



Resettlement Planning Document

Project Number: 47229-001
May 2016

IND: Uttarakhand Emergency Assistance Project

Sub Project : DDR for Roads of Rudraprayag District

Submitted by

Uttarakhand Emergency Assistance Project (Roads & Bridges), Government of
Uttarakhand, Dehradun

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Asian Development Bank



OFFICE OF PROGRAM MANAGER

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 Phone: 0135-2672031 E-mail: pm.ueap.pwd@gmail.com

Letter No: - 960/02 /UEAP/PWD/2016-17
 To

Dated: 19/05/2016

Country Director,
 South Asia Department,
 India Resident Mission,
 4 San Martin Marg, Chanakyapuri,
 New Delhi-110021, India.



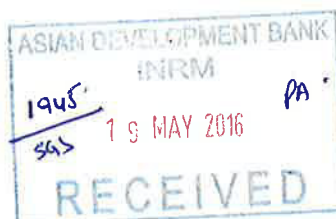
Subject: ADB Loan-3055 IND, UEAP (R&B) Re-Submission of Revised Due Diligence Report (DDR) of Chamoli and Rudraprayag Districts for ADB's approval.

Madam,

Reference to the subject matter kindly find enclosed revised Due Diligence Report (DDR) of chamoli and Rudraprayag Districts for the following subprojects for ADB's approval.

S.No.	Subproject No.		Subproject Name
1	UEAP/PWD/C-7 A	Chamoli	Nandprayag Ghat
2	UEAP/PWD/C-7 B		Rudraprayag-Pokhri-Karanprayag
3	UEAP/PWD/C-8		Chamoli-Kund
4	UEAP/PWD/C-20		Reconstruction of Joshimath Auli Motor Road under Nagar Palika Joshimath
5	UEAP/PWD/C-21A		Reconstruction of Internal Road of Nagar Panchayat Karanprayag
6	UEAP/PWD/C-21B		Reconstruction of Narsingh Mandir Approach Road under Nagar Palika Joshimath
7	UEAP/PWD/C-32		Rudraprayag-Pokhri-Karanprayag (Km 43-44 & 59-76
8	UEAP/PWD/C-33		Tharali-Dewal-Mundoli
9	UEAP/PWD/C-34		Reconstruction of Internal Road of Nagar Palika Gopeshwar
10	UEAP/PWD/C-49 A		Karanprayag-Nauti-Paithani
11	UEAP/PWD/C-49 B		Gauchar-Sidoli
12	UEAP/PWD/C-50		Karanprayag-Nainisen
13	UEAP/PWD/C-51		Pokhri-Gopeshwar
1	UEAP/PWD/C-22	Rudraprayag	Reconstruction of New Bus Stand Road under Nagar Palika Rudraprayag
2	UEAP/PWD/C-29		Khirsu-Khedakhal-Kandai-Khankhra
3	UEAP/PWD/C-30		Sonprayag-Triyuginarayan
4	UEAP/PWD/C-31		Makku-Paldwari

Enclosed: As Above

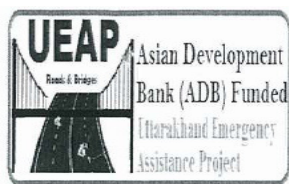


Yours Sincerely

[Signature]
 Chief Engineer
 PIU (R&B), UEAP
 Dehradun

Copy To:-

1. Program Director, PMU, UEAP (R&B) Dehradun.
2. Program Manager, PIU(R&B), UEAP Dehradun.
3. Mr. Prabhask Sahu, Project Officer, INRM, New Delhi.
4. Dr. Sharmila Singh, Safeguards officer, ADB.



UTTARAKHAND EMERGENCY ASSISTANCE PROJECT

(Road & Bridge)

ADB Loan No. 3055-IND

DSC-2 Package: PWD/UEAP/DSC-2/Garhwal-1

DUE DILIGENCE REPORT (SOCIAL) ALL 'C' CATEGORY ROADS OF RUDRAPRAYAG DISTRICT



APRIL 2016



M/s. SMEC India Pvt. Ltd.

