



Resettlement Planning Document

Project Number: 42266-023
August 2017

IND: Kolkata Environmental Improvement Investment Program - Tranche 1

Subproject: Laying of Water Trunk Main from Garden Reach Water Works to Taratala Valve Station and laying of Sewer Line along Diamond Harbour Road by Micro tunneling method – (TR-1/ WS & SD 04)

Submitted by

The Kolkata Municipal Corporation (KMC)

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Asian Development Bank

----- Forwarded by Sourav Majumder/INRM/ADB on 17/08/2017 02:29 PM -----

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Date: 16/08/2017 06:40 PM
Subject: Revised Land Acquisition and Resettlement Due Diligence Report For WS&SD04 Package under Tranche-1

Dear Sourav,

As desired, kindly find herewith the link for the Revised DDR for WS&SD04 for your kind perusal :

<https://www.dropbox.com/s/3cqbqv9xqdm6gp0/Revised%20DDR%20OF%20WS%20%26%20SD%2004%20Final%2016.08.17%20Without%20cover%20PDF.zip?dl=0>

With best wishes,

Md. Ghulam Ali Ansari, IAS
Project Director
Kolkata Environment Improvement Investment Programme
Kolkata Municipal Corporation
Kolkata

for logging pls
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Land Acquisition and Resettlement Due Diligence Report

Document stage: Draft for consultation
Project number:
August 2017

IND: Kolkata Environmental Improvement Investment Program : Laying of Water Trunk Main from Garden Reach Water Works to Taratala Valve Station and laying of Sewer Line along Diamond Harbour Road by Micro tunneling method – (TR-1/ WS & SD 04)

Prepared by The Kolkata Municipal Corporation (KMC) for The Asian Development Bank.

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CURRENCY EQUIVALENTS

(as of 01 August 2017)

Currency unit = Rupee (INR)

INR 1.00 = USD 0.016

USD 1.00 = INR 65.103

ABBREVIATIONS

ADB	-	Asian Development Bank
BPL	-	Below Poverty Line
DH	-	Diamond Harbour Road
DWF	-	dry weather flow
GAP	-	Ganga Action Plan
IR	-	Involuntary Resettlement
KEIP	-	Kolkata Environmental Improvement Project
KEIIP	-	Kolkata Environmental Improvement Investment Program
KMC	-	Kolkata Municipal Corporation
MFF	-	Multi-tranche Financing Facility
NOC	-	No Objection Certificate
ROW	-	Right of Way
SSE	-	South Suburban East
SWF	-	storm water flow

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I. INTRODUCTION

A. Background

1. Kolkata Environmental Improvement Project (KEIP) is the flagship project of The Kolkata Municipal Corporation (KMC). It is a multi-agency endeavor to arrest environmental degradation and improve the quality of life in Kolkata. The project aims to provide affordable access to basic urban services, restore and enhance water supply system, revamp and upgrade the sewerage and drainage system, make the solid waste management system efficient, restore the city's drainage canals and improve outdoor recreation facilities in parks and water bodies. The project intends to meet the inadequacies in municipal services of the Added Areas under KMC.

2. In continuation of Kolkata Environmental Improvement Project (KEIP), Phase 1, both KMC & ADB have wished to continue their combined effort to improve environmental degradation and basic urban services by a multi- tranche financing program 'Kolkata Environmental Improvement Investment Program' (KEIIP). The ADB has expressed their willingness to support this program by providing a multi-tranche financing (MFF) facility amounting to US \$280 Million.

3. The Kolkata Environmental Improvement Investment Program (KEIIP) will consist of three projects or tranches. Kolkata Municipal Corporation (KMC) is the executing agency of the proposed investment program. The Kolkata Environmental Improvement Investment Program (KEIIP) will consist of three projects or tranches. The First Tranche of the MFF is named KEIP Phase 2, the Second project or Tranche 2 – KEIP Phase 3 and the Third Tranche is KEIP Phase 4. A total of six subprojects prioritizing sewerage and drainage work are prioritized under Tranche 2, including Water Supply in Joka and adjoining areas.

4. A total of six subprojects prioritizing waterworks and sewerage & drainage are proposed under Tranche 1 that includes: (i) Water Loss Management in the Cossipore service zone, ward numbers 1 to 6; (ii) Rehabilitation of Palta Water Treatment Plant and Garden Reach Water Treatment Plant (iii) Supply and Installation of pumps and motors at Tallah, Palta and Garden Reach systems; (iv) Micro tunneling work on water trunk main between Garden Reach and Taratala and laying of sewer line along Diamond Harbor Road; (v) Construction of Pumping Station at Begore khal and in Joka Tram Depot & Construction of Sewerage & Drainage network within Diamond Harbour Road Catchment I; and (vi) Micro tunneling works on Pressure main between Santoshpur MPS and Garden Reach STP (vii) Construction of S&D Network & Pumping Station in Borough – XIII (Ward – 122) including replacement of GAP sewer line in Borough XV, Laying of Pumping Main and Rehabilitation of SSE STP including Operation & Maintenance of the Pumping Station(s) and STP

B. Scope of this Report

5. Earlier a Resettlement Plan (RP) ¹was prepared for the sub-project WS & SD 04 based on the involuntary resettlement impacts that were envisaged that was subsequently approved by ADB, however the designs for the sub-project component were further optimized to the extent that involuntary resettlement impacts could be avoided. The stretches for laying water supply transmission mains and the laying of sewer lines along Diamond Harbor Road had local market areas, shops, industries, educational institutions. Hence, Micro-tunneling method was adopted for both laying of water supply transmission mains and S&D pipelines to reduce and minimize IR impacts and any livelihood disruption.

