Social Impact Assessment Report

October: 2021

Project ID: P154990

Sub-Project: Improvement & Up-gradation of Bijbehara-Karihama Road (District Anantnag), Kashmir (Package-4)

Jhelum Tawi Flood Recovery Project

(World Bank Funded)

Prepared by: PIU (Kashmir), JK ERA 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 programs. 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). The area of influence may include, for example, the area where the project road is located.

Executive Summary

The catastrophic deluge of September 2014 has adverse impact on 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 "Bijbehara to Karihama Road" in Anantnag district of Kashmir province. The proposed sub-project has a total length of 8.396 kms and traverses through Bijbehara, Hayar, Waghama, Hassain Pora Tavela villages. The SIA has been conducted for the proposed 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. The screening for this sub-project has been conducted to identify the potentially significant social issues of the sub-project at an early stage for detailed environmental and social impacts. The screening does not envisage any adverse social impacts. The project information was shared and disseminated with the stakeholders in the public consultations which were conducted successfully with the people of Bijbehara and Hayar villages on 16.09.2019.

Project Manager (Transport, Kashmir division), JK ERA, vide letter no ERA/PMT/20/1118 dated 07.09.2020 has issued an encumbrance free certificate which confirms that upgradation and strengthening of the road for a length of 8.396 kms under JTFRP shall be restricted to the existing and available RoW. Further, it is also certified that there are no residential commercial, religious structure or any CPR in the existing RoW. The letter issued by the Project Manager, also refers the certificate (letter no. CE/RBK/HD/7165, dated 14.06.2019) issued by the Chief Engineer, PWD(R&B) department in which it has been mentioned that the existing RoW for the sub-project road is 6.55 meters.

The revenue record of the proposed sub-project could not be obtained from the concern department even after the relentless efforts put up 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 “The Daily Tameel Irshad” and “Kashmir Images” on 15.09.2021informing 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 also issued an official letter vide no. ERA/DSG/PS/94-99 dated 25.10.2021 detailing the process followed and outcome thereof and re-confirms that RoW is encumbrance free.

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 or on the 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 above 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 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 centers 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 seven components:

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

1.4 Sub- Project Background

The Component 2 of the "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 km. 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 concerning topography and hydrology (as per the guidelines of the Indian Roads Congress, the Ministry of Road

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

Transport and Highways), and projected demographic changes. One of the identified roads undertaken in component 2 for the Improvement and Upgradation is of Bijbehara to Karihama Road in Anantnag district of Kashmir province. The proposed sub-project has a total length of 8.396 KMs and traverses through Bijbehara, Hayar, Waghama, Hassain Pora Tavela Villages

1.5 Sub-Project Description

Road starts from old NH and ends on Karihama. Categorically, it is a single lane rural road passing on mostly Plain & Rolling terrain, having moderate intensity of commercial vehicles. After 3+600 km it is passing through rolling terrain. From 4+000 Km, project road follows earthen foot track. Apart from that, there is small link road having length 1.053 Km, take off from 1.510 Km of Main Road, move towards south direction and give connectivity to Bijbehara. The existing road is of single carriageway having varying width 2.5 m to 3.0 m with 08 minor junctions and existing formation width is 3.50 to 4.00 meters.

Project Roads also give connectivity to Hayar, Waghama, Hassain Pora Tavela villages having population more than 1000. CC drain required at built up locations and from 8.2 km to 10 km where road is passing through Orchard Garden. During heavy rain in the year 2014, the alignment is severely damaged and connectivity with villages cut off for a few weeks. The land use along the project road is open, built-up and agricultural. The last few kilometres of road are not constructed and it is kutcha road passing through the apple orchids.

1.6 Benefits of the Sub-Project

The objective of this component is to restore and improve the connectivity disrupted due to the disaster through the reconstruction of damaged roads and bridges. The infrastructure will be designed to withstand earthquake and flood forces as per the latest official design guidelines. This area is famous for apples, apricot, almonds, plums etc. so the reconstruction and upgradation of the road will boost the economic development since it will save the travelling time of the farmers to reach in the mandis. Like any other transport project, it will facilitate the movement of the people to access health services, schools/colleges, district headquarters etc.

The last stretch of the road, passing through the apple orchids is foot track (Kutcha) and will get blacktopped for the first time. This kutcha stretch gets muddy during rainy season but now under this sub-project it will become all weather road.

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.

1.8 Need for SIA in Bijbehara –Karihama road Sub-Project

Social Impact Assessment study in the sub-project road was conducted to identify and assess the land requirement for the proposed sub-project besides identifying the temporary and permanent impacts. Bijbehara to Karihama sub-project road is going to be improved and upgraded on existing alignment and the existing RoW is 6.55 meters. No additional land is required for improvement and up-gradation of the road. Though the sub-project does not require private land acquisition, therefore, 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.

1.9 Objectives 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 suggest mitigation measures to effectively manage potential adverse impacts;
- To involve local people in the SIA study and project activities.

1.10 Methodology adopted for the SIA

1. Defining the Impact area

The first step undertaken was to define the Area of Impact. For defining the project area (both directly and indirectly), a map that will show the project area was prepared. Besides,

a field visit to the area were undertaken on 22.11.2018, 24.07.2020, 20.11.2020 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 was reviewed and used for assessment purposes. This has provided disaggregated data according to caste, religion, sex, and other administrative categories, such as persons below the poverty line.

3. Public Consultation

Project-related information's were shared with all the concerned stakeholders in Bijbehara and Hanyar villages on 16.09.2019. This was the first step in developing plans for consultation and participation is 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 results revealed that the project will not have any significant impact. It has been decided that 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. Carry Out Scoping in the Field

The next step was scoping. Essentially, this involves a visit to the project site, and consultation with all stakeholders. It is important to confirm their understanding of key issues. On-site appreciation of impacts is indispensable for projects that cause displacement on a large scale. The local knowledge can be invaluable in finding alternatives that help avoid or at least reduce the magnitude and severity of adverse impacts.

6. Developing a Mitigation Plan

SIA study helps and guides 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.

1.11 Structure of SIA Report

To present the findings of the SIA study, following information's have been presented in the 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. The project will finance the restoration and improvement of about proposed roads, as per the guidelines of the Indian Roads Congress, the Ministry of Road Transport and Highways.

2.2 Sub-Project Description

Road starts from old NH and ends on Karihama NH. Categorically, it is a Single Lane rural road passing on mostly Plain & Rolling terrain, having moderate intensity of commercial vehicles. After 3+600 km it is passing through rolling terrain. From 4+000 Km, project road follows earthen foot track. Apart from that, there is small link road having length 1.053 Km, take off from 1.510 Km of Main Road, move towards south direction and give connectivity to Bijbehara. The existing road is of single carriageway having varying width 2.5 m to 3.0 m with 08 minor junctions and existing formation width is 3.50 to 4.00 meters.

Project Roads also give connectivity to Hayar, Waghama, Hassain Pora Tavela villages having population more than 1000. CC drain required at built up locations and from 8.2 km to 10 km where road is passing through Orchard Garden. During heavy rain in the year 2014, the alignment is severely damaged and connectivity with villages cut off for a few weeks. The land use along the project road is open, built-up and agricultural. The last few kilometres of road are not constructed and it is kutcha road passing through the apple orchids. Development of the project road is essential for the betterment economy of Kashmir Province.

2.3 Project Location

The road starts from old NH and ends on Karihama NH. Categorically, it is a single lane rural road passing on mostly Plain & Rolling terrain, having the moderate intensity of commercial vehicles. After 3+600 km it is passing through rolling terrain. From 4+000 Km, the project road follows the earthen foot track. Apart from that, there is a small link road having a length of 1.053 Km, take off from 1.510 Km of Main Road, move towards the south direction and give connectivity to Bijbehara. Project Roads also give connectivity to Hayar, Waghama, Hassain Pora Tavela villages having a population of more than 1000.

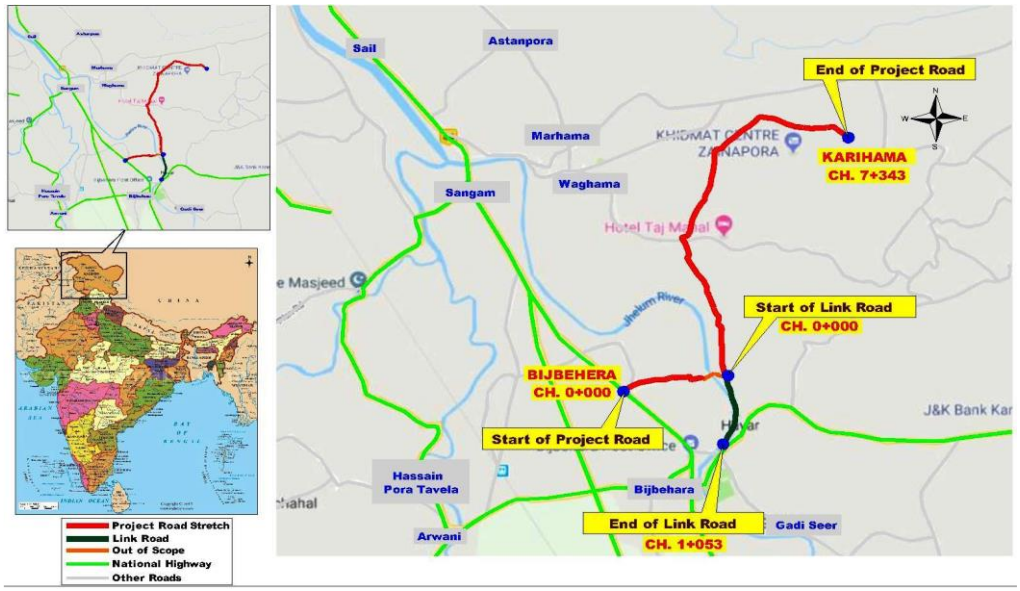


Figure 1: Overview of Proposed Road in Bijbehara to karihama Road Sub Project

2.4 Details of the existing project road

The road starts from old NH and ends on Karihama NH. Categorically, it is a Single Lane rural road passing on mostly Plain & Rolling terrain, having the moderate intensity of commercial vehicles. After 3.600 km it is passing through rolling terrain. From 4.000 Km, the project road follows an earthen foot track . Apart from that, there is a small link road having the length of 1.053 Km, take off from 1.510 Km of Main Road, move towards the south direction and give connectivity to Bijbehara. Project Roads also give connectivity to Hayar, Waghama, Hassain Pora Tavela villages having a population of more than 1000. The average existing carriageway width is 2.5 m which is also lesser than a Single Lane road (3 m). In that case, widening is required and due to the constraint of ROW, we propose concentric widening. Based on the traffic study during preparation of the DPR lane configuration has been finalized. The embankment Height of the road is zero as most of the stretches are passing through built-up zones. The road has no history of regular submergence. The existing BT surface is mostly dilapidated; moreover, from pavement composition study it has been found that thicknesses of Base & Sub-base are less than the design thickness. As a result, New Construction was proposed for the entire stretch. CC drain required at built-up locations and from 8.2 km to 10 km where the road is passing through Orchard Garden.

2.4.1 The embankment, Carriageway, and Shoulder

The average width of the existing carriageway varies from 2.50 m to 3.00 m with an average shoulder width of 0.50 m resulting in the average formation width varies from 3.50 m to 4.00 m.

2.4.2 Horizontal and vertical alignment

Project road runs in Plain & Rolling terrain having several non-standard curves. Existing vertical gradients also moderately steep at certain stretches.

2.4.3 Pavement Condition

The existing pavement is flexible is in poor condition for the entire stretch. Pavement composition is not uniform throughout as maintenance has been executed with different specifications a different time. Flexible Broken BT surface exists for a net length of 3.600 Km (Km 0.000 to Km 3.600) and rest stretches are either Gravel or Earthen, condition of pavement severely damaged mostly. From Pit Investigation, it has been found that the existing pavement composition is much less than the required thickness.

2.4.4 Cross Drainage Structures

There are 6 nos. of CD structure in the project road, out of which 4 nos. are Slab Culverts and 2 Nos. the bridge exists out of which only one slab culvert needs to reconstruct into Box culverts of suitable size. The details are given in Table 1.

Table 1: List of Existing Cross Drainage Structures

Sl No.	Existing Structures					
	Chainage	Types	Dia/Span(m)	Width	Width of Head/Parapet Wall (m)	Condition
Section I (From Km 0.000 to Km 10.000) _ Main Road						
1	1+210	Bridge				U/C
2	2+370	Bridge	20.000	4.50	22.20	Good
3	2+940	Culvert	4.600	5.50	5.10	Good
4	3+930	Culvert	7.000	4.50	7.40	Poor
5	5+270	Culvert	3.500	7.50	3.90	Good
1	6+050	Culvert	3.000	5.00	3.40	Good

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

2.4.5 Existing Drain

In this project road, there are only 526.201 m earthen (unlined) drain exists at different stretches. Details are shown in table 2.

Table 2: Details of existing Drain

Sl No	Chainage		Left	Right	Type of Drain
	From	To	Length (m)		
From Km 0.000 to Km 7.343 (Main Road)					
1	0+180	0+346	165.914	-	PCC
2	0+620	0+746	126.250	-	PCC
3	1+700	1+879		178.767	PCC
4	2+892	2+911		19.270	PCC
		Length	**292.164**	**198.037**	
From Km 0.000 to Km 1.053 (Link Road)					
1	0+966	1+002	36.000		PCC
		Length	**36.000**		
		Total Length	**526.201**		

2.4.6 Existing protection Wall (Breast wall and Retaining wall)

In this project road, there are only 121.20 m Stone Wall and 116.651 m Retaining Wall exists in the form of stone masonry at different stretches. Details are shown in Table 3.

Table 3: Details of Existing Protective Works

Sl No.	Chainage		Stone Wall		Chainage		Retaining Wall	
			Left	Right			Left	Right
	From	To	Length (m)		From	To	Length (m)	
From Km 0.000 to Km 7.343								
1	0+522	0+624	102.21	-	2+320	2+347	26.721	21.370
-	-	-	-	-	2+370	2+406	32.020	36.540
		Length	**102.21**			**Length**	**58.741**	**57.910**

Sl No.	Chainage		Stone Wall		Chainage		Retaining Wall	
			Left	Right			Left	Right
	From	To	Length (m)		From	To	Length (m)	
Total Length			102.21		Total Length		116.651	

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 maintenances work 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 Table 4.