Priyavansh Niwas, Village & Post Srikot

Near Petrol Pump, Srinagar-Garhwal-246174

District Pauri Uttarakhand

Table of Contents

ABBREVIATIONS.....	3
PROJECT FACT SHEET.....	4
PREPARATION OF REPORT	5
1. INTRODUCTION	6
A. Background.....	6
B. Need for the Subproject	6
2. LOCATION OF THE SUBPROJECT	8
3. OBJECTIVES OF THE SUBPROJECT	9
4. SCOPE OF THIS SUBPROJECT.....	9
5. REQUIREMENT OF DUE DILIGENCE REPORT	10
6. SCOPE OF LAND ACQUISITION AND RESETTLEMENT	10
7. PROJECT IMPACT AND OUTCOME.....	10
8. INDIGENOUS PEOPLE	11
9. GENDER ISSUE.....	11
10. GRIEVANCE REDRESS MECHANISM.....	11
11. PUBLIC CONSULTATION	11
12. CONCLUSIONS.....	14

List of Tables

Table 1: Affected Length of Subproject C-22.....	7
Table 2: Affected Length of Subproject C-29.....	7
Table 3: Affected Length of Subproject C-30.....	7
Table 4: Affected Length of Subproject C-31	8

List of Figures

Figure 1: Maps showing C-22, C-29, C-30 and C-31 Road Stretches	8
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List of Photo Plates

Plate 1: Photographic Documentation of Public Consultation	15
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List of Annexure

Annexure 1: Photographic Documentation of Subproject Roads (C-22, C-29, C-30 and C-31).....	15
Annexure2: Circular on Reconstruction Works in Night Shifts.....	16
Annexure3: Circular on Minimization of IR and IP Impacts.....	17

ABBREVIATIONS

ADB	Asian Development Bank
AP	Affected Persons
DP	Displaced Persons
DSC	Design and Supervision Consultants
EA	Executing Agency
FGD	Focus group discussions
GOI	Government of India
GRC	Grievance Redressal Committee
IP	Indigenous Peoples
IR	Involuntary Resettlement
LA	Land Acquisition
NGO	Non-Government Organizations
PIU	Project Implementation Unit
R&B	Roads and Bridges
R&R	Resettlement & Rehabilitation
RoW	Right of Way
SC	Schedule Caste
SCDGO	Social, Community Development and Gender Officer
ST	Schedule Tribe
TOR	Terms of Reference
UEAP	Uttarakhand Emergency Assistance Project

LIST OF CATEGORY 'C' SUB-PROJECTS UNDER RUDRAPRAYAG DISTRICT

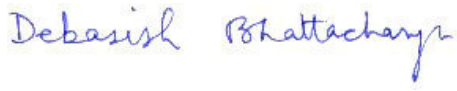
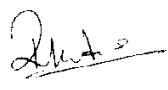
SL.No.	Sub-project No.	Road Name
1	UEAP/PWD C 22	Reconstruction Of New Bus Stand Road Under Nagar Palika Rudraprayag
2	UEAP/PWD C 29	Khirsu-Khedhakhal-Kandoi-Khankhra
3	UEAP/PWD C 30	Sonprayag-Triyuginarayan
4	UEAP/PWD C 31	Makku-Paldwari

PROJECT FACT SHEET

Funded by	ASIAN DEVELOPMENT BANK
Loan Details	3055- IND Uttarakhand Emergency Assistance Project
Subprojects	Roads and Bridges, DSC-2 Garhwal Region-1C-22 (New Bus Stand Road Under Nagar Palika Rudraprayag), C-29 (Khirsu-Khedhakhal-Kandoi-Khankhra Road), C-30 (Sonprayag-Triyuginarayan Road) and C-31 (Makku-Paldwari Road) –All 'C' Category Roads of Rudraprayag District)
Executing Agency	State Disaster Management Authority, Government of Uttarakhand
Implementing Authority	Project Implementation Unit (PIU) – Roads & Bridges (R&B), Department, Govt. of Uttarakhand

Due Diligence Report (Social): All 'C' Category Roads of Rudraprayag District
SMEC India Private Limited

PREPARATION OF REPORT

<p>Prepared by:</p>  <p>Dr. Debasish Bhattacharya Social Expert Design and Supervision Consultant (PWD/UEAP/DSC-2 Garhwal 1) for Uttarakhand Emergency Assistance Project (UEAP) SMEC INDIA PVT LTD Priyavansh Niwas, Village & Post Srikot Near Petrol Pump, Srinagar-Garhwal-246174 Distt. Pauri Uttarakhand M +91 9958544885 / 9868817865 Email anandi.medha@gmail.com Date: <u>14.03.2016</u></p>	<p>Verified by:</p>  <p>Col. R. K. Aima Team Leader Design and Supervision Consultant (PWD/UEAP/DSC-2 Garhwal 1) for Uttarakhand Emergency Assistance Project (UEAP) SMEC INDIA PVT LTD Priyavansh Niwas, Village & Post Srikot Near Petrol Pump, Srinagar-Garhwal-246174 Distt. Pauri Uttarakhand M +91 9575433533 Email Ravinder.Aima@smec.com www.smec.com Date: <u>14.03.2016</u></p>
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1. INTRODUCTION

