EXECTUVE SUMMARY

1. **Background.** Infrastructure Development Investment Program for Tourism (IDIPT) will develop and improve basic urban infrastructure and services in the four participating states of Himachal Pradesh, Punjab, Uttarakhand and Tamil Nadu to support the tourism sector as a key driver for economic growth. It will focus on: (i) strengthening connectivity to and among key tourist destinations; (ii) improving basic urban infrastructure and services, such as water supply, road and public transport, solid waste management and environmental improvement, at existing and emerging tourist destinations to ensure urban amenities and safety for the visitors, and protect nature and culture-based attractions. Physical infrastructure investments will be accompanied by: (iii) capacity building programs for concerned sector agencies and local communities for better management of the tourist destinations and for more active participation in the tourism-related economic activities, respectively.

2. Himachal Pradesh proposed 15 subprojects under Tranche 3. Jwalaji town subproject Package HPTDB/13/1 is one of the subprojects to support tourist clusters inclusive of management-plan/master-plan based investments (IDIPT Output 1) and support improvement of basic tourist facilities and amenities in tourist attractions by constructing toilets, drinking water facilities, solid waste management, drainage, parking, street lighting, street furniture, and signage (IDIPT Output 3).

3. **Executing and implementing agencies.** The executing agency is the Department of Tourism, Government of Himachal Pradesh. The implementing agency is Himachal Pradesh Tourism Development Board. Project Management Unit (PMU) is set up at Shimla to coordinate the overall execution. Project Management Consultant (PMC) at Shimla provides assistance to PMU in execution. Project Implementation Unit (PIUs) is set up in Shimla, Kangra and Kullu being supported by respective Design Supervision Consultant (DSC) teams. The asset owner is the Jwalaji Temple Trust.

4. **Categorization.** Jwalaji town subproject Package HPTDB/13/1 is classified as Environmental Category B as per the SPS as no significant impacts are envisioned. Accordingly this Initial Environmental Examination (IEE) has been prepared and assesses the environmental impacts and provides mitigation and monitoring measures to ