



Resettlement Planning Document

Project Number: 47229-001
July 2016

IND: Uttarakhand Emergency Assistance Project

Sub Project : Due Diligence Report (social) internal roads of Nagar Palika Almora UEAP/PWD/C-16

Submitted by

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

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Asian Development Bank



UEAP
Asian Development Bank (ADB) Funded
Uttarakhand Emergency Assistance Project

OFFICE OF PROGRAM MANAGER

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E-mail- pm.ueap.pwd@gmail.com

for logging #s

SGS/Prashant Sahoo

Letter No: - 1269/02 /UEAP/PWD/2016-17
To

Dated: 12/07/2016

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 Reports (DDRs) of Almora, Nainital, Pithoragarh and Bageshwar Districts for ADB's approval.

Madam,

Reference to the subject matter kindly find enclosed revised Due Diligence Reports (DDRs) of Almora, Nainital, Pithoragarh and Bageshwar Districts for the following subprojects for ADB's approval.

S.No.	Subproject No.	Subproject Name												
1-10	UEAP/PWD/C-2	Almora-Bageshwar Motor Road												
		Ranikhet-Mohan Motor Road												
		NTD Kafarkhan- Dhaulchinna Motor Road												
		Jalikhana-Nobara Motor Road												
		Kosi-Daulaghat Motor Road (Km 1 to 36)												
		Dwarhat-Binta Someshwer Motor Road (Km 17 to 32)												
		Bhatrojkhana Bhikiyasain Chokhutiya Motor Road (Km 26 to 45)												
		Bhikiyasain Deghat Bungidhar Bachuwaban Mehalchori Chaukhutia Motor Road (Km 36 to 43)												
		Ganai-Jorasi Motor Road (Km 1 to 24)												
		Artola Jageshwer Naini Motor Road (Km 6 to 20)												
1-9	UEAP/PWD/C-1	Khairna Ranikhet Motor Road (Km 1 to 26)												
		Marchula-Saraikhet-Bajjro-Pokhra-Satpuli Motor Road (Km 41 to 72)												
		Protection/Treatment work on Chronic land slide zone on Khairna-Ranikhet Motor Road (1km from Khairna Bridge												
		Kaladhungi- Kotabagh-Belpadav Road												
		Nainital-Kaladhungi- Bajpur Doraha Road												
		Betalghat-Bhatrojkhana												
		Nathuwakhana-Suyalbari												
		Ratighat-Betalghat Motor Road (Km 1 & 16 to 33)												
		Ranibag-Bhimtal-Khutani-Padampuri-Motiyapathar-Lohaghat Motor Road (Km. 7 & 12 to 61)												
		Reconstruction of Ramnagar-Kaladungi-Haldwani-Kathgodam-Chorgaliya-Sitarganj-Bijti Motor Road (km 5.00 to 14.00)												
1-9	UEAP/PWD/C-3	Reconstruction of Ramnagar-Kaladungi-Haldwani-Kathgodam-Chorgaliya-Sitarganj-Bijti Motor Road (km 18.00 to 24.00 & km 29												
		Reconstruction of Ramnagar-Kaladungi-Haldwani-Kathgodam-Chorgaliya-Sitarganj-Bijti Motor Road (km 66.00 to 76.00)												
		Reconstruction of Ramnagar-Kaladungi-Haldwani-Kathgodam-Chorgaliya-Sitarganj-Bijti Motor Road (km 77.00 to 87.30.00												
		(Protection/Treatment work on Chronic land slide zone on Nainital-Bhowali Motor Road km 1.00)												
		1-9	UEAP/PWD/C-73											
				1-9	UEAP/PWD/C-74									
						1-9	UEAP/PWD/C-82A							
								1-9	UEAP/PWD/C-82B					
										1-9	UEAP/PWD/C-83A			
1-9	UEAP/PWD/C-83B													
												1-9	UEAP/PWD/C-89	