A. Background

1. The State of Uttarakhand suffered from major cloud bursts, incessant rains and major floods in the upper valleys during 15-17 June 2013 that resulted in severe damages in several parts of Uttarakhand. The districts of Chamoli, Rudraprayag and Pauri were directly affected by this disaster. These regions are among the country's most important pilgrimage centres and the calamity occurred during the peak pilgrimage season. Several roads and bridges have been washed away by the unprecedented flash floods and landslides. A large number of houses, public buildings, roads and bridges, urban and rural infrastructure has been damaged. To restore and rebuild the damaged infrastructures, especially the road connectivity network in the state, the Uttarakhand Emergency Assistance Project (UEAP) has been taken up which envisages rehabilitation and reconstruction of state roads and bridges, tourism infrastructure (including construction of helipads and trekking routes), urban roads and buildings.
2. Through the implementation of the UEAP the expected outcome will be economic and social recovery from the disaster in Uttarakhand State.
3. Broadly, the works in Garhwal region comprise restoration of the road to its original shape with the clearance of slip and construction of retaining and breast walls, drains, crash barriers and improvement of riding surface by resurfacing through cement concrete and BM/SDBC. These will be constructed as per MORD/ MoRT&H Specifications and as per the IRC guidelines. The Program will improve road connectivity and will improve the quality of life of the poor in the project influenced areas. The strengthening and rehabilitation of road will be restricted to affected lengths and alignments of proposed subprojects.

B. Need for the Subproject

4. The subprojects under consideration have been taken up for restoring the damaged road network within the Rudraprayag Town and in different parts of the district. These subprojects provide connectivity to urban as well as rural areas of Rudraprayag District and after restoration both local people and tourists from outside will be well connected with all-weather road networks in the region.
5. Rudraprayag District road networks provide key connectivity to a number of famous Hindu pilgrimage centers including two revered shrines of Kedarnath and Badrinath of the Char Dham. Kedarnath comes under direct jurisdiction of Rudraprayag District while NH-58 that connects Badrinath shrine passes through the district for a sizeable distance. Another famous temple of Triyuginarayan also has connectivity from Sonprayag, which provides access to Kedarnath Temple. Restoration of these roads will help reviving the connectivity to these pilgrimage centers.

6. The details of the proposed subprojects have been provided below.

- ❖ The New Bus Stand Road is an important road as it provides connectivity to all other roads of Rudraprayag District. This road was badly damaged due to the 2013 natural disaster. The length of affected road is 0.430 km. This road needs to be reconstructed as Rudraprayag has tough mountainous terrain connected by roads that are often closed due to landslides, slips and breaches consequent to rainfall even for few hours. The ADB funded UEAP project covers the scope of reconstruction and restoration of damaged New Bus Stand Road considered as Subproject C-22. The details of the subproject have been provided as follows.

Table1: Affected Length of Subproject C-22

Sl. No.	Name of Road	Road Length (km)
1	New Bus Stand Road	0.430
Total Affected Length		0.430

- ❖ The Khirsu-Khedhakhal-Kandoi-Khankhra road is an important road used as an alternate route for Khirsu Block if the main NH 58 is inaccessible. This road was badly damaged due to the 2013 natural disaster. The length of affected road is 22.600 km. This road needs to be reconstructed as it is an important road for an alternate route for NH 58 in an emergency as well as lifeline of the Khirsu Block and its catchment area. The ADB funded UEAP project covers the scope of reconstruction of the road from Khirsu-Khedhakhal-Kandoi-Khankhra considered as Subproject C-29. The details of the subproject have been provided as follows.

Table 2: Affected Length of Subproject C-29

Sl. No.	Name of Road	Road Length (km)
1	Khirsu-Khedhakhal-Kandoi-Khankhra Road	22.600
Total Affected Length		22.600

- ❖ The Sonprayag-Triyuginarayan road is an important road which provides approach to the famous Triyuginarayan Temple. The length of affected road is 12.500 km. The road needs to be reconstructed because it is an important road for this famous ancient Hindu pilgrimage situated in Chainage 13.000 km of the aforesaid road. The ADB Funded UEAP project covers the scope of restoration and reconstruction of damaged Sonprayag-Triyuginarayan considered as Subproject C-30. The details of the subproject have been provided as follows.