From 0.000 to Km 8.400 including Link Road Average pavement thickness is 162 mm. The total thickness of the hard crust varies in between 60 mm – 410 mm where existing crust comprises of GSB consists of compacted granular materials having thickness 60 mm to 160 mm thick (average 97 mm), partly disintegrated base course with WBM materials of 70 mm to 130 mm thick (average 90 mm) and Bituminous/ Binder course varying from 30 mm to 120 mm thick (average 74 mm). A detail of pit wise existing pavement compositions is provided below:

Table 4: Details of Existing Pavement Composition

Location	Side	Description of Layers	Individual (mm)	Thickness (mm)			
				Surface (Bituminous) in mm	Base Course in mm	Sub-Base Course in mm	Total
RD 0.000 / TP 1	LHS	Bituminous I	40	120	130	160	410
		Bituminous II	60				
		Bituminous III	20				
		Metal Soling	80				
		Bituminous IV	50				

Location	Side	Description of Layers	Individual (mm)	Thickness (mm)			
				Surface (Bituminous) in mm	Base Course in mm	Sub-Base Course in mm	Total
		Metal Soling	160				
RD 0.500 / TP 2	LHS	Bituminous I	30	110	110	150	370
		Bituminous II	50				
		Bituminous III	30				
		Metal Soling	70				
		Bituminous IV	40				
		Metal Soling	150				
RD 1.000 / TP 3	RHS	Bituminous I	40	120	110	140	370
		Bituminous II	50				
		Bituminous III	30				
		Metal Soling	70				
		Bituminous IV	40				
		Metal Soling	140				
RD 1.500 / TP 4	LHS	Bituminous I	30	70	70	60	200
		Bituminous II	40				
		WBM	70				
		Screening Material with Dust	60				
RD 2.000 / TP 5	RHS	Bituminous I	20	70	70	90	100
		Bituminous II	50				
		WBM	70				
		Screening Material with Dust	90				
RD 2.500 / TP 6	RHS	Bituminous	30	30		70	100
		Screening Material with Dust	70				

Location	Side	Description of Layers	Individual (mm)	Thickness (mm)			
				Surface (Bituminous) in mm	Base Course in mm	Sub-Base Course in mm	Total
RD 3.000 / TP 7	LHS	Bituminous	40	40	70	80	190
		WBM	70				
		Screening Material with Dust	80				
RD 3.500 / TP 8	LHS	Bituminous	30	30	70	80	180
		WBM	70				
		Screening Material with Dust	80				
RD 4.000 / TP 9	RHS	WBM	90		90	110	200
		Screening Material with Dust	110				
RD 4.500 / TP 10	RHS	Screening Material with Dust	100			100	100
RD 5.000 / TP 11	LHS	Screening Material with Dust	100			100	100
RD 5.500 / TP 12	RHS	Screening Material with Dust	100			100	100
RD 6.000 / TP 13	LHS	Screening Material with Dust	100			100	100
RD 6.500 / TP 14	LHS	Screening Material with Dust	70			70	70
RD 7.000 / TP 15	RHS	Screening Material with Dust	60			60	60
RD 7.500 / TP 16	RHS	Screening Material with Dust	80			80	80
RD 8.000 / LTP 17	LHS	Screening Material with Dust	90			90	90
RD 8.500 / LTP 18	RHS	Screening Material with Dust	90			90	90

Location	Side	Description of Layers	Individual (mm)	Thickness (mm)			
				Surface (Bituminous) in mm	Base Course in mm	Sub-Base Course in mm	Total
Average Thickness from Km 0.000 to Km 8.400				**74**	**90**	**97**	
Minimum Thickness from Km 0.000 to Km 8.400				**30**	**70**	**60**	**60**
Maximum Thickness from Km 0.000 to Km 8.400				**120**	**130**	**160**	**410**

2.4.8 RoW Details of the Sub-Project Road

Project Manager (Transport, Kashmir division), JK, ERA vide letter no ERA/PMT/20/1/18 dated 07.09.2020 has provided an encumbrance free certificate which confirms that the existing alignment of the sub-project road is devoid of any temporary or permanent structure (annexure 3). The letter issued by the Project Manager, also refers the certificate (letter no. CE/RBK/HD/7165, dated 14.06.2019) issued by the Chief Engineer, PWD(R&B) department in which it has been mentioned that the existing RoW in the sub-project road is 6.55 meters (annexure 4).

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

2.5 Proposed Activities (Improvement & Upgradation)

Table 5: Overview of the proposed improvement in the sub-project road

Sl.No.	Description of item	Details

Sl.No.	Description of item	Details	
1	Road length	Existing Main Road-7+340 Km Link Road-1.050 Km	Design Main Road-7+343 km Link Road-1+053 km
2	Road Configuration	Existing- 2.50m to 3.0 m carriageway (both)	Propose- 3.75 m wide carriageway (both)
3	Terrain	Plain & Rolling	
4	Land use pattern	Open, Agricultural & Residential	
5	Existing Surface of the carriageway	Flexible Broken BT surface exists for a net length of 3.6 Km (Km 0.000 to km 3.600) and the rest stretches are either Gravel or Earthen.	
7	Existing Formation width	3.50 m - 4.00 m	
8	Right of Way (ROW)	6.55 m (avg.)	
9	Pavement Condition	Poor	
10	New Flexible Pavement thickness	OGPC-25 mm; BM -50 mm, WBM - 225 mm; GSB-200 mm	
11	Design CBR	4.40 % (Avg. CBR)	
12	Junctions	Minor 8	
13	Traffic	T9 (15 ESAL to 20 EASL) – IRC SP 72 -2015	
14	Cross drainage Structures	Existing CD Structure - 6 Slab Culvert – 4 No Bridge - 2 No	Proposed Culvert- 5 (Pipe culvert -5 Nos. Reconstruction) Box Culvert – 1 No replace & new reconstruction
15	Settlement	Bijbehara, Hayar, Waghama, Hassain Pora Tavela	

2.5.1 Carriageway/ Roadway 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.

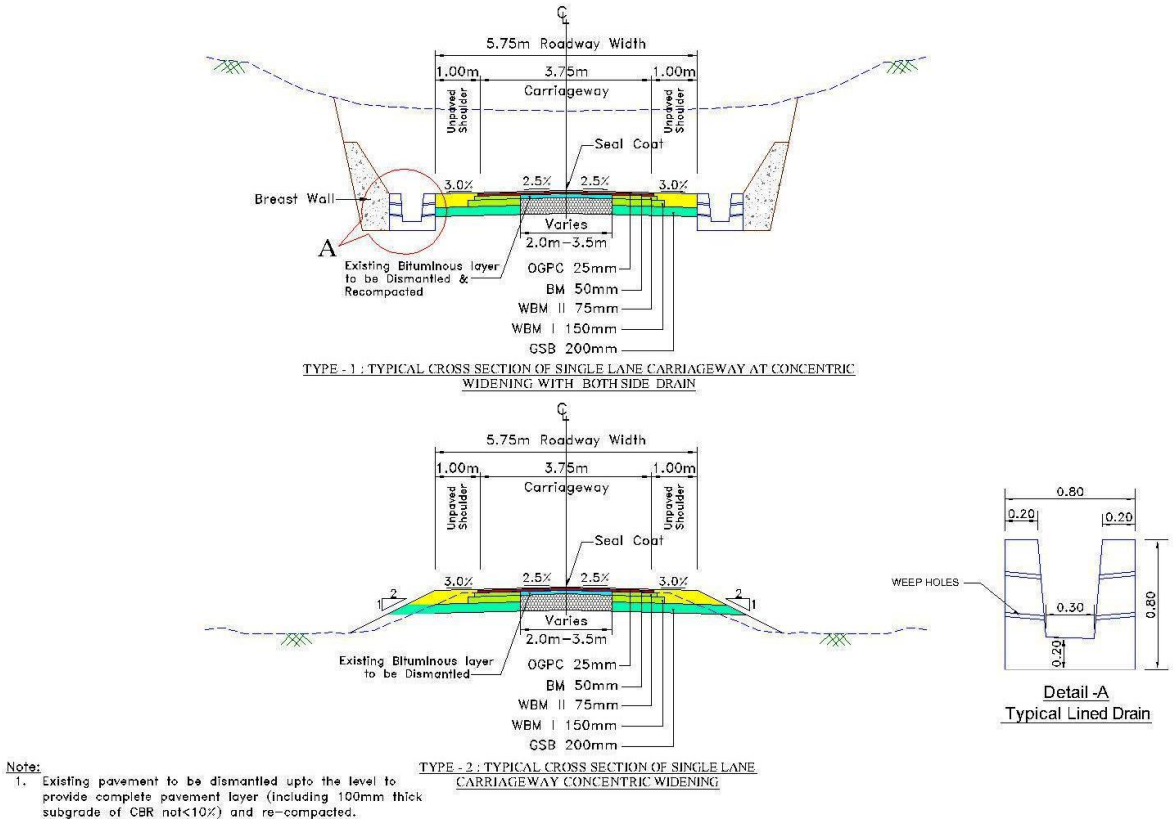


Figure 2 proposed cross-section

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 Cross Drainage Structures

There are 6 nos. of CD structure in the project road, out of which 4 nos. are Slab Culverts and 2 Nos Bridge exists out of which only one slab culvert needs to reconstruct into Box culverts of suitable size. The details are given in Table 6.

Table 6: Details of proposed culverts

Sl No.	Structures					Proposed Structure		
	Chainage	Types	Dia/Span(m)	Width	Chainage	Types	Dia/Span(m)	Remarks
1	-	-	-	-	0+140	HP	1x1.2	NC
2	-	-	-	-	0+800	HP	1x1.2	NC
3	1+210	Bridge	U/C		1+210	-	-	UC
4	2+350	Bridge	20.0	4.5	2+355	-	-	Retained
5	2+940	Culvert	4.6	5.5	2+930	-	-	Retained
6	-	-	-	-	3+540	HP	1x1.2	NC
7	3+930	Culvert	7.0	4.5	3+918	Box Culvert	1x6.0x4.0	R&NC
8	5+270	Culvert	3.5	7.5	5+268	-	-	Retained
9	6+050	Culvert	3.0	5.0	6+045	-	-	Retained
10	-	-	-	-	7+020	HP	1x1.2	NC

2.5.5 Drainage Works

In this project road, PCC Drain requires at those stretches where stretches are under Rolling Terrain having a total length of 1400 m. The chainage wise details are given in Table 7 below:-

Table 7: Details of Proposed Drain

Sl No.	Drain			
	Chainage		Left	Right
	From	To	Length (m)	
1	4+300	5+000	700.00	700.00

2.5.6 Protective works of the valley/hill slope

The breast wall has been considered about 1400m in length.

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

After Task 1 and Task 2, realignment, as well as the provision of rigid pavements, have been ruled out. Hence, under Task 3 of this project road only following pavement design has been studied:

- 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 about traffic, axle load spectrum, pavement condition, and strength, subgrade/material properties, etc. The design life adopted in the analysis is 15 years for flexible pavement from the date of opening the road to traffic. Pavement design for various cases has been illustrated in the following paragraphs.

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: 37-2018).

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 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 an 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 for design level and WBM/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.

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 and controlling 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 colour 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". Details of Road Signage are given in table 8.

Table 8: Details of road Signages

Sl no	Sign		Size	Nos
	Fig No	Description		
1	14.02	Give Way	900 Equilateral	8
2	14.23	Overtaking Prohibited	600 Equilateral	0
3	15.01	Left Hand Curve	600 Equilateral	5

4	15.02	Right Hand Curve	600 Equilateral	5
5	15.03	Right Hairpin Curve	600 Equilateral	0
6	15.04	Left Hairpin Curve	600 Equilateral	0
7	15.05	Right Reverse Bend	600 Equilateral	6
8	15.06	Left Reverse Bend	600 Equilateral	6
9	15.07	Series of Bends	600 Equilateral	6
10	15.09	Side Road Right	600 Equilateral	3
11	15.10	Side Road Left	600 Equilateral	3
12	15.18, 15.19, 15.20, 15.21	Intersection	600 Equilateral	8
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	8
17	15.72	Chevron(Normal)		0
18	15.76	Object Hazard(Left)	90 cm x 30 cm rectangular	20
19	15.77	Object Hazard(right)	90 cm x 30 cm rectangular	20
20	16.02	Directional Sign		5
21	16.04	Directional Sign	60 cm x 90 cm rectangular	1
22	16.06	Place Identification Sign	60 cm x 45 cm rectangular	8
23	14.37	Maximum Speed Limit	600 mm dia	24
24	15.30,15.31	Start & End of Dual Carriageway	600 Equilateral	0
25	17.07	Hospital Ahead	600 Equilateral	0
Total				**136**

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 channelling islands close to intersections.

IV. Crash Barrier

W Type Metal crash barriers are proposed/ provided for the safety of the traffic on the stretches on approaches of bridges. It is also proposed on the curves for the safety of traffic irrespective of embankment height as per NHAI Circular (NHAI/PH-II/NHDP/ADB/GM (NS)-I dated May 19, 2004).

V. 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.

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 9: 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 caste/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 National Policies & Policies of U.T. of J&K

Table 10: National Policies & Policies of U.T. of J&K

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 replaced by the 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 This sub-project does not have any impact on private land and assets. Therefore, not applicable.
2	State Land Acquisition Act 1990 (1934 AD)	The State Land Acquisition Act1990 (1934 AD) is in force in the 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 This sub-project does not have any impact on private land and assets. Therefore, not applicable.
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 the 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 inadequate for the habitation of the villagers at any point of time.	There is no requirement of common land for the sub-project. Therefore, it's not applicable

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

- Minimum Wages Act, 1948
- Contract Labor Act, 1970
- The Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013
- The Bonded Labor System (Abolition) Act, 1976
- Child Labor (Prohibition and Regulation) Act 1996 along with Rules, 1988
- Children (Pledging of Labor) 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[2]

4.1 Physical features

The district Anantnag acquires the name from its main town and the district headquarter which during Hindu rule was named after the spring Chashma or Anantnag (countless springs) which stands authenticated by the Neelmat Purana.

4.2 Location and size

Anantnag is one of the ten districts of Kashmir valley situated in its south and south-western direction. The district lies geographically between 33° - to 30°' -15' North latitude and 74° -3° to 75°- 35° East Longitude. It is bounded by two districts of the Kashmir division, one district of Leh (Ladakh Division), and three districts of the Jammu division. The district Srinagar is in the North, district Pulwama in the Northwest, and district Kargil in the Northeast. Three districts of the Jammu division are Doda in the East, Udhampur in the Southeast, and Ramban in the Southwest. Its entire southern sector and major parts of the eastern region is strewn with thick forests and mountains. The height of these mountains in the East, South and West of the district ranges between 2438 meters to 3048 meters and in some cases the peaks soar even to a height of 4267-4572 meters. The geographical area of the district is 3574 sq. Kms which ranks number 4 in terms of area among 22 districts of Jammu and Kashmir.

4.3 Physiography

In Kashmir the soils have been the result of geomorphic processes, climatic conditions, vegetal cover and geo-lithology. The soils found in the valley at varied altitude vegetation cover, slope and aspect have affected not only the climate but also soils. The character of the soil in the district, which is considered as the rice bowl of the valley, has been studied on the basis of stratigraphy and altitude and accordingly is divided into following physiographic units.

1. The Jhelum valley basin: This includes the flood and pladins and Bahil (loamy) tracts. The valley basin sprawls from Khanabal (District Anantnag) in the North-east upto Baramula in the North-west. The region has rich deposits of alluvium deposits by the Jhelum and its tributaries. Consequently, it is known as the "Rice Bowl of Kashmir". Paddy fields and orchards dominate the agricultural landscape.

