted for taking necessary actions for further modifications in the project creating the better and congenial situation for increasing participation from women.

- Devise ways to make others vulnerable to participate in the project activities.

Ensuring Facilities in Construction Camps

Foreseeing the involvement of women, both direct and indirect in the construction activities, PMU, PIU & PMC shall ensure certain measures that are required to be taken by the construction contractor towards welfare and well- being of women and children during the construction phase such as:

- **Temporary Housing:** During the construction, the families of laborers/workers should be provided with residential accommodation suitable to nuclear families.

- **Health Centre:** Health problems of the workers should be taken care of by providing basic health care facilities through regular health check-ups and by keeping basic first aid kit in the labour camps. There should be some arrangement of ambulance in case of emergency.

- **Day Crèche Facilities:** It is expected that among the women workers there will be mothers with infants and small children. Provision of a day crèche may solve the problems of such women, who can leave behind their children in such a crèche and work for the day in the construction activities. If the construction work involves women in its day-night schedules, the provision of such a crèche should be made available on a 24-hour basis.

- **Proper Scheduling of Construction Works:** Owing to the demand of a fast construction work, it is expected that a 24 hours-long work-schedule would be in operation. Engaging women labour during night services should be avoided by the project or can be permitted only after getting written request from the women labour. In this case crèche facilities in the construction camps must be extended to them in the night.

- **Control on Child Labour:** Minors, i.e. persons below the age of 14 years, should be restricted from getting involved in construction activities. It will be the responsibility of the Social and Environmental experts of PMU, JTFRP to ensure that no child laborer is engaged in the activities. PMU& PIU shall keep strong vigilance to ensure the cessation of such exploitation.

8.8.4 Avoiding Gender Based Violence

The contractor will prepare and implement robust measures to address the risk of gender-based violence that include:

➢ Mandatory and repeated training and awareness-raising for the workforce about refraining from unacceptable conduct toward local community members, specifically women;

➢ informing workers about national laws that make sexual harassment and gender-based violence a punishable offense which is prosecuted;

➢ introducing a Worker Code of Conduct as part of the employment contract and including sanctions for non-compliance (e.g., termination), and (iv) contractors adopting a policy to cooperate with law enforcement agencies in investigating complaints about gender-based violence.

8.9 Labour influx and Labour Management

Since the construction activities are mostly labor intensive by nature, therefore, it is also envisaged that both local and migrant labor shall be employed by the project. These migrant laborers will be accommodated in a temporary campsite within the project area.

8.9.1 Objectives

The influx of migrant labor will have both negative and positive impacts on the nearby community and local environment. The labor will be accommodated in a temporary campsite within the project area which can have a significant interface with the host community. The influx of migrant workers would lead to a transient increase of population near the project area for a limited time. This would put pressure on the local resources such as roads, fuel for cooking, water, etc. Hence, a plan has been designed to demonstrate the:

- Potential impacts associated with the influx on the host population and receiving environment are minimized;
- Provision of safe and healthy working conditions, and a comfortable environment for migrant labor; and
- To ensure compliance with the national labor laws, including guidance provided on the latest COVID 19 epidemic in the country.

8.9.2 General Requirements

All migrant workers are envisaged to be accommodated in a proper temporary campsite within the project area. If migrant workers are accompanied by their families, provisions should be made accordingly. As per the National Acts, the inclusion of requirements for labor camp to be established by contractors during the construction phase of the project. Contractor(s) shall ensure implementation of the following measures to minimise the potential negative impacts of worker accommodation and workers on local communities:

- **Cleanliness and Sanitization**: Pest extermination, vector control, and disinfection are to be carried out throughout the living facilities in compliance with local requirements and/or good practice. In light of the COVID-19 outbreak and increased risks to community health and safety and occupational health and safety, the contractor needs to put in place a COVID-19 arrangement necessary for ensuring safety of labour and general public.
- **Complaints and incident reporting:** A formal Complaints Procedure will be implemented to ensure the timely and transparent response to complaints as received from labor.

- **Labour education:** The workforce will be sensitized to local social and cultural practices through the provision of an induction course for all employees that stipulates expected behaviour;

- **Labor behaviour in the campsite provided:** A Code of Behaviour governing appropriate behaviour in the accommodation facilities to be kept in place and to be strictly enforced. The contractor shall ensure implementation of the "rules of engagement" between laborers living in the campsite and community and shall be implemented by construction contractors for all engaged laborers.

- **Labour Compensation and Accommodation:** JTFRP shall ensure that laborers are provided with benefits such as leave, weekly rest day, etc. Accommodation to be provided for the construction labor which covers facilities (including catering facilities, dining areas, washing and laundry facilities, etc.) and supporting utilities.

8.9.3 Hiring & Recruitment Procedures

- The manpower wherever possible shall be locally recruited by the contractor. The following general measures shall be considered for the workforce during their employment tenure:

- The implementing agency in consultation with the PMU will include a code of conduct relating to the accommodation to be signed with the contract document of contractors.
- The contractor shall not employ any person below the age of 18 years nor will have any forced labor; The construction laborers will be provided with documented information regarding their rights under national labor and employment law such as but not limited to Factories Act, Minimum Wages Act, 1948 Trade Unions Act, and Workmen's Compensation Act; 1923

- The priority for employment of labor should be given to those impacted by the project such as landowners who have lost land / donated land;

- No discrimination shall be done by the construction contractor concerning recruitment and hiring, compensation (including wages and benefits), working conditions and terms of employment, access to training, job assignment, termination of employment or retirement, and disciplinary practices;

- The contractor to ensure that work hours are set at eight hours a day, 48 hours a week, with a weekly rest day for all engaged labor;

- Every labor is entitled to a maximum of only two hours a day as Overtime (OT) work. OT pay is twice the hourly remuneration;

- The project will ensure that equal wages for male and female workers for work of equal nature or value is maintained;
- A grievance redressal mechanism for workers to be put in place by the contractor to raise workplace concerns. The workers to be informed about the grievance mechanism at the time of recruitment; and
- The Contractor to ensure that they develop and implement a procedure to review the performance of their sub-contractors.
- The procedure developed should include regular inspection of the camp sites, maintaining information of labor sourced by sub-contractors;

8.9.4 Worker's Accommodation

The EA has to supervise and monitor the activities performed by their contractor and accommodation facilities provided in the campsite. The following measures shall be provided:

- The laborers to provide with accommodation made of insulating material and locally available building material, etc. along with storage of personal belongings;
- The migrant workers with families will be provided with individual accommodation comprising bedroom, sanitary, and cooking facilities;
- The contractor shall provide a canteen facility with the facility to cook food of appropriate nutritional value respecting religious/cultural backgrounds;
- All doors and windows shall be lockable and mobile partitions/curtains shall be provided for privacy;
- Dust bins to be provided for collection of garbage and to be removed daily;
- It is also required to provide first aid box in adequate numbers; and
- Ventilation should be appropriate for the climatic conditions and provide workers with a comfortable and healthy environment to rest and spend their spare time.

8.9.5 Security

The contractors shall put in place the following security measures to ensure the safety of the workers. The following measures shall be incorporated:

- Access to the campsite shall be limited to the residing workforce;
- The contractor shall be responsible for deploying an adequate number of guards;
- Adequate, day-time night-time lighting shall be provided;

- The security personnel shall be provided with training to respect the community traditions and in dealing with, use of force, etc.; and
- The rental accommodation shall be provided with firefighting equipment and portable fire extinguishers.

8.9.6 Provisions for Drinking Water

- Access to an adequate and convenient supply of free potable water is a necessity for workers. The domestic water conforming to the IS 10500:2012 supply shall be made available by the contractor.
- The direct usage of water from bore well should not be allowed;
- The Contractor(s) should regularly monitor the quality of drinking water. In case of noncompliance with the Drinking Water Specifications, additional treatment shall be provided, or alternative sources of water supply shall be arranged; and
- All storage container of drinking water to be monitored from becoming polluted or Contaminated.

8.9.7 Cooking Arrangements

- Places for food preparation are designed to permit good food hygiene practices, including protection against contamination between and during food preparation;
- Adequate personal hygiene including a sufficient number of washbasins designated for cleaning hands with clean, running water; and
- All kitchen floors, ceiling and wall surfaces adjacent to or above food preparation and cooking areas are built using durable, non-absorbent, easily cleanable, non-toxic materials;
- Food preparation tables are equipped with a smooth, durable, easily cleanable, non-corrosive surface made of non-toxic materials.
- To ensure that the fuel need of laborers in the project area does not interfere with the local requirements, necessary arrangements for the supply of fuel to the laborers shall be done by the contractor.

8.9.8 Waste Water Generation

- There will of generation of wastewater from the campsite. About 80% of the water used shall be generated as sewage/wastewater.
- Contractors to ensure that the campsite is equipped with a septic tank and soak pit for disposal of sewage. It is also recommended that the storm water and sewage system should be

separate. The surface water drainage shall include all necessary gutters, down pipes, gullies, traps, catch pits, manholes, etc.

- Sanitary and toilet facilities are constructed of easily cleanable materials. Sanitary and toilet facilities are required to be cleaned frequently and kept in working condition.

8.9.9 Medical facilities

The following medical facilities shall be provided by contractors for the construction workers:

- A first-aid centre shall be provided for the labor within the construction site equipped with medicines and other basic facilities;
- Adequate first aid kits shall be provided in the campsite in an accessible place. The kit shall contain all type of medicines and dressing material;
- The contractor shall identify and train an adequate number of workers to provide first aid during medical emergencies;
- Regular health check-ups shall be carried out for the construction laborers every six month and health records shall be maintained;
- Labors should have easy access to medical facilities and first aider; where possible, nurses should be available for female workers;
- First aid kits are adequately stocked. Where possible a 24/7 first aid service/facility is available.
- An adequate number of staff/workers is trained to provide first aid; and

Information and awareness of communicable diseases, AIDS, etc. shall be provided to workers.

9. Monitoring and Evaluation

The Project requires detailed supervision, monitoring, and evaluation of the impact on the environment and social aspects. Monitoring is the periodical checking of planned activities, which provides midway inputs, facilitates changes, if necessary, and provides feedback to Project Authority for better management of project activities. It helps in making suitable changes and modifications in safeguard documents during project implementation. Evaluation on the other hand assesses whether the activities have achieved the intended goal and objectives. Thus, monitoring and evaluation are critical to measuring the project performance and fulfillment of project objectives.

To carry out this, PMU has made specific arrangements. The executing agency has a dedicated unit to deal with the social and environmental safeguards. This unit is headed by Director Safeguards who is assisted by full-time Social Safeguards and Environmental Experts. To ensure compliance with the World Banks' social safeguard issues Director Safeguards will monitor and evaluate routine activities. Half-yearly Environmental and Social Audit, of ESMF implementation, will be done by the Technical Audits and Quality Control Consultants. Progress on social safeguards and other issues will be flagged in the MPR and QPRs.

9.1 Safeguards Supervision

This will be done by PMU with the support of PIU and consultants. All the sub-projects will be visited at regular intervals by PMU to check if all safeguard requirements are met and to identify any issues that need to be addressed. PMU should submit quarterly progress reports to The World Bank on safeguards implementation.

9.2 Concurrent Monitoring and Quarterly Reporting

The concurrent internal social monitoring will be done as part of the regular monitoring by the PIU, Implementing Agencies, and TAQAC. However, PMU, with the help of an in-house Social Specialist will do the regular social monitoring of sub-projects for safeguards compliance.

9.3 Safeguards Monitoring Plan

Apart from the quarterly monitoring reports submitted to the World Bank, once every year, the PMU will prepare a report of the environmental and social situation in the project districts including data and analysis of relevant parameters as given in the plan below. This report also should give a listing of relevant new legislation and regulations that have a bearing on the environmental and social performance of the project. PMU will submit this report to The World Bank.

9.4 Independent Safeguard Audits

The PMU will appoint Independent Project Implementation Quality Audit Consultants with expertise in social and environmental safeguards to conduct a half-yearly project quality audit, which will include Environmental and Social Audit of selected sub-projects for compliance with the ESMF.

9.5 Right to Information and Disclosure

The Jammu and Kashmir Right to Information Act 2004 gives the right to persons to obtain any document or information relating to the affairs of the state or public body. In addition to the provisions of the above Act, the JTFRP provides for voluntary disclosure of information and project documents in English, Hindi, and Urdu on the Government and implementing agencies' websites for public consumption.

10. Grievance Redressal Mechanism

Grievance Redressal Mechanism is a process to address people's grievances related to land acquisition, resettlement, and rehabilitation, or any other social issue arising out of the project-related activities; executing agency will establish two bodies, one at a local level (site level) and another at District level. In case, the grievances are not resolved at these two levels, then they will be forwarded to R&R Committee at the Divisional level for this project which will be established under the Divisional Commissioner, Jammu/Srinagar. The grievances will be registered at the Project site. The local level grievance committee will try to resolve the case in a maximum of 14 days. In case the aggrieved person is not satisfied with the decision delivered at the local level or the grievance/s is not resolved, the same shall be forwarded to the district level committee, headed by District Collector. No grievance can be kept pending for more than a month which means the committee has to meet every month. Executing Agency through PMU, JTFRP will monitor the implementation of the decision of the committee. In case the aggrieved party is not satisfied with the proposed redressal measures, it can approach the Divisional Level Redressal Committee, headed by Divisional Commissioner, Jammu/Srinagar. If the aggrieved party is not satisfied with the decision delivered or the committee is not successful in resolving the grievance/s, they can approach the court of law at their own expense. The committees' composition is detailed below:

10.1 Composition of Grievance Redress Committee (GRC) at various levels of the project

A. **Grievance Redress** Committee **at Local Level:** This committee/cell will work at the local level i.e. site level. This will be comprised of the following members:

a. Engineer from PMU
b. Assistant Executive Engineer (PIU)
c. Site Engineer (PIU)
d. Local Revenue officer
e. Social Safeguard Officer
f. Ward Member/Halqa Panchayat member
g. Women representative (Retired Officer/Academicians/Development Professional)

B. **Grievance Redress Committee at District Level:** In case of grievance/s are not addressed at the local level or PAP/ aggrieved person is not satisfied with the decision delivered at the local level, he/she can approach the grievance redressal committee constituted at the district level. The following will be the composition of the committee.

a) District Collector
b) Director/Head PIU (Convener)

c) Nodal officer of the Project Component (PMU)

d) Nodal Officer (Social Safeguards, PMU)

e) Representative of PRIs

f) A Prominent Women (Retired Officer/Academicians/Development Professional)

g) A senior representative of SC/ST Welfare Board

C. **Division Level Redressal Committee (DLC)**: In case, grievance/s is not addressed at the local and district level, the same will be forwarded to the Divisional Level Redressal Committee through PMU. The committee will provide a major platform to people who might have objections concerning the decisions taken at the two previous levels. The committee will look into the grievances of the people and will assign responsibilities to implement the decisions of the committee. This Committee (after formation) will be convened by the Chief Executive Officer, ERA/JTFRP, and headed by Divisional Commissioner Jammu/Srinagar. This committee should meet every quarter to solve any grievance/s and will decide within 03 months of receiving the grievance/complaint. Nodal Officer (Social Safeguards) will coordinate the meetings. This committee will also provide policy-related directions to the Grievance Redressal Committee and the participating departments about land acquisition and resettlement and rehabilitation.

The following will be the composition of the committee:

a. Divisional Commissioner, (Chair)

b. Chief Executive Officer, JPFRP/JK ERA (Convener)

c. Heads of participating departments

d. Director Technical (PMU/JTFRP)

e. A senior representative, one each from BC & EBC and SC & ST Welfare

f. A senior representative of the revenue department

g. A senior representative of the Disaster Management Department

h. Social Safeguard Specialist (Nodal officer, PMU)

i. A prominent women representative (Retired/ Development Professional/Academician)

j. A PRI representative

k. A representative of PAPs who can articulate well.