Table 3: Affected Length of Subproject C-30

Sl. No.	Name of Road	Road Length (km)
1	Sonprayag-Triyuginarayan Road	12.500
Total Affected Length		12.500

- ❖ The Makku-Paldwari road is an important road used as an alternate route for Agastmuni, Tilwara and Rudraprayag from Ukhimath and Guptkashi if the main NH 107A would be blocked due to natural calamity. This road was badly damaged due to the 2013 natural disaster. The length of affected road is 15.600 km. This road need to be reconstructed

as it is an important road which provides approach to famous temple of Makkumath and it is an alternate route for NH 107A. The ADB funded UEAP project covers the scope of reconstruction of the road from Makku to Paldwari considered as Subproject C-31. The details of the subproject have been provided as follows.

Table 4: Affected Length of Subproject C-31

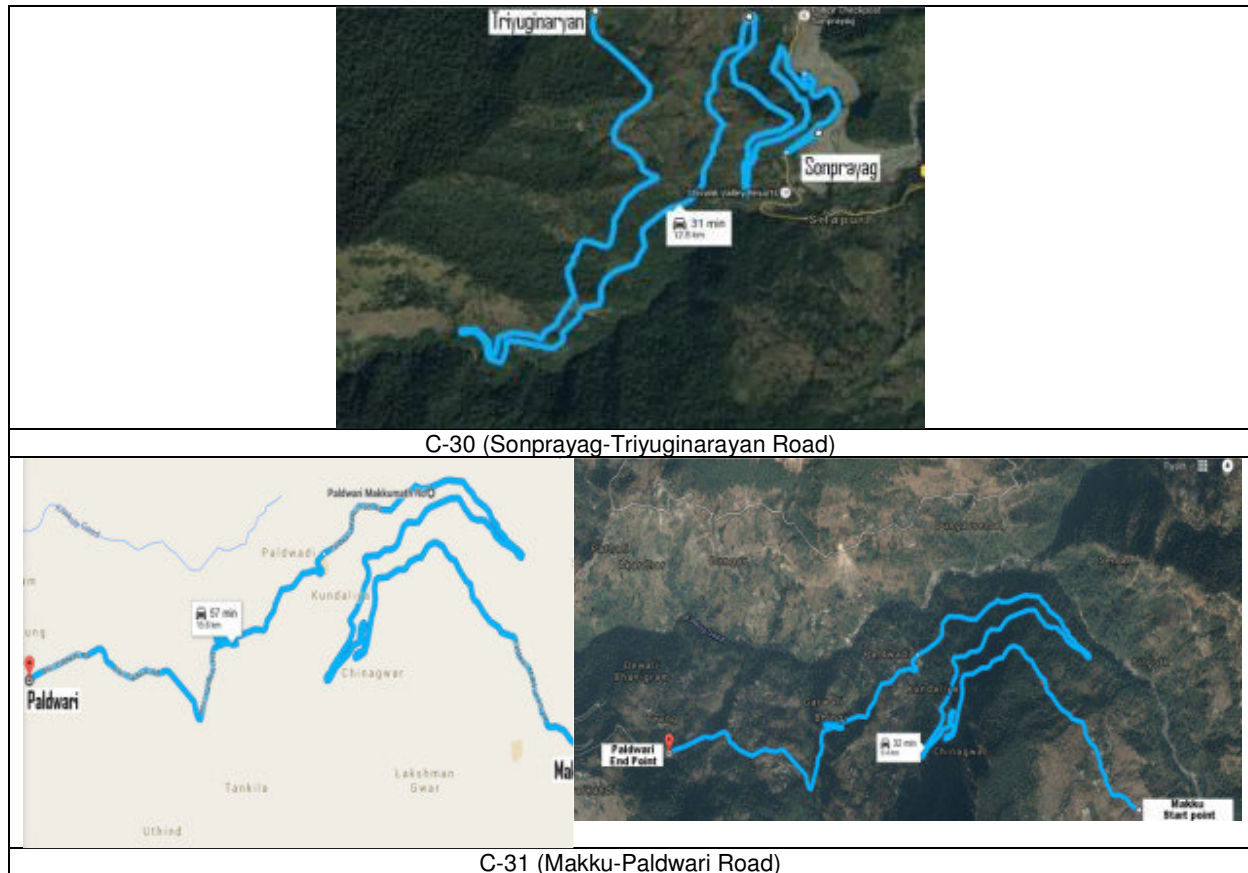
Sl. No.	Name of Road	Road Length (km)
1	Makku-Paldwari Road	15.600
Total Affected Length		15.600