6. This land acquisition and resettlement due diligence report is prepared for the proposed Micro tunneling work on water trunk main between Garden Reach and Taratala and laying of sewer line along Diamond Harbor Road. Through these subprojects, KMC plans to establish and upgrade essential infrastructure and service levels to develop an efficient S&D and water supply system. The specific objectives of this subproject are (i) to improve the overall sanitary conditions in the subproject area; (ii) to improve environmental conditions in the subproject area to reduce health risks and economic loss to the citizens directly and indirectly; (iii) to provide quick relief from water-logging conditions in the subproject area, and (iv) provide safe drinking water. This subproject will have poverty reduction impacts and benefits due to increased service levels of basic amenities like safe drinking water and improved sewerage conditions.

7. A due diligence process was conducted to examine the land acquisition and resettlement issues in detail, in line with ADB SPS 2009. This report describes the findings and provides copies of relevant documents, resolutions, minutes of meetings and photographs. This land acquisition and resettlement due diligence report needs to be considered along with the Resettlement Framework prepared for KEIIP.

8. The subproject implementation have no IR impacts. A project completion report will be prepared and submitted to ADB on completion of the subproject.

¹ ADB approved Resettlement Plan (prepared on May 2012 & further revised on July 2014) - which was joint RP for Tranche 1 packages SD 04 and SD 06 & 1 RP of Water Supply.

II. SUBPROJECT DESCRIPTION

9. The Sewerage & Drainage subproject components are located within the Churial basin. This basin is located in the southern part of Kolkata. Churial Basin serves a present population of 132,504. Churial Basin is moderately populated but currently growing very fast, with the metro being routed through this basin, a project currently under implementation, coupled with the recent improvements in road connectivity to the core city, this basin is expected to grow at a rapid pace. This rapid growth in population with grossly inadequate S&D infrastructure will definitely put the citizens at great risk and discomfort. Therefore, there is a need to provide an organized S&D system in these areas in line with the existing system in the core city areas.

10. The Water Supply subproject component is located outside the WTP premises and it includes laying of 4.3-km transmission main from Garden Reach to Taratala valve station. The other Garden Reach Water Works project activities are all located within the WTP premises. The pipe laid for 4.3 km transmission main has diameter of 1800 mm.

11. The other sub-project component being trunk sewer along Diamond Harbour Road from Sakher Bazar in the north to Churial Canal in the south along the Western alignment of DH Road within public ROW for a length of 4 km. Apart from this an SWF pumping main will be laid from Joka Tram Depot PS for a length of 420 m.

Table 1: Sub-project Components

Package – TR-01/WS 04 & SD 04: Laying of Water line & Sewer line by Micro tunneling method (Tranche 1: Water Supply & S&D)		Project Components as per ADB approved RP, August, 2014
Major Project Component	<p style="text-align: center;">FOR WS - 04</p> <ul style="list-style-type: none"> • Laying of Water trunk main of dia. 1800 dia. from Garden Reach Water works to James Long Sarani (Gholsapur Market) via. Taratala valve station for a length of 4.3 km <p style="text-align: center;">FOR SD - 04</p> <ul style="list-style-type: none"> • Laying of RCC NP pipe of diameter varying between 1600 mm to 2400 mm for a length of 4 km along DH Road • Laying of SWF pumping 	<p style="text-align: center;">FOR WS - 04</p> <ul style="list-style-type: none"> • Rehabilitation and augmentation of existing clear water transmission main system for Garden Reach Service zone. • Laying of clear water transmission 1500 mm trunk main between Garden Reach WTP and Taratala crossing (4.3 km) <p style="text-align: center;">FOR SD – 04</p> <ul style="list-style-type: none"> • Trunk sewer along Diamond Harbour Road from Sakher

Package – TR-01/WS 04 & SD 04: Laying of Water line & Sewer line by Micro tunneling method (Tranche 1: Water Supply & S&D)		Project Components as per ADB approved RP, August, 2014
	main 1800mm dia from Joka Tram Depot PS to Churial Canal– 280m by Micro Tunneling method and 122 m by Open-Cut method	<p>Bazar to Churial canal for 3.9 km</p> <ul style="list-style-type: none"> • Trunk sewer on Diamond Harbour Road from Joka Tram Depot to Churial canal by micro-tunneling for 0.3 km
Coverage	<p>Water line - Southern fringe of KMC service area</p> <p>Sewer line -Part of ward 125 & 126</p>	<p>Within public ROW between Taratala valve station and Garden Reach WTP</p> <p>Within ROW of existing road between Sakherbazar to Churial Canal</p>
Purpose	<p>Water line - Mitigation of shortfalls and supply of treated water in Joka area</p> <p>Sewer line - To minimize the long lasting water logging problem and improve the overall environmental condition. Entire combined flow, generated from the wards will be conveyed to Joka Tram Depot PS. From the PS, Storm water will be discharged to Churial Canal & DWF will be conveyed to STP for Treatment</p>	
Completion Date	March 2018	

III. FIELD WORK AND PUBLIC CONSULTATION

A. Outline of Field Work

12. In October 2016, field inspections were carried out at the proposed sub -project site location for Water Supply & Sewerage and Drainage subproject and its adjoining areas. Stakeholder consultations were also conducted. Inspections and transect walks were carried out along the entire stretch of Micro Tunnelling and major pit locations of the sub project areas.

B. Public Consultation

13. Consultations were undertaken with key stakeholders in line with ADB's requirements pertaining to environmental and social considerations. The tool used for consultation was stakeholder meetings. These consultations helped to identify the felt needs/concerns and apprehensions of the communities related to the project and priorities of concerned stakeholders. Discussions were held with people residing at/near and/or having businesses at/near the proposed subproject locations. The community people are willing to cooperate for the proposed project. The local community people willingly cooperated for the construction of the sub-project which they understand is for their own betterment and better civic facilities. Summary of stakeholder consultation is provided in table 2. and the stakeholder consultations report and list of participants is provided in **Appendix 1**.