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1	UEAP/PWD/C-12	Pithoragarh	Satsiling Thal Motor Road
2	UEAP/PWD/C-46		Reconstruction of internal road of Nagar Panchayat Dharchula
3	UEAP/PWD/C-75		Seraghat-Udiyari bend (Reconstruction of internal road of Nagar Panchayat Munsiyari)
1	UEAP/PWD/C-26	Bageshwar	Bageshwar-Kapkot-Sama-Tejam
2	UEAP/PWD/C-47		Kalnabend-Pantkwerali Motor Road
			Baijnath-Gwaldam Motor Raod

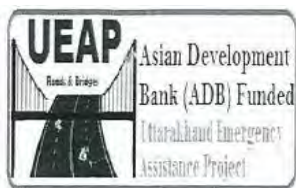
Enclosed: As Above

Yours Sincerely

12/07/16
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. Prabhash Sahu, Project Officer, INRM, New Delhi.
4. Dr. Sharmila Singh, Safeguards officer, ADB.



UTTARAKHAND EMERGENCY ASSISTANCE PROJECT



ADB LOAN NO. 3055 IND

JULY 2016

**DUE DILIGENCE REPORT (Social)
INTERNAL ROADS OF NAGAR PALIKA
ALMORA UEAP/PWD/C-16**

DESIGN & SUPERVISION CONSULTANT, DSC-3 (R&B) FOR RESTORATION OF ROAD IN ALMORA DISTRICT IN KUMAUN ZONE IN UTTARAKHAND



Due Diligence Report of Almora Internal Road, UEAP/PWD/C- 16, 2016, DSC-3 PIU (R&B), Uttarakhand Emergency Assistance Project (UEAP), GOU

Project Fact Sheet

Funded by	Asian Development Bank (ADB)
Loan Details	3055 – IND Uttarakhand Emergency Assistance Project (UEAP)
Sub Project	Roads and Bridges (R&B), Design and Supervision Consultant (DSC-3) Kumaun Region: Subproject UEAP/PWD/C- 16
Executing Agency	State Disaster Management Authority (SDMA), Govt. of Uttarakhand (GoUK).
Implementing Authority	Project Implementation Unit (PIU)- Roads & Bridges, Department, Govt. of Uttarakhand

Due Diligence Report of Almora Internal Road, UEAP/PWD/C- 16, 2016, DSC-3 PIU (R&B), Uttarakhand Emergency Assistance Project (UEAP), GOU

PREPARATION OF REPORT



<p>Prepared by:</p>  <p>Mr. Nitin Shitole Social Expert Design and Supervision Consultant (PWD/UEAP/DSC-3 Garhwal and Kumaun Region) for Uttarakhand Emergency Assistance Project (UEAP) Eurostudios S.L Spain and Theme Engineering Services Pvt. Ltd, B 24, Gokulvatika, Jawahar Circle Jaipur – 302018 (Rajsthan)</p> <p>Email: project@themeengineering.com Tel: +911412553987 Date: April 2016</p>	<p>Verified by:</p>  <p>Mr K. S. Verma Team Leader Design and Supervision Consultant (PWD/UEAP/DSC-3 Garhwal and Kumaun Region1) for Uttarakhand Emergency Assistance Project (UEAP) Eurostudios S.L Spain and Theme Engineering Services Pvt. Ltd, Near S.T.Stand, Boradi 9New Tehari) District: New Tehari Email: dsc3tehri2014@rediffmail.com Tel: +919568366914 Date: April 2016</p>
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Figure 1: Arial map of sub projects of Almora Internal Road

Annexure A: Circular of Performing of Construction Work in the night shift in congested area of town and cities

Annexure B: Minimization of Involuntary Resettlement (IR) and Indigenous People (IP) impacts.

CURRENCY EQUIVALENTS

Currency unit – Indian Rupees (INR)

(As of Jan, 2016)

INR1.00 = \$ 0.01

\$1.00 = INR 67.99

ABBREVIATIONS

ADB:	Asian Development Bank
CREDA:	Centre for Rural and Ecological Development
DP:	Displaced Person
EE:	Executive Engineer
DPR:	Detailed Project Report
DSC:	Design and Supervision Consultant
EA:	Executive Agency
GoU:	Government of Uttarakhand
GRC:	Grievance Redressal Committee
IA:	Implementing Agency
IRC:	Indian Road Congress
MDR:	Major District Road
MoRT&H:	Ministry of Road Transport and Highways
NGO:	Non-Governmental Organisation
PC:	Public Consultation
PIU:	Project Implementation Unit
PMU:	Project Management Unit
PWD:	Public Works Department
RF:	Resettlement Framework
RP:	Resettlement Plan
SE:	Superintending Engineer
RoW:	Right of Way
SH:	State Highway
SPS:	Safeguard Policy Statement
UEAP:	Uttarakhand Emergency Assistance Project