2. LOCATION OF THE SUBPROJECT

- The subproject road passes majorly through human settlements with a varying formation width (see **Figure 1**). At places, the road passes through hilly terrain where landslide and slip occurs especially during monsoon season

Figure1: Maps showing C-22, C-29, C-30 and C-31 Road Stretches





3. OBJECTIVES OF THE SUBPROJECT

8. The main objectives of these subprojects are to reinstate the road networks of Rudraprayag District and also to revive the regional road network damaged due to the natural calamity of 2013.

4. SCOPE OF THIS SUBPROJECT

9. The ADB funded UEAP project covers the scope of reconstruction of the subprojects C-22 (New Bus Stand Road Under Nagar Palika Rudraprayag), C-29 (Khirsu-Khedhakhal-Kandoi-Khankhra Road), C-30 (Sonprayag-Triyuginarayan Road) and C-31 (Makku-Paldwari Road). The restoration of the total affected roads of Rudraprayag District is 51.130 km which is to be done within the existing road carriageway.
10. The scope of this subproject includes restoration of the roads with WBM (G3), profile correction by BM, resurfacing by SDBC in heavily damaged blacktop portion of the roads, restoration of traffic signs, markings and appurtenances. All these need to be carried out under MORT&H/MORD specifications.
11. A photographic documentation of the subprojects has been presented in **Annexure 1**.

5. REQUIREMENT OF DUE DILIGENCE REPORT

12. The subprojects have been taken up for reconstruction of the Rudraprayag roads. In line with the scope of UEAP, the subproject is envisaged as fast track and has been planned to provide easement to the existing but severely damaged portions of the road network within the current ROW. There is no scope for widening any stretch but to restore and reconstruct the roads within the road carriageway. Thus, these subprojects do neither require land acquisition nor do these impact any structure along their courses. Moreover, all the roads pass mainly through rural areas where there is no major settlement along the road which have commercial establishments / shops along these roads. Thus, there is no impact on livelihoods of the people living along these subprojects.
13. Keeping the above information in view and the subproject requirements there is a need to go for a due diligence to check all compliances according to the guidelines and norms set for the implementation of this subproject.

6. SCOPE OF LAND ACQUISITION AND RESETTLEMENT

14. In these subprojects there is no land acquisition. Since the reconstruction and restoration works are being carried out only within the carriageway width of the existing roads, there is no land acquisition in implementing the subproject. Thus, these road subprojects (C-22, C-29, C-30 AND C-31) have no adverse social impact related to land acquisition or impact on privately / publicly owned structures.
15. In the event of any unforeseen adverse impacts on traffic flow or day-time business of roadside shops or vendors, road reconstruction works will be taken up in night shifts following two instructions from the EA between 5.00 p.m. to 10.00 p.m. The first letter (Letter No. 1343/02/UEAP/PWD/2015 dated 18/09/2015 issued by the CE, ADB UEAP (R&B) Dehradun (**Annexure 2**)) stated that daytime road resurfacing and related construction activities in urban roads, densely populated / market areas would hamper traffic flow which would affect the running of schools and offices along the roads as there would be no alternative route for them, restrict access to shops and mobile vendors carrying out business along the road and would thereby result in loss of livelihoods for the commercial establishments. Hence, it was decided to carry out construction activities in urban areas after 5.00 pm and during night. In another letter (Letter No. 15702/UEAP/PWD/2015-2016 dated 27/01/2016 issued by CE, ADB UEAP (R&B) Dehradun appended as **Annexure 3**) specific guidelines have been recommended to continue works only till 10.00 p.m. from the time the shops are closed. These restrictions have also been advised in road construction activities especially near residential areas, schools and hospitals.

7. PROJECT IMPACT AND OUTCOME

16. The outcome of the subproject will be mainly restoring the road network which is vital for the movement of the local people with a wider objective of restoring social and economic life in the region. Better infrastructure of roads would encourage reviving the pilgrimage tourism in this part of Uttarakhand State which in turn would boost the income earning opportunities for the local people in tourist business.

8. INDIGENOUS PEOPLE

17. Compared to national average of above 8%, only around 3% of scheduled tribes (STs) are present in Uttarakhand state. They are mostly concentrated in Dehradun and Udham Singh Nagar Districts that are less affected due to the disaster of June 2013. Rudraprayag District has insignificant concentration of ST groups or indigenous peoples (IP). No IP population is impacted in Rudraprayag District due to implementation of these subprojects.
18. However, in case any unforeseen, direct or indirect impact on tribal communities being identified during any stage of the project implementation, all the measures will be taken as per **Indigenous Peoples' Policy Framework** to minimize impacts on them. This subproject will definitely support economic growth of local communities including Tribes (in case they are).

9. GENDER ISSUE

19. There is no affected woman headed households (WHH) since there is no IR impact. However, GenderAction Plan (GAP) provisions will be taken care of to bring women of the subproject areas in the mainstream in due course of the project implementation.

10. GRIEVANCE REDRESS MECHANISM

20. The EA has established a mechanism to receive and facilitate the resolution of displaced persons' concerns and grievances about physical and economic displacement and other project impacts, paying particular attention to the impacts on vulnerable groups.
21. The grievance redress mechanism intends to address concerns and complaints of APs promptly, using an understandable and transparent process that is gender responsive, culturally appropriate, and readily accessible to the displaced persons at no costs and without any retribution.
22. A Grievance Redress Committee (GRC) has been formed at the PMU Level of UEAP. The GRC is a voluntary body and will continue to function, for the benefit of the APs, during the entire project cycle. The contact information of GRC are:
- Phone No.: 0135-2708376
 - E-mail ID: greivancepmu@gmail.com

11. PUBLIC CONSULTATION



23. At the initial stage, during end of 2014, public consultation was carried out by the concerned Department (PIU) and DSC-2 consultants to disseminate project information and awareness creation about the project among the road users and local communities.

Roadside shopkeepers and residents have been consulted. The public consultation revealed that the majority expressed happiness that the subprojects have been taken up to restore / rehabilitate the affected road networks in Rudraprayag District.

24. At a later stage during March 2016, public consultations have been conducted in all C Category roads in the district of Rudraprayag. Package-wise the brief outcomes of these consultations have been provided below.

- ❖ Between December 2015 and March 2016 individual consultations were carried out with shopkeepers on C-22 (New Bus Stand Road under Nagar Palika Rudraprayag). The road works were completed and it was handed over to PWD. All the shopkeepers interacted with have expressed their satisfaction regarding the project.
- ❖ In the public consultation held on 11th March 2016 at Kandai Pool (Ch. 29+225 km) on C-29 (Khirsu-Khankhra Road), all the 5 men attendees mentioned that the villagers were satisfied to a large extent with the road reconstruction works being undertaken on this route. Only one request they have made that they would like to see the project completed before the monsoon of 2016 which would provide relief for the daily commuter, especially school going children.
- ❖ On 10th March 2016 public consultation was held at Triyuginarayan (Ch. 12+300 km) on C-30 (Sonprayag-Triyuginarayan Road). The local people welcomed the project and were satisfied with the works done. 7 men participated. They requested for nullahs (drains) to be made properly to pass rain water without allowing it to stagnate on the road. This was noted by the field engineer from contractor's side.
- ❖ Public consultation was held at Paldwari village (Ch. 22+670 km) on C-31 (Makku-Paldwari Road) on 10th March 2016 where 7 villagers including the Gram Pradhan attended. People praised the quality of road works. The villagers requested for a safety wall / breast wall to be built along the primary school close to the location of discussion. This was noted down by the DSC-2 engineering representative. In another request the attendees raised to seek a solution of stone cutting near the end chainage where a large stone protuberance causing difficulties for passing heavy vehicles such as those bringing gas cylinders to the village. Since the stone protuberance cause hindrances to easy traffic flow they want it to be removed. On this issue, however they were told that it would require to be dealt with engineering team who may provide solutions as it may require blasting of hillside rocks.

Plate1: Photographic Documentation of Public Consultation

	
<p>Individual consultation with roadside vegetable seller in C-22 (New Bus Stand Road under Nagar Palika Rudraprayag)</p>	<p>Individual consultation with roadside bus operator in C-22 (New Bus Stand Road under Nagar Palika Rudraprayag)</p>

Due Diligence Report (Social): All 'C' Category Roads of Rudraprayag District
SMEC India Private Limited

	
<p>Individual consultation with roadside sweet seller in C-22 (New Bus Stand Road under Nagar Palika Rudraprayag)</p>	<p>Individual consultation with roadside snack and cold drinks seller in C-22 (New Bus Stand Road under Nagar Palika Rudraprayag)</p>
	