The consultation took place at Sakherbazar area under KMC Ward No. 126. Sakherbazar is a prominent landmark along D.H.Road as a renowned market area of southern Kolkata which is densely populated and constituted of both commercial and residential nature. Moreover, every vehicle bound to Diamond Harbour Road towards Joka or Taratala passes through this area. Moreover the trunk sewer of 3.9 km along Diamond Harbour Road is from Sakherbazar to Churial canal. The importance of Sakherbazar area cannot be denied behind the decadal growth of all the surrounding areas under Borough XIII, XIV & XVI. For these reasons the area has been selected for Public Consultation under the subproject component.

Table 2: Summary of Community Consultation

Date	Location	Number of Participants				Participant Details	Key Discussions
		Male	Female	% of Female	Total		
4 th Sept'. 2016	Shakherbazar	13	15	54%	28	Local residents, shop owners, housewives, businessmen, Service men, representatives of KEIIP and Contractors	<ul style="list-style-type: none"> • Representatives of KEIIP explained about the work that has been undertaken • Community people expressed concern about the work and that their daily activities would be disrupted due to access. The area has many shops and business entities. • It was explained to the community people that engineering designs and techniques like Micro Tunneling will ensure that these impacts will be minimized. Minor temporary disruptions during micro tunneling will be further minimized by identifying pit locations which are not close to businesses or road intersections. • Time required for laying of pipeline by micro-tunneling is 4 months for a 1-km stretch. • Community people raised issues of concern like completion date of sub-project, water logging problems, supervision of authority, etc. these were answered by Social Development cell representatives and Engineers of KEIIP. The community people were told that with successful implementation of the project the problems of water logging will be addressed

							permanently. Periodic monitoring will be done by the project authority and the construction work is likely to be completed within stipulated time.
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IV. PROJECT IMPACT & LAND AVAILABILITY

14. Understanding the involuntary resettlement and livelihood impacts earlier assessed based on the designs - it was further optimized. Instead of open-cut method, Micro-tunneling method was adopted for laying of both water supply transmission mains and S&D pipelines along Diamond Harbour (DH) Road. Potential resettlement impacts to existing structures along the public RoW and problems related to access to different facilities were minimized due to adoption of Micro-tunneling process. Physical progress of work under the sub-project has started and a major portion of the work has been completed adopting micro-tunneling method. All related civil works are within the ROWs of public roads. Water Supply transmission mains to be laid along James Long Sarani road upto Taralata; this road stretch is currently owned and maintained by The Kolkata Municipal Corporation (KMC), hence, 'No Objection Certificate' (NOC) is not required. The ownership of DH Road is with PWD and it has provided permission for laying of S&D pipelines under the sub-project. Permission letter of PWD provided in **Appendix 2**. Ownership of Taratala Main Road is with Kolkata Port Trust and has provided permission for sub-project work; letter provided in **Appendix 3**.

15. Construction of Micro Tunneling Pits in the subproject area has been carefully planned to minimize the disturbance to pedestrians and traffic flow. Potential temporary impacts to traffic/access to shops and residences due to digging of Micro Tunneling Pits and their laying is possible during construction; however, these have been mitigated by ensuring access to properties through provision of pedestrian planks, provision of adequate signage, and careful traffic management under package TR-1WS & SD- 04. Hence no Involuntary Resttlemnt Impact will be there.

16. The civil work for Sewer Pipelines and Water Trunk Main in the subproject area may cause temporary traffic disruption to some extent. Traffic diversions will be made with proper traffic planning and management by the contractors in consultation with the local authorities and community to minimize the potential impact. No tree felling, and minimal utility shifting is anticipated.

17. The following tables 3 and 4 provides details of road width and diameter of pipe laid for transmission mains and sewerage and drainage.



Table 3: Details of Water-Supply Transmission Mains




Road Name WS- 04	Road Width (in mt)	Dia of pipe (in mm)
Shaft no.1 (Santoshpur Road)	6.70	1829
Shaft no.2 (Santoshpur Road)	5.40	1829
Shaft no.3 (Taratala Road)	9.50	1829
Shaft no.4 (Taratala Road)	10.50	1829
Shaft no.5 (Taratala Road)	9.80	1829
Shaft no.6 (Taratala Road)	9.20	1829
Shaft no.7 (Taratala Road)	11.50	1829
Shaft no.8 (Taratala Road)	9.90	1829
Shaft no.9 (Taratala Road)	16.30	1829
Shaft no.10 (Taratala Road)	14.10	1829
Shaft no.11 (Taratala Road)	14.00	1829
Shaft no.12 (Taratala Road)	15.70	1829

Table 4: Details of Sewerage and Drainage Work Road Name (SD-04)	Road Width (in mt)	Dia of pipe (in mm)
Shaft no. 1 to 4 (DH Road)	24.50 - 24.80	1600
Shaft no. 4 to 10 (DH Road)	20.20 - 24.50	2200
Shaft no. 10 to 21 (DH Road)	20.70 - 25.70	2400
Shaft no. 21 to 22 (DH Road)	19.50 - 21.50	2400


18. The Sewerage and Drainage work was undertaken on the west flank of the DH Road to minimize impact. Table 5 describes the work progress under the subproject and it clearly indicates that no IR impacts have accorded.

Table 5: Water Supply

Serial No.	Pit/ Shaft No.	Location	Land owned by	Photos	Remarks
1.	Pit 0 (Starting point)	Inside Garden Reach Water Treatment Plant	Kolkata Municipal Corporation (KMC)		Physical progress as well as road restoration are completed. No IR impacts.
2.	Pit 1	Adjacent to the entry of Garden Reach Water Treatment Plant	KMC		Physical progress as well as road restoration are completed. No IR impacts.