2. The side-valleys: - The valleys of major tributaries of Jhelum have been termed as side-valleys. These valleys have relatively steep gradient owing to which the isolation rate is

[2] Source- https://censusindia.gov.in/2011census/dchb/0114_PART_B_DCHB_ANANTNAG.pdf

low and winters are severe. The soils are immature and deficient in humus contents paddy cultivation is confined to the flat irrigated fields which undulating terraces and kandi tracts are devoted to maize and paddy cultivation. Side-valleys like Liddar and Daksum are occupied by Gujjars who are largely dependent on pastoral activities.

3. The Karewas (Wudars):- The Karewa formation is a unique physiographic feature of the valley of Kashmir. The Karewas are flate topped or undulating surfaced mounds on the sides of Jhelum flood plains, flanking the surrounding mountain precipices. These are lacustrine deposits and sprawl on left bank of Jehlum. On the right-hand side of the river they are however, not contiguous and have the shape of tableland. The Karewas are more pronounced on the left flank of the river. The Karewas in the district are situated in Qazigund, Kulgam, Anantnag, Mattan and Bijbehara. The Karewas have deep underground water table and owing to undulating terrain they are not adequately irrigated. The Karewas have great economic and agricultural importance. Commercial and cash crops like almond, walnut, apples, peaches and pears flourish luxuriously in the karewas. The higher reaches are generally under maize cultivation while the flat topped levelled areas are devoted to wheat, mustard and rapeseed.

4. The Greater Himalayas: - The Greater Himalayas in the state of Jammu and Kashmir lie to the north of Kashmir Division and to North-east of Jammu Division. They separate the valley of Indus from that of the Jhelum River. The Himalayas are surrounded on almost all sides by mountain ranges, characterized by snow covered lofty peaks. The mountain range rising to a height of 5,550 meters on the Northeast dip-down to about 2,770 meters in the South, where the Banihal Pass (Jawahar Tunnel) affords an exit from the valley. Owing to high elevations there is a continuous ring of snow around the valley upto the end of May. The mountain region is rich in vegetation and forest and is of great importance to the valley. They supply water, timber, and pastures upon which the prosperity of the valley largely depends.

4.4 Drainage

The drainage pattern as found in the state of Jammu and Kashmir is called as "antecedent drainage pattern" by the earth scientists. Rivers have special geographical significance for the state of Jammu and Kashmir. The rivers have eroded the entire landscape of the state and a divergent type of topography has been produced. The state is drained by the mighty Indus, Jhelum and Chenab rivers. Out of the three the Jhelum has its origin from the Pir-Panjal, which drains the valley of Kashmir including the district Anantnag.

The Jehlum, which is called as Vyeth in Kasmiri and Vetasta in Sanskrit, is the main artery of the valley with its numerous tributaries, lakes and canals. The river comes out of a bubbling spring Verinag under the steep scrap of a rock on the Pir Panjal, but many ancient Hindu Scriptures believe "Vethvatru" a spring little below Verinag as the source of Jhelum River. The first important tributary of the river is Liddar which have its source at Shesh Nag. The Vishav is another tributary which irrigates the Kulgam area, the rice bowl of Kashmir and finds its way into the Jhelum near Bijbehara at Sangam. Aharabal Waterfall presents a picturesque view. Rambiara, Shndran, Bringi and Arapat are other affluents of the Jehlum.

4.5 Climate

The climate of the district is more or less similar to that of other districts of the valley. Areas situated at higher altitudes experience severe cold for major part of the year and are not accessible for more than three months. The district has more temperate climate in summer than in Srinagar. Owing to the proximity of Pir Panjal ranges the three sides of the district are enclosed by high mountains which obstruct the monsoon winds to reach the district and air from Punjab does not freely circulate in the area. The district including the other parts of valley has long period of winter.

4.6 Soils

Kashmir valley the heaven on the earth is known for its paddy, saffron, orchards and stately trees are grown on soils. The study of soils as found in the valley assumes a great significance. According to recent soil surveys conducted a wide spread tendency towards acidity has been detected. Green manuring, legume plant cultivation and liming of soils have been advised as the measures to enrich these soils by soil scientists. The soil on the flanks of the river Jhelum is most fertile as it gets periodically renewed and enriched with fresh deposition of slit by recurrent floods. The soils on highlands and Karewas are different at different places and their fertility depends upon the site, nature of soil and altitude of the places. According to the intensive study of the soils conducted in the valley, the bottoms are covered with alluvial soils rich in organic matter and nitrogen content

4.7 Flora and Fauna

Flora refers to a biotic community comprising of trees, Shrubs or any other woody vegetation. The forest of the district has a wide range of woods and flowers, Deodar, Kail, Pine, Fir, Elm, Blue Fire are found in abundance. Chinar, Popular, Willow, Walnuts and variety of other trees are grown in the area. The forests of the district are also rich in minerals and forest products. There is wide range of medicinal herbs in the area. These dense forests also provide a good habitat and conducive environment for birds and wild

animals. Among the birds are Ravancs, Crows, and vulture, Woodpecker, Swallows, Bulbul, Flycatcher, Doves, Pigeon, Wild Ducks, Sparrow and Wild Cock.

There are wild animals like Leopard, Cheetah, Jackal, Wolves, Fox, Markhore, Musk Deer and Monkeys etc found in the forests. Their population is, however, decreasing owing to the overinteraction of man with nature and encroachment in the forest and natural areas. The rich water resources in the shape of lakes, springs and streams enable various species of fish to grow in abundance. The charming side valleys of varied scenery and meadows covered with lovely wild flowers of all colours attracts different kinds of migratory birds during different seasons of the year and thus enriches its bird life.

4.8 Population

In 2011, Anantnag had population of 1,078,692 of which male and female were 559,767 and 518,925 respectively. In 2011 census, Anantnag had a population of 778,408 of which males were 407,429 and remaining 370,979 were females.

4.9 Sex Ratio

According to census 2011, district had a sex ratio of 927 females for every 1000 males

4.10 Literacy

The literacy in Anantnag district lags behind the State, it was 46.5 percent in 2001 and 64.32 percent in 2011 (Census of India 2011).

4.11 Cropping Patterns

The agriculture system and cropping pattern of the district are largely governed by the terrain, slope nature of the soil, the prevailing agro-climatic, socio-economic condition and proportion of area under various crops at a point of time is known as cropping pattern.

Table 11: Land utilization pattern (Area in hec.)

Year	Reporting area	Forest	Area not available for cultivation		Other un-cultivable lands excluding fallow		Fallow Land		Current Fallow
			Land put to non-agriculture uses	Barren and un-cultivable land	Permanent pastures and other grazing lands	Land under misc. tree crops	Cultivable waste	Fallow land other than current fallow	
1	2	3	4	5	6	7	8	9	10

2007-08	72149	288	8111	5365	3396	1119	2528	112	161
2008-09	72149	288	4861	4067	5427	2122	3031	51	118

Source: - District Statistical Handbook (2008-09)

Table 12: Area (in Hec.) under crops

Year	Paddy	Maize	Wheat	Pulses	Total food grain	Fruits	Vegetables	Spices other food crops	Total food crops	Oil seeds	Fodder	Total area Sown
1	2	3	4	5	6	7	8	9	10	11	12	13
2007-08	25086	12566	-	798	38450	6484	2385	-	47319	15299	9319	71939
2008-09	25307	12963	01	1506	39777	6218	2424	200	48619	19017	6260	73896

Source: - District Statistical Handbook (2008-09)

4.12 Horticulture

Kashmir valley has been a fruit-growing region from ancient times. Horticulture is an old economic activity in the state. Kalhana, the great Kashmiri historian has mentioned fruit culture in Kashmir in his book "Rajtarangini" during the region of King Nara as back as 1000 B.C. However, horticulture received considerable patronage during the period of Lalitadita (900 AD). The district offers ideal agroclimatic conditions for the cultivation of different kinds and varieties of fresh and dry fruits. About 31714.24 hectares of land in the district are under orchards.

4.13 Irrigation

The major portion of cultivable land has irrigation facilities. According to the data supplied by Planning Department, the gross area irrigated in the year 2008-09 stood at 52862 hectares. Irrigation is mainly provided by canals and only a small portion of land is irrigated by other sources of irrigation.

4.14 Animal Husbandry

Livestock assumes a great importance in an agricultural economy in the rural parts of the district. The cool climate, the alpine pastures, the parenial streams and demand for milk and milk products all favours the keeping of cattle in the district. Livestock provide milk, meat, milk products, draft services, hides and skins. In the mountainous state of Jammu and Kashmir, the use of modern farm machines is limited and the agricultural operations are

entirely dependent upon the muscles of animals and men. Livestock census 2007 has recorded live stock population of the state to be 1.79 crores which consists of 19.23% cattled and more than 23.05% sheep. Cattle, Buffaloes, Sheep and Goats are reared in large numbers in all tahsils of the district. District accounts for 9.02 lac livestock head

4.15 Socio-Economic Profile of Sub-Project villages

The socio-economic profile of the village falling under the proposed sub-project is given below:

Bijbehara- Bijbehara is a Municipal Committee city in the district of Anantnag, Jammu and Kashmir. The Bijbehara city is divided into 13 wards for which elections are held every 5 years. The Bijbehara Municipal Committee has a population of 22,789 of which 12,057 are males while 10,732 are females as per a report released by Census India 2011.

The population of Children with age of 0-6 is 3411 which is 14.97 % of the total population of Bijbehara (MC). In Bijbehara Municipal Committee, the Female Sex Ratio is 890 against the state average of 889. Moreover, the Child Sex Ratio in Bijbehara is around 790 compared to the Jammu and Kashmir state average of 862. The literacy rate of Bijbehara city is 75.12 % higher than the state average of 67.16 %. In Bijbehara, Male literacy is around 83.44 % while the female literacy rate is 65.96 %.

Bijbehara Municipal Committee has total administration of over 3,098 houses to which it supplies basic amenities like water and sewerage. It is also authorized to build roads within Municipal Committee limits and impose taxes on properties coming under its jurisdiction.

Village Hayar- Hayar is a medium size village located in Bijbehara Tehsil of Anantnag district, Jammu and Kashmir with a total of 58 families residing. The Hayar village has a population of 473 of which 231 are males while 242 are females as per Population Census 2011.

In Hayar village population of children with age 0-6 is 70 which makes up 14.80 % of total population of village. Average Sex Ratio of Hayar village is 1048 which is higher than Jammu and Kashmir state average of 889. Child Sex Ratio for the Hayar as per census is 1188, higher than Jammu and Kashmir average of 862.

Hayar village has lower literacy rate compared to Jammu and Kashmir. In 2011, literacy rate of Hayar village was 45.16 % compared to 67.16 % of Jammu and Kashmir. In Hayar Male literacy stands at 52.26 % while female literacy rate was 38.24 %.

Village Waghama- Waghama is a large village located in Bijbehara Tehsil of Anantnag district, Jammu and Kashmir with total 726 families residing. The Waghama village has population of 5429 of which 2696 are males while 2733 are females as per Population Census 2011.

In Waghama village population of children with age 0-6 is 929 which makes up 17.11 % of total population of village. Average Sex Ratio of Waghama village is 1014 which is higher than Jammu and Kashmir state average of 889. Child Sex Ratio for the Waghama as per census is 770, lower than Jammu and Kashmir average of 862.

Waghama village has lower literacy rate compared to Jammu and Kashmir. In 2011, literacy rate of Waghama village was 60.44 % compared to 67.16 % of Jammu and Kashmir. In Waghama Male literacy stands at 71.58 % while female literacy rate was 50.06 %.

Village Hassain Pora Tavela- Haussan Pora Bagh is a large village located in Bijbehara Tehsil of Anantnag district, Jammu and Kashmir with total 354 families residing. The Haussan Pora Bagh village has population of 2967 of which 1439 are males while 1528 are females as per Population Census 2011.

In Haussan Pora Bagh village population of children with age 0-6 is 521 which makes up 17.56 % of total population of village. Average Sex Ratio of Haussan Pora Bagh village is 1062 which is higher than Jammu and Kashmir state average of 889. Child Sex Ratio for the Haussan Pora Bagh as per census is 1067, higher than Jammu and Kashmir average of 862.

Haussan Pora Bagh village has lower literacy rate compared to Jammu and Kashmir. In 2011, literacy rate of Haussan Pora Bagh village was 66.19 % compared to 67.16 % of Jammu and Kashmir. In Haussan Pora Bagh Male literacy stands at 75.74 % while female literacy rate was 57.19 %.

5. Analysis of Alternatives

For this sub-project, the analysis of alternatives has been made, considering the "with and without project scenarios". During analysis, the potential social impacts, both positive and negative, of the sub-project were also weighed out.

5.1 'Without' and 'With' Project Scenario'

5.1.1 'Without' Project Scenario

Sub0project will give connectivity to Hayar, Waghama, Hassain Pora Tavela villages having a population of more than 1000. The average existing carriageway width is 2.5 m which is also lesser than a single lane road (3 m). During the year 2014, connectivity with all villages was cut off for a few weeks. The last stretch of the road passes through apple orchids and is a kutcha/foot track road which will get blacktopped first time. Without this sub-project, all weather road cannot be given for the service of the people. Therefore, significance of the road for the locals is of great value.

5.1.2 'With' Project Scenario

The objective of the sub-project is to restore and improve the connectivity disrupted due to the disaster through the reconstruction of damaged roads and bridges. The infrastructure will be designed to withstand earthquake and flood forces as per the latest official design guidelines. The affected areas will benefit from the restored access to markets thereby increasing the economic growth in these areas and timely access to health and education services. Restoration of roads will also serve as supply/rescue lines in the event of a disaster. The component will finance the reconstruction of damaged roads, bridges, and associated drainage and slope stabilization work, retaining walls, breast walls, and other structures to increase resilience.

The reconstruction of the proposed road will be a great help to the farmers to transport agricultural products, children would be able to travel faster and safer to go to school, as well as the local people when accessing to basic facilities such as health center/hospital, markets, working place, place of worship, and other areas.

The sub-project does not require any private land acquisition and have no impact any private asset. This has been confirmed through discussion with engineers from PIU and site visits during preparation of DPR by consultants. The Project Manager (Transport, Kashmir division), JK, ERA vide letter no ERA/PMT/20/1118 dated 07.09.2020 has confirmed same and issued an encumbrance free certificate (annexure 3). To ensure the same, notice for

seeking objection from affected people were given in the two newspapers, however, none file any objection (details in section 7.1).

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 objectives 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 effects to the environment and society at large.

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 16.09.2019 (annexure 9). 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 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. Probable minimal impacts during construction period along with other project related information were shared with the concerned stakeholders in order to instil faith and confidence among them about the proposed project and its activities.

Following steps were taken to engage stakeholders.

1. Site visits and informal meetings with the local to know their views and perceptions about the sub-project.
2. Reconnaissance survey and transect walks.
3. Informing the locals about probable non-significant temporary impacts during construction period
4. Understanding their needs and requirement.
5. Collection of Baseline information.