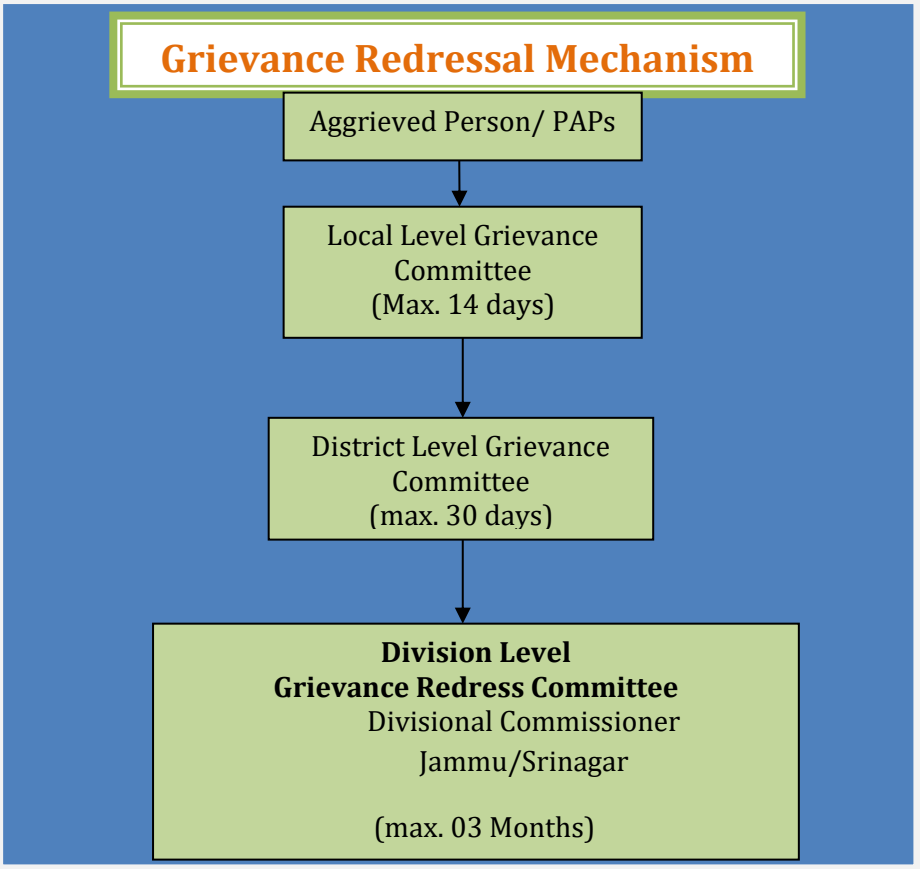


Figure 3: Structure of GRM

10.2 Approach to GRC

Project Affected Person/aggrieved party can approach GRC for the redress of their grievances through **any** of the following modes:

1. **Web-based:** The grievance corner will be provided at the website of PIU/PMU so that the affected person can register their complaint online.

2. **Telecom-based:** If needed a toll-free number will be issued by the PMU/ PIU so that affected people can register their complaints through telephone / mobile phone to the PIU/PMU office.

3. **Through LGC:** The LGC will collect the problems & issues of the community or affected persons and pass on the same to PIU/PMU and try to resolve them. A grievance register will be maintained by the contractor/PIU at each site office. The phone number of the concerned engineer shall be displayed at the site so that the aggrieved person can contact the concerned site engineer in case of an emergency.

4. **Through PMU:** PAPs/aggrieved party can register/file grievance/s directly to the PMU also. PMU will enroute the same through PIU to the site engineer who will try to resolve it within the stipulated time and the rest process will follow.

Besides the grievance redress mechanism of JTFRP, the state has an online grievance monitoring system known as Awaz-A-Awam (People's voice). The PAPs can also lodge their grievance online at http://www.jkgrievance.nic.in.

10.3 Legal Options to Aggrieved persons/PAPs

In case PAPs are not satisfied with the decision of GRC at the local/district level and Divisional Level committee, they are free to approach the court of law on their own will and expenses at any time to redress their grievance/s. The general public and PAPs specifically will be informed about the Grievance/s redress committee and mechanism through public consultations, disclosures, and distribution of PIBs. All PIBS will be translated into Urdu and will be distributed to the PAPs.

11. Institutional Arrangement

11.1 Institutional arrangement in the project

A project steering committee has been set up for the overall strategic guidance and monitoring of the project. It is headed by Chief Secretary and comprises of all involved line departments and additionally departments of planning, environment and social welfare. A Project Management Unit (PMU) for the project (JTFRP), housed in Jammu & Kashmir Economic Reconstruction Agency (JK ERA) is responsible for the overall management of the "Jhelum Tawi Flood Recovery Project (JTFRP)". This PMU is headed by Chief Executive Officer (CEO). Social Development Specialist has been positioned in PMU to provide assistance and support to Director Safeguards to address all safeguard-related issues during documentation, execution, monitoring and implementation of SMP or ARAP wherever required.

The Chief Executive Officer (JKERA/JTFRP) will be responsible for overall coordination, reporting, technical assistance, monitoring, and budgeting of all the components associated with the project. The CEO will have the administrative and financial powers for the implementation of the project including the implementation of ARAP wherever required. The Chief Executive Officer (CEO) will be supported by Director Technical, Director Safeguards, Director Planning and Coordination, Director Disaster Management, Executive Engineers, AEEs, and Social Development Specialist. The PMU will be responsible for providing overall policy guidance, training, and capacity-building support to PIU (JK ERA) to ensure compliance with World Bank's Safeguard Policies and applicable Union Territories and other acts, notifications, guidelines, etc. Director Safeguards with the assistance of a Social Development Specialist in EA will ensure that all social safeguards policies and procedures are complied with as detailed out in Social Management Plan. Social issues will be coordinated by Social Development Specialist (SDS) within the PMU and PIU. PMU will be assisted by Project Management Consultants (Technical Assistance and Quality Audit Consultants) for technical support and advice, monitoring and impact evaluation, etc.

11.2 Implementation Stage

The sub-project does not involve involuntary displacement, land acquisition, and livelihood loss either temporary or permanent. The project Implementation Unit is headed by the Project Manager (Transport) in JK ERA. Overall civil work shall be carried out under the supervision and guidance Project Manager (T). Director Safeguards with the support of the Social Development Specialist in PMU, JK ERA will ensure compliance with the WB policies and other

provisions applicable to the project. For this sub-project, Only Social management Plan needs to be implemented during the execution of the sub-project.

Annexures

Annexure1: Environment and Social Screening Data Sheets

Part A: General information

1. Name of the sub-project	Improvement & Up-gradation of Chiralla Link Road in District Doda	
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	Jammu (J&K State)	
• Name of the District	Doda	
• Name of the Block	Chiralla	
• Name of the Settlement	Thalella, Bhella, Bhalara	
• Latitude	33° 7'33.57"N, 33° 6'19.94"N	
• Longitude	75°37'39.14"E, 75°41'39.28"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 mtr./km, as relevant)	10.138 Km
5. Land Requirement (in hac./sq.mt.)	
• Total Requirement	Nil. No land needs to be acquired as the road is being upgraded in the existing RoW.
• Private Land	Nil
• Govt. Land	Nil
• Forest Land	Nil
6. Implementing Agency Details (sub-project level)	
• Name of the Department/Agency	PIU-ERA (Jammu)
• Name of the contact person	Mr. Nand Kishore Gupta
• Designation	Project Manager (Transport)
• Contact Number	9419193872
• E-mail Id	pmtransportera@gmail.com
7. Screening Exercise Details	
• Date on which it was carried out	2.7.2019 and 15.7.2019
• Name of the Person	Vikash Sharma/Charanjeet Singh
• Contact Number	7006277322/7006629939
• E-mail Id	jkerasocial@gmail.com jcharan.sim@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			
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)		No	-
e. Reservoirs/Dams		No	-
f. Canals		No	-
g. Public Water Supply Areas from Rivers/Surface Water Bodies/ GroundWater Sources		No	-
3. What is the High Flood Level inthe 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

Question	Yes	No	Details
7. Is the sub-project located in whole or part within 1 km of the following environmentally sensitive areas?			
r. Biosphere Reserve		No	-

s. National Park		No	-
t. Wildlife/Bird Sanctuary		No	-
u. Wildlife/Bird Reserve		No	-
v. Important Bird Areas (IBAs)		No	-
w. Habitat of migratory birds (outside protected areas)		No	-
x. Breeding/Foraging/Migratory route of Wild Animals (outside protected areas)		No	-
y. Area with threatened/rare/ endangered fauna (outside protected areas)		No	-
z. Area with threatened/rare/ endangered flora (outside protected areas)		No	
aa. Reserved/Protected Forest		No	-
bb. Other category of Forest		No	-
cc. Wetland		No	
dd. Natural Lakes		No	
ee. Rivers/Streams			
Question	**Yes**	**No**	**Details**
ff. Swamps/Mudflats		No	-
gg. Zoological Park		No	-
hh. Botanical Garden		No	
8. **Is the sub-project located in whole or part within 500 mts. of any of the following sensitive features?**			

h. World Heritage Sites		No	-
i. Archaeological monuments/ sites (under ASI's central/state list)		No	-
j. Historic Places/Monuments/ Buildings/Other Assets (not listed under ASI list but considered locally important or carry a sentimental value)		No	
k. Religious Places (regionally or locally important)		No	-
l. Reservoirs/Dams		No	-
m. Canals		No	-
n. Public Water Supply Areas from Rivers/Surface Water Bodies/ Ground Water Sources		No	-
9. What is the High Flood Level in the sub-project area?	?		
10. Is any scheduled/protected tree like Chinar, Mulberry or Deodar likely to be affected/ cut due to the project?		No	
11. Is the sub-project located in a landslide/heavy erosion prone area or affected by such a problem?		No	
12. Is sub-project located in an area that faces water paucity or water quality issues?		No	

Part C (1): Social Screening

1. Does the sub-project activity require acquisition of land?			
Yes		No	√
Give the following details:	Private Land (sqmts/hac.)		Nil
	Govt. Land (sqmts/hac.)		Nil
	Forest Land (sqmts/hac.)		Nil

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

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

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

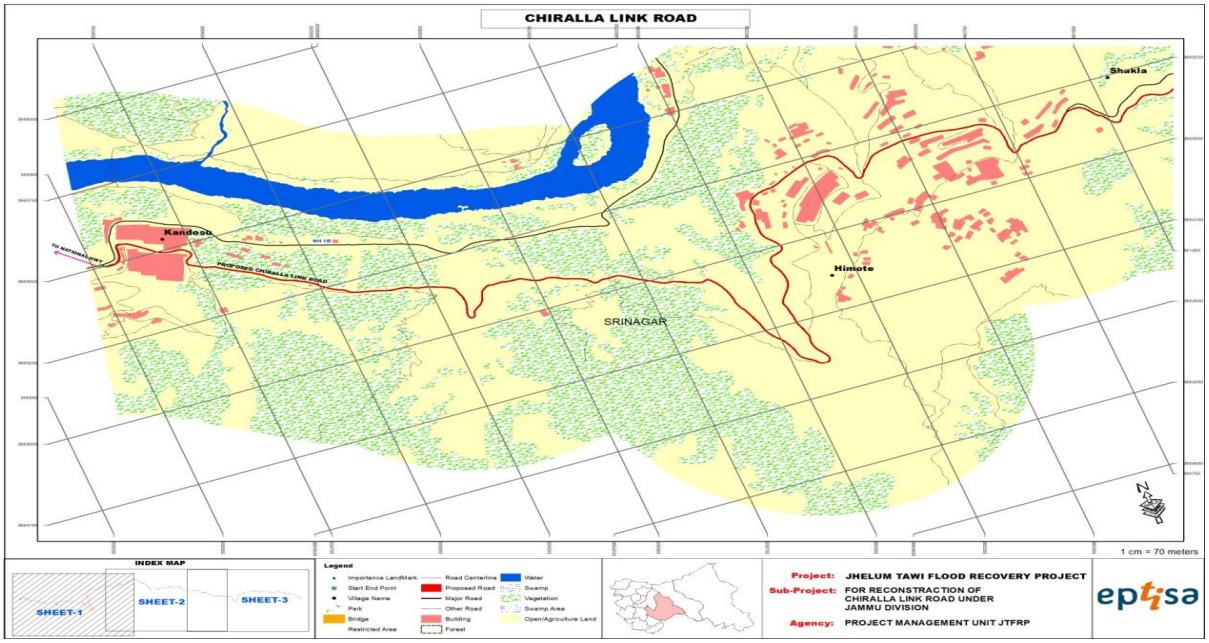
3.	Answer to any question is 'Yes' and the sub-project affects more than 200 people *(i.e. either complete or partial loss of assets and/or livelihood)*	No SIA/RAP Required

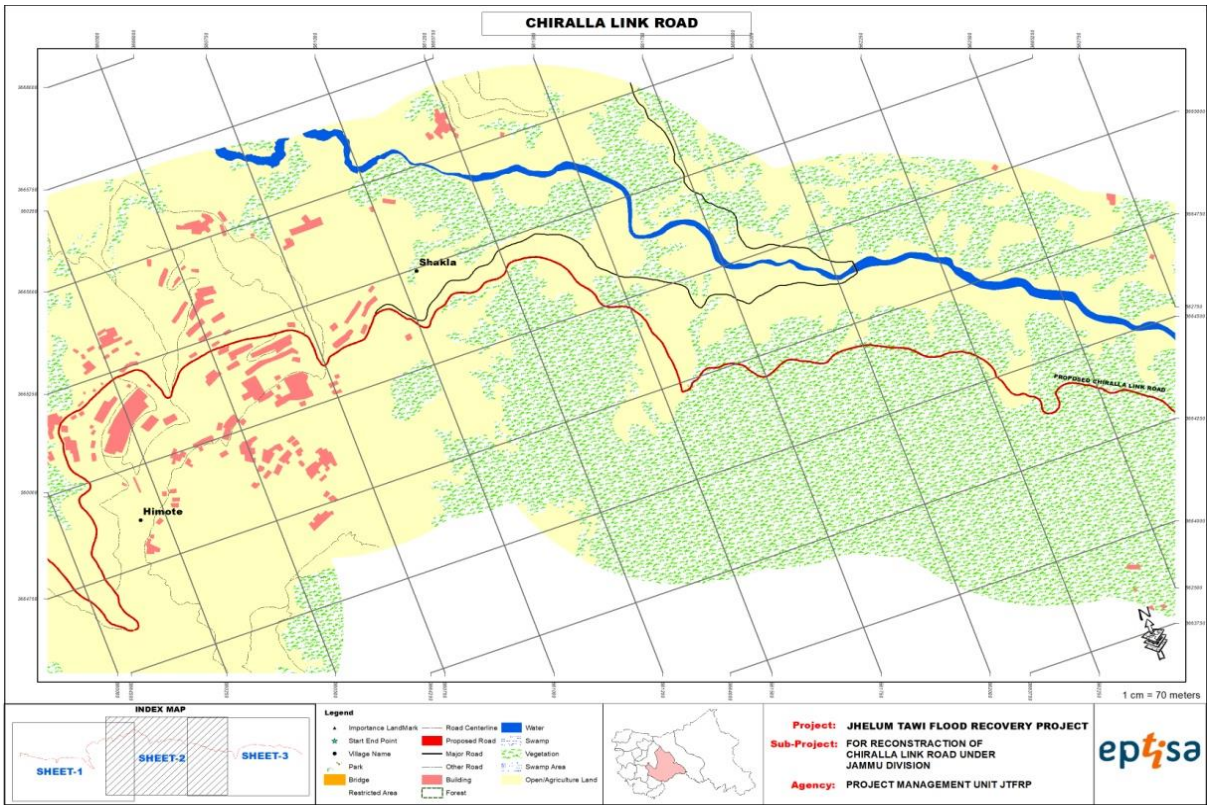
Outcome of Screening:

As per the screening exercise, the proposed sub project does not have significant social issues. The proposed sub-project is only the Improvement & Up-gradation of the existing road and does not involve land acquisition of private or government land as confirmed by PIU. Wherever the required land width is not available, the construction will be carried out in the available land width. Modification in the design has been completed as a part of the mitigation measures.

However, in order to assess the temporary impacts, existence of squatters and encroachers on the site SIA required for the proposed subproject. SIA study will also assist as tool for preparation of Social Management Plan for the sub-project.

Annexure 2:GIS MAPs of the Sub-Project Road





Annexure 3: Encumberance free RoW certificate issued by PIU

Office of the Project Manager (Transport)
J&K Economic Reconstruction Agency
2nd Floor, JKPCC Building, Rail Head Complex
Jammu

ERA

JEHLUM & TAWI FLOOD RECOVERY PROJECT

To Whom It May Concern

Subject: Non-encumbrance certificate.

Certified that the below mentioned sub-projects are being upgraded in the existing available Right of Way under World Bank funding for already existing established roads taken over from PW(R&B) Department. Further, no acquisition of land is required under the sub-projects:

S.No.	Name of the road/Sub-project	Length	ROW information	Remarks
1	Sidhra-Surinsar road (Lot-1)	18.290 Kms.	15 m	It stands notified vide prevention of Ribbon development Act 2007, SRO 106 of 1969
2	Chirala Link Road	10.139 kms	10 m	Handing over note of Executive Engineer (PWD(R&B) Division Bhaderwah (Enclosed)
3	Malaini to Chakrabatti road	10.06 Kms	10m	-Do -
4	Deva Mai to Ohli Mandir Road	4.9 kms	6.0m	As per records 2.472 ha of land has been acquired from forest depptt. for 4 kms of road length (copy enclosed)
5	Anji Panasa Road	4.25 kms	6.0 m	Information provided by then SE/Nodal Officer vide email dated: 01-05-2019 (enclosed)
6	Tutan Di Khuei to Khada Madana Road	11.0 Kms	6.0 m	-Do -
7	Gulati to Shahdra Sharief road	27.280 kms	6.5 m	Information provided by then SE/Nodal Officer vide email dated: 01-05-2019 (enclosed). However as per the revenue record provided by the Land Collector ERA, Jammu, the ROW is 10 mtrs from Shahadra to Gambhir Muglan

Hence the RoW is encumbrance free.