3.	Pit 2	On Taratala Road	KMC		Physical progress completed. Road restoration works is in progress. No IR impacts.
4.	Pit 3	On Taratala Road	KMC		Physical progress as well as road restoration are completed. No IR impacts.
5.	Pit 4	On Taratala Road	Port Trust		Physical progress as well as road restoration are completed. No IR impacts.

6.	Pit 5	On Taratala Road	Port Trust		Physical progress as well as road restoration are completed. No IR impacts.
7.	Pit 6	On Taratala Road	Port Trust		Physical progress as well as road restoration are completed. No IR impacts.

8.	Pit 7	On Taratala Road	KMC		Physical progress as well as road restoration are completed. No IR impacts.
9.	Pit 8	On Taratala Road	Port Trust		Physical progress as well as road restoration are completed. No IR impacts.

10.	Pit 9	On Taratala Road	Port Trust		Physical progress as well as road restoration are completed. No IR impacts.
11.	Pit 10	On Taratala Road	Port Trust		Construction works completed. Restoration works completed. No IR impacts.

12.	Pit 11	On Taratala Road	Port Trust		Physical progress as well as road restoration are completed. No IR impacts.
13.	Pit 12	On Taratala Road	Port Trust		Physical progress as well as road restoration are completed. No IR impacts.

14.	Pit 13	On Taratala Road	Port Trust		Physical progress as well as road restoration are completed. No IR impacts.
15.	Pit 14	On James Long Sarani (PWD hosing)	Public Works Department (PWD)		Physical progress as well as road restoration are completed. No IR impacts.






16.	Pit 15	On James Long Sarani (Ester Railway Garden)	PWD		Works are in progress. No IR impacts.
17.	Pit 16 (End point)	On James Long Sarani 9(Ghoslapur Market)	Public Works Department (PWD)		Works are in progress. No IR impacts.

Table 6 : Sewerage & Drainage Work



Table 6: Drainage and Sewerage Serial No.	Pit/ Shaft No.	Location	Land owned by	Photos	Remarks
1.	Pit PM1	Near State Garage	KMC		Physical progress as well as road restoration are completed. No IR impacts.
2.	Pit PM 2	Jika Trum Depo	Public Works Department (PWD)		Physical progress as well as road restoration are completed. No IR impacts.

3.	Pit 3	Churial cannel	PWD Road		<p>Construction works completed. Restoration works are in progress. No IR impacts.</p>
4.	Pits to 21	Near State Garage	PWD		<p>Physical progress as well as road restoration are completed. No IR impacts.</p>

5.	Pit 21B	Sewerage Valve Station	PWD		Physical progress as well as road restoration are completed. No IR impacts.
6.	Pit 20	ESI Hospital	PWD		Physical progress as well as road restoration are completed. No IR impacts.

7.	Pit 19	Diamond Park	PWD		Physical progress as well as road restoration are completed. No IR impacts.
8.	Pit 18	Brotochari	PWD		Physical progress as well as road restoration are completed. No IR impacts.



9	Pit 17	3A Bus Stand	PWD		<p>Physical progress as well as road restoration are completed. No IR impacts.</p>
10	Pit 16	Bethany Church	PWD		<p>Physical progress as well as road restoration are completed. No IR impacts.</p>


11	Pit 15	Honda Showroom	PWD		Physical progress as well as road restoration are completed. No IR impacts.
12	Pit 14	Reliance Degital	PWD		Physical progress as well as road restoration are completed. No IR impacts.

13	Pit 13	Thkur Pukur Bazar	PWD		Physical progress as well as road restoration are completed. No IR impacts.
14	Pit 12	Thakurpukur Police Station	PWD		Physical progress as well as road restoration are completed. No IR impacts.

15	Pit 11	Pally Mangal	PWD		Physical progress as well as road restoration are completed. No IR impacts.
16	Pit 10	Panchanan Tala	PWD		Physical progress as well as road restoration are completed. No IR impacts.

17	Pit 9	Pora Astha Tala	PWD		Physical progress as well as road restoration are completed. No IR impacts.
18	Pit 8	Kadam tala Bazar	PWD		Physical progress as well as road restoration are completed. No IR impacts.

19	Pit 7	Kadam Tala	PWD		Physical progress as well as road restoration are completed. No IR impacts.
20	Pit 6	Infont of Vivekanda Mission School	PWD		Physical progress as well as road restoration are completed. No IR impacts.

21	Pit 5	Bhattarjee Para Petrol Pump	PWD		Physical progress as well as road restoration are completed. No IR impacts.
22	Pit 4	In front of Shil para Ire Brigade	PWD		Physical progress as well as road restoration are completed. No IR impacts.

23	Pit 3	Shil Para	PWD		Physical progress as well as road restoration are completed. No IR impacts.
24	Pit 2	Near Anjali Jewelers	PWD		Physical progress as well as road restoration are completed. No IR impacts.