Due Diligence Report of Almora Internal Road, UEAP/PWD/C- 16, 2016, DSC-3 PIU (R&B), Uttarakhand Emergency Assistance Project (UEAP), GOU

I. 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 is economic and social recovery from the disaster in Uttarakhand State.

3. Broadly, the works in Kumaun 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 Ministry of Road Transport and Highways (MORD/ MoRT&H) Specifications and as per the Indian Road Congress (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 of the Sub-project

4. The subprojects of Almora district under consideration has been taken up for restoring the damaged road network within the rural as well urban limits of Almora district. This road subproject C-19 provides connectivity to internal areas of Almora urban area as well other villages and cities and after its restoration local people from various parts of the city will be well connected with the market.

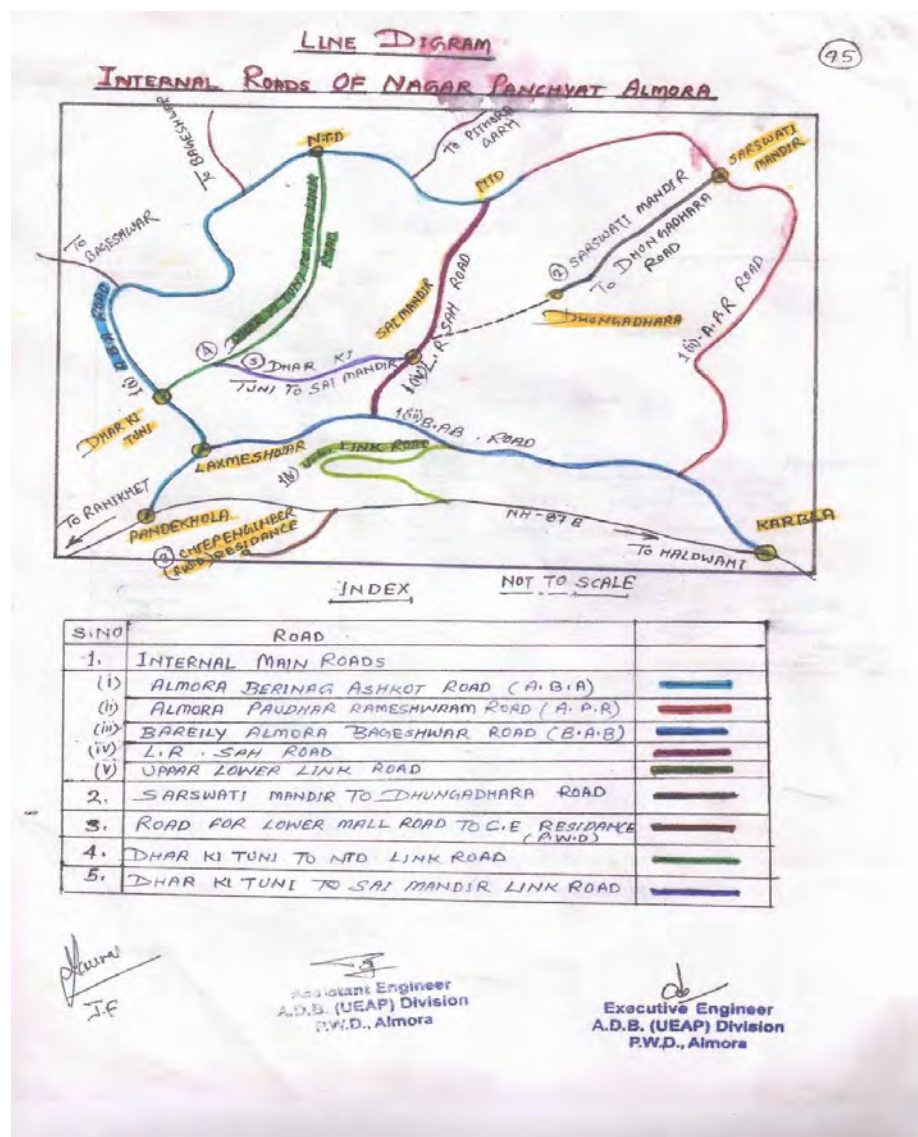
5. Almora is a municipal board and a cantonment town in the Almora district in the state of Uttarakhand, India. Almora was founded in 1568. It is the district headquarters of Almora district. It is considered the cultural heart of the Kumaun region of Uttarakhand.