6.4 Details of Public Consultation in sub-project road

The public consultation was conducted by following the World Bank's 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. Public consultations had been organised in the nearby villages to disseminate the project concept and plan among the stakeholder. Consultations were conducted successfully with the people of Bijbehara and Hayar villages on 16.09.2019 (Annexure 9). Major outcome during consultation was that people are aware that no private land or structure is being acquired for the sub-project.

6.5 Information Shared

The following information was shared with the people:

- Project Proposal and funding agency
- Requirement of land and social safeguard policies of World Bank
- Role of people in the project

- Grievance Redressal
- Potential labour influx during construction.
- 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 about the proposed sub-project, people have expressed keen interest in the proposed sub-project. The local people are expecting a good road to be developed and are aware of the upcoming work. The major problems faced by people are related to the dilapidated condition of the road and in the last stretch where road passes through the apple orchid and is foot track (kutcha). In the time of emergency, like accidents, fast commutation is very difficult and sometimes impossible during rainy season. 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. The sub-project during the construction stage will generate employment opportunities for local people

Following feedback received from the People:

1. The connectivity to the neighbouring villages is difficult due to the poor road condition;
2. During the rainy seasons, the road is submerged and become slushy;
3. Due to the poor road conditions, the transportation system is not improved according to the local growing population;
4. Transportation of agricultural goods are very cumbersome;
5. Commutation of women and children is very difficult.

7. Analysis of Social Impacts

7.1 Impact on Land

The total length of the sub-project road for reconstruction and up gradation is 8.396 KMs. The average width of the existing carriageway varies from 2.50 m to 3.00 m. In general, the proposed cross-section in the sub-project comprises of 3.75 m wide carriageway with a 1.000 m wide granular hard shoulder on either side of the c/w.

The proposed sub-project will be implemented in the available RoW which is encumbrance free and devoid of any private and government structure or any CPR. The Project Manager (Transport, Kashmir division), JK, ERA vide letter no ERA/PMT/20/1118 dated 07.09.2020 has provided an encumbrance free certificate which confirms the same (annexure 3). The letter issued by the Project Manager, also refers the certificate (letter no. CE/RBK/HD/7165, dated 14.06.2019) issued by the Chief Engineer, PWD(R&B) department that the available existing RoW is minimum of 6.55 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 "The Daily Tameel Irshad" and "Kashmir Images" on 15.09.2021 (annexure 5) 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/94-99 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 given 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 Impacts 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 by PIU as well as PMU. Project Manager (Transport, Kashmir division) JK, ERA has issued an encumbrance-free certificate which confirms that the whole stretch does not have any temporary or permanent structure (annexure 3). Strip plan of the road annexed as Annexure 7 also confirms 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, there will be no impact on livelihood in the project corridor due to this project.

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. Up-gradation and reconstruction of the road will be executed 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 unanticipated impact of the sub-project.

8.2 Objectives

The main objective of the Social Management Plan is to 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:

To discuss the design and technical proposal with the stakeholders to know their suggestions and inputs. To inform them about the project, its funding, land requirements, and policies and guidelines of funding agencies and applicable to the project.

Construction Stage:

To ensure that the provision 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 Bijbehara to Karihama sub-project road is based on Social Impact Assessment study during which site visits were carried out in the project corridor. Consultations and meetings were conducted with the people and project design was discussed and evaluated on the ground.

The proposed sub-project will be implemented in the available RoW which is encumbrance free and devoid of any private and government structure or any CPR. Project Manager, (Transport, Kashmir division), JK, ERA vide letter no ERA/PMT/20/1118 dated 07.09.2020 has confirmed the same (annexure 3). The letter issued by the Project Manager, also refers the certificate (letter no. CE/RBK/HD/7165, dated 14.06.2019) issued by the Chief Engineer, PWD(R&B) department in which it has been mentioned that the existing RoW in the sub-project road is 6.55 meters (21'6") (annexure 4). 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 social management approach for the project 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 that can crop up during the 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 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 may arise if contractor will employ the manpower from outside
- Labour issues like unequal wages to men and women, discrimination in employment opportunities, Child labour.
- 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

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 1313: Social Management Plan

Sl.No.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
Planning/Pre-construction Phase					

Sl.No.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
1	**Pre-construction phase**	• Sharing of design with the community. • Utilization of private land temporarily if required. • Provision of alternative access to the community for commuting wherever required. • Restoration and relocation of Common Property Resources if any.	• Consultation with local community and stakeholder engagement. • Written consent from the community or owner of the land required for stocking construction material temporarily. • Involving locals wherever any issue arises.	Contractor	PIU
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 treatment facilities. No waste water should be discharge to any surrounding area without required permission and	Contractor	PIU/ PMU Monthly Monitoring

Sl.No.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
			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 • 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	Contractor	PIU/ PMU Monthly Monitoring

Sl.No.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
			sexual harassment at the workplace		
		• 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. • Treating 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. • During construction of side, drains provide temporary/safe access to shops, kids, hospital/clinic, religious places, etc. • Community Consultation	Contractor	PIU/ PMU Monthly Monitoring
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.	Contractor	PIU/ PMU Monthly Monitoring

Sl.No.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
			• 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 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 maintained confidentially in a register. • Strict code of conduct for workers with no tolerance for physical or verbal abuse of women or children. • Ensure that complaints of GBV are registered and confidentially maintained in a register	Contractor	PIU/ PMU Monthly Monitoring
Post Construction Phase					

Sl.No.	Project Phase/Activity	Issues/ Potential impacts	Proposed Mitigation Measures	Responsibility	Monitoring Agency/ Frequency
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 of non-utilized construction material from the site. • 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 the 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 a separate Women Component Plan (WCP) by identifying specific Schemes/Projects having a direct bearing on the welfare and development of Women. The 10th Five Year Plan further strengthened the implementation of the 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. The 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 have a population of 1.25 Crore souls over the figure of 1.01 Crore in the 2001 census. The total population of Jammu and Kashmir as per the 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 a sex ratio of 892. Sex ratio (females per thousand of males) is an important indicator of the social conditions particularly for women's status in any society.

The low sex ratio shows indulgence of artificial interventions, distorting the biological trend and natural balance in terms of the number of females per thousand males. An important concern in the present status of Jammu and Kashmir's demographic transition relates to the 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 a 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 the 2001 Census to 68% in the 2011 Census. While female literacy has increased from 42.22% in the 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 some 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 womenfolk are breaking the barriers/shackles to get an equal share in basic human rights. With a 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 better and congenial situation for increasing participation from women.
- Devise ways to make other vulnerable to participate in the project activities.

Involvement during Construction

Wherever possible, women's involvement in construction activities should be encouraged in order to help them have access to benefits of 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 for 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 Labor:** 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 laborers are 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 Labor influx and Labor 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 labour and community health and safety and occupational health and safety, the contractor needs to put in place a COVID-19 preparedness and mitigation measures.
- **Complaints and incident reporting:** A formal Complaints Procedure will be implemented to ensure the timely and transparent response to complaints as received from labor.
- **Labor 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.

- **Labor 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 first priority for employment of labor should be given those impacted by the project such as landowners who have lost land / donated land;
- No discrimination shall be done by the construction contractor for 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 campsites, 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 units to be supported by common latrines and bathing facilities duly segregated for male and female labor; A minimum of 1 unit to 15 males and 1 unit for 10 females shall be provided;
- 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 non-compliance 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 stormwater and sewage

system should be separated. The surface water drainage shall include all necessary gutters, downpipes, 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 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 fulfilment 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 on website 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 expenses. 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 local level, he/she can approach to 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 to 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 woman representative (Retired/ Development Professional /Academician)
j. A PRI representative
k. A representative of PAPs who can articulate well.

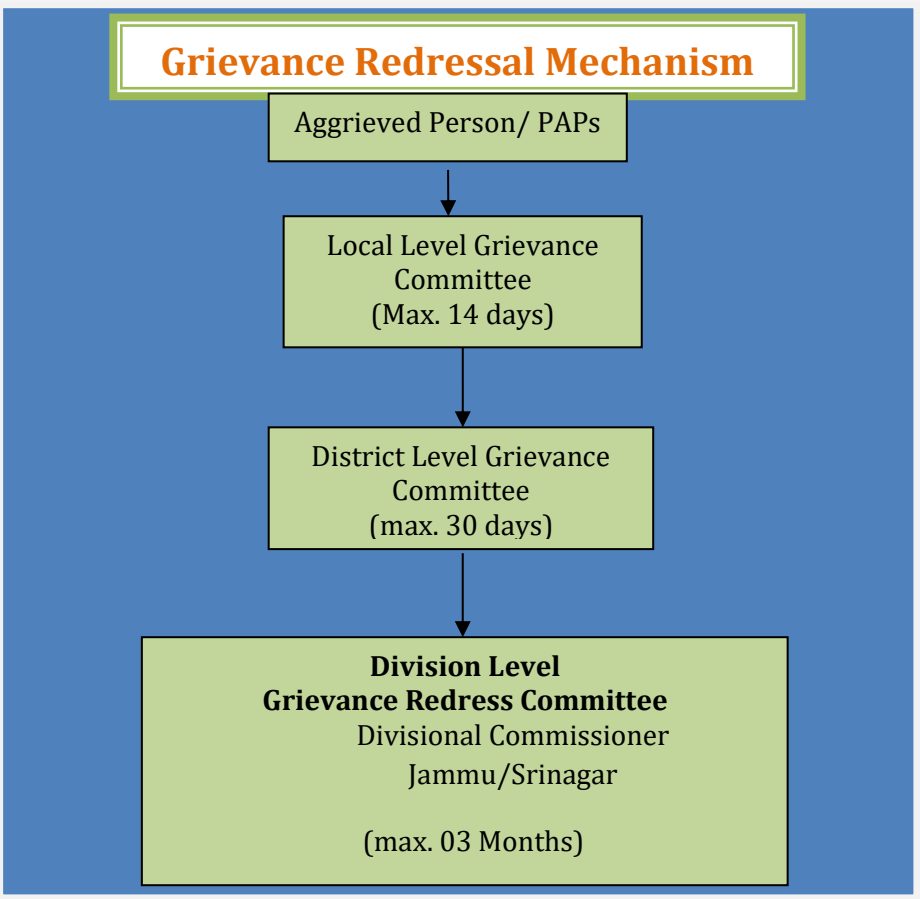


Figure 3: Structure of GRM

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, and implementation of ARAP (wherever required) and monitoring.

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 issues 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 his supervision and guidance. 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 Bijbehara to karihama Road in District Anantnag	
2. Type of proposed activity (tick the applicable option and provide details)	
• Road	√
• Bridge	
• Fire Station	
• Hospital/Health Facility	
• Educational Institute	
• Building for Livelihoods	
• Flood Infrastructure Related	
• Other Public Building	
• Any Other (Please Specify)	
3. Location of the proposed sub-project	
• Name of the Region	Kashmir (J&K)
• Name of the District	Anantnag
• Name of the Block	
• Name of the Settlement	Kitriteng, Gund Nowroze and Inder Mooni (Takiya Maqsood Shah)
• Latitude	
• Longitude	
4a. Proposed Nature of Work (tick the applicable options)	
• Minor Repairs	
• Major Repairs/Rehabilitation	
• Upgrading/Major Improvement	√
• Expansion of the facility	
• New Construction	
• Any Other	
4b. Size of the sub-project (approx. area in sq. mt/hac or length in mt/km, as relevant- 8.396 km	
5. Land Requirement (in hac./sq.mt.)	
• Total Requirement	Nil (No land required, PIU certified that work will be done in the available RoW)
• Private Land	Nil
• Govt. Land	Nil
• Forest Land	Nil
6. Implementing Agency Details (sub-project level)	
• Name of the Department/Agency	PIU-ERA (Kashmir)
• Name of the contact person	Mr. Abdul Wahid
• Designation	Project Manager
• Contact Number	+91-7006152713
• E-mail Id	projectmanager049@gmail.com
7. Screening Exercise Details	
• Date on which it was carried out	22.11.2018
• Name of the Person	Vikash Sharma/ Yaadullah Shah
• Contact Number	+9419125803/9622672672

• E-mail Id	jkerasocial@gmail.com/ yaadshah@gmail.com

Part B (1): Environment Screening

Question	Yes	No	Detail
1. Is the sub-project located in whole or part within 1 km of the following environmentally sensitive areas?			
a. Biosphere Reserve		No	
b. National Park		No	
c. Wildlife/Bird Sanctuary		No	
d. Wildlife/Bird Reserve		No	
e. Important Bird Areas (IBAs)		No	
f. Habitat of migratory birds (outside protected areas)		No	
g. Breeding/Foraging/Migratory route of Wild Animals (outside protected areas)		No	
h. Area with threatened/rare/ endangered fauna (outside protected areas)		No	
i. Area with threatened/rare/ endangered flora (outside protected areas)		No	
j. Reserved/Protected Forest		No	
k. Other category of Forest		No	
l. Wetland		No	
m. Natural Lakes		No	
n. Rivers/Streams		Yes	Jhelum River and Nallaha is crossing the road
o. Swamps/Mudflats		No	
p. Zoological Park		No	
q. Botanical Garden		No	
4. Is the sub-project located in whole or part within 500m of any of the following sensitive features?			
a. World Heritage Sites		No	
b. Archaeological monuments/ sites (under ASI's central/state list)		No	
c. Historic Places/Monuments/ Buildings/Other Assets (not listed under ASI list but considered locally important or carry a sentimental value		No	
d. Religious Places (regionally or locally important)		Yes	Mosques
e. Reservoirs/Dams		No	
f. Canals		No	
g. Public Water Supply Areas from Rivers/Surface Water Bodies/Ground Water Sources		No	
4. What is the High Flood Level in the sub-project area?			
5. Is any scheduled/protected tree like		No	

Chinar, Mulberry or Deodar likely to be affected/ cut due to the project?			
6. Is the sub-project located in a landslide/heavy erosion prone area or affected by such a problem?		No	
7. Is sub-project located in an area that faces water paucity or water quality issues?		No	

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

1	Environment Impact Assessment Required	No
2	Environment Clearance Required	No
3	Forest land Clearance/Diversion Required	No
4	Tree Cutting Permission Required	Yes
5	ASI (Centre/State) Permission Required	No
6	Permission from ULB/Local Body/Department Required	Yes
7	Any other clearance/permission required	No

Part C (1): Social Screening

1	**1.** Does the sub-project activity require acquisition of land? Private Land (sqmts/hac.) b. Govt. Land (sqmts/hac.) c. Forest Land (sqmts/hac.)	No
2	Does the proposed sub-project activity result in demolition/removal of existing structures?	No .
	a. Number of public structures/buildings	No
	b. Number of common property resources (such as religious/cultural/drinking water/wells/etc.)	No
	c. Number of private structures (located on private or public land)	No.
3	Does the proposed project activity result in loss of crops/trees?	No
4	Does the proposed project activity result in loss of direct livelihood/employment?	No
5	Does the proposed activity result in loss of community forest/pastures on which nearby residents/local population are dependent?	No
6	Does the proposed project activity affect scheduled tribe/caste communities?	No