No: PM/T/ERA/2021/865
Date: 16.03.2021

Project Manager (Transport)
J&K ERA, Jammu

Annexure 4: Confirmation of available RoW by PWD (R&B) Division Bhaderwah

STATUS OF ROAD PROPOSED FOR UP-GRADATION UNDER JTFRP (WORLD BANK FUNDED) FALLING UNDER JURISDUCTION OF PWD (R&B) BC ROAD DIVISION BHADERWAH ENDING 11/2018

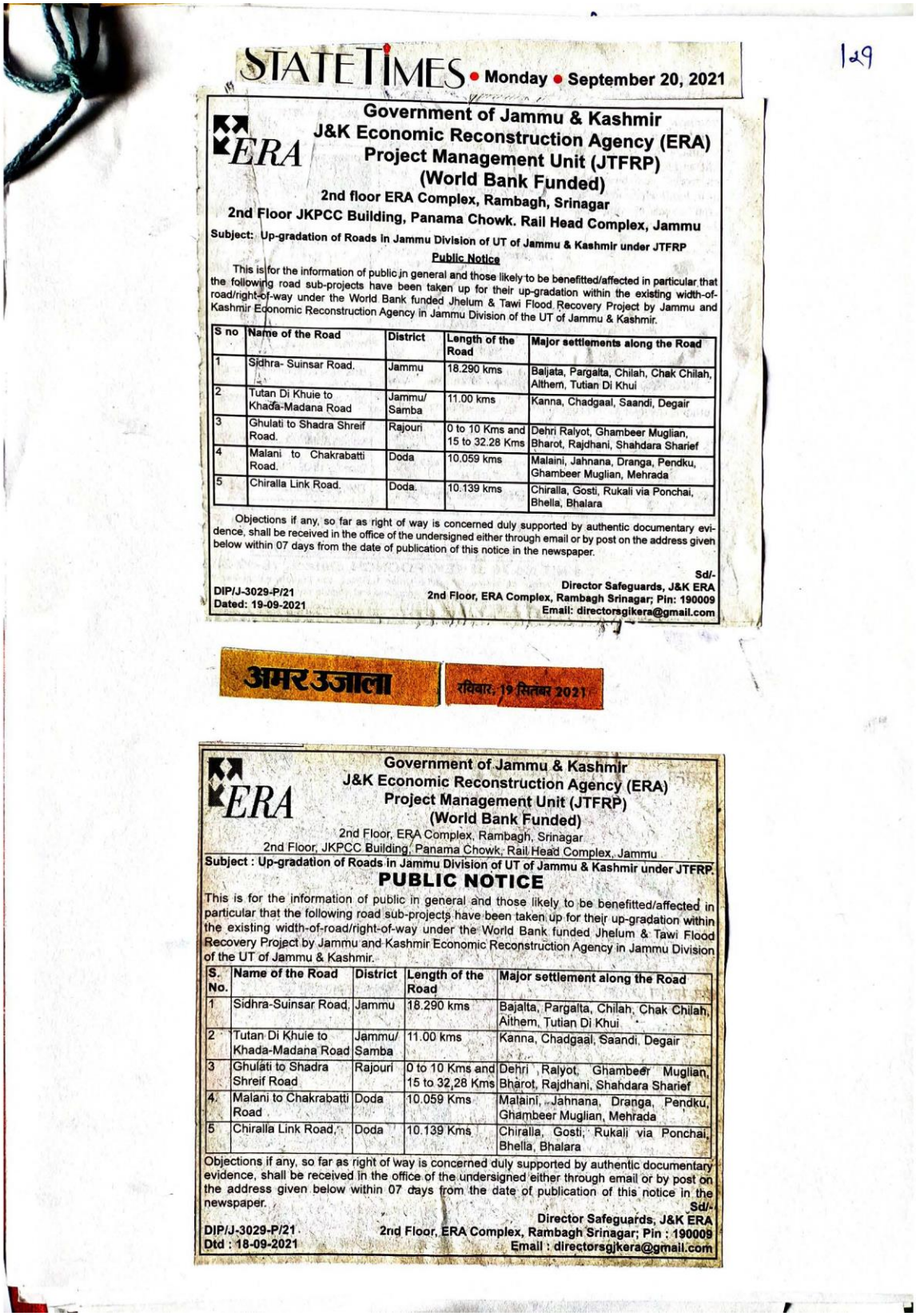
S.No.	Name of Scheme	Whether it is Fair-weather / Single Lane / Intermediate / Double Lane road	ROW of road (in Mtrs.)	Traffic Volume (Light / Heavy Vehiches)	Inventory of X-drianage structures	Length of road (in Kms)	Remarks
1	Suie Gwari to Chiralla link road	Single Lane	10.00	200	HP 900mm dia Culvert = 32 Nos. RCC Culvert 1.5 mtr. = 1 No. Sucpper = 1 No. (Detail of location enclosed as Annexure "A")	9.40	BT = 9.40 Kms
2	Malnai to Chakrabati link road	Single Lane	10.00	50	HP 900mm dia Culvert = 10 Nos. RCC Culvert 3 mtr. = 8 No. Steel Motorable Bridge = 54 mtr. Span (Detail of location enclosed as Annexure "B")	10.25	BT = 0.30 Kms, MT = 9.95 Kms

No.:- 4673-75
Dated:- 17-12-2018

Executive Engineer
PWD (R&B) BC Road Division
Bhaderwah

Submitted to the:-
1. Superintending Engineer PWD (R&B) Circle Doda for favour of information please.
2. Er. Ajay Kapahi Co-ordinating Officer PMU JTFRP Jammu for information. This is in reference to his request dated:- 13-11-2018.
3. Assistant Executive Engineer PWD (R&B) HQ Sub-Division Bhaderwah for information.

Annexure 5: Newspaper Notification



STATE TIMES • Monday • September 20, 2021

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Government of Jammu & Kashmir
J&K Economic Reconstruction Agency (ERA)
Project Management Unit (JTFRP)
(World Bank Funded)
2nd floor ERA Complex, Rambagh, Srinagar
2nd Floor JKPCC Building, Panama Chowk. Rail Head Complex, Jammu

Subject: Up-gradation of Roads in Jammu Division of UT of Jammu & Kashmir under JTFRP

Public Notice

This is for the information of public in general and those likely to be benefitted/affected in particular that the following road sub-projects have been taken up for their up-gradation within the existing width-of-road/right-of-way under the World Bank funded Jhelum & Tawi Flood Recovery Project by Jammu and Kashmir Economic Reconstruction Agency in Jammu Division of the UT of Jammu & Kashmir.

S no	Name of the Road	District	Length of the Road	Major settlements along the Road
1	Sidhra- Suinsar Road.	Jammu	18.290 kms	Baljata, Pargalta, Chilah, Chak Chilah, Althem, Tutian Di Khui
2	Tutan Di Khuie to Khada-Madana Road	Jammu/ Samba	11.00 kms	Kanna, Chadgaal, Saandi, Degair
3	Ghulati to Shadra Shreif Road.	Rajouri	0 to 10 Kms and 15 to 32.28 Kms	Dehri Ralyot, Ghambeer Muglian, Bharot, Rajdhani, Shahdara Sharief
4	Malani to Chakrabatti Road.	Doda	10.059 kms	Malaini, Jahnana, Dranga, Pendku, Ghambeer Muglian, Mehrada
5	Chiralla Link Road.	Doda.	10.139 kms	Chiralla, Gosti, Rukali via Ponchai, Bhella, Bhalara

Objections if any, so far as right of way is concerned duly supported by authentic documentary evidence, shall be received in the office of the undersigned either through email or by post on the address given below within 07 days from the date of publication of this notice in the newspaper.

Sd/-
Director Safeguards, J&K ERA
2nd Floor, ERA Complex, Rambagh Srinagar; Pin: 190009
Email: directorsgikera@gmail.com

DIP/J-3029-P/21
Dated: 19-09-2021

अमर उजाला रविवार, 19 सितंबर 2021

Government of Jammu & Kashmir
J&K Economic Reconstruction Agency (ERA)
Project Management Unit (JTFRP)
(World Bank Funded)
2nd Floor, ERA Complex, Rambagh, Srinagar
2nd Floor, JKPCC Building, Panama Chowk, Rail Head Complex, Jammu

Subject : Up-gradation of Roads in Jammu Division of UT of Jammu & Kashmir under JTFRP.

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S. No.	Name of the Road	District	Length of the Road	Major settlement along the Road
1	Sidhra-Suinsar Road,	Jammu	18.290 kms	Bajalta, Pargalta, Chilah, Chak Chilah, Aithem, Tutian Di Khui
2	Tutan Di Khuie to Khada-Madana Road	Jammu/ Samba	11.00 kms	Kanna, Chadgaal, Saandi, Degair
3	Ghulati to Shadra Shreif Road	Rajouri	0 to 10 Kms and 15 to 32,28 Kms	Dehri Ralyot, Ghambeer Muglian, Bharot, Rajdhani, Shahdara Sharief
4.	Malani to Chakrabatti Road	Doda	10.059 Kms	Malaini, Jahnana, Dranga, Pendku, Ghambeer Muglian, Mehrada
5	Chiralla Link Road,	Doda	10.139 Kms	Chiralla, Gosti, Rukali via Ponchai, Bhella, Bhalara

Objections if any, so far as right of way is concerned duly supported by authentic documentary evidence, shall be received in the office of the undersigned either through email or by post on the address given below within 07 days from the date of publication of this notice in the newspaper.

Sd/-
Director Safeguards, J&K ERA
2nd Floor, ERA Complex, Rambagh Srinagar; Pin : 190009
Email : directorsgjkera@gmail.com

DIP/J-3029-P/21
Dtd : 18-09-2021

Annexure 6: Reconfirmation of encumberance free RoW by PMU

Government of Jammu and Kashmir
J&K Economic Reconstruction Agency
Jhelum Tawi Flood Recovery Project
2nd floor ERA Complex, Rambagh, Srinagar
2nd Floor JKPCC Building Railhead Complex Jammu

Subject: Encumbrance-free sites for up-gradation of roads under JTFRP (Jammu Division).

Whereas J&K ERA (J) as PIU for the road sub-projects in Jammu Division certified the Right of Way for all the 07 roads being encumbrance-free vide PM/T/ERA/2021/865 dated 16.03.2021 and ERA/PM/T/2021/2197 dated31/07/2021. The revenue records of 02 roads viz., 1. Construction of *Anji Panasa Road, 2. Deva Mai Ohli Mandir Road (Reasi)* were available and as such their documentation viz a viz environment and social aspects was cleared by the World Bank.

However the RoW provided by the PIU (J), in absence of relevant land records could not be verified for 05 roads viz.,

1. *Sidhra-* Surinsar *Road, 2. Tutain Di khuie to khada Madana Road, 3. Ghulati to Shahdra Shareif Road, 4. Malani to Chakrabatti Road and 5. Chiralla Link Road.*

The matter was discussed and deliberated upon in-house and with the team of the World Bank in different meetings for resolution. It was resolved that PMU would notify the issue in the local newspapers and invite objections from people likely to be benefitted or affected for their livelihood & assets due to execution of these sub-projects under JTFRP. Accordingly, notification for inviting objections was issued in two daily newspapers on 19th September 2021 and 20th September 2021 in State Times (English) and Amar Ujala (Hindi), respectively, (for 05 roads mentioned above), detailing the road's name, its scope, and the villages/habitations likely to be affected/benefitted.

The objections were supposed to be received in the office of Director Safeguards (Kashmir) within seven days after publication of the notification by Post or through Email. Despite lapse of more than a month no objection has been received in the office of Director Safeguards either through email or post.

Therefore, RoW within which the roads are being up-graded/constructed is deemed to be encumbrance-free.