6. Restoration and reconstruction of affected roads is the need of people of Almora town where people and tourist can safely move. Restoration and reconstruction also help in restoring livelihood of local people, especially road side small and medium businessmen and vendors and squatters.

C. Location of the Sub-project

7. The subproject roads passes majorly through urban area like settlement and market with a varying formation width (see Figure 1). In market area, shops, cafes are running business along the road.

Figure 1: Map of Sub project



D. Objective of the Project

8. The main objectives of the project are as follows:

- Economic and Social recovery from the disaster in Uttarakhand;
- Restoration of the road to its original shape with the clearance of slip;
- Construction of Retaining & Breast Wall, Drains, Crash Barriers and improvement of riding surface;
- To avoid involuntary resettlement wherever possible by means of adopting an appropriate technical design, which leads to minimization of the resettlement impact;
- Provide opportunities for women to access employment and livelihood through rehabilitation of roads and bridges;
- Address gender concerns and other social vulnerabilities through the project.

Due Diligence Report of Almora Internal Road, UEAP/PWD/C- 16, 2016, DSC-3 PIU (R&B), Uttarakhand Emergency Assistance Project (UEAP), GOU

E. Impact and Outcome

9. The impact of the project is improved economic and social condition in Uttarakhand after 2013 disaster. The outcome of the project is basic public and social infrastructure restored, disaster preparedness, project management and institutional effectiveness improved. The design and construction standards for the physical infrastructure have been raised to an appropriate level and the focus is given to build back the same or better. The revised high flood levels of the rivers, natural streams and drainage channels is also considered, while designing facilities, Geotechnical studies have been undertaken and slope stabilization measures considered for slide zones, wherever applicable.

F. Measures to Minimize Impact

10. Minimization of resettlement was achieved mainly by reducing the corridor of impact. Based on the availability of Right of Way (RoW) and likely improvement strategy, it was agreed in consultation with Public Works Department (PWD) to reduce the corridor of impact in habitation and market area.

11. In Uttarakhand, almost all the road side shops and vendors close their business before 6 pm, except major cities. People from nearby settlements visit city markets to shop essential commodities and return back to their settlements before dark. Considering this scenario, it was decided to allow civil work activity in market area or population density area between 6 pm to 10 pm to avoid temporary disruption of livelihood of road side vendors/squatters. A circular has been issued by Chief Engineer, PIU (R&B), dated Sept 8, 2015 regarding timing of civil work activities in market / heavily populated areas. The decided timing is between 6.00pm to 10.00 pm to avoid temporary disruption of livelihood as well as environmental impact (Annexure A: Circular of Performing of Construction Work in the night shift in congested area of town and cities). With reference to provisions in the ADB approved Environmental Management and Monitoring Plan (EMMP, serial number C.4.3.1), another circular dated Jan. 27, 2016 was issued to ensure that the construction activity will be done once shops are closed in the market area and not continued beyond 10.00pm. (Annexure B: Minimization of Involuntary Resettlement (IR) and Indigenous People (IP) impacts).

G. Scope of the Sub-project

12. The ADB funded UEAP project covers the scope of reconstruction of the internal road of Almora town considered as Subproject C-16. The restoration of the affected 12 km is to be done within the existing ROW.

13. 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, Road side drainage system, and restoration of traffic signs, markings and appurtenances. All these need to be carried out under MORT&H/MORD specifications.