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

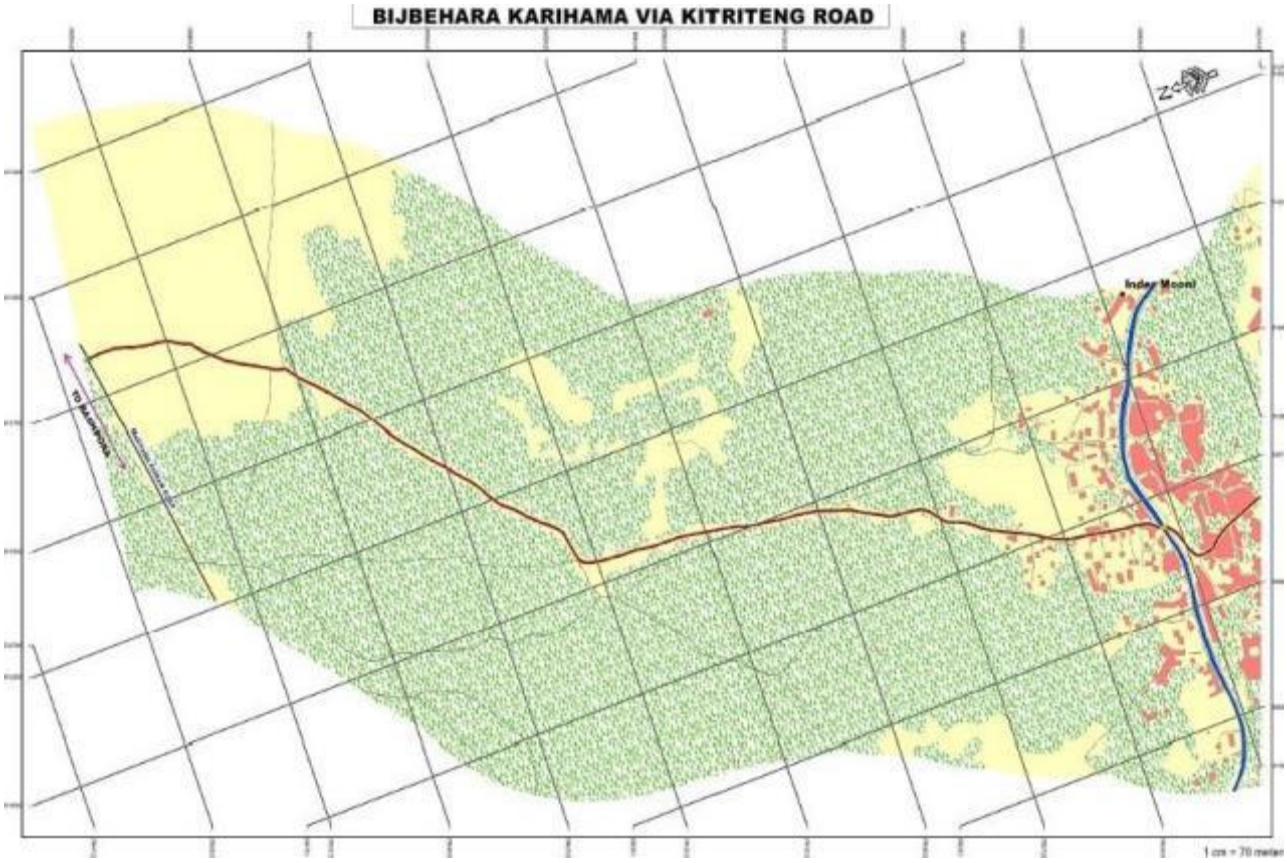
S.No	Result/Outcome	Outcome
1	Answer to all the questions is 'No' and only forest land is being acquired	No SIA/RAP required
2	Answer to any question is 'Yes' and the sub-project does not affect more than 200 people (i.e. either complete or partial loss of assets and/or livelihood)	No RAP is required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

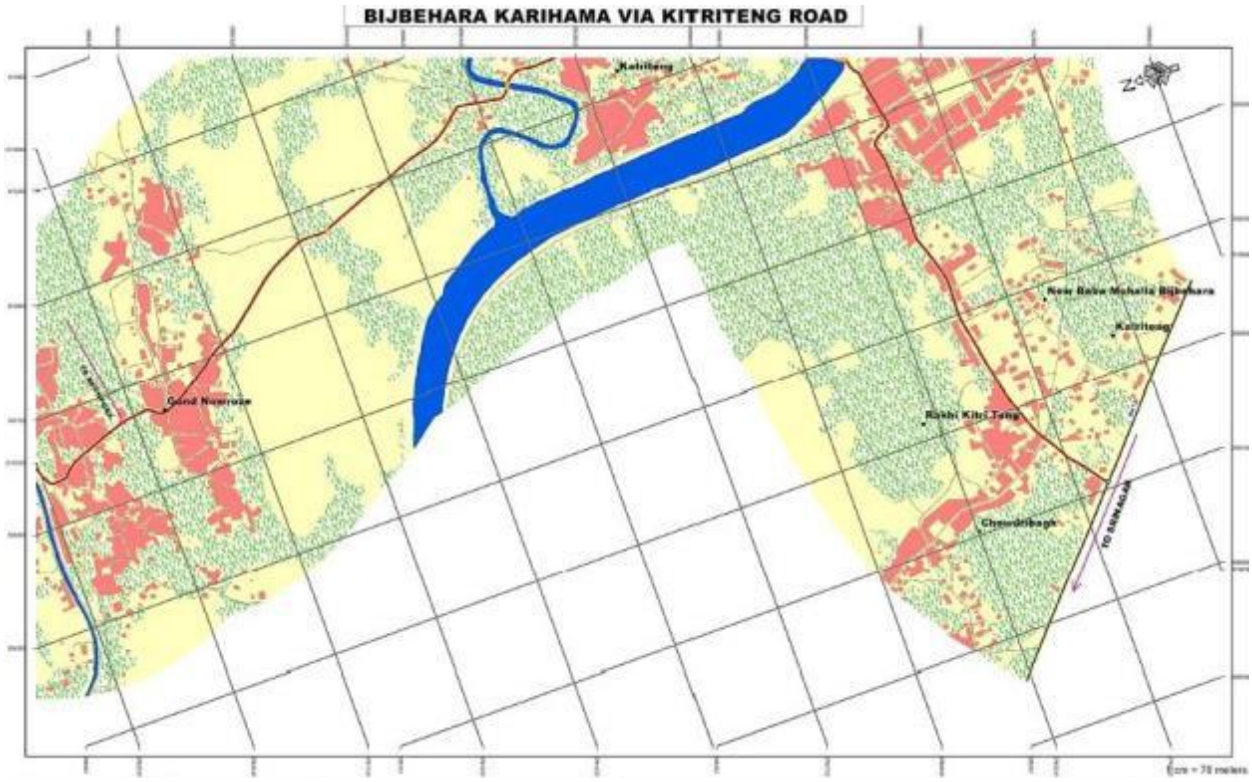
Outcome of Screening:

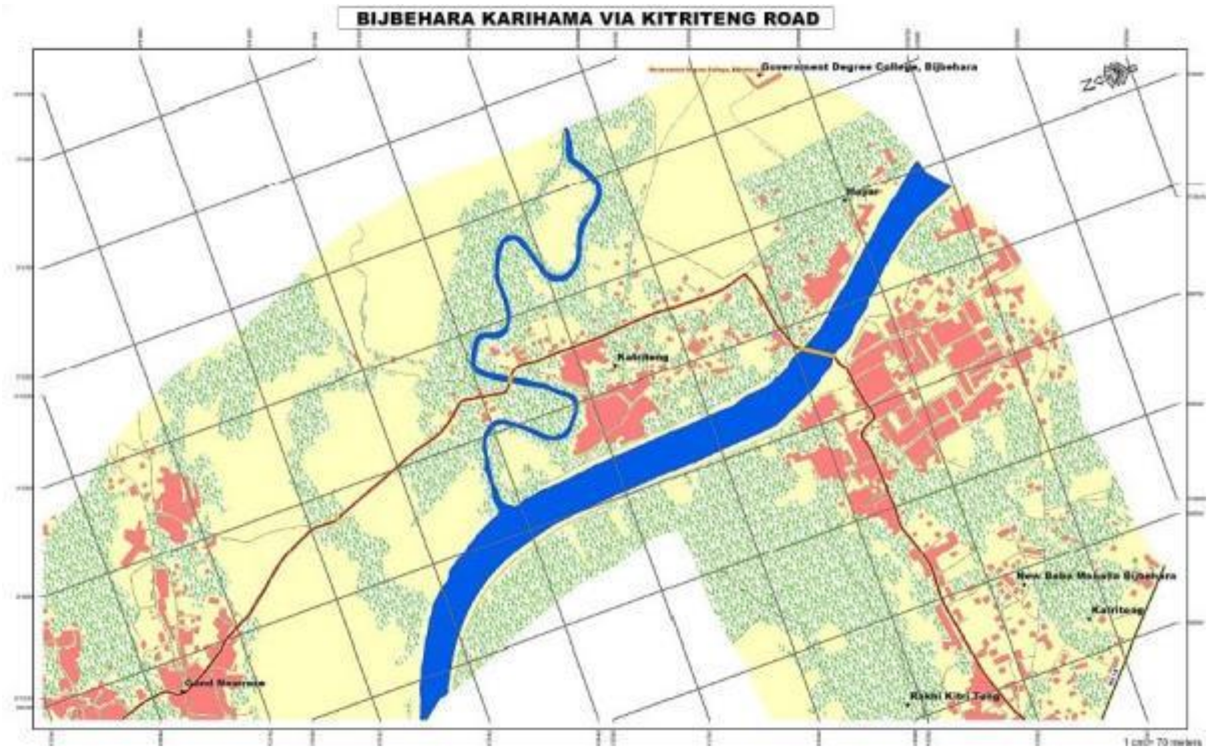
As per the screening exercise, the proposed sub project does not have significant environmental and social issues. The proposed sub-project is only the Improvement & Up-gradation of the existing road and does not involve land acquisition of private or government land. Wherever the required land width 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: Geographical location of the road in GIS map






BIJBEHARA KARIHAMA VIA KITRITENG ROAD
Government Degree College, Bijbehara
1 cm = 70 meters

Annexure 3: Encumbrance Free Certificate by PIU

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

ERA

No. ERA/PMT/20/1118

Date: 07/9/20

Undertaking for Encumbrance Free Existing RoW

Sub-project Road: Construction/Strengthening/Up-gradation of Bijbehara-Karihama Road via Kitriteng Road (8.396 Km)

The Chief Engineer R&B Department Kashmir vide his letter No. CE/RBK/HD/7165 dated 14.06.2019 has certified the RoW of the road namely Bijbehara-Karihama Road via Kitriteng Road " Minimum 21'6''.

It is hereby certified that the up-gradation and strengthening of this road for a length of 8.396 Km under JTFRP is restricted to this existing and available RoW. It is also certified that there are no residential, commercial, religious structures or any CPR in the existing RoW.

Hence, the RoW is encumbrance free.

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

Annexure 4: Row Communication from Chief Engineer PWD (R&B) Kashmir (serial no. 10)

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

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

No: -CE/RBK/HD/ 7165

Dated: -14-06 2019.

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

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

Sir,

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

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

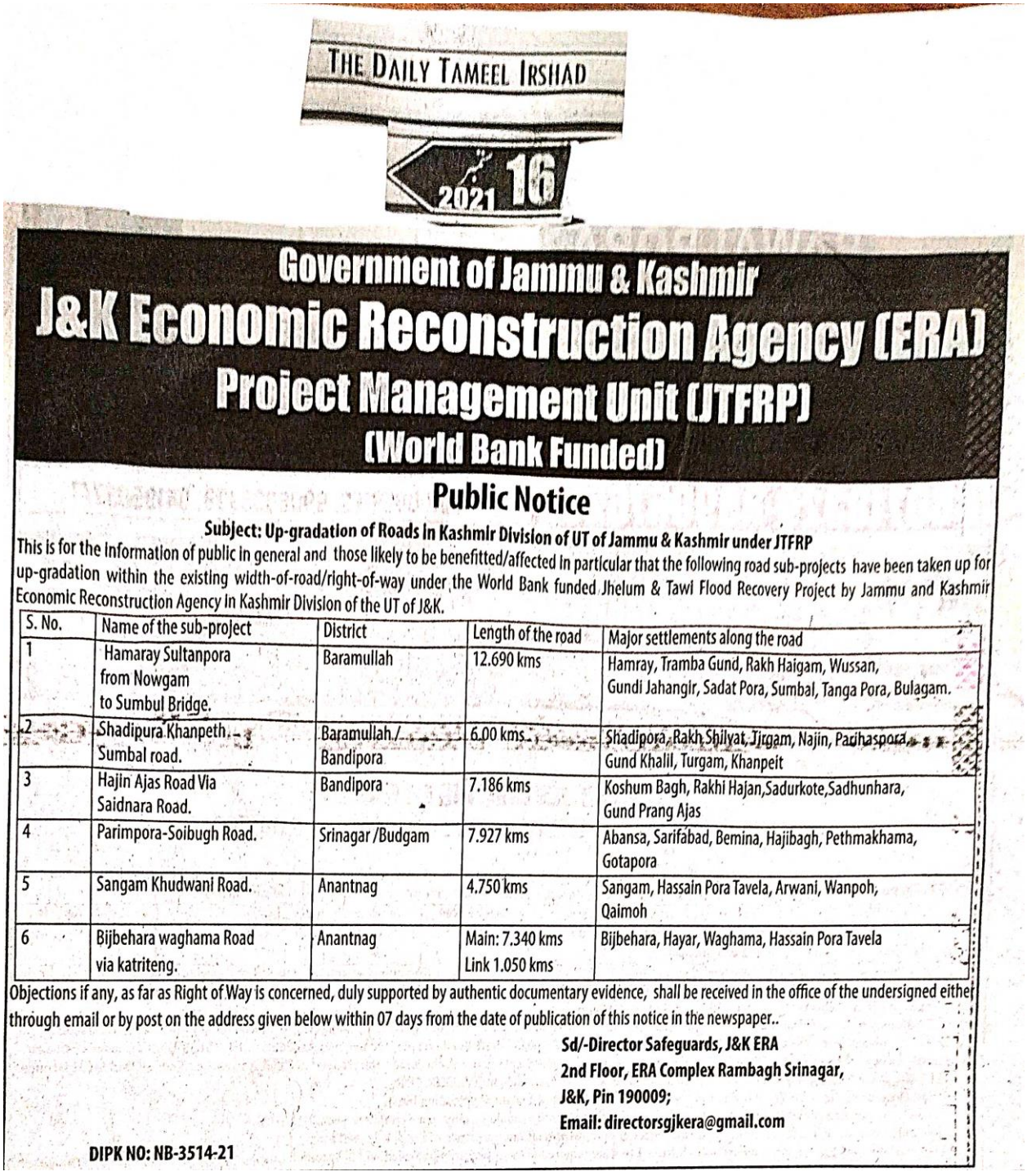
S.No	Name of Road	District	Status	ROW
01	Strengthening / Upgradation of Sangam Khudwani road	Anantnag	Single Lane	Min-22'-6"
02	Upgradation of Pampore Pulwama Road	Pulwama	Intermediate	ROW 50'-0"
03	Kadabal Lasjan Rambagh including allied links	Srinagar	Single Lane at Places/ intermediate	ROW 26'-0"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