No:- ERA/DSG/PS/88-93
dtd:- 25.10.2021

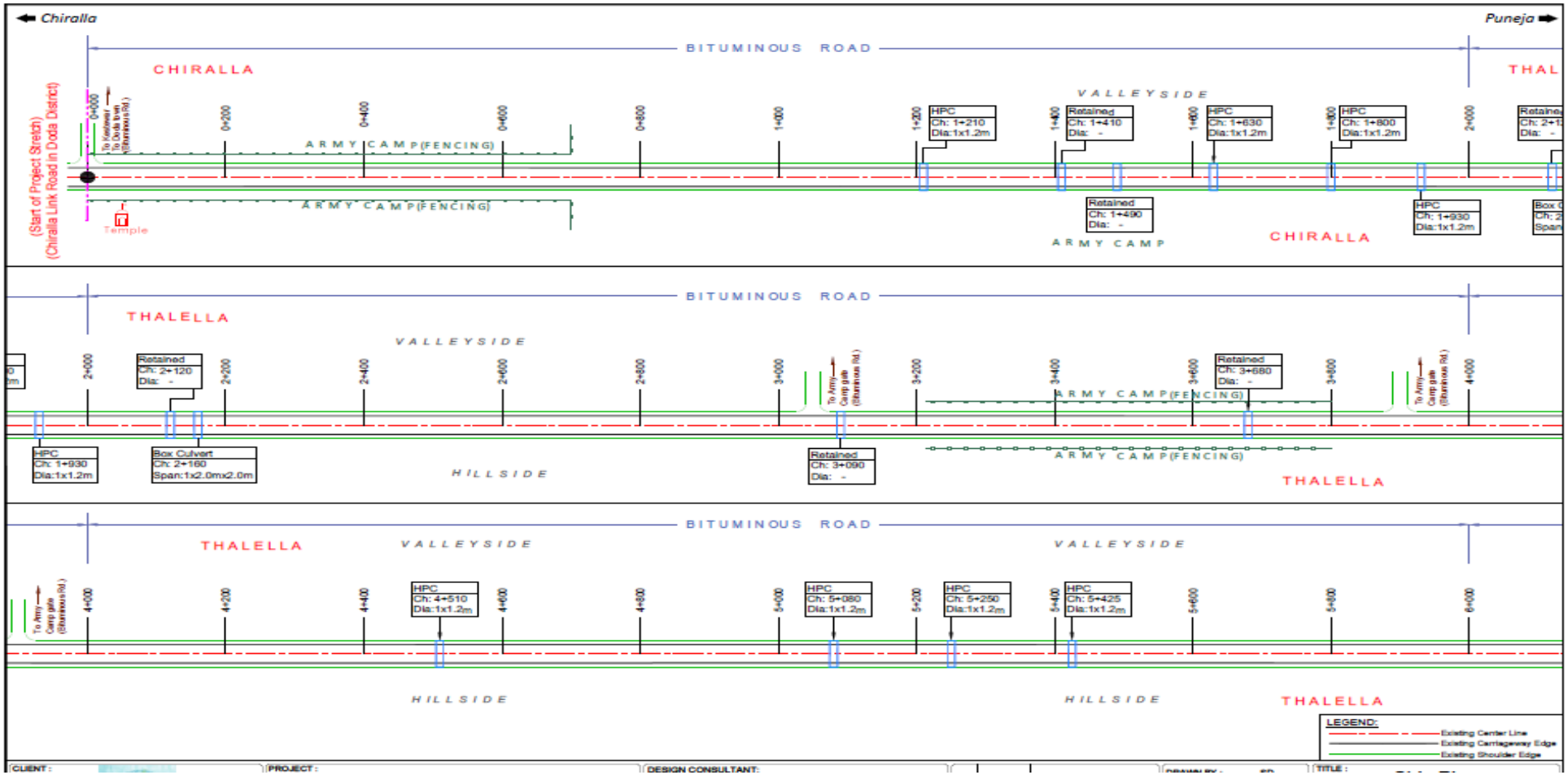
Director Safeguards,
JK ERA/JTFRP

Copy to:-

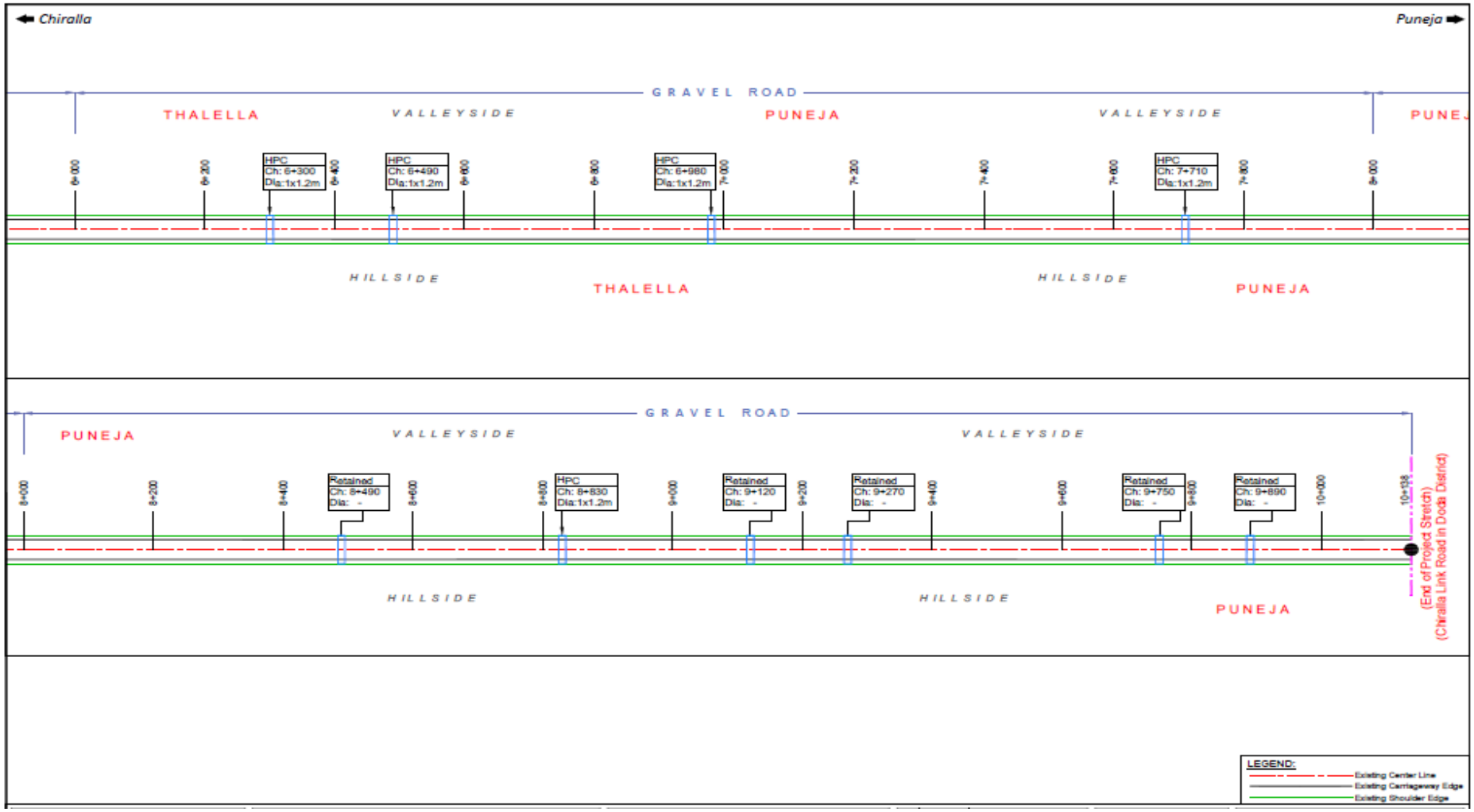
1. Chief Executive Officer, J&K ERA for kind information
2. Director Jammu, J&K ERA for information
3. Project Manager (T), J&K ERA Jammu for information
4. Environmental Expert, J&K ERA for information
5. Social Expert, J&K ERA for information
6. Team Leader, TAQAC for information

Annexure 7: Strip Plan & Profile

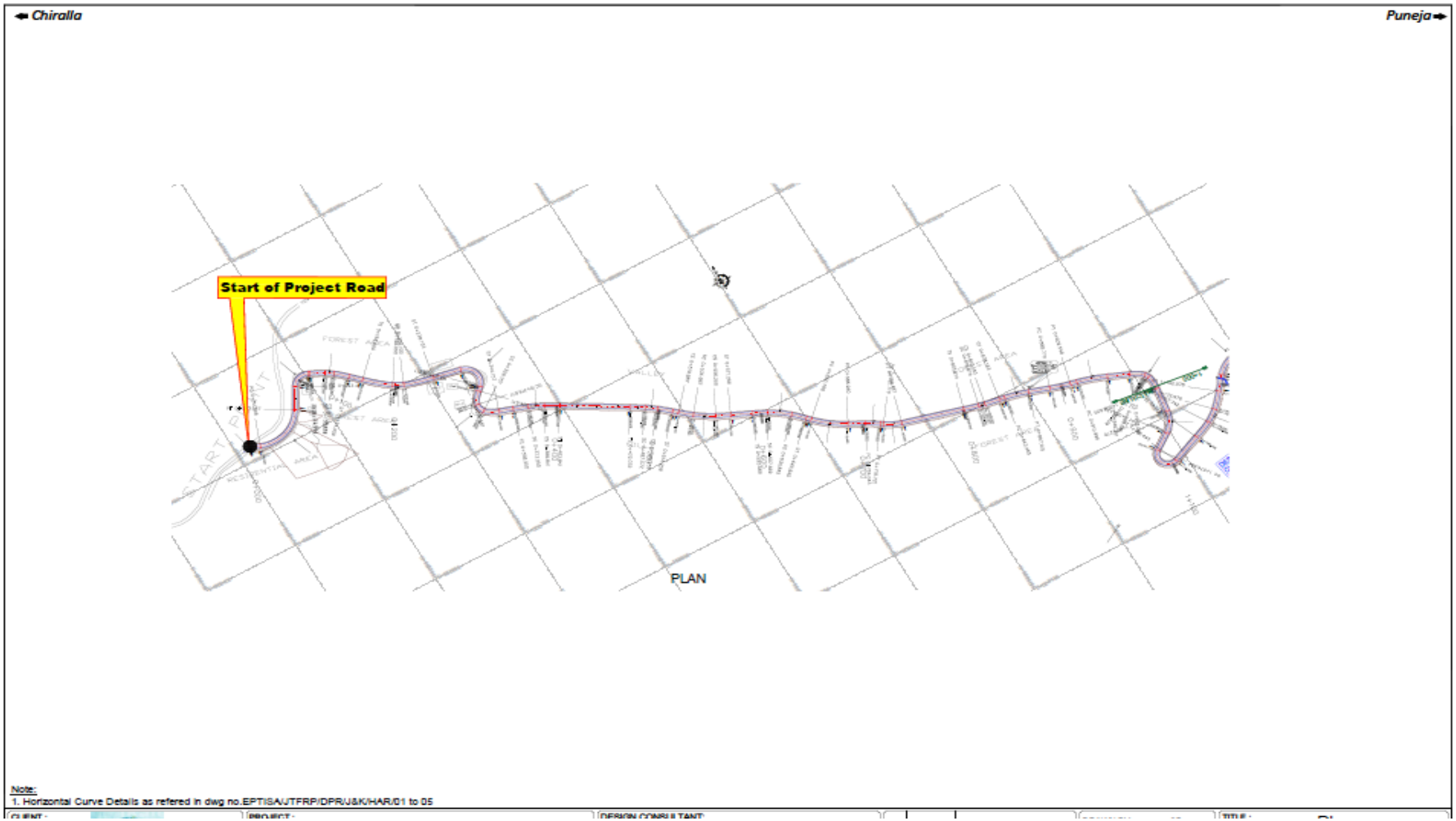
Strip Plan



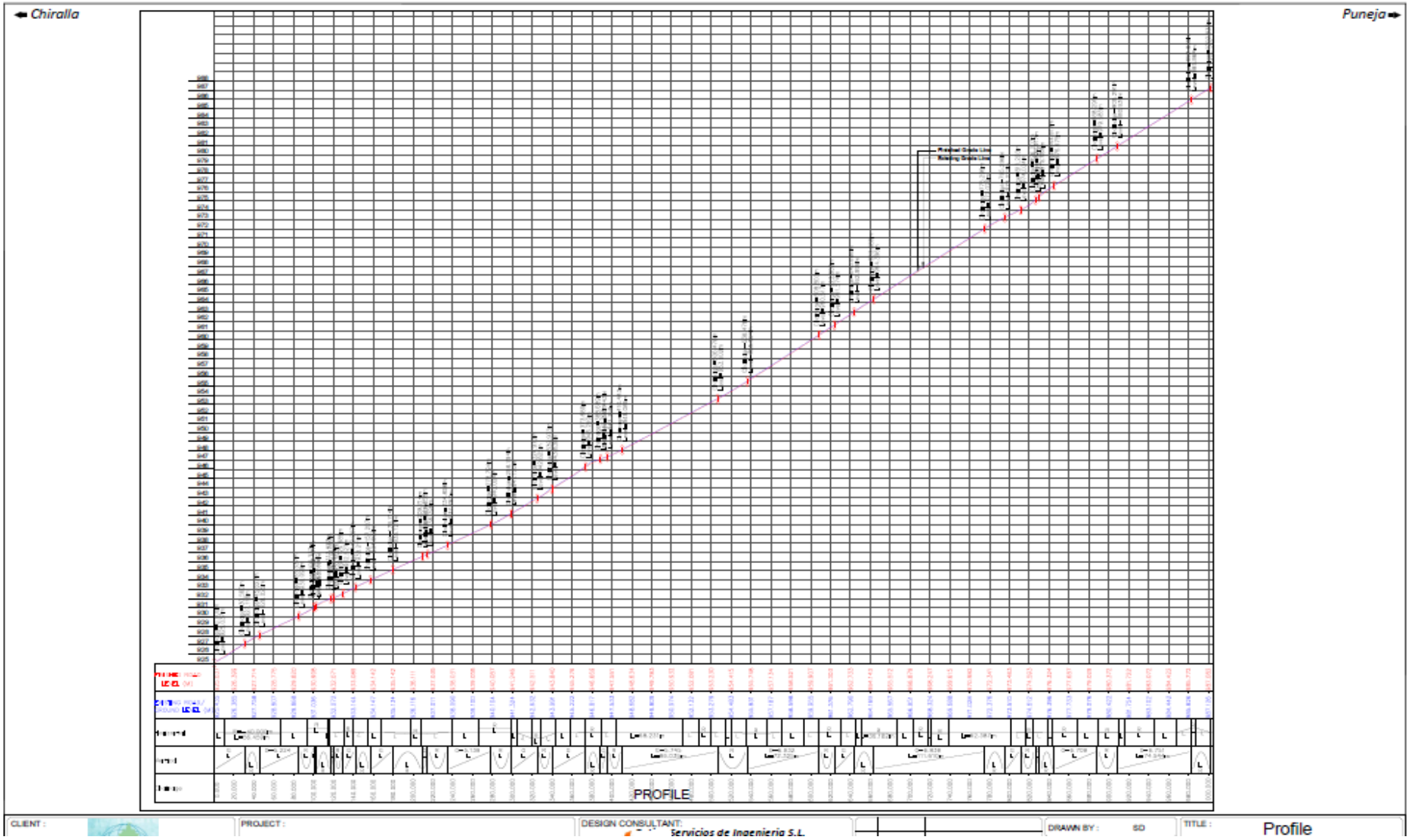
Strip Plan Contd.



Plan & Profile



Plan & Profile Contd.



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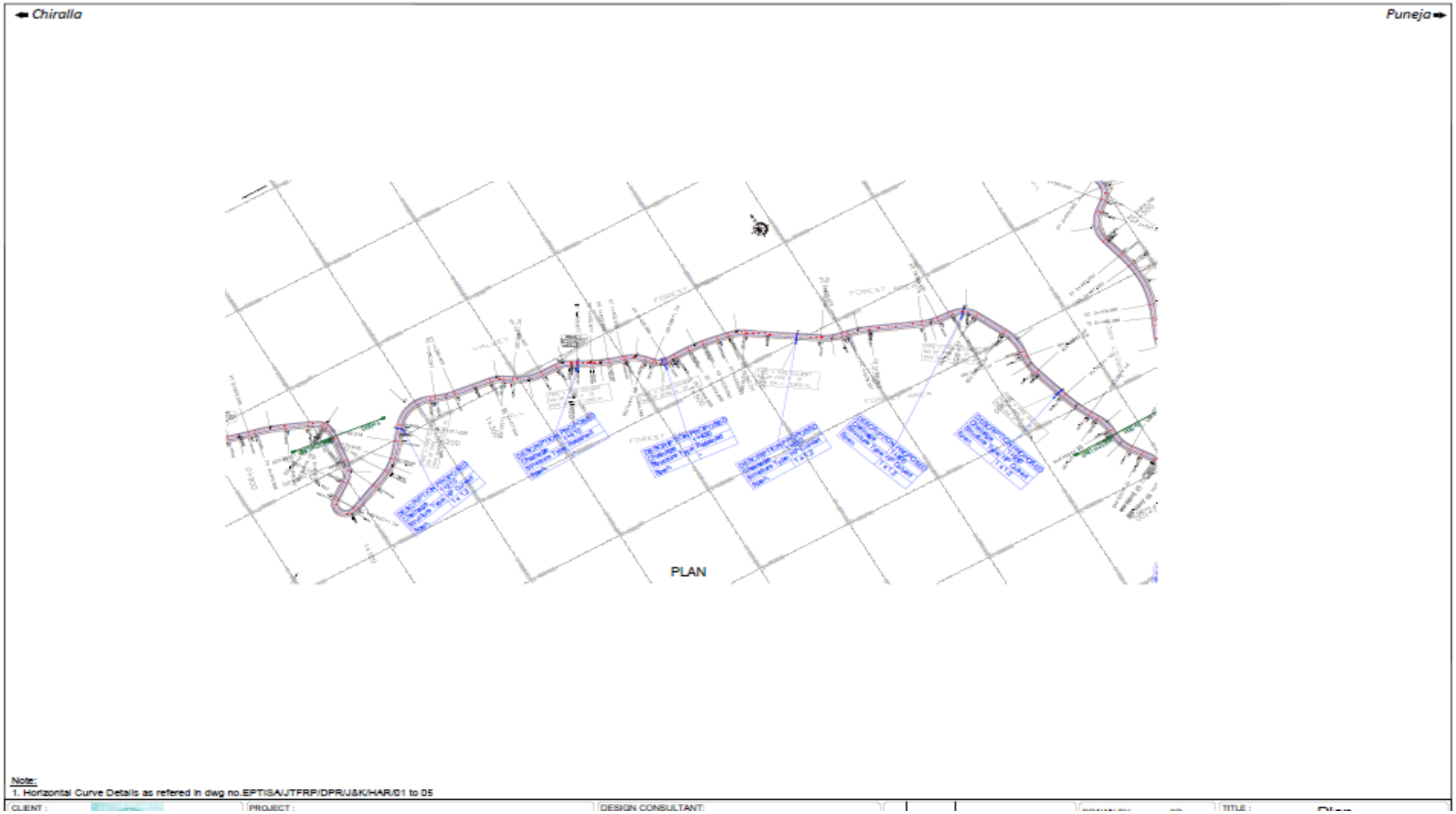

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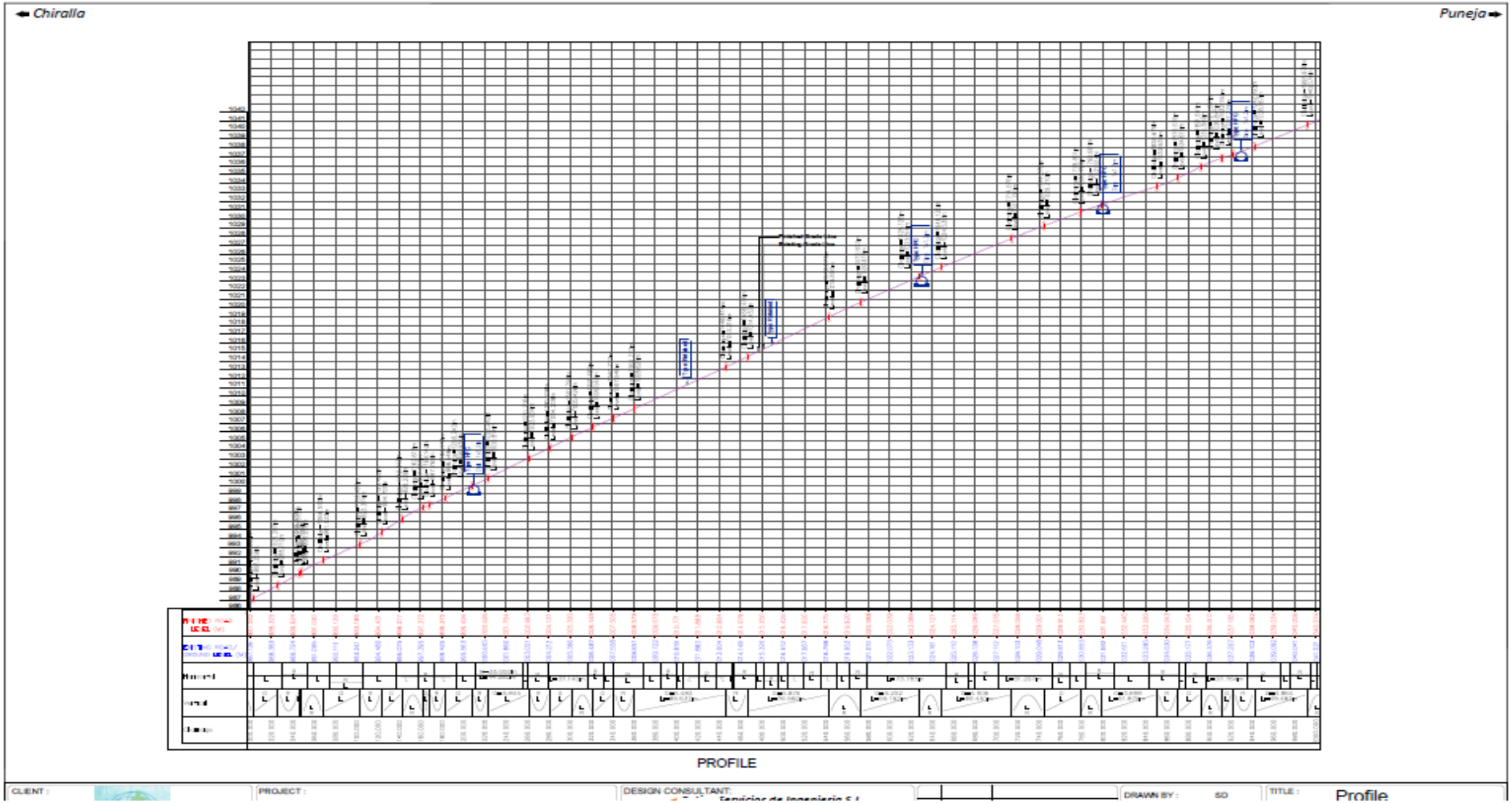