25	Pit 1	Shoker Bazar	PWD		<p>Physical progress as well as road restoration are completed. No IR impacts.</p>
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Figure 1: Google Earth Map depicting laying of proposed Sewer Line along Diamond Harbour Road by Micro Tunneling (SD – 04)

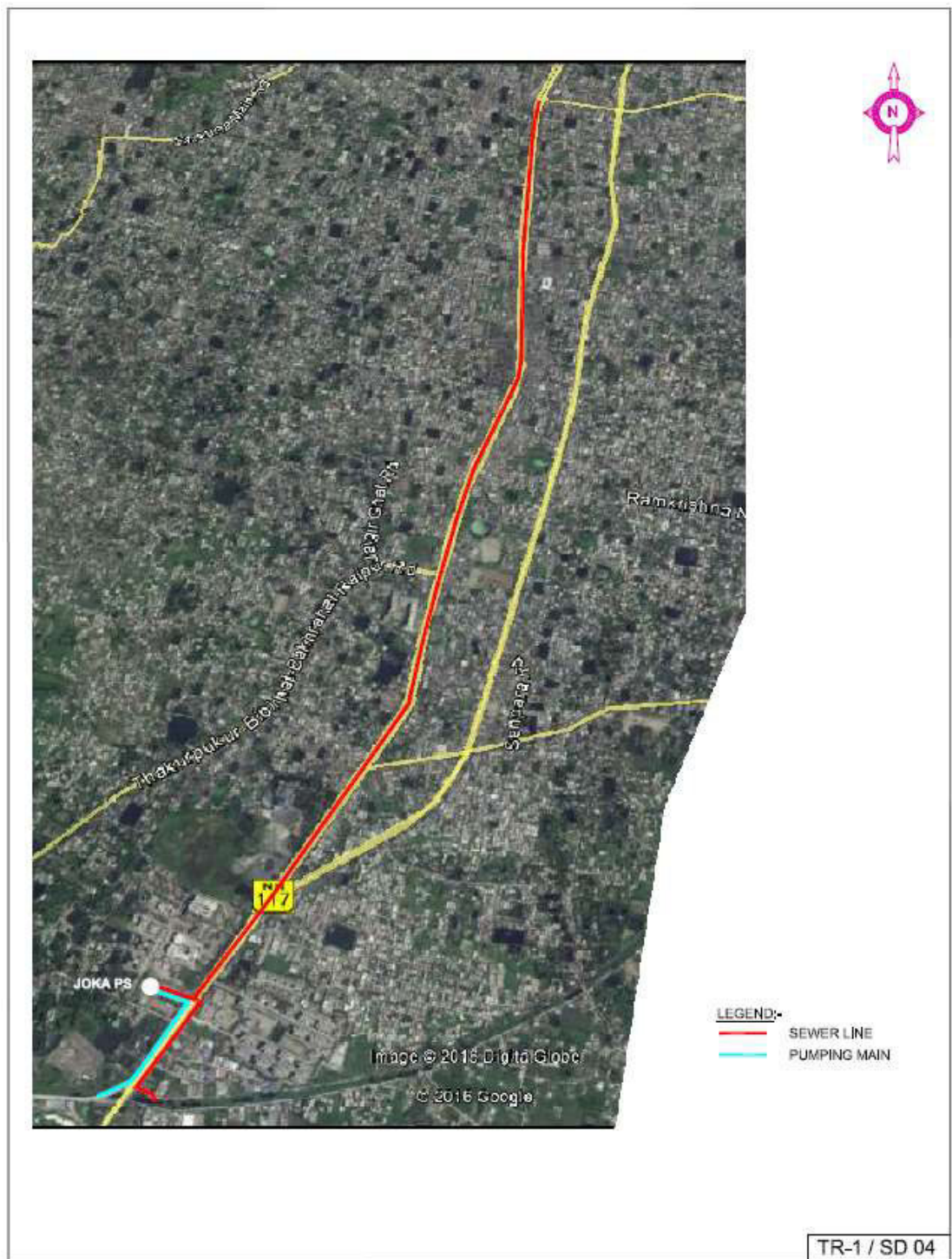


Figure 2: Google Earth Map depicting laying of proposed Water Trunk Main along Taratala Road by Micro Tunneling (WS – 04)



V. CONCLUSION

A. Summary and Conclusion

19. The physical progress of the sub-project work has not caused any involuntary resettlement impacts and it is assessed that the remaining work will not trigger involuntary resettlement impacts. The identified sites for the proposed civil works at all pipe laying zones is proposed along government road rights of way. Temporary disruptions during construction have been mitigated by the contractor through a traffic management plan and simple measures such as proper stacking/storing of construction materials, provision of planks to ensure that pedestrian access to shops and residences is maintained.

**Photographs of road alignment of Diamond Harbour Road
Laying of Sewer Line along Diamond Harbour Road by Micro Tunneling method (SD – 04)**



**Photographs of road alignment of Taratala Main Road
Laying of Water Trunk Main from Garden Reach Water Works to Taratala Valve Station**

By Micro tunneling method (WS – 04)



**PHOTOGRAPHS OF COMMUNITY CONSULTATION
AT SAKHERBAZAR, HELD ON 04.09.16**



LIST OF PARTICIPANTS

Kolkata Environmental Improvement Investment Programme
List of Participants in Community Consultation

Date: 4.9.2016

Place: Sakherbazar

Sl. No.	Name	Signature
1.	Chanda Gayen	ছন্দা গায়েন
2.	Bapi Gayen	বাপি গায়েন
3.	Ramesh Gayen	রামেশ গায়েন
4.	Binayak Gayen	বিনয়াক গায়েন
5.	Abhijit Gayen	অভিজিৎ গায়েন
6.	Kaushik Gayen	কাউশিক গায়েন
7.	Riya Bhawal	রিয়া ভবাল
8.	Yunus Naskar	য়ুনুস নস্কর
9.	Mala Sankhal	Mala Sankhal
10.	Roli Kembaram	রোলি কেমবারাম
11.	Ranbhi Nath	রান্ধি নাথ
12.	Subendu Das	সুবেন্দু দাস
13.	Sunayana Maiti	সুনয়ানা মাইতি
14.	Jishu Kanti Palit	জিশু কান্তি পালিত
15.	Saheli Ghosh	সাহেলী ঘোষ
16.	Sanjana Laha	সঞ্জনা লাহা
17.	Jasak Naskar	জাসক নস্কর
18.	Pulak Naha	পুলক নাহা
19.	Akhil Banerjee Majhi	অখিল বানার্জী মাজি
20.	Sumana Dutta	সুমনা দুতা
21.	Banwali Banerjee	বন্দনালী বানার্জী