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

Yours faithfully,

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

Annexure 5: Notice given in the newspapers (15.9.2021)



THE DAILY TAMEEL IRSHAD

ستمبر 16 2021

Government of Jammu & Kashmir
J&K Economic Reconstruction Agency (ERA)
Project Management Unit (JTFRP)
(World Bank Funded)

Public Notice

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

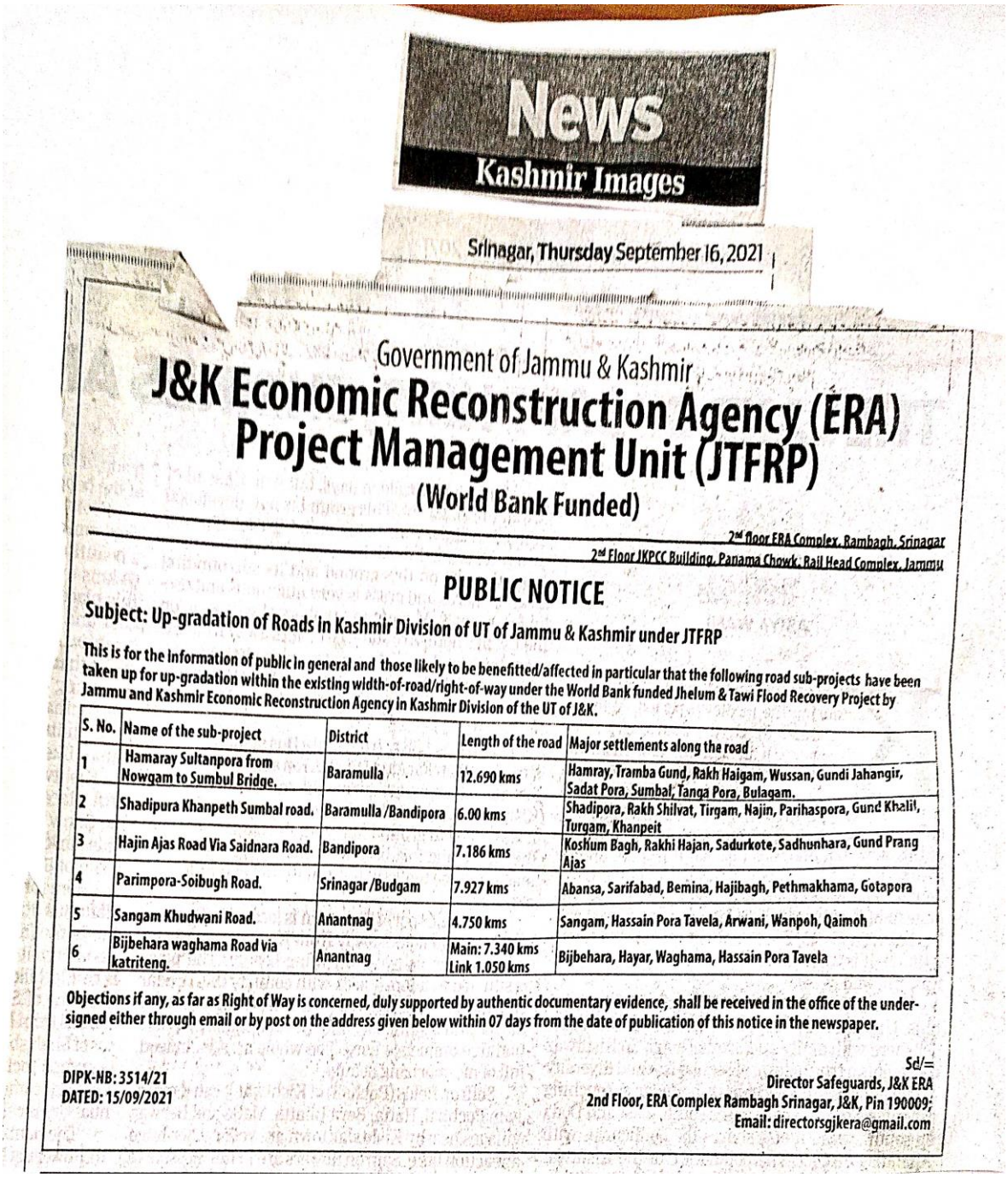
This is for the information of public in general and those likely to be benefitted/affected in particular that the following road sub-projects have been taken up for up-gradation within the existing width-of-road/right-of-way under the World Bank funded Jhelum & Tawi Flood Recovery Project by Jammu and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

S. No.	Name of the sub-project	District	Length of the road	Major settlements along the road
1	Hamaray Sultanpora from Nowgam to Sumbul Bridge.	Baramullah	12.690 kms	Hamray, Tramba Gund, Rakh Haigam, Wussan, Gundi Jahangir, Sadat Pora, Sumbal, Tanga Pora, Bulagam.
2	Shadipura Khanpeth. Sumbal road.	Baramullah / Bandipora	6.00 kms	Shadipora, Rakh Shilyat, Jirgam, Najin, Pazihaspora, Gund Khalil, Turgam, Khanpeit
3	Hajin Ajas Road Via Saidnara Road.	Bandipora	7.186 kms	Koshum Bagh, Rakhi Hajan, Sadurkote, Sadhunhara, Gund Prang Ajas
4	Parimpora-Soibugh Road.	Srinagar /Budgam	7.927 kms	Abansa, Sarifabad, Bemina, Hajibagh, Pethmakhama, Gotapora
5	Sangam Khudwani Road.	Anantnag	4.750 kms	Sangam, Hassain Pora Tavela, Arwani, Wanpoh, Qaimoh
6	Bijbehara waghama Road via katriteng.	Anantnag	Main: 7.340 kms Link 1.050 kms	Bijbehara, Hayar, Waghama, Hassain Pora Tavela

Objections if any, as 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,
J&K, Pin 190009;
Email: directorsgjkera@gmail.com

DIPK NO: NB-3514-21



News
Kashmir Images

Srinagar, Thursday September 16, 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

PUBLIC NOTICE

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

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 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 Kashmir Division of the UT of J&K.

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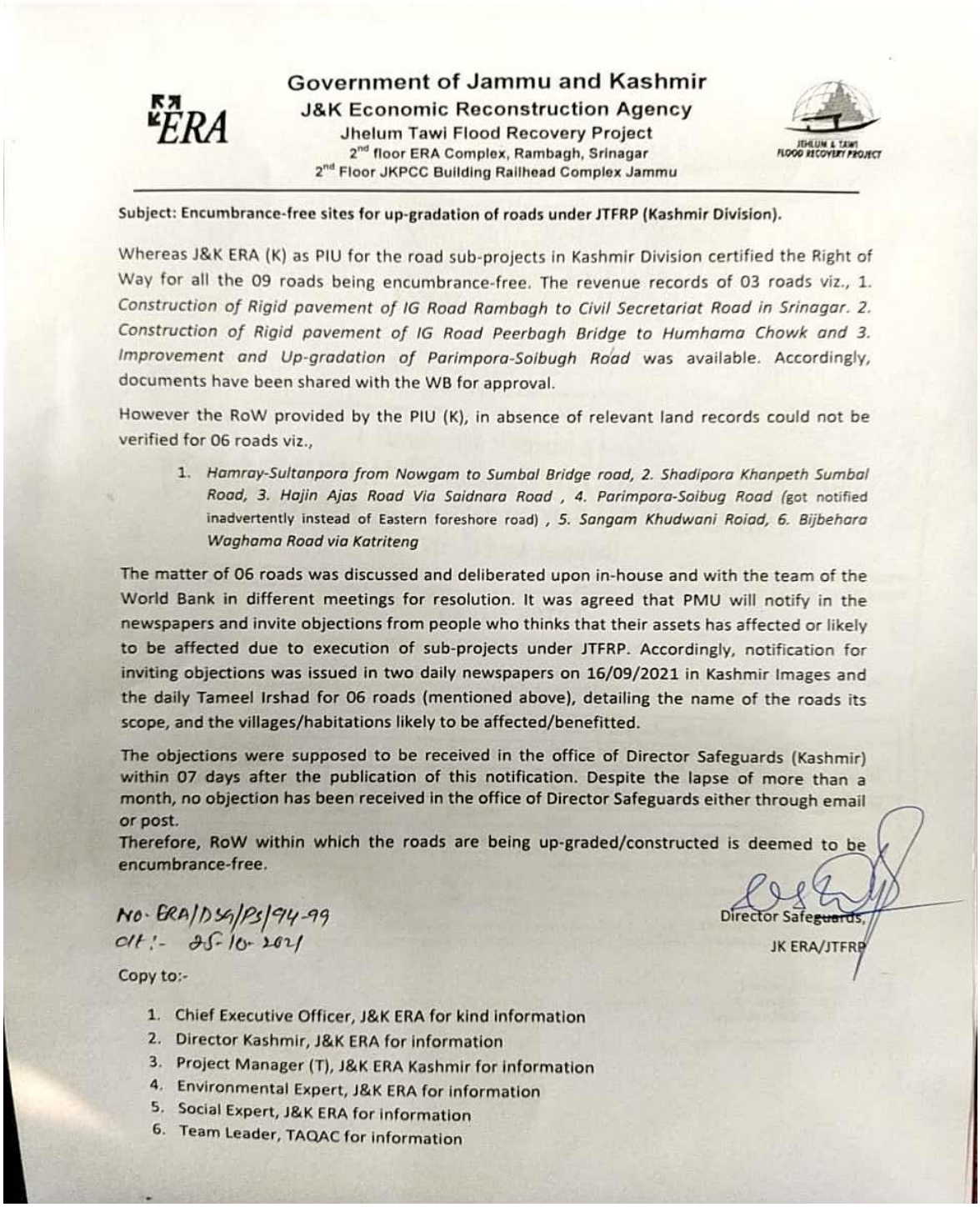
1	Hamaray Sultanpora from Nowgam to Sumbul Bridge.	Baramulla	12.690 kms	Hamray, Tramba Gund, Rakh Haigam, Wussan, Gundi Jahangir, Sadat Pora, Sumbal, Tanga Pora, Bulagam.
2	Shadipura Khanpeth Sumbal road.	Baramulla /Bandipora	6.00 kms	Shadipora, Rakh Shilvat, Tirgam, Najin, Parihaspora, Gund Khalil, Turgam, Khanpeit
3	Hajin Ajas Road Via Saidnara Road.	Bandipora	7.186 kms	Koshum Bagh, Rakhi Hajan, Sadurkote, Sadhunhara, Gund Prang Ajas
4	Parimpora-Soibugh Road.	Srinagar /Budgam	7.927 kms	Abansa, Sarifabad, Bemina, Hajibagh, Pethmakhama, Gotapora
5	Sangam Khudwani Road.	Anantnag	4.750 kms	Sangam, Hassain Pora Tavela, Arwani, Wanpoh, Qaimoh
6	Bijbehara waghama Road via katriteng.	Anantnag	Main: 7.340 kms Link 1.050 kms	Bijbehara, Hayar, Waghama, Hassain Pora Tavela

Objections if any, as far as Right of Way is concerned, duly supported by authentic documentary evidence, shall be received in the office of the under-signed 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.

DIPK-NB: 3514/21
DATED: 15/09/2021

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

Annexure 6: Reconfirmation of encumbrance 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 (Kashmir Division).

Whereas J&K ERA (K) as PIU for the road sub-projects in Kashmir Division certified the Right of Way for all the 09 roads being encumbrance-free. The revenue records of 03 roads viz., 1. *Construction of Rigid pavement of IG Road Rambagh to Civil Secretariat Road in Srinagar. 2. Construction of Rigid pavement of IG Road Peerbagh Bridge to Humhama Chowk and 3. Improvement and Up-gradation of Parimpora-Soibugh Road* was available. Accordingly, documents have been shared with the WB for approval.

However the RoW provided by the PIU (K), in absence of relevant land records could not be verified for 06 roads viz.,

1. *Hamray-Sultanpora from Nowgam to Sumbal Bridge road, 2. Shadipora Khanpeth Sumbal Road, 3. Hajin Ajas Road Via Saidnara Road , 4. Parimpora-Soibug Road* (got notified inadvertently instead of Eastern foreshore road) *, 5. Sangam Khudwani Roiad, 6. Bijbehara Waghama Road via Katriteng*

The matter of 06 roads was discussed and deliberated upon in-house and with the team of the World Bank in different meetings for resolution. It was agreed that PMU will notify in the newspapers and invite objections from people who thinks that their assets has affected or likely to be affected due to execution of sub-projects under JTFRP. Accordingly, notification for inviting objections was issued in two daily newspapers on 16/09/2021 in Kashmir Images and the daily Tameel Irshad for 06 roads (mentioned above), detailing the name of the roads 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 07 days after the publication of this notification. Despite the 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.