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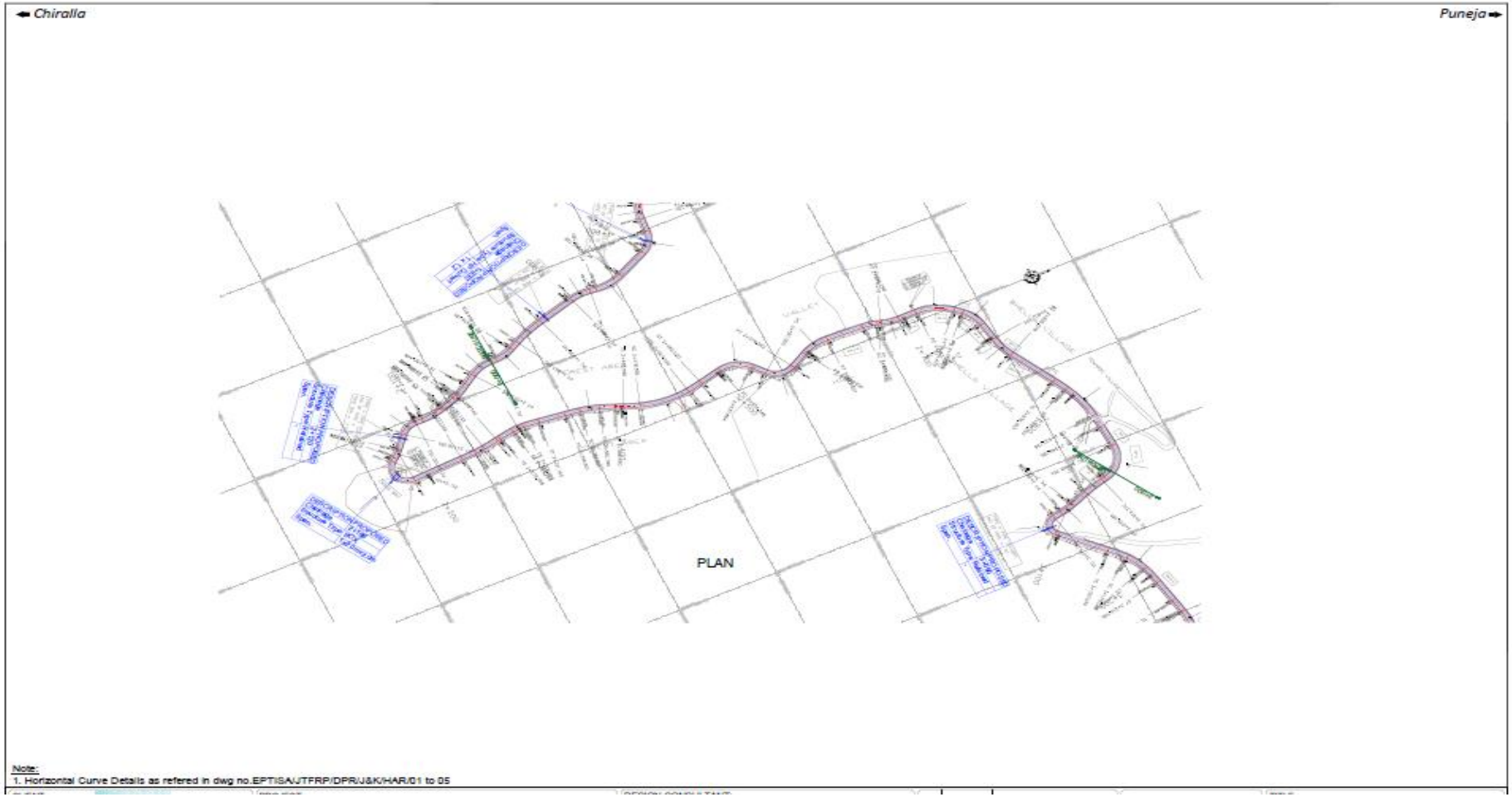

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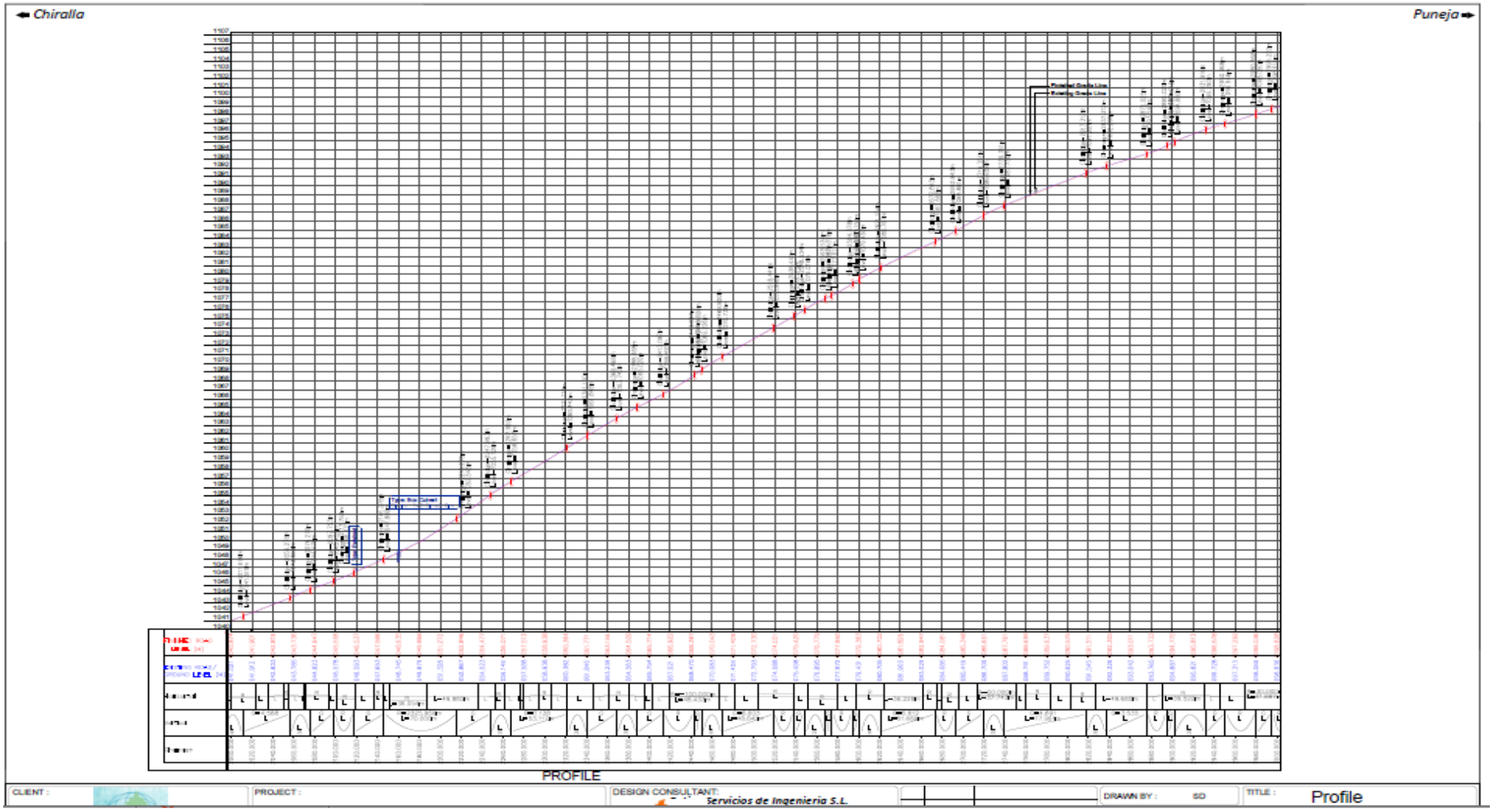

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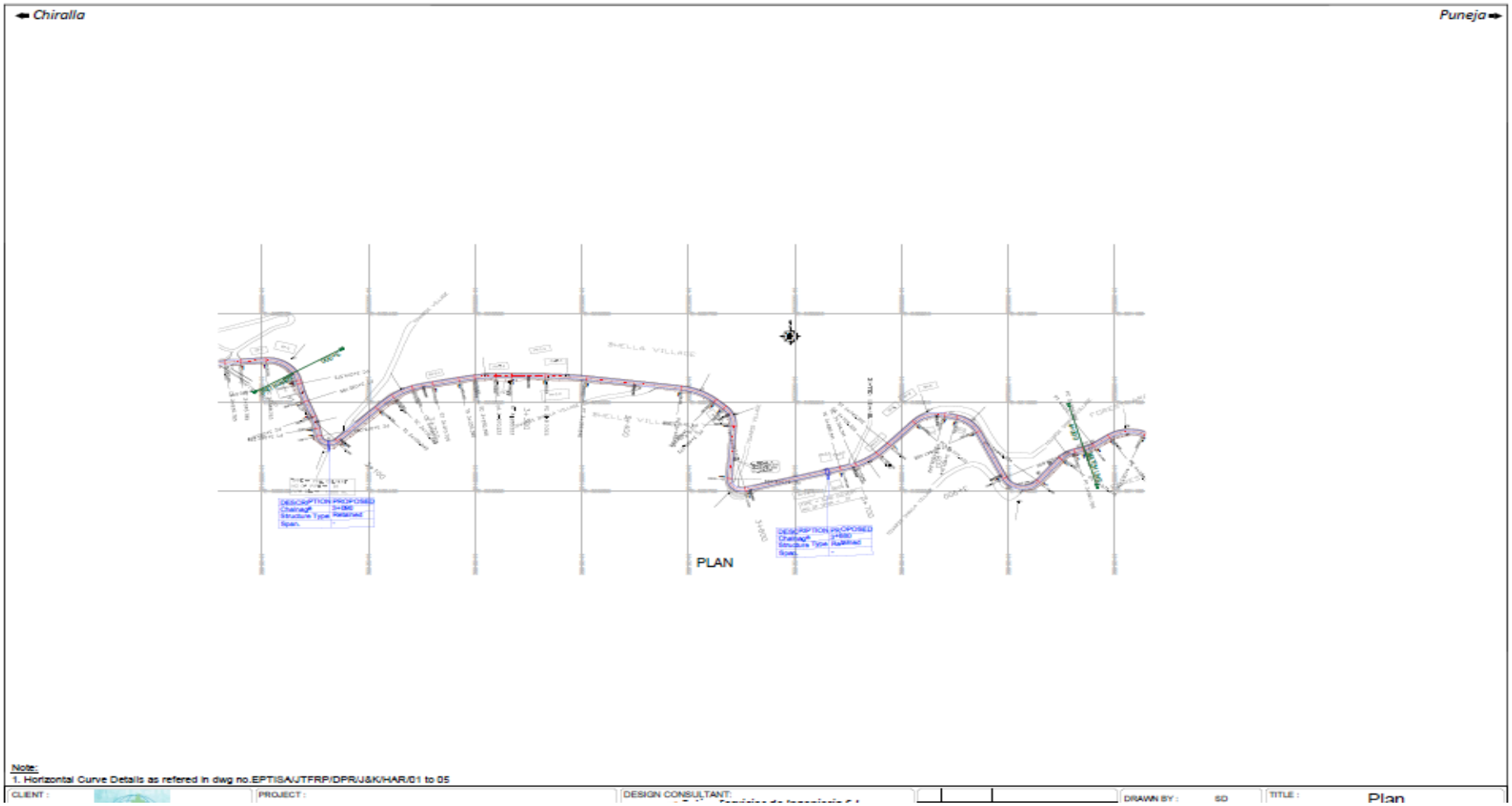

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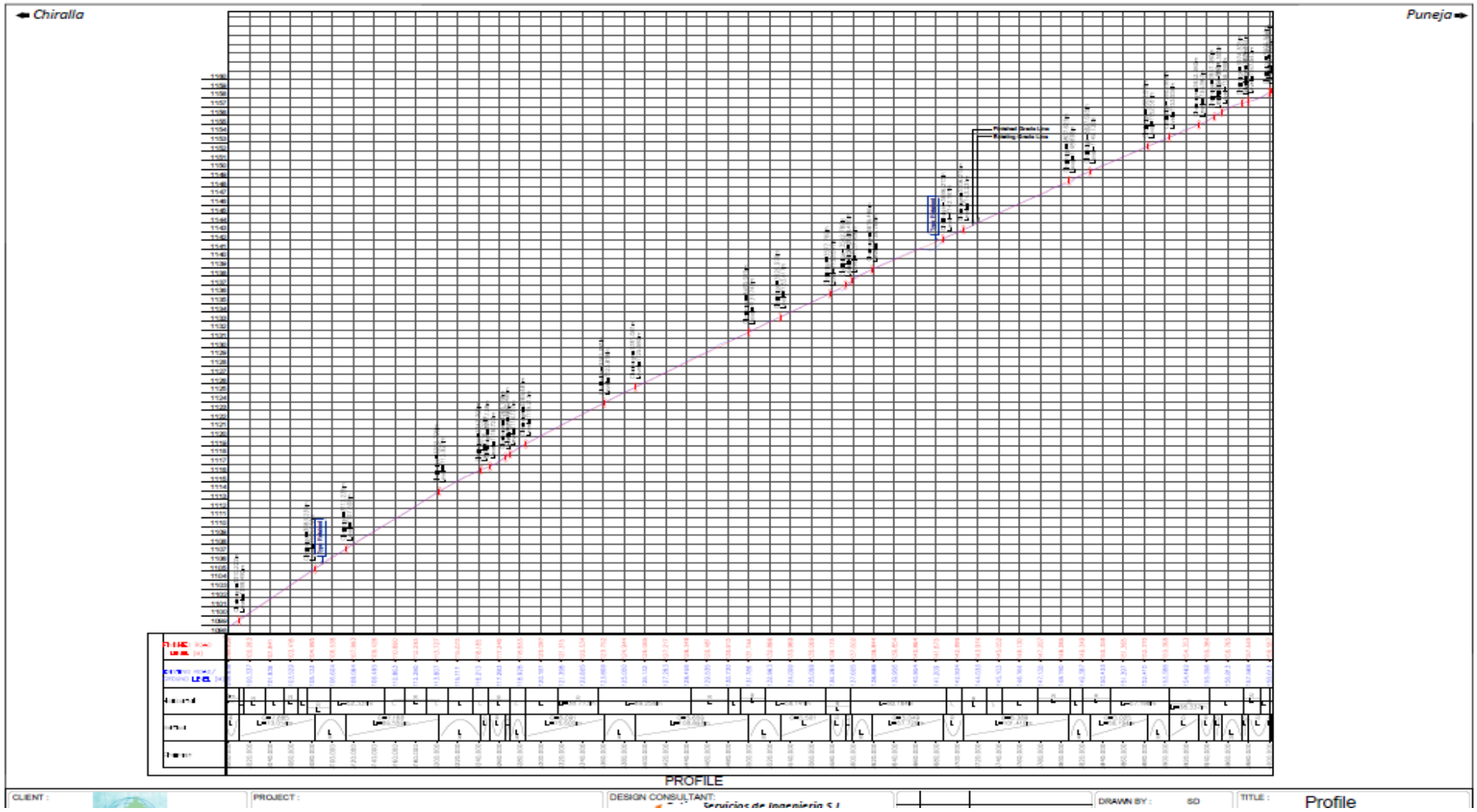