Kolkata Environmental Improvement Investment Programme
List of Participants in Community Consultation

Date: 4.9.2016

Place: Saktabagan

Sl No	Name	Signature
22	Roma Mukhopadhyay	রোমা মুকোপাধ্যায়
23	Punak Mitra	পুনক মিত্র
24	Kamal Mustafa	কামল মুস্তাফা
25	Sibani Sinha	সিবানী সিনহা
26	Near Banu Mustafa	নেয়ার বানু মুস্তাফা
27	Sujata Debnathi	সুজাতা দেবনাথ
28	Ghuma Sil	গুম্মা সিল
29		

Appendix 2
PERMISSION LETTER FROM PWD



GOVERNMENT OF WEST BENGAL

OFFICE OF THE EXECUTIVE ENGINEER
PUBLIC WORKS DEPARTMENT
SOUTH SUBURBAN DIVISION
76, Dr. Deodar Rahman Road (3rd floor)
Lake Gardens

KOLKATA - 700 033

Phone No. : 2422-0365 Fax No. : 2422-0366

Memo No. : 615/R-57A/P-5

Date, Kolkata the 30.03.2014

To
The Director General (Project)
Kolkata Environment Improvement
Investment Programme
206, A.J.C. Bose Road
Kolkata - 700 017.



Sub : Consent in laying of S&D line along Diamond
Harbour Road between Sakher Bazar and Charial
Canal under KEIP-II.

Ref : His memo No. PMU/859/2013-14 dt. 07.03.2014.

Sir,

Consent in laying of S&D line along Diamond Harbour Road between Sakher Bazar and Charial Canal under KEIP-II is hereby accorded by the undersigned. In this respect it is also may kindly be noted that the conditions laid down in the letter under reference will be strictly follow from your end.

Enclosure: One set of drawing
already signed is enclosed
herewith.

Yours faithfully

B. Banerjee
30/03/14
Executive Engineer, PWD
South Suburban Division

Memo No. : 615/I(3)/R-57A/P-5

dt. : 30.03.2014

Copy to :-

1. The Superintending Engineer, PWD, Southern Circle for his kind information.
2. The Assistant Engineer, PWD, South Suburban Sub-Division-I & II for information. He is hereby instructed to strictly to follow the conditions imposed on them is adhered to as per memo No. Nil dt. 29.04.2014.