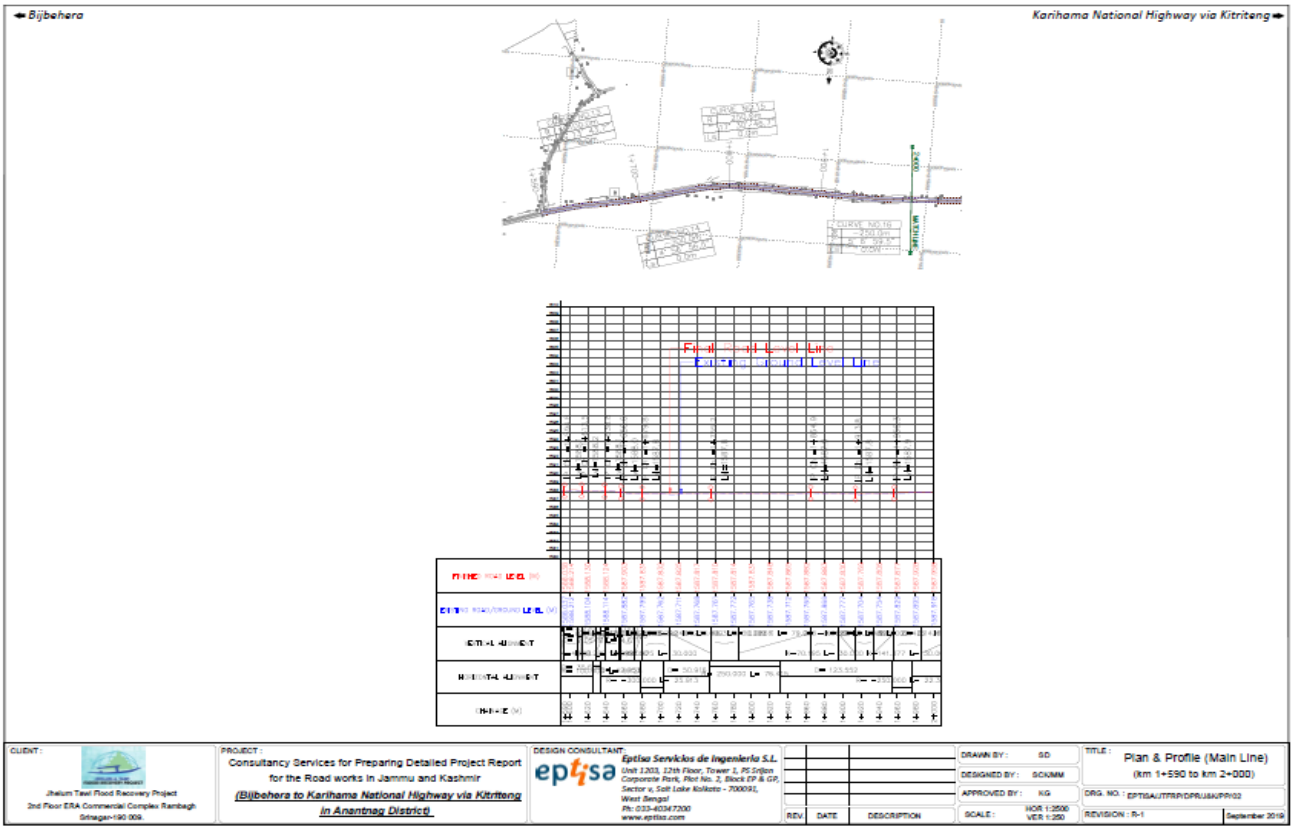
No. ERA/DSG/PS/94-99
Dt:- 25-10-2021

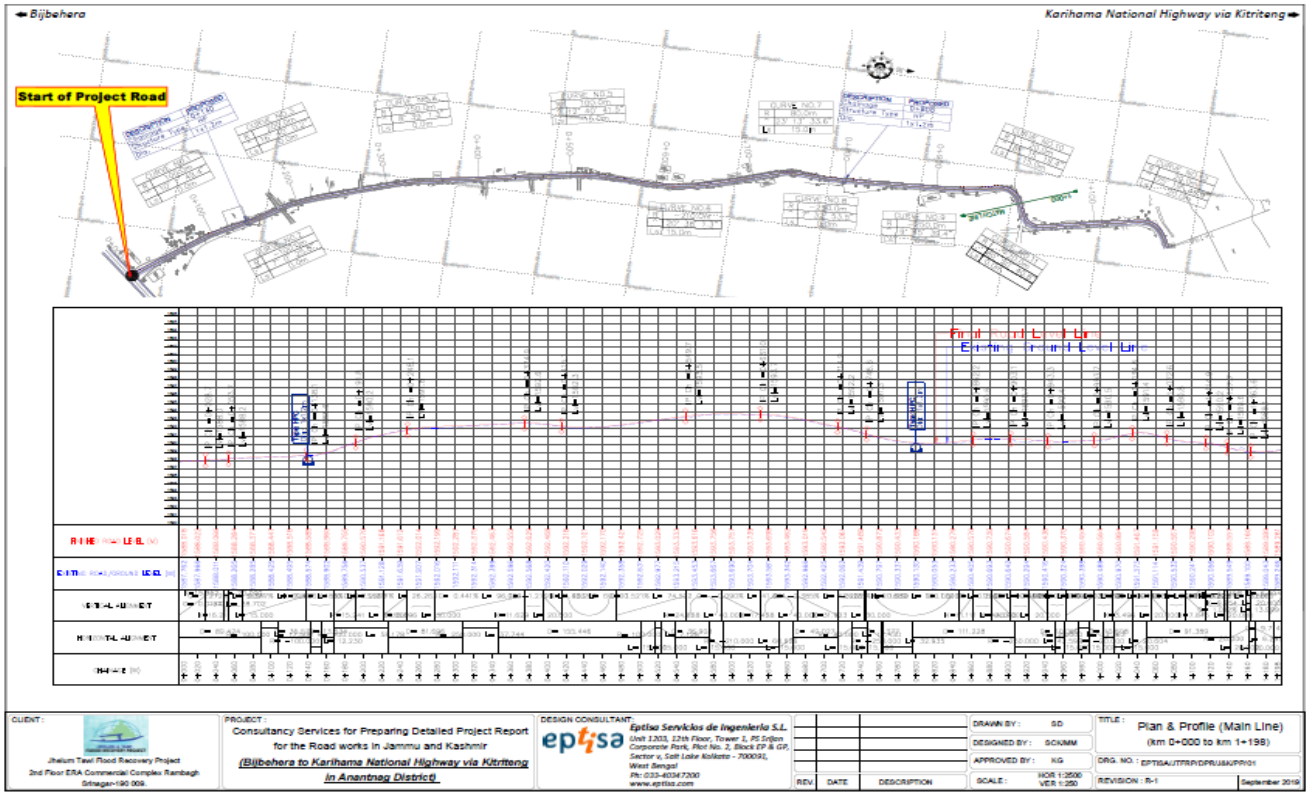
Director Safeguards,
JK ERA/JTFRP

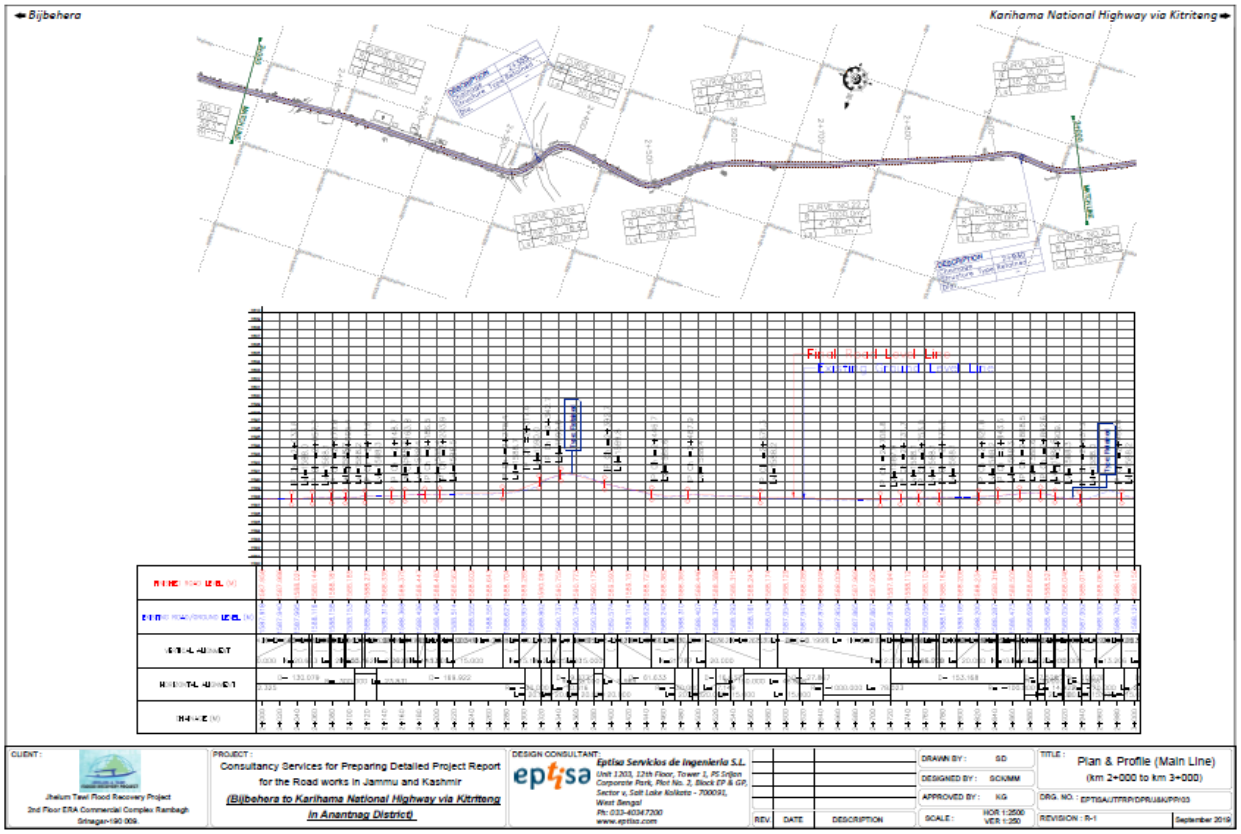
Copy to:-

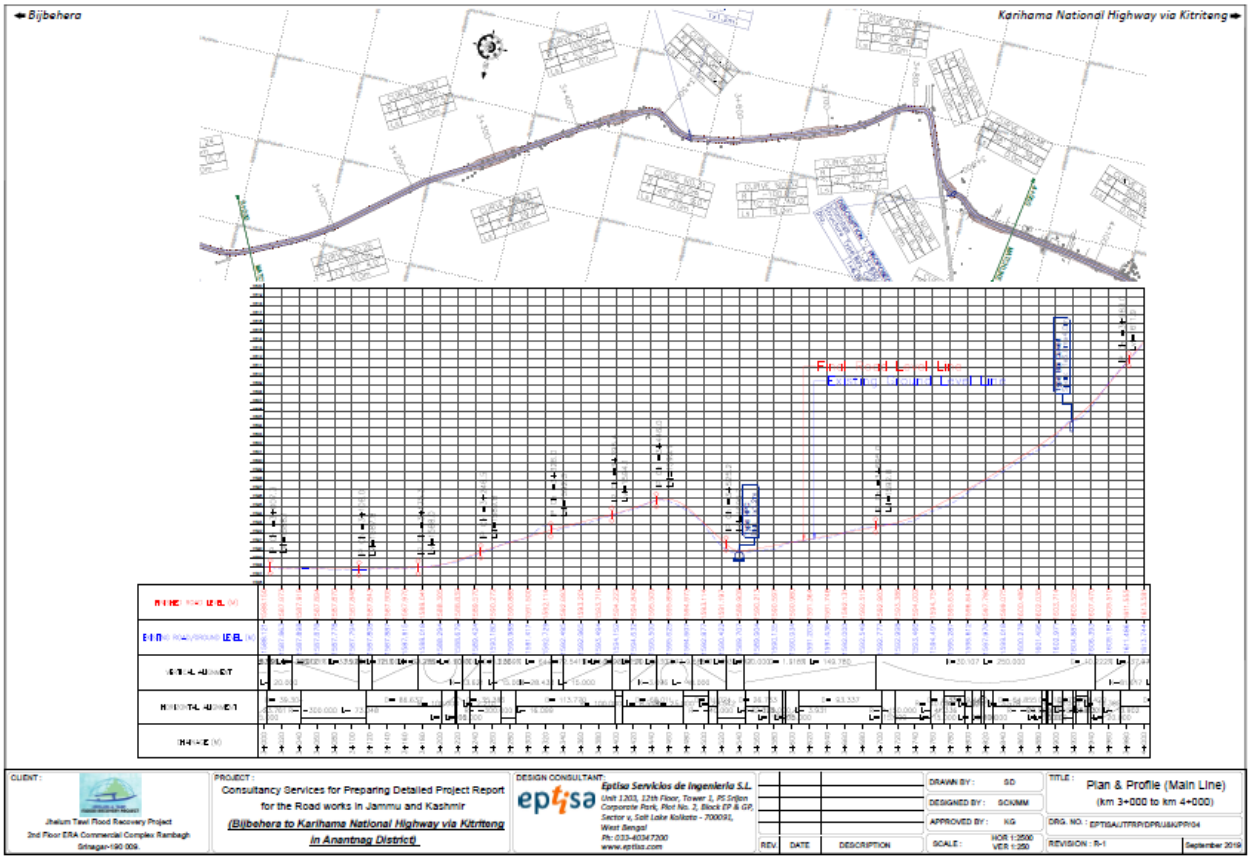
1. Chief Executive Officer, J&K ERA for kind information
2. Director Kashmir, J&K ERA for information
3. Project Manager (T), J&K ERA Kashmir for information
4. Environmental Expert, J&K ERA for information
5. Social Expert, J&K ERA for information
6. Team Leader, TAQAC for information