<p>Public consultation held at Kandoi Pool Market area (Ch. 29+225 km) on C-29 (Khirsu-Khankhra Road)</p>	<p>Public consultation held at Triyuginarayan (Ch. 12+300 km) on C-30 (Sonprayag- Triyuginarayan Road)</p>
	
<p>Public consultation held at Paldwari Village (Ch. 22+670 km) on C-31 (Makku-Paldwari Road)</p>	<p>The location of stone protuberance close to the end chainage pointed by the Paldwari villagers during the public consultation on C-31 (Makku-Paldwari Road)</p>



12. CONCLUSIONS

1. In the subprojects C-22, C-29, C-30 and C-31 there is no scope of land acquisition. Since the reconstruction and restoration works are to be carried out only within the carriageway of the existing roads, there is no impact due to land acquisition in implementing the subprojects.
2. There is no adverse impact on income earning for roadside shopkeepers as these subprojects pass through scantily populated areas with no major settlements along their courses.
3. These subprojects do not have any adverse social impact on Indigenous Peoples or Tribal Communities.
4. There is no impact on any WHH.



**Annexure1: Photographic Documentation of Subproject Roads
(C-22, C-29, C-30 and C-31)**

	
<p>Starting Ch. of C-22 (New Bus Stand Road under Rudraprayag Nagar Palika)</p>	<p>Starting Ch. of C-29 (Khirsu-Khedhakhal-Kandoi-Khankhra Road)</p>
	
<p>Starting Ch. of C-30 (Sonprayag-Triyuginarayan Road) at Sonprayag</p>	<p>Laborers using safety helmets while removing stones (C-30 – Sonprayag-Triyuginarayan Road)</p>
	
<p>End Ch. of C-30 (Sonprayag-Triyuginarayan Road) at Triyuginarayan Temple complex</p>	<p>End Ch. of C-31 (Makku-Paldwari Road) showing that it passes through hilly terrain.</p>

Annexure 2: Circular on Reconstruction Works in Night Shifts

 <p>UEAP Asian Development Bank (ADB) Funded Uttarakhand Emergency Assistance Project</p>	 <p>PWD Uttarakhand</p>	<p>OFFICE OF PROGRAM MANAGER P.I.U., U.E.A.P. (ROAD & BRIDGE), DEHRADUN, UTTARAKHAND 2nd Floor, Tax Commissioner Building Jogiwala, Mussoorie Bypass, Ring Road (Pulia No-6) Nathanpur, Dehradun- 248001 Phone: 0135-2672031 E-mail- pm.ueap.pwd@gmail.com</p>
<p>Letter No 1343/02/UEAP/PWD/2015 Dated : 18 / 09/2015</p>		
<p>To,</p>		
<p>Mr Durvesh Kumar Tyagi Team Leader Meinhardt Singapore (India Branch) 2nd Floor, above Tulse Traders, Near, ICICI Bank Baksikhola Mall Road Almora</p>	<p>Mr Ravinder Aima, Team Leader SMEC India, Pvt Ltd, C/o Shri Sanjay Kumar Priyavansh Niwas (Near Patrol Pump) Vill&Post-Srikot, Ganganali Srinagar Garhwal) PIN-246174</p>	<p>Mr K.S Verma Team Leader, Eurostudios S.L. Spain Theme JV C/o Galthya Singh, S/o Kundan Singh B.T-34, Cammasale Area, Bus Stand Baurari, New Hari Mangalam Hotel, New Tehri Town, Tehri Garhwal 249001</p>
<p>Subject: ADB Loan 3055 IND- UEAP (R&B) Performing of Construction Work in the night shift in congested areas of towns and cities.</p>		
<p>Dear Sir,</p> <p>It has been observed that the construction work in Urban Roads/Population Density Area/Market area during the daytime would hamper the flow of traffic. Many schools and offices, both private and Government, which are connected by the roads would be affected during the construction period. As accessibility to shops and movable vendors, which are settled on both side of the road, would be limited during the construction period may resultant in loss of livelihood. Hence, it is requested to shift the construction hours after 5:00 PM and during the night to minimize the impact on the flow of traffic and livelihood of shops and kiosks.</p> <p>In view of the above circumstances, it has been decided and instructed to the Contractors and the DSCs for performing the construction work in the congested areas during the night shift for all the concerned packages.</p> <p>You are directed to reschedule the construction accordingly as per the requirement of sub projects.</p>		
		<p><i>(S.K. Birla)</i> Chief Engineer ADB, UEAP (R&B) Dehradun</p>
<p>Copy To:-</p> <ol style="list-style-type: none"> 1. Mr Anil Motwani, Team Leader, ADB INRM. 2. Mr Prabhask Sahu, Associate Project Officer, ADB INRM. 3. Program Director, PMU, UEAP, SIIDCUL Building, 29 IIE (IT Park) Sahastradhara Road Dehradun- for kind information please. 4. Program Manager PIU, UEAP (R&B) Dehradun for kind information please. 5. Mr Girish Mahajan, Environment Specialist, ADB, INRM 6. Dr Sharmila Singh, Staff Consultant Social, ADB, INRM. 7. Superintending Engineer, ADB, (Apada) Circle, PWD Almora/Srinagar. 8. Executive Engineer, PIU, UEAP(R&B) Apada Division Garhwal/Kumaon Region- for issuing the instructions accordingly. 9. Mr Arun Mahajan, Contract Management Specialist, ADB/TA, UEAP(R&B) Dehradun. 10. Dr AK Singh, Resettlement Specialist ADB/TA, UEAP(R&B) Dehradun. 11. Dr Prachi Sharma, SCDGO, PIU, UEAP(R&B) Dehradun. 12. CR EDA (NGO) Dehradun – for necessary action. 		
		<p><i>(S.K. Birla)</i> Chief Engineer ADB, UEAP (R&B) Dehradun</p>