S. P. Sankar
30/03/14
09/06/14

DYCE-II
86
9/6

Executive Engineer, PWD
South Suburban Division

DETAILS OF ROAD TO BE HANDED OVER TO KOLKATA MUNICIPAL CORPORATION

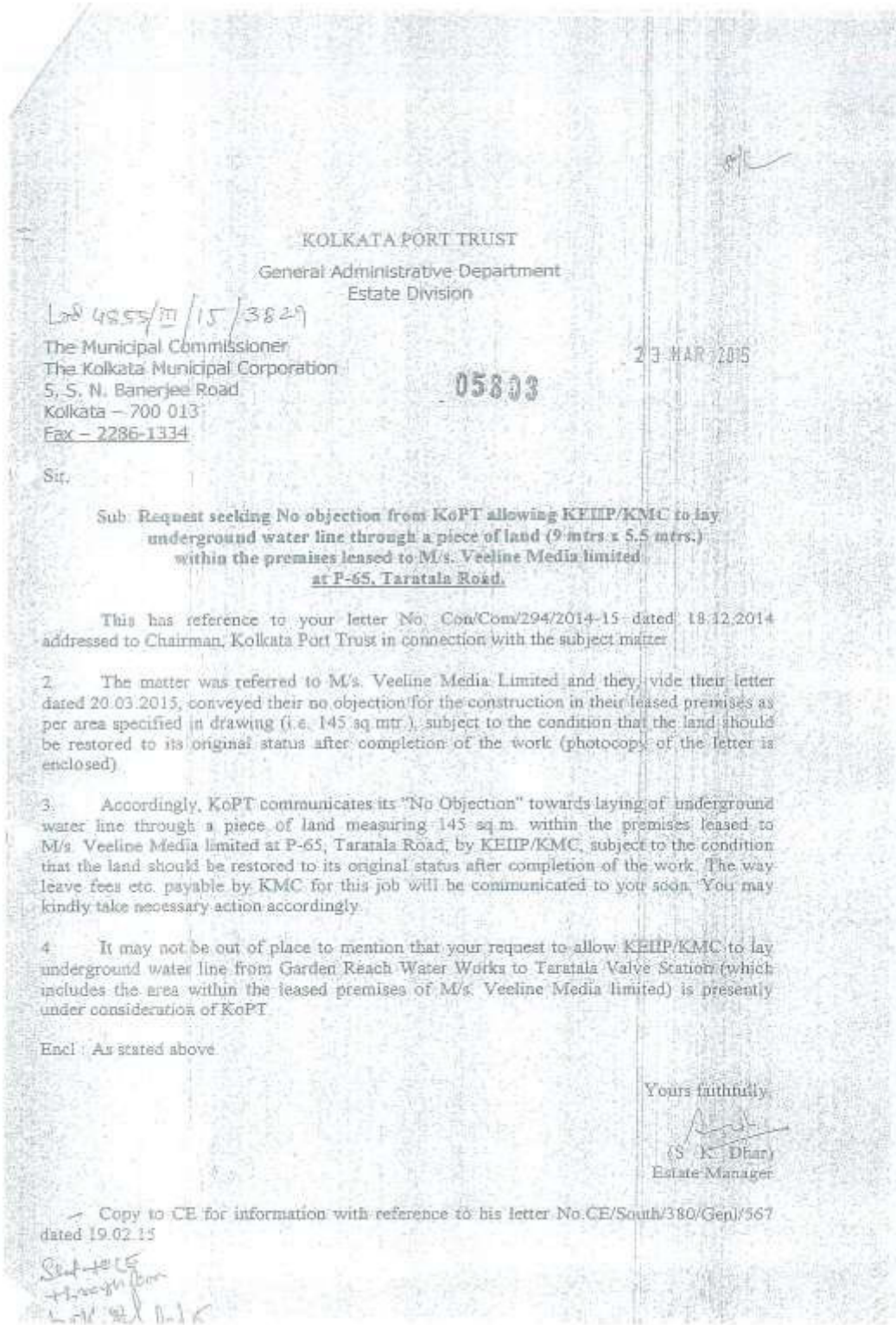
Sl. No.	Name of Road	Length of Road	Category of Road	Carriageway width	Defect liability period of any portion, if any	Remarks
ALIPORE DIVISION						
1.	Siren Roy Road (West) 2019 XIV +	8.30 Km	MDR	0.0 Km to 3.50 Km = 10.50 mtr. Remaining portion = 5.50 mtr.	0.00 Km to 3.50 Km = 4.00 to 5.53 Km 6.93 Km to 7.50 Km = 5.50 Km under D.P upto January, 2017. Work done under 14 th Finance Commission from ch 3.50 Km to 4.00 Km, 5.53 Km to 6.93 Km, 7.50 Km to 8.00 Km. DLP upto 21.02.2019	
2.	Sarsuna Main Road 2019 XIV +	2.00 km	MDR	0.0 Km to 0.3 Km = 10.50 mtr. 0.30 Km to 0.90 Km = 7.00 mtr. Remaining portion = 5.50 mtr.	Work done under 14 th Finance Commission from ch 0.70 Km to 0.90 Km, 1.00 Km to 1.10 Km, 1.45 Km to 1.55 Km. DLP upto 04.01.2019	
3.	James Long Sarani 2017 XIV/XXIV/XXV +	7.16 Km	SH	0.0 Km to 0.05 Km = 10.00 mtr. 0.06 Km to 0.55 Km = 4 Lane 0.56 Km to 2.90 Km = 11.00 mtr. 2.90 Km to 7.16 Km = 4 Lane	Work done under CRP Scheme. D.P upto 29.09.2017	The road having electrical installations maintained by Electrical wing PWD
4.	Roy Bahadur Road & Buro Shibtala Road 2018 XIV +	2.24 Km	MDR	Avg. width 7.5 mtr.	Work done under 13 th Finance Commission. D.P upto 03.03.2018.	
5.	Thakurpukur-Tollygunge Circular Road M.G. Road +	8.30 Km	MDR	Avg. width 5.5 mtr.	No DLP	
6.	Bonomail Naskar Road XIV +	0.58 Km	MDR	0.0 Km to 0.30 Km = 10.20 mtr. Remaining portion = 5.50 mtr.	No DLP	

BSP No. 2019/01/2019/1/2

FORM NO. 1033 220861249

FORM : D. G. CIVIL.

Appendix 3
NO OBJECTION CERTIFICATE FROM KOLKATA PORT TRUST



Appendix 4

PERMISSION LETTER FROM KOLKATA TRAFFIC POLICE

Memo No. TP/PA/1/17661

The 27th July, 2016

From : Deputy Commissioner of Police
Traffic Department, Kolkata

To : The Director General (Project)
Kolkata Environmental Improvement Project
206, AJC Bose Road
Kolkata- 700 017

Ref : Your letter VIVE No. PMU/700/2015-16 dated 04-03-2016

Sub: Partial closure of Eastern flank of James Long Sarani from Tarata Junction to Gholsapur Market i/c/w
Micro tunneling work for laying of water transmission main along James Long Sarani.

Reference to the above, the matter has been carefully reviewed from traffic point of view. It is pertinent to mention that PWD Authority has already taken blockade on the eastern flank on D H Road from Pathak Para. As a result, all south bound vehicles of D H Road are being diverted via James Long Sarani. It will be very difficult task to run both bound traffic on the western flank of James Long Sarani for the proposed work. However, considering the gravity of the work, the proposed work may be taken up subject to the following terms and conditions:

Terms and Conditions

- (i) The blockade should be released with proper restoration of road surface i.e. to be motorable for vehicular traffic.
 - (ii) All type of small vehicles including goods vehicles need to be diverted via different roads like S N Roy Road, Sil Thakurbari Lane etc. Therefore, adequate numbers of Display Boards need to be installed at different strategic locations. Necessary arrangement should be taken from your end in this regard.
 - (iii) The eastern flank of James Long Sarani may be encroached only for 60(sixty) days from the date of commencement of the work. The referred stretch of road should be released with proper restoration of road surface after 60 days.
 - (iv) A trail run has been done on 12-07-2016 but no fruitful result was envisaged during the same. Therefore, diversion of traffic from Taratala Crossing is urgently required. Adequate publicity needs to be made from your end for information of the commuters with regard to diversion of traffic.
 - (v) The work should be done in phases in consultation with the OC of the local Traffic Guard to ensure smooth circulation of traffic along the referred stretch and widening of road should be done as feasible with a view to ensure smooth circulation of traffic during the execution of work.
 - (vi) O/C of the local Traffic Guard should be intimated prior to initiation of work;
 - (vii) Direction of Police 'On Duty' should be complied with;
 - (viii) Vehicles and equipments engaged for the execution of the work should be kept within the barricade and not on main carriageway.
 - (ix) The excavated stretch with existing road furniture (Guard Rail and Median) should be restored to its original position positively after completion of the work;
 - (x) No debris or construction material should be kept on the carriageway.
 - (xi) Proper signages, preferably retro-reflective as per requirement of local O/C of Traffic Guard should be installed.
 - (xii) Necessary correspondence should be made with the RVNL Authority for removal of materials stacked in between Pier No. 16 and 13 of Joka- BBD Bag Metro Project before execution of the work with a view to ensure better circulation of traffic.
 - (xiii) The eastern flank of D H Road needs to be widened before execution of the work for better circulation of traffic.
 - (xiv) Proper illumination along the referred stretch of road is to be made for the safety of the road users and adequate cautionary measures should be taken from your end to avoid any untoward incident.
 - (xv) Adequate numbers of volunteers (preferably 12 heads) should be deployed to assist Police on duty from your end in three shifts with safety jacket and Led batons.
- The advice will remain valid for ~~two~~ (2) months from the date of commencement of the work. Considering the upcoming event i.e. Durga Puja, the work needs to be completed with proper restoration of road surface by the end of September 2016.