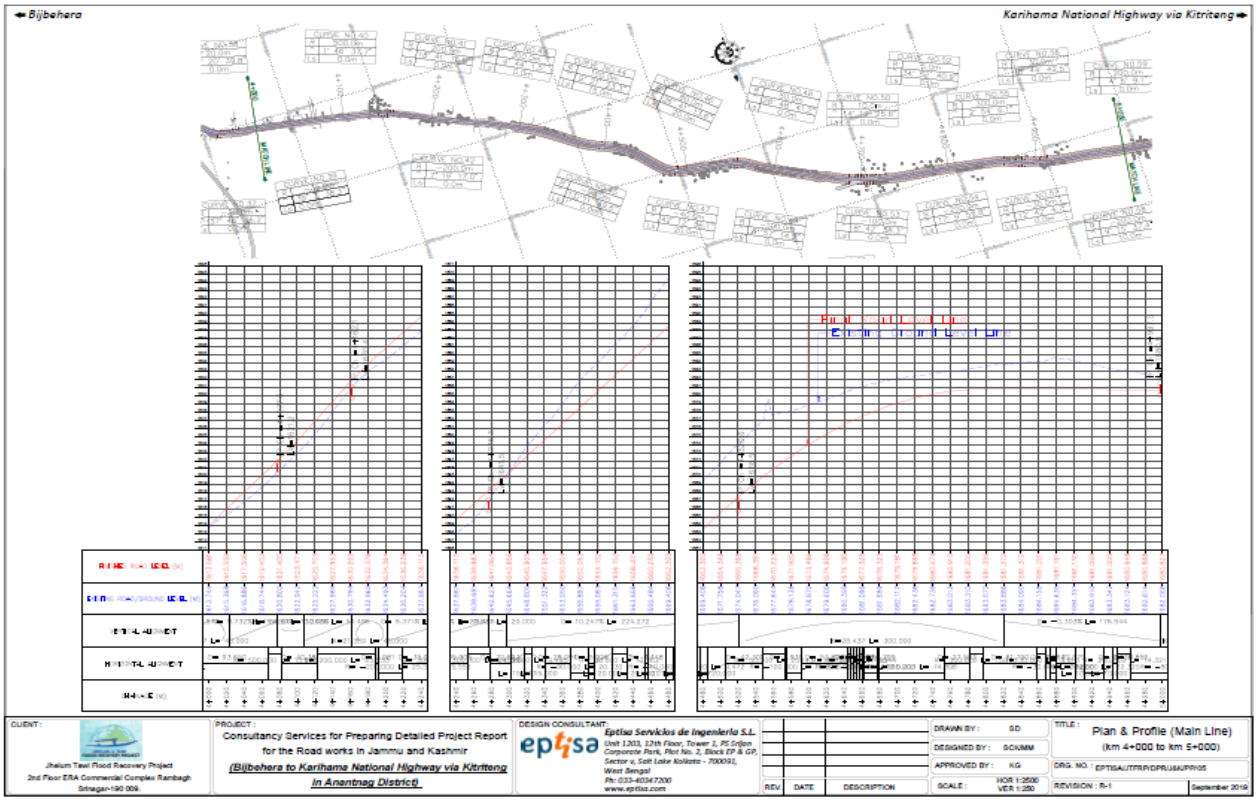
Annexure 7: Plan & Profile

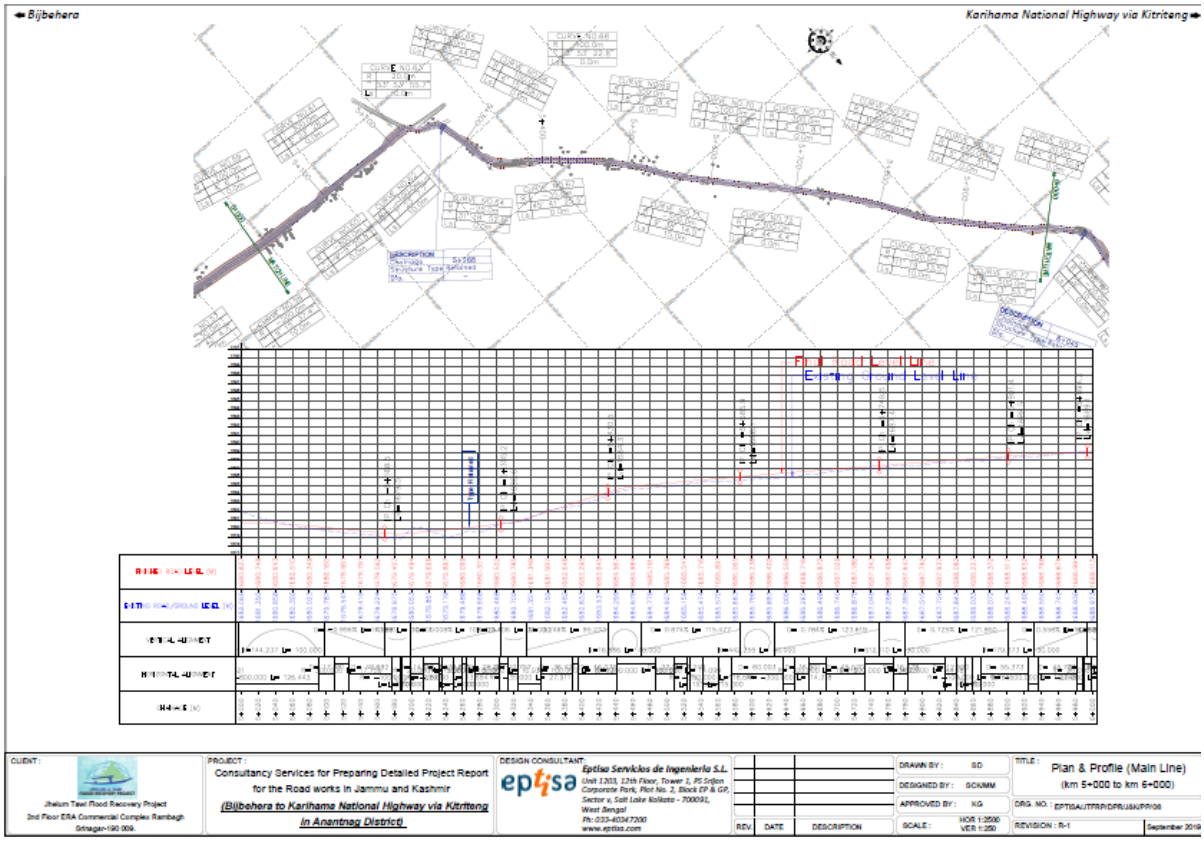


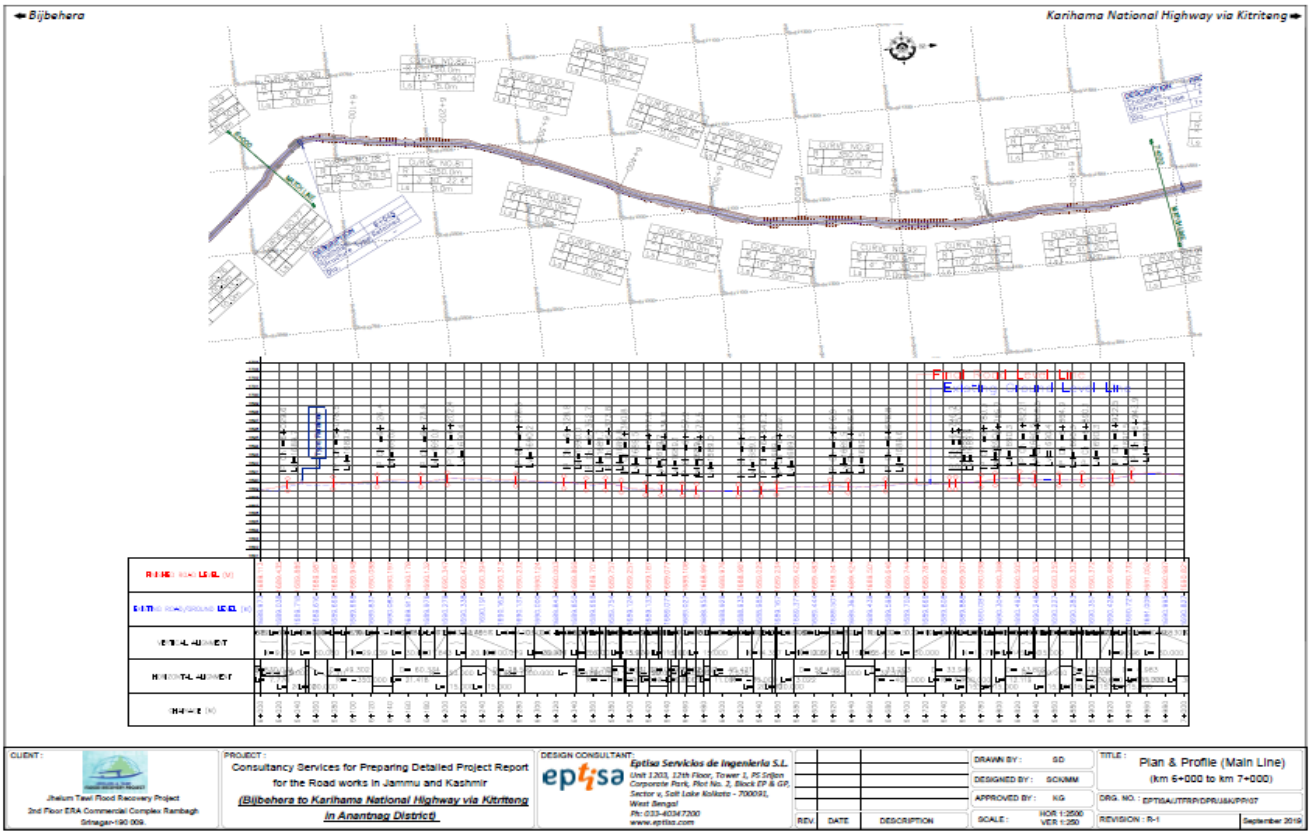


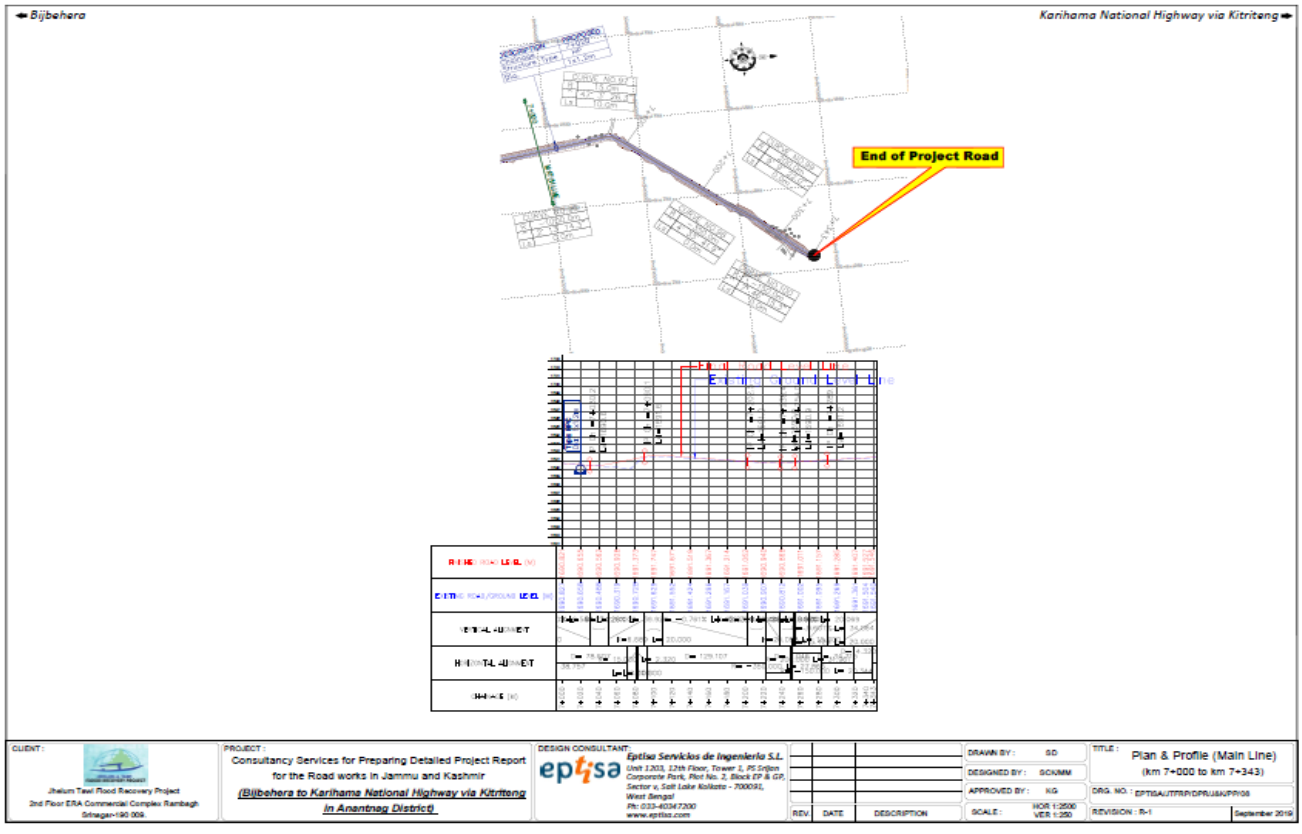

Bijbehera
Karihama National Highway via Kitriteng
Consultancy Services for Preparing Detailed Project Report for the Road works in Jammu and Kashmir
(Bijbehera to Karihama National Highway via Kitriteng in Anantnag District)
Plan & Profile (Main Line)
(km 2+000 to km 3+000)


Bijbehera
Karihama National Highway via Kitriteng
Consultancy Services for Preparing Detailed Project Report for the Road works in Jammu and Kashmir
(Bijbehera to Karihama National Highway via Kitriteng in Anantnag District)
Plan & Profile (Main Line)
(km 3+000 to km 4+000)


Bijbehera
Karihama National Highway via Kitriteng
Consultancy Services for Preparing Detailed Project Report for the Road works in Jammu and Kashmir
(Bijbehera to Karihama National Highway via Kitriteng in Anantnag District)
Plan & Profile (Main Line)
(km 4+000 to km 5+000)


Bijbehera
Karihama National Highway via Kitriteng
Consultancy Services for Preparing Detailed Project Report for the Road works in Jammu and Kashmir
(Bijbehera to Karihama National Highway via Kitriteng in Anantnag District)
Plan & Profile (Main Line)
(km 5+000 to km 6+000)


Bijbehera
Karihama National Highway via Kitriteng
CLIENT :
Jhelum Tawi Flood Recovery Project
2nd Floor ERA Commercial Complex Rambagh
Srinagar-190 009.
PROJECT :
Consultancy Services for Preparing Detailed Project Report
for the Road works in Jammu and Kashmir
(Bijbehera to Karihama National Highway via Kitriteng
in Anantnag District)
DESIGN CONSULTANT :
eptisa
Eptisa Servicios de Ingenieria S.L.
Unit 1203, 12th Floor, Tower 1, PS Srijan
Corporate Park, Plot No. 2, Block EP & GP,
Sector v, Salt Lake Kolkata - 700091,
West Bengal
Ph: 033-40347200
www.eptisa.com
REV
DATE
DESCRIPTION
DRAWN BY : SD
DESIGNED BY : SCN/MM
APPROVED BY : KG
SCALE : HOR 1:2500 VER 1:250
TITLE :
Plan & Profile (Main Line)
(km 6+000 to km 7+000)
DRG. NO. : EPTISA/JTFRP/DPR/J&K/PP/07
REVISION : R-1
September 2019


Bijbehera
Karihama National Highway via Kitriteng
End of Project Road
CLIENT :
Jhelum Tawi Flood Recovery Project
2nd Floor ERA Commercial Complex Rambagh
Srinagar-190 009.
PROJECT :
Consultancy Services for Preparing Detailed Project Report
for the Road works in Jammu and Kashmir
(Bijbehera to Karihama National Highway via Kitriteng
in Anantnag District)
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eptisa
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Sector v, Salt Lake Kolkata - 700091,
West Bengal
Ph: 033-40347200
www.eptisa.com
REV
DATE
DESCRIPTION
DRAWN BY : SD
DESIGNED BY : SCN/MM
APPROVED BY : KG
SCALE : HOR 1:2500 VER 1:250
TITLE :
Plan & Profile (Main Line)
(km 7+000 to km 7+343)
DRG. NO. : EPTISA/JTFRP/DPR/J&K/PP/08
REVISION : R-1
September 2019

Annexure 8: Photograph of the Road

	
Trees along the road and road condition	Mosque along the road
	
Trees along the road and road condition	Settlements along road

Annexure 9: Public Consultation (16.09.2019)

Photographs of public consultation at Bijbehara & Hayer villages

Signature Sheet

Public Consultation: Bijbihara - Kanihama Road.
16.09.19: Bijbihara & Hayar

Name	Occupation	Address	Signature
Shah Qureshi	Shopkeeper	Bijbihara	قمر
Nawaz Ali	"	"	[illegible]
Tabassum Hussain	Student	"	Tabassum
Wahid Haq	Student	"	Wahid
Zayeed Ali	"	"	Zayeed
Masood Khan	"	Rajbagh	Ahmad
Mumtaz Ali	Farmer	"	—
Amin Ali	"	Hayar	—
Zubair Ahmad	"	Hayar	زبیر
Qadir Ali	Student	"	Qadir
Ghulam Bhat	Student	"	G Bhat