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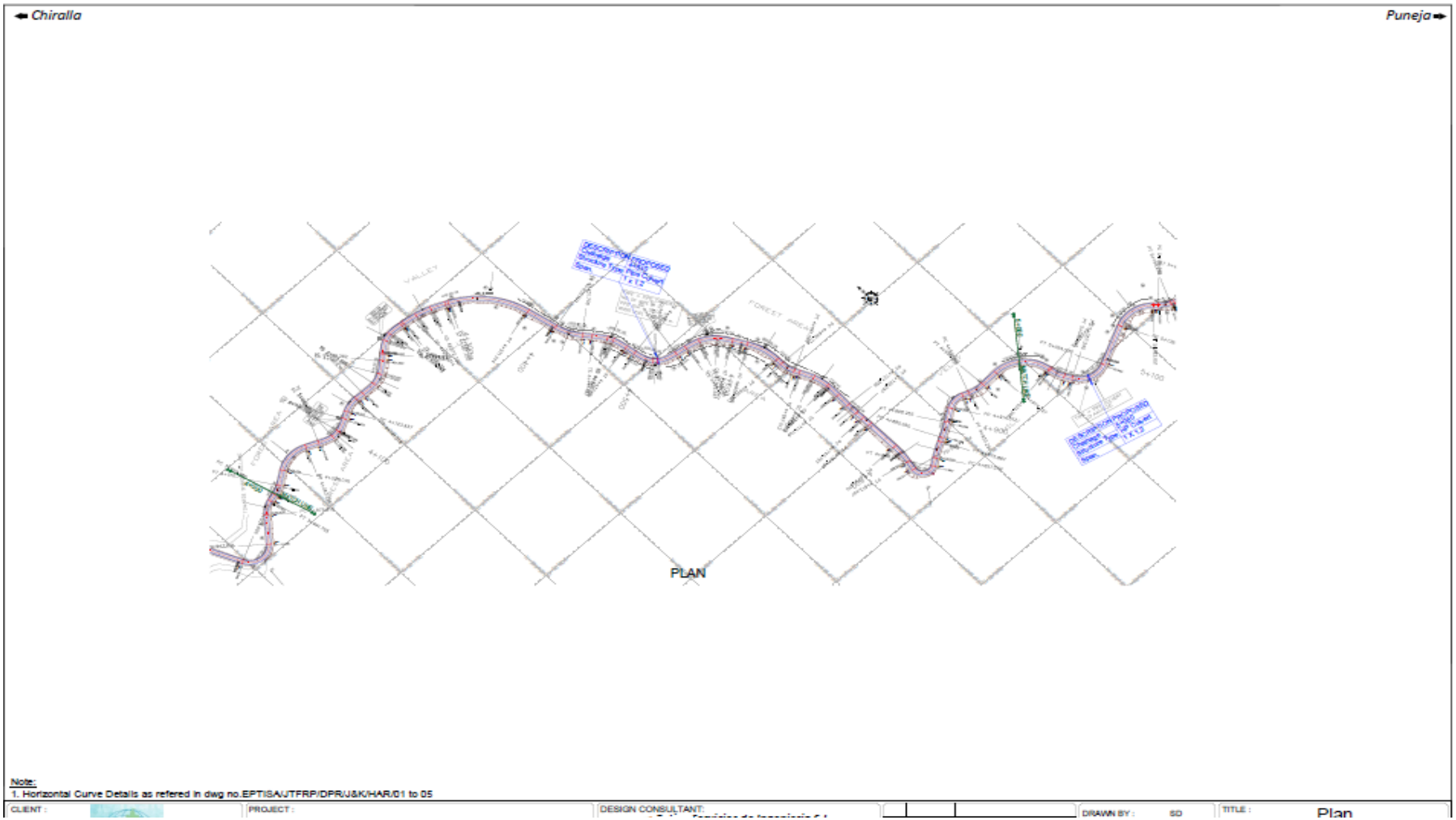

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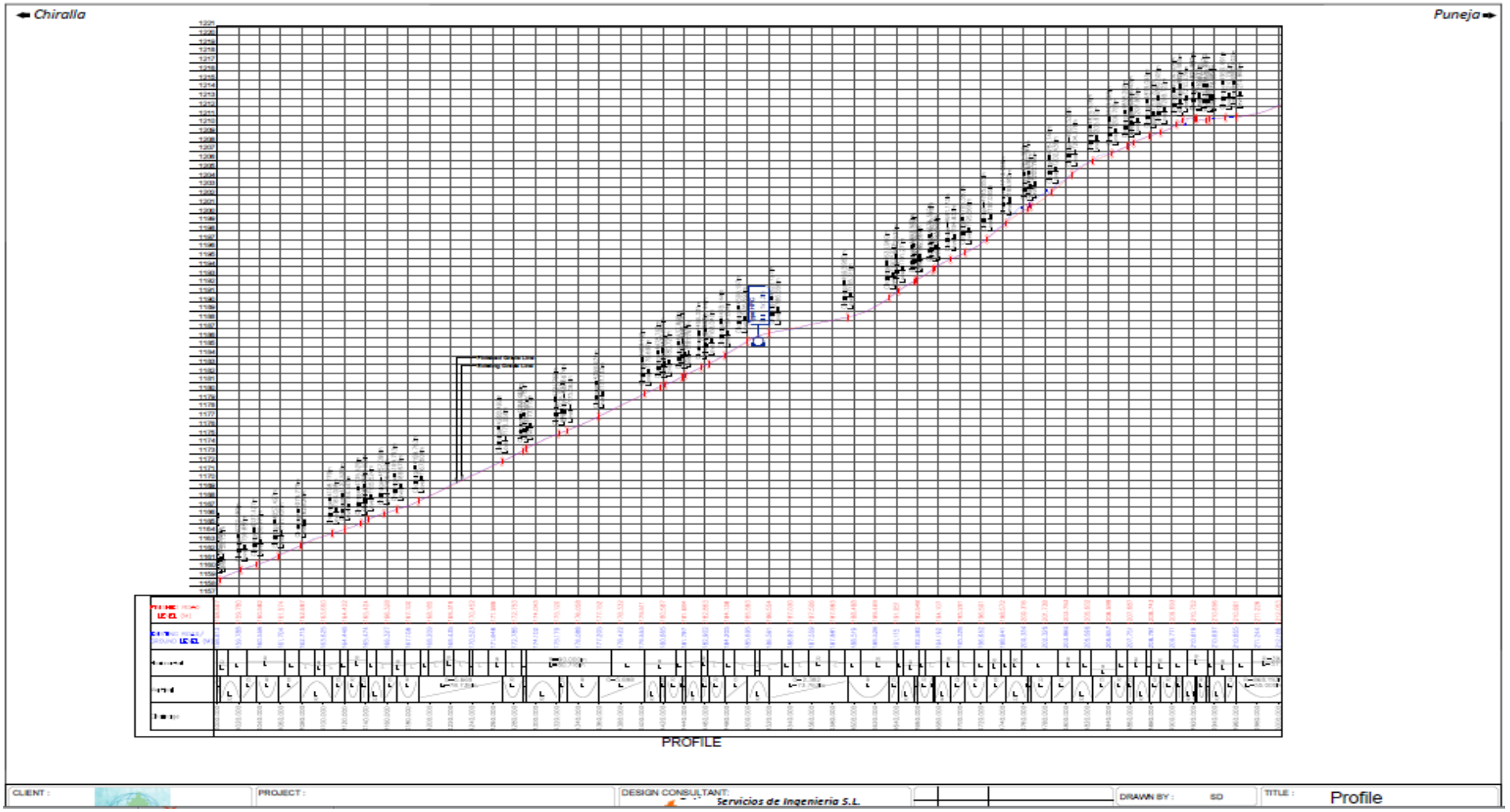
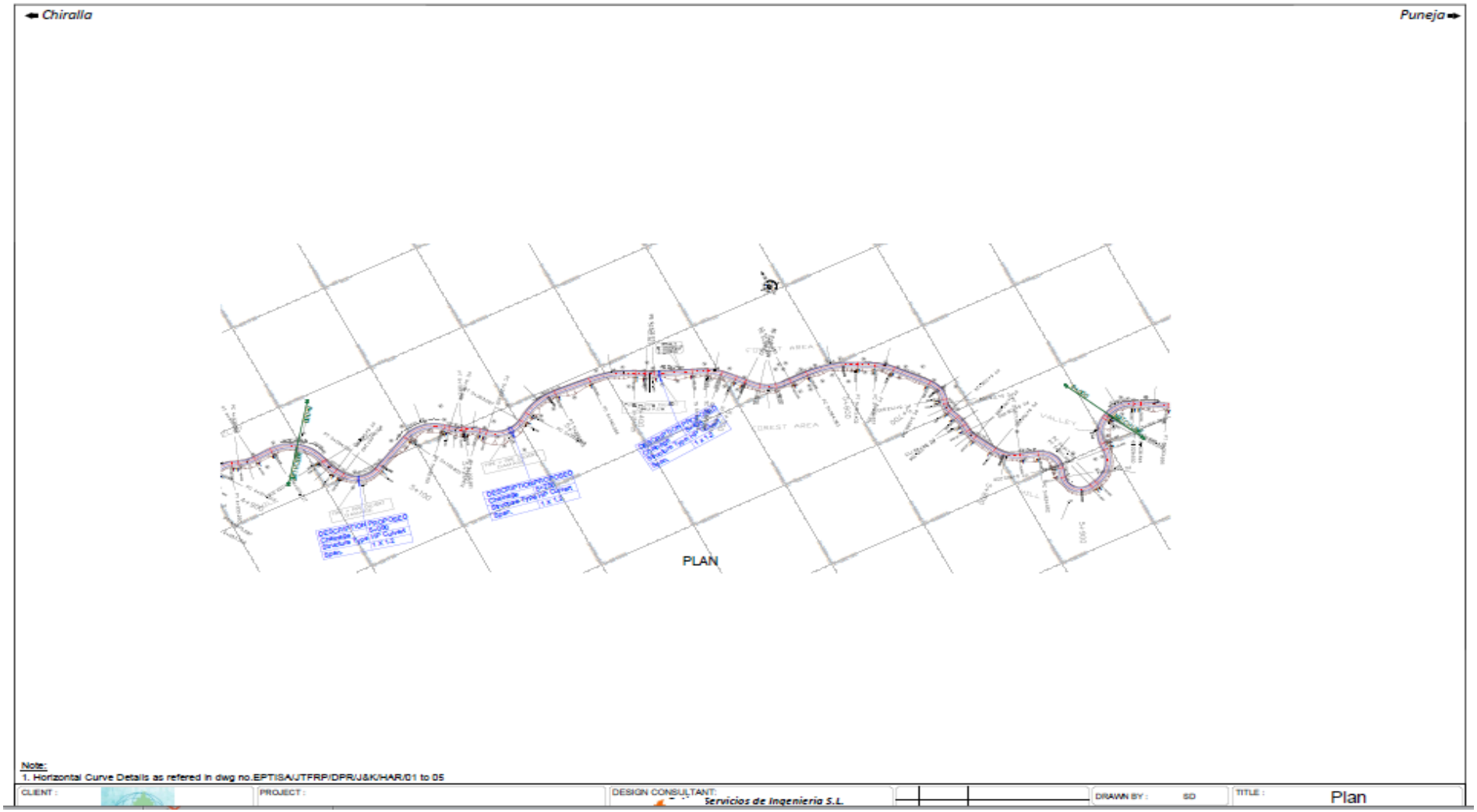
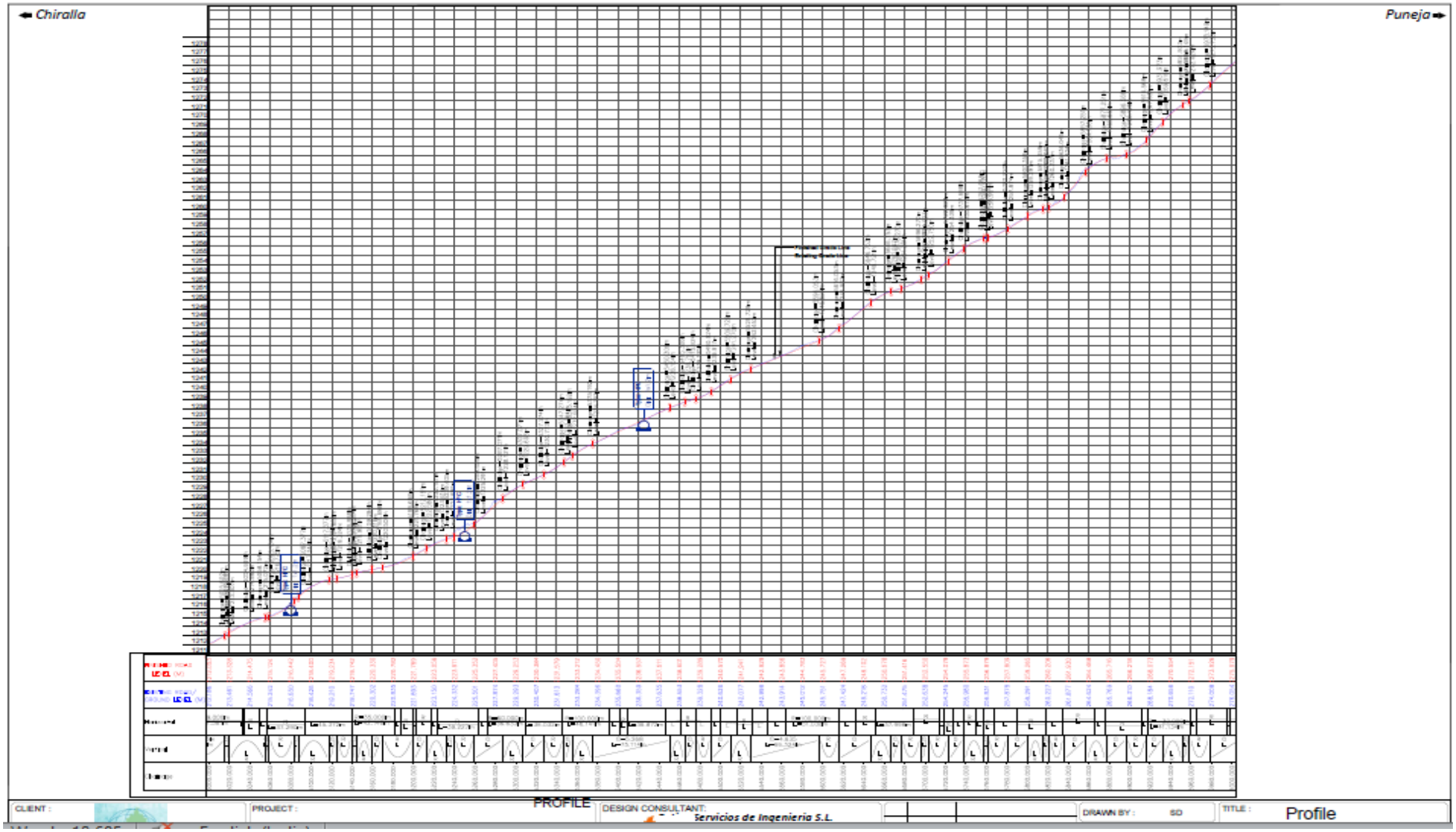


Plan & Profile Contd.



Plan & Profile Contd.