deception

KEIIP

*P.C.
Pl. disast.*

*Ans
28/7*

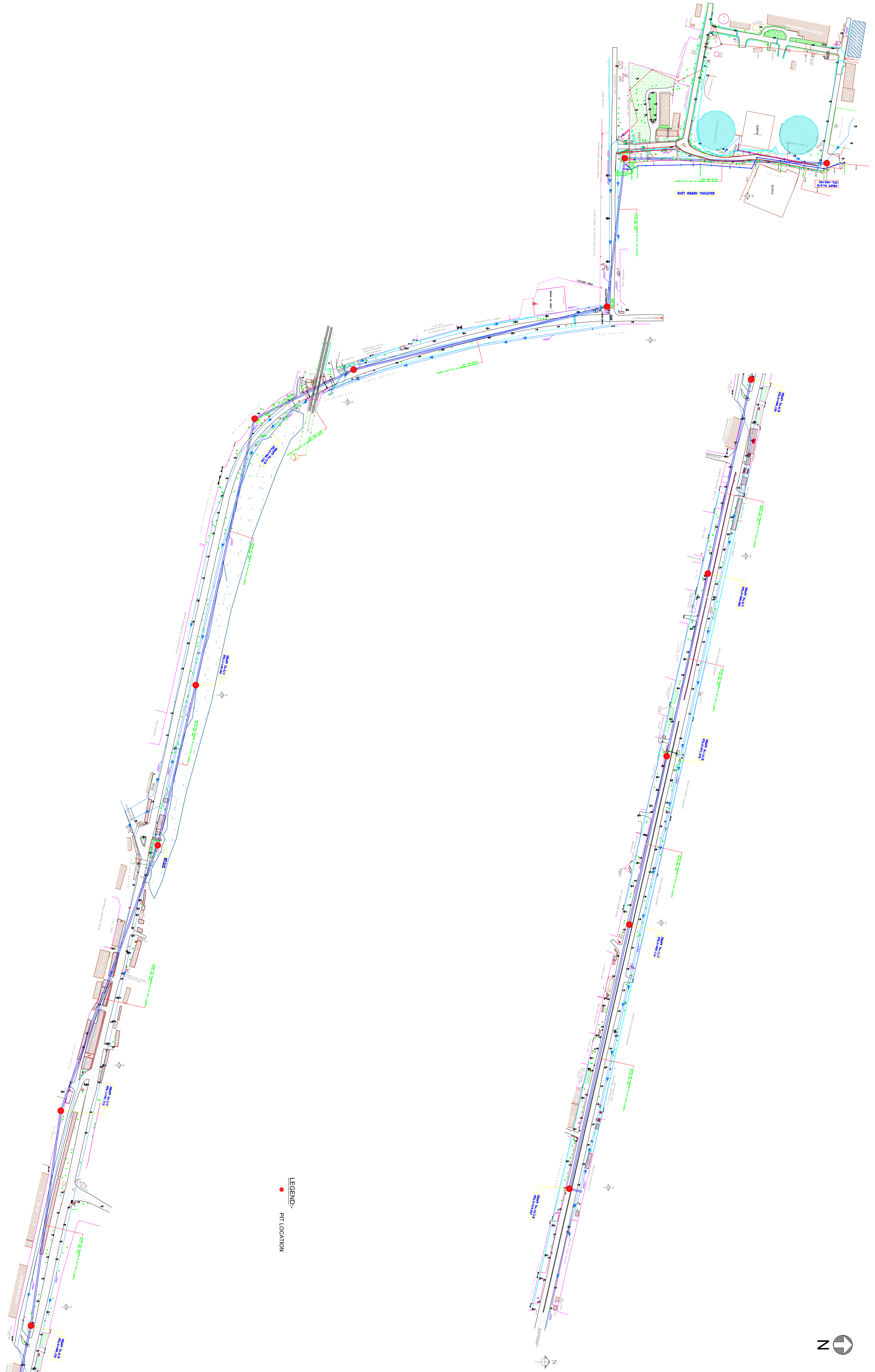
Dy. Commissioner of Police
Traffic Department, Kolkata
The 27th July 2016

Memo No. TP/PA/.....

- Copy to:-
1. DC (S), TP- for information pl.
 2. AC (I), TP - for information pl.
 3. OC (SI, TP Guard/TKP TP Guard/DH Rd TP Guard/ OC TCR - for information and n/a pl.
 4. The Project Manager, RVNL (Joka- BBD Bag)- for information and cooperation pl.
 5. M/s Simplex / Ms ITD-ITD CEM JV Ltd - for information and n/a please.

Dy. Commissioner of Police

APPENDIX 5



LEGEND:-
 ● PIT LOCATION