Annexure 3: Circular on Minimization of IR and IP Impacts

  UEAP Asian Development Bank (ADB) Funded Uttarakhand Emergency Assistance Project	OFFICE OF PROGRAM MANAGER P.I.U., U.E.A.P. (ROAD & BRIDGE), DEHRADUN, UTTARAKHAN 2nd Floor, Tax Commissioner Building Jogiwala, Mussoorie Bypass, Ring Road (Pulia No-6) Nathanpur, Dehradun- 248001 Phone: 0135-2672031 E- mail- pm.ueap.pwd@gmail.co
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Letter No: / 57 /02/UEAP/PWD / 2015-16 Date 27/01 /2016

To,

Harish Pangti, Suprintending Engineer, ADB, Apada Circle, Almora	Ravindra Aima, Team Leader, C/O Sanjay Kumar, Priyavansh Niwas, Near Petrol Pump, Village & Post- Srikot, Srinagar,	K.S. Verma, Team Leader, Eurostudios S.L. Spain, C/O Matwari Devi, Sector No. B.T, Plot No. 34, Cammsale Area, Borari Bus Stand, In front of Hari Manglam Heritage Hotel, New Tehri
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Subject:- Minimization of Involuntary Resettlement (IR) and Indigenous People (IP) impacts.

Reference:- 1343/02/UEAP/PWD/2015 Dated 08-09-2015.

Dear Sir,

This has reference to the aforesaid letter regarding performing of construction work in the night shift in congested area of town and cities. This is to inform you that the provisions in the ADB approved Environmental Management and Monitoring Plan (EMMP) for the noise pollution related issues (refer serial number C.4.3.1) related to the construction at night should be strictly adhered.

Kindly ensure that work should be done once shops are closed in the market area and not continued to be beyond 10:00 PM in the Residential areas, near Hospitals and Schools.

27/01/16
Chief Engineer
PIU (R&B), UEAP
Dehradun, Uttarakhand

Copy to:-

1. Program Manager, PIU, (R&B), UEAP, Dehradun, Uttarakhand.
2. Dr. Sharmila Singh, Safeguard Consultant, ADB, India Resident Mission, New Delhi.
3. Mr. Prabhash Sahu, Project Officer, ADB, India Resident Mission, New Delhi.
4. Superintending Engineer, Kumaun/Garhwal.
5. Executive Engineer, Chamoli/Rudraprayag/Pauri/Tehri/Uttarakashi/Almora/Nainital/Bageshwar/Pithoragarh.
6. Project Manager, SMEC India Pvt. Ltd.
7. Project Manager, Eurostudios S.L. Spain JV Theme Engineering Services.
8. Dr. Debashish Bhattacharya, Social Expert, SMEC India Pvt. Ltd.
9. Mr. Nitin Shitole, Eurostudios S.L. Spain JV Theme Engineering Services.
10. Mr. Sanjeev Sharma, Environment Expert, Eurostudios S.L. Spain.
11. Mr. Deepak Malik, Environment Expert, SMEC India Pvt. Ltd.

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