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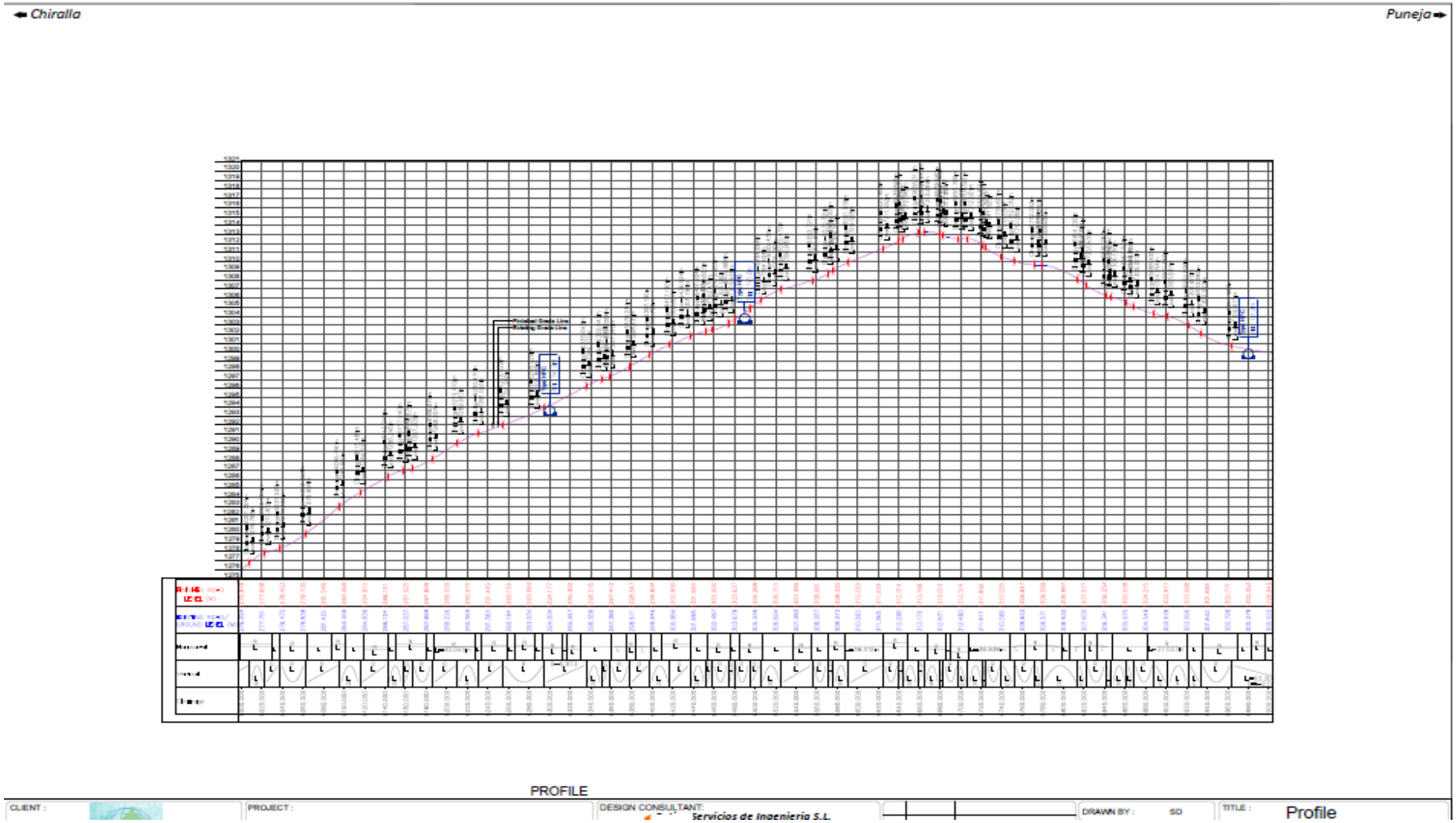

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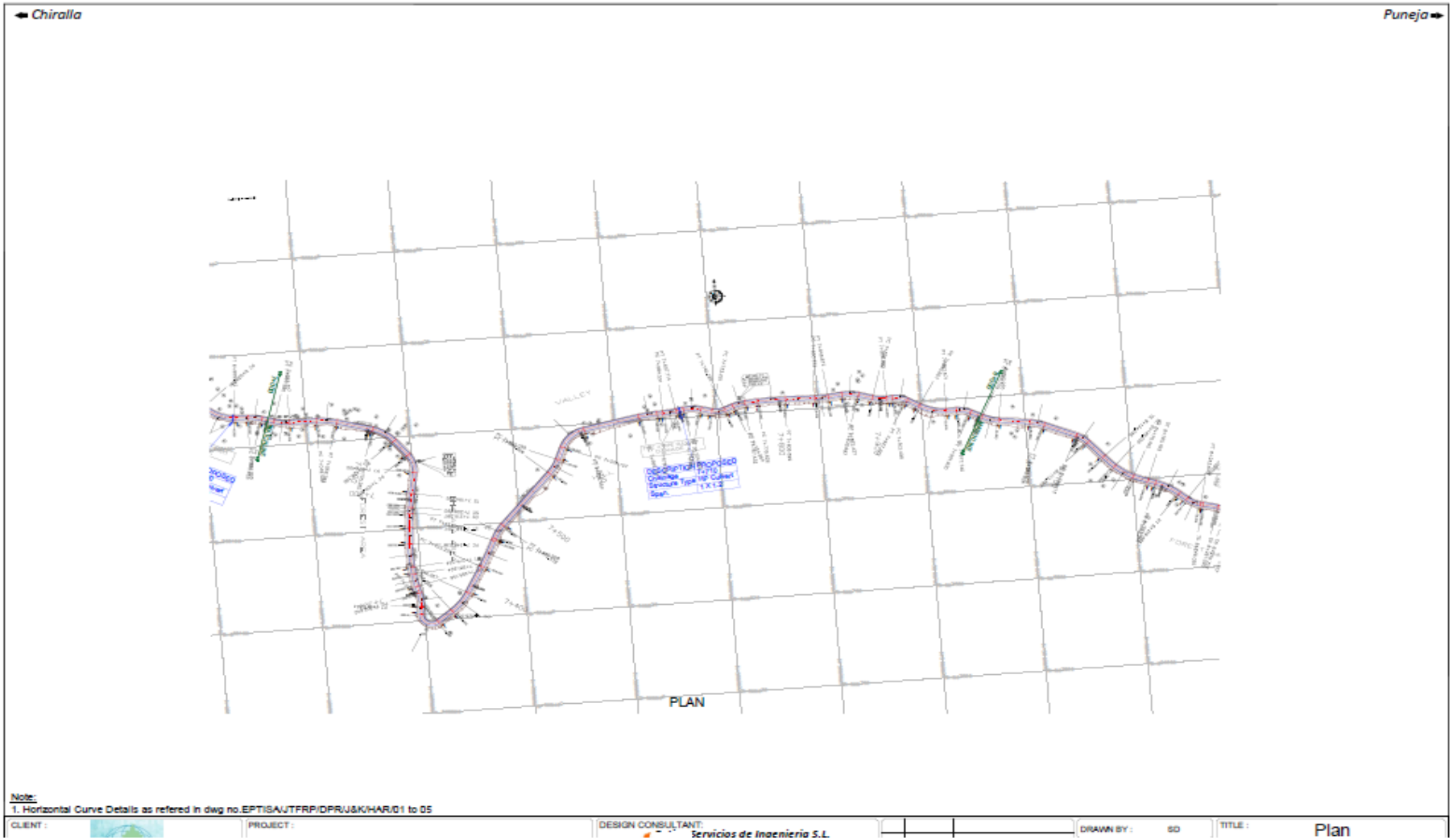

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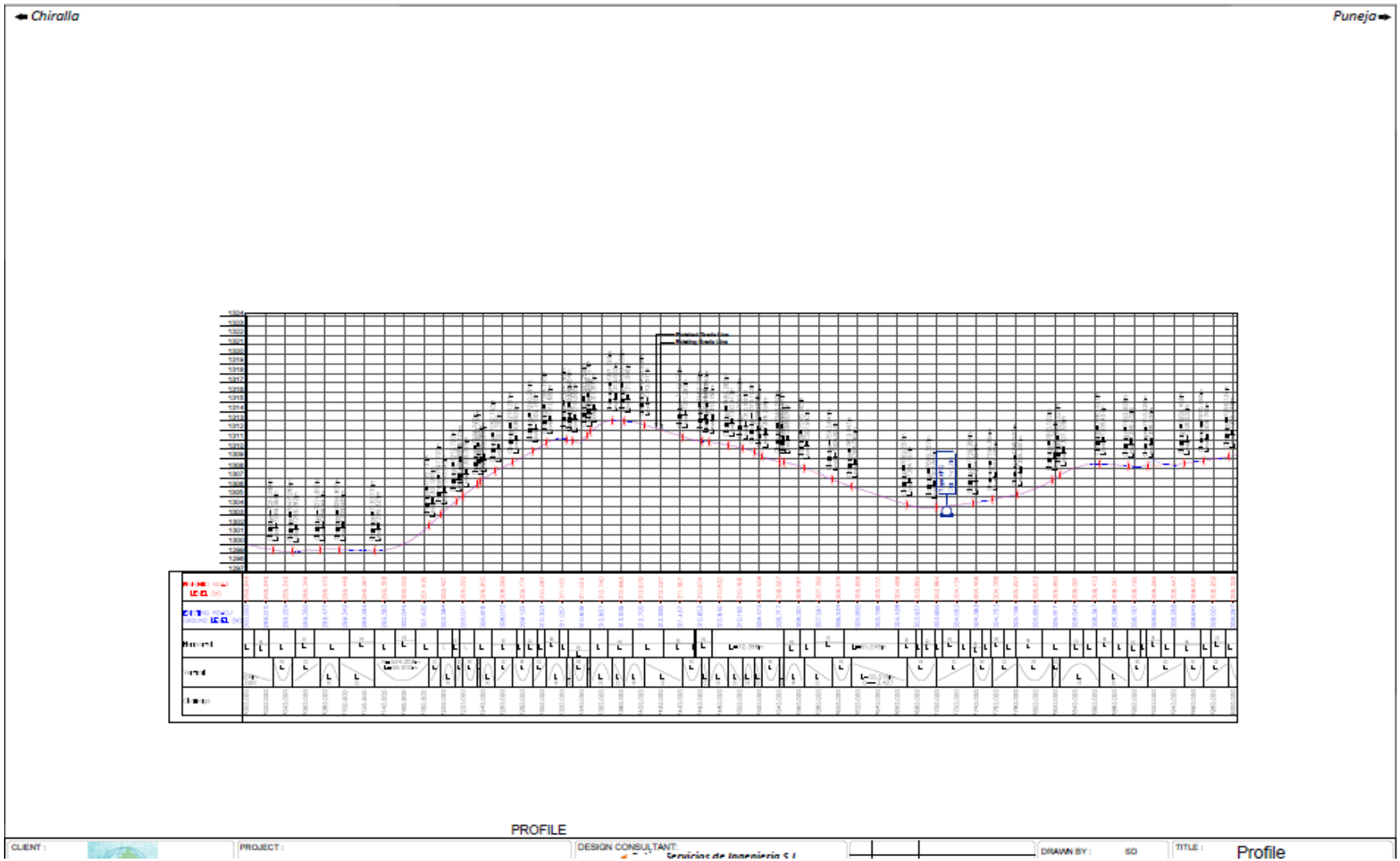

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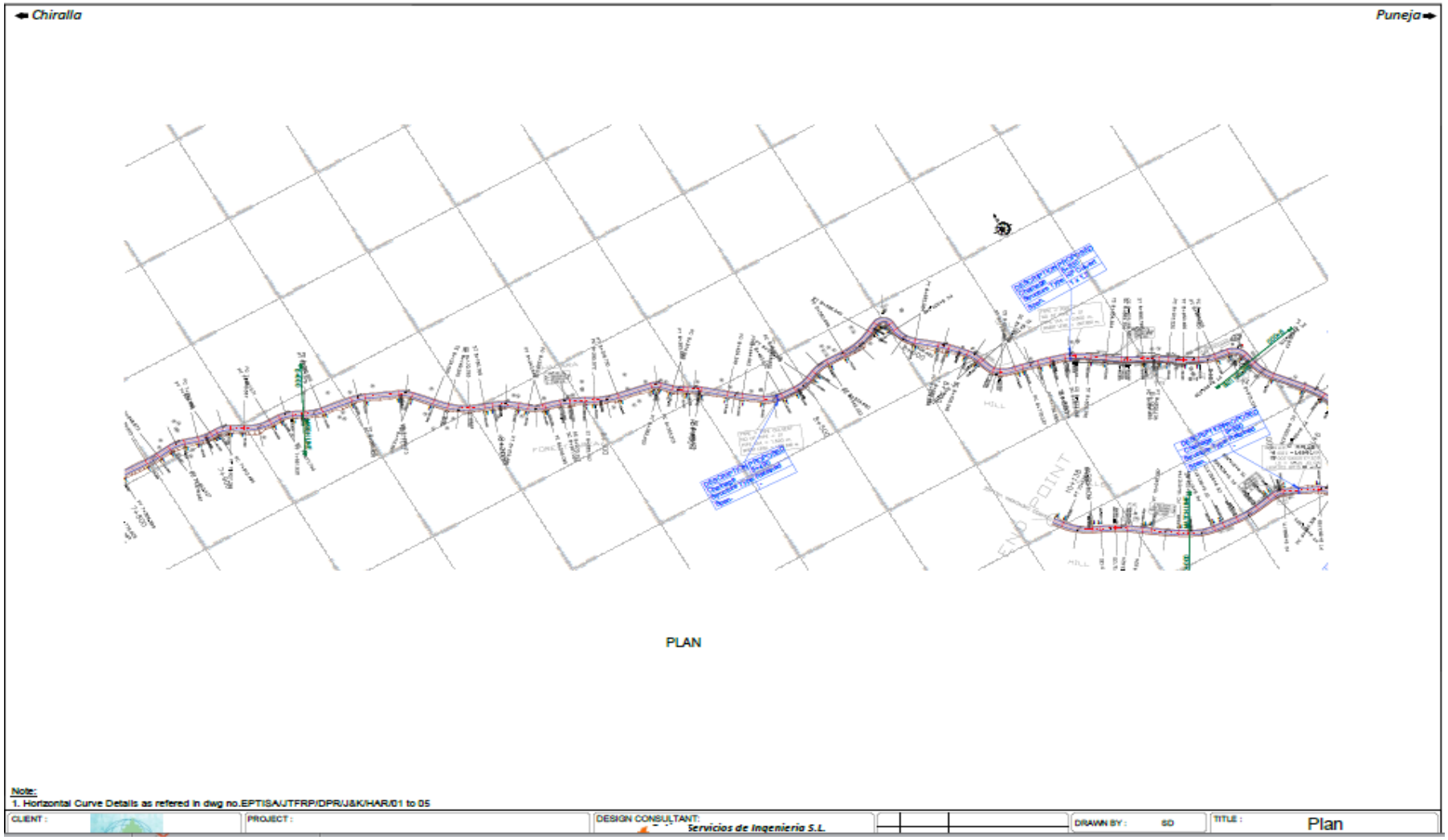

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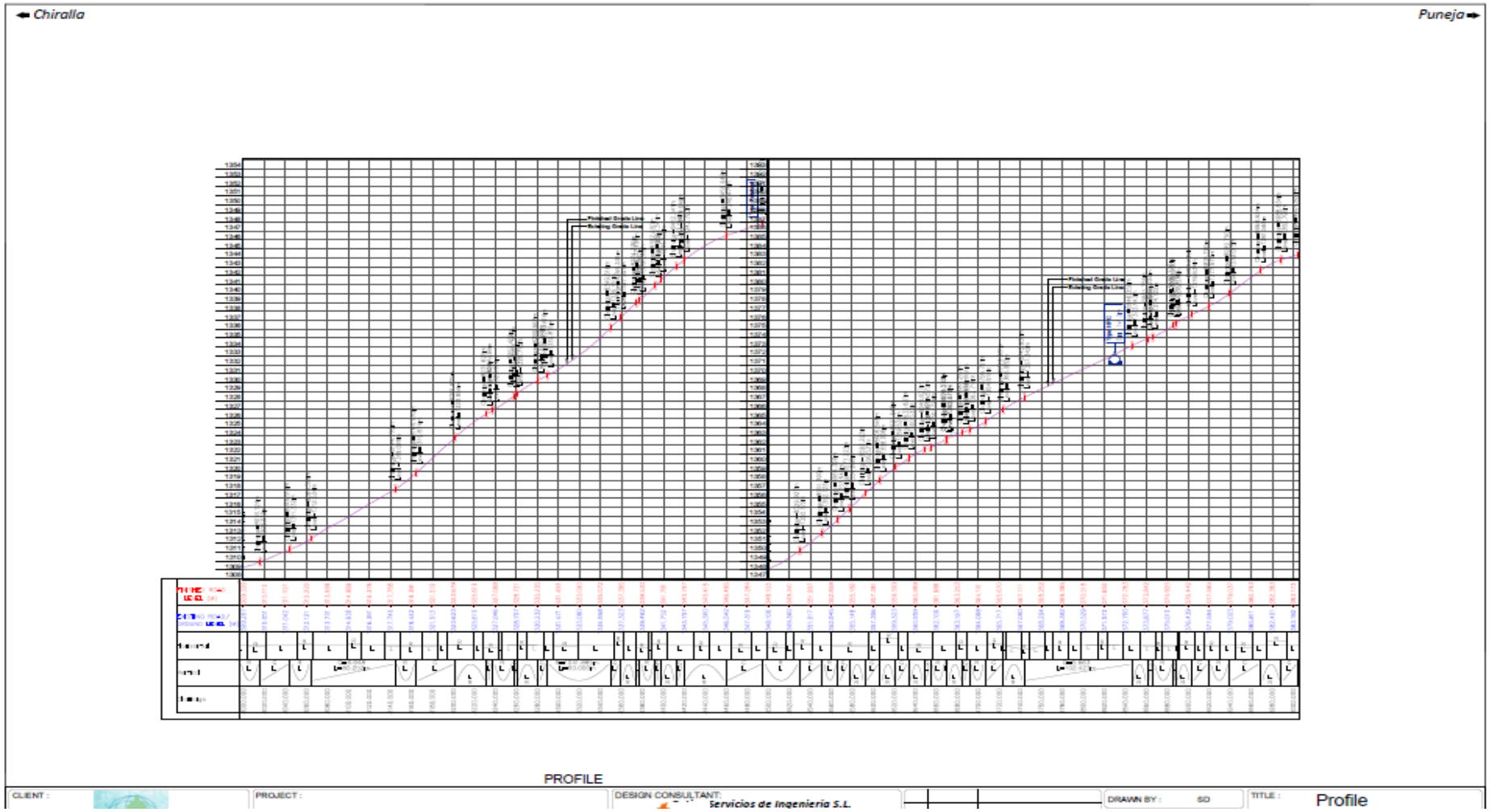