14. The salient features of the sub project is given bellow table 1

Table 1: Salient features of C-16 sub project

Road Name	District	Length (km)	Package
Reconstruction of internal road of Nagar Panchayat Almora.	Almora	12.00	UEAP/PWD/C-16

Due Diligence Report of Almora Internal Road, UEAP/PWD/C- 16, 2016, DSC-3 PIU (R&B), Uttarakhand Emergency Assistance Project (UEAP), GOU

H. Objectives of Due Diligence Report

15. Objectives of this due diligence report is to: (i) determine whether the section of the subproject road is free of any resettlement impacts, e.g., land acquisition, displacement, adverse impacts on income and livelihood of both titled, non-titled Displaced Persons (DPs); and (ii) review the present field situation of this subproject in accordance with ADBs Safeguard Policy Statement (SPS) 2009.

I. Requirement of Due Diligence Report

16. During April and May 2014, Social Impact Assessment was undertaken in this sub project. On the basis of assessment, the resettlement impact in these subprojects was classified as Category B. Based on the preliminary technical design and census survey, in the sub project, no land acquisition is envisaged. During re-construction of the road, it was anticipated that there may be an impact on the livelihood of road side vendors.

17. A Resettlement Plan was prepared in the month of April / May 2014 and the identification and verification for updating the same took place in the month of April -May 2015 by the Non - Governmental Organization (NGO). Following table 2 presents identified APs during preparation and implementation stage of Resettlement Plan. During Resettlement Plan implementation phase, no road side vendor was identified and verified as AP.

Table 2: Brief Comparison of Affected Structures during RP Preparation and Implementation stage

Sr. No	Package No.	Name of Road	No of Affected Structures				Remarks	
			Before Mitigation (as per RP)	As per verification done by NGO				
				Identified & Verified	Could not verified	Missed out included		After Mitigation
1	UEAP/PWD/C-16	Reconstruction of Internal Road of Almora	8	5	3	0	0	It has been reconfirmed that there is no AP exist in this subproject.

18. The subproject does not entail any permanent land acquisition and resettlement. After issuing the circular and with the implementation of revised working hours, re-assessment of the entire proposed road was under taken. During re-assessment it was observed that there will be no expected impacts on private/public land, private properties like housing, shops, commercial buildings, religious and community infrastructure and temporary loss of income during construction. No negative impacts on livelihood of road side vendor. Construction activity in this sub project has been completed.

J. Scope of Land Acquisition and Resettlement

19. There is no temporary affected person identified during survey. The only issue of car parking was resolved earlier. The decision of civil work activity timing between 6pm to 10pm, impact of temporary loss of livelihood of any road side vendors has been minimized. The sub project does not require any additional land for restoration and reconstruction of Almora Internal Road as all proposed work is to be executed within existing ROW. Cut-Off-Date for

Due Diligence Report of Almora Internal Road, UEAP/PWD/C- 16, 2016, DSC-3 PIU (R&B), Uttarakhand Emergency Assistance Project (UEAP), GOU

this sub project is June 2014. After this date, any person or group of persons construct any structure will not be included in the list of Affected Persons.

K. Indigenous Peoples

20. There is no permanent or temporary impact on any asset of Indigenous people. This subproject is definitely supporting economic growth of local communities including Tribes.

L. Grievance Redress Mechanism

21. The project (UEAP), funded by Asian Development Bank has established Centralized GRC for all Sectors at PMU Level and in five worst affected districts (Rudraprayag, Uttarkashi, Chamoli, Bageshwar and Pithoragarh) out of 13 districts of Uttarakhand. The DDMOs have been deputed in all the 13 districts as Nodal officers for Grievance Redress Mechanism, a dedicated toll free phone number for the grievances and complaints from any stakeholders or individuals. There is a well-organized grievance Redressal mechanism. The toll free number is **0135-2708376** and email address is greivancepmu@gmail.com.

M. Gender Issues

22. There is no women headed household affected due to restoration and reconstruction of sub projects. Awareness programs and IEC programs on Gender awareness and HIV/AIDS prevention have been planned and implemented in this sub project to mainstream women.

N. Public Consultation

23. At the initial stage public consultation was carried out by the concerned Department (PIU) and DSC-1 technical team to disseminate project information and awareness creation about the project among the road users and local communities. During initial stage, Public Consultations were carried out by CREDA along with Awareness Program in which respective DSC-1 field staff was participated.