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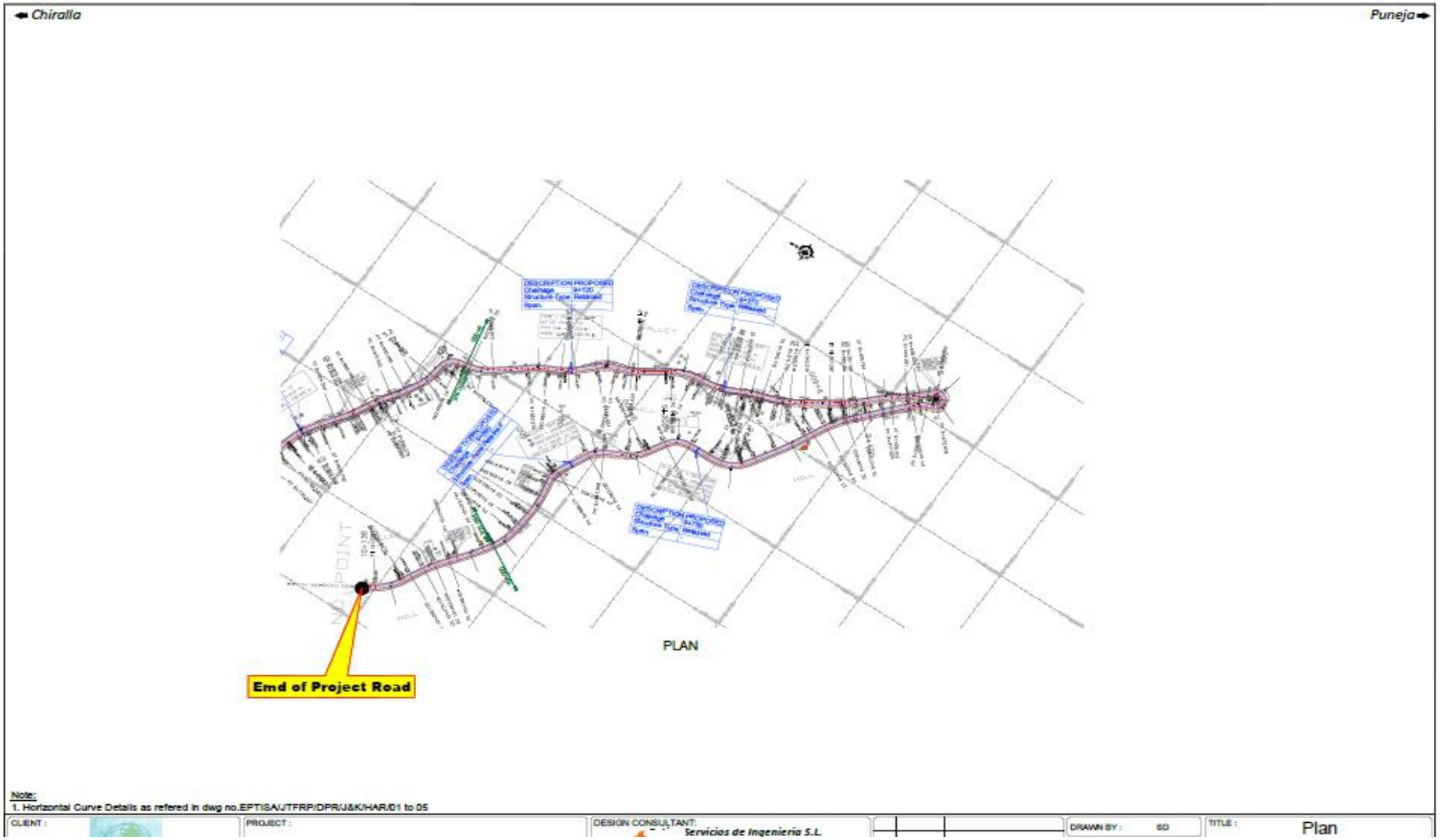

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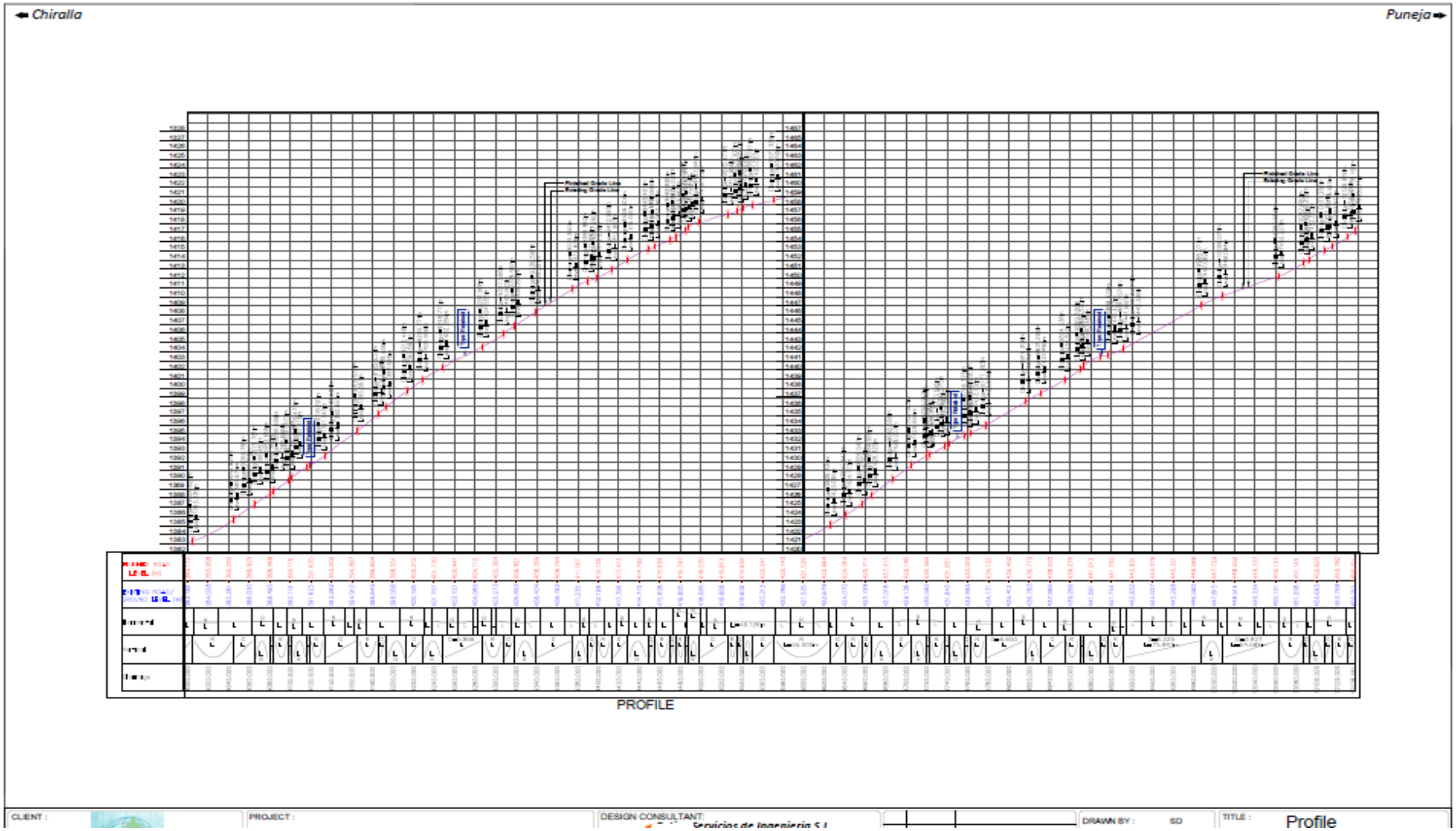


Annexure 8: Photographs of the Road

Site Photographs

<table>
<tr><td>  </td><td>  </td></tr>
<tr><td>Start Chainage km-0.00km</td><td>Start Chainage km-0.00km</td></tr>
<tr><td>  </td><td>  </td></tr>
<tr><td>Start Chainage km-0.00km</td><td>Army Camp start from Chainage 0.00 - 0.700km Approx.</td></tr>
<tr><td>  </td><td>  </td></tr>
<tr><td colspan="2">Army Camp start from Chainage 0.00 -0.700km Approx.</td></tr>
</table>

Poor Road condition at Ch 1.000 km

Trees close to the shoulder at Ch 1.500 Km

Land slide area at Chainage 1.800 Km

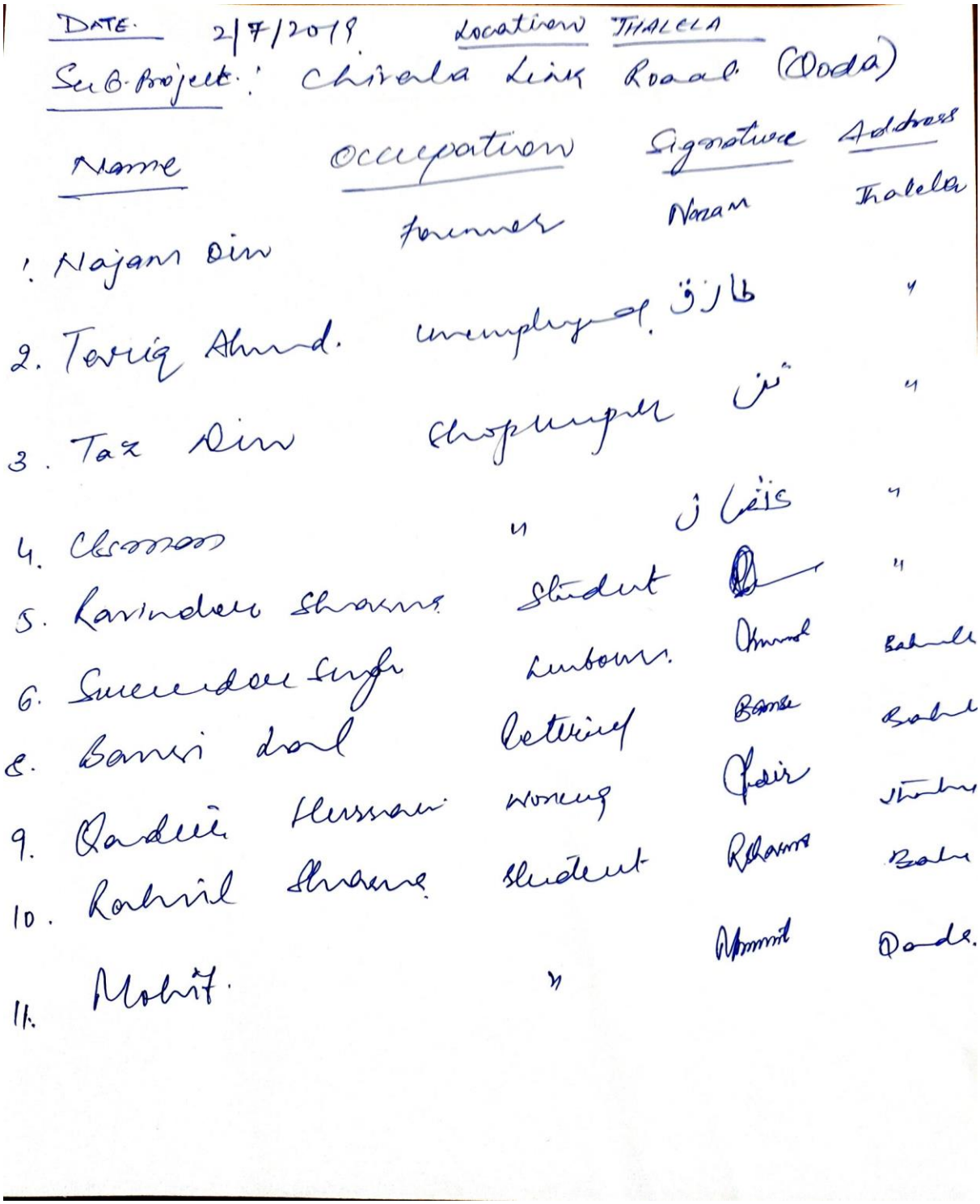
Causeway with Sliding Area at Ch 2.250 Km

	
Village Thalella at Ch 3.000 Km	Army Camp and Army Hospital starts at Ch 3.500 Km to Ch 4.000 Km
	
Poor road condidtion at Ch 3.800 Km	The project road diverts at Ch 3.900 Km RHS
	
Chainage 5.1 Km	Photos show the trees close to the shoulder at Ch 5.400 Km

	
Photos show the trees close to the shoulder at Ch 5.400 Km	Photos show the trees close to the shoulder at Ch 5.400 Km
	
Land slide area at Ch 6.000 Km	Land slide area at Ch 6.100 Km
	
Trees close to the shoulder at Ch 7.000 Km	End Point, PMGSY Road Start at Ch 9.400 Km (Puneja Village)

	
Photo-5 Settlement along the road	Photo-6 Settlement along the road

Annexure 9: Public Consultation: Village Thalella (02.7.2019)



DATE: 2/7/2019 Location: THALELLA

Sub-Project: Chirala Link Road (Doda)

Name	Occupation	Signature	Address
1. Najam Din	farmer	Najam	Thalella
2. Tariq Ahmed.	unemployed.	طارق	"
3. Taz Din	shopkeeper	تاز	"
4. Chaman	"	چمن	"
5. Karinder Sharma	Student		"
6. Surender Singh	Labour.	Ahmed	Bahali
8. Bansi Lal	Retired	Bansi	Bahali
9. Qadir Hussain	Working	Qadir	Thathri
10. Rahul Sharma	Student	Rahul	Bahali
11. Mohit.	"	Mohit	Doda.

Public Consultation: Thallela (15.7.2019)

Public Consultation Attendance Sheet

Date: 15/7/2019

Name of Village Thallela

Name of the Road Chiralla Link Road.

Sr. No	Name of person	Contact No	Signature	Remarks
1.	Rahul Sharma	9419125690		
2.	Sham Lal	9858123457		
3.	Mohit	7006547779		
4.	Sohan	9419153079		
5.	Najam Din	9797365382		
6.	Imtiyaz Ahmad	9596980529		
7.	Ram Rattan	9797443261		
8	Irfan Malik	9596691538		
9.	Raj Kumar.	9906112077		
10	Bansi lal	9622150041		
(11)	Bakeel Singh	9797504854		
12	Raj Kumar.	9622102516		
13.	Parminder Singh.	9906001185		
14	Md. Usuf	962666943		Sarpanch

Photographs of Public Meeting

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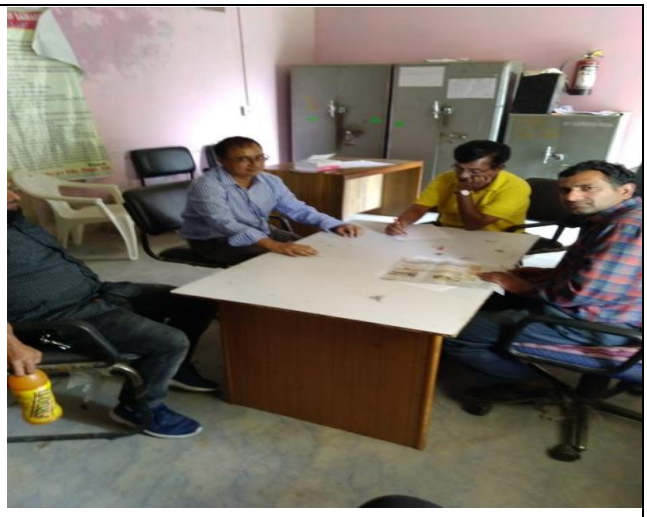
<tr><td>  </td><td>  </td></tr>
<tr><td>Public consultation at Thalella Village (15.7.2019)</td><td>Consultation with staff of Govt. Hr. School, Bhella (15.7.2019)</td></tr>
<tr><td colspan="2">Consultation at Thalella Village with common people (02.07.2019)</td></tr>
<tr><td>  </td><td>  </td></tr>
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