24. Validation and reconfirmation of impact during civil work activity was arranged in the month of March 2016 in Almora Internal Road by DSC-3 technical team along with Social Expert. During field assessment it was reconfirmed that there is no affected person exist in this subproject, hence Public Consultation was not arranged. It was also noticed that due to rescheduling of construction activity timing, the impact on the livelihood of road side vendors has been minimized. Presently, the subproject does not entail any IR Impact. This DDR captures the process of minimization of impact.



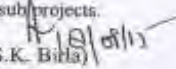
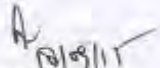
O. Conclusion

25. The results of this Due Diligence report confirms that there would be no impact on any titled or non-titled holders like squatters or encroachers in the sub project. No land acquisition is involved and there is no requirement of payment of compensation or assistance to any titled or non-titled holders, on account of sub – projects.

26. In case any claims or complaints are submitted during the remaining project implementation period, an effective and efficient Grievance Redress Mechanism, being already in place, will enhance provision of timely hearings and facilitate solutions to address the issues raised. Also these impacts, if any will be captured in the Semi Annual Social Monitoring Reports (SASMRs) as well as new Involuntary Resettlement Due Diligence Reports (IR DDRs) or Resettlement Plan (RP) will be prepared as required.

Due Diligence Report of Almora Internal Road, UEAP/PWD/C- 16, 2016, DSC-3 PIU (R&B), Uttarakhand Emergency Assistance Project (UEAP), GOU

Annexure A: Performing of Construction Work in the night shift in congested area of town and cities

 	OFFICE OF PROGRAM MANAGER
Asian Development Bank (ADB) Funded Uttarakhand Emergency Assistance Project	P.I.U., U.E.A.P. (ROAD & BRIDGE), DEHRADUN, UTTARAKHAND 2nd Floor, Tax Commissioner Building Jogiwala, Mussoorie Bypass, Ring Road (Pulla No-6) Nathampur, Dehradun- 248001 Phone: 0135-2872031 E-mail- pm.ucap.pwd@gmail.com
Letter No 1343/02/UEAP/PWD/2015	Dated : 18 / 09/2015
To,	
Mr Duryesh Kumar Tyagi Team Leader Meinhardt Singapore (India Branch) 2 nd Floor, above Tulsi Traders, Near, ICICI Bank Baksikhola Mall Road Almora	Mr Ravinder Arma, Team Leader SMEC India, Pvt Ltd, C/o Shri Saajay Kumar Priyavansh Niwas (Near Patrol Pump) Vill&Post-Srikot, Ganganali Srinagar Garhwal) PIN-246174
	Mr KS Verma Team Leader, Furustudios S.L. Spult' Theme JV C/o Galthya Singh, S/o Kundan Singh B.T-34, Cammale Area, Bus Stand Baurari, New Hari Mangalam Hotel, New Tehri Town, Tehri Garhwal 249001
Subject: ADB Loan 3055 IND- UEAP(R&B) Performing of Construction Work in the night shift in congested areas of towns and cities.	
Dear Sir,	
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.	
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.	
You are directed to reschedule the construction accordingly as per the requirement of sub projects.	
	 (S.K. Billa) Chief Engineer ADB, UEAP (R&B) Dehradun
Copy To:-	
1. Mr Anil Motwani, Team Leader, ADB INRM.	
2. Mr Prabhsh Sahu, Associate Project Officer, ADB INRM.	
3. Program Director, PMU, UEAP, SHDCUL Building, 29 IIE (IT Park) Sabastradhara 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. CRIDA (NGO) Dehradun - for necessary action.	
	 Chief Engineer ADB, UEAP (R&B) Dehradun

Due Diligence Report of Almora Internal Road, UEAP/PWD/C- 16, 2016, DSC-3 PIU (R&B), Uttarakhand Emergency Assistance Project (UEAP), GOU

Annexure B: Circular on Minimization of Involuntary Resettlement (IR) and Indigenous People (IP) Impacts.

  **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.co

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

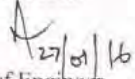
Subject:- Minimization of Involuntary Resettlement (IR) and Indigenous People (IP) impacts.

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.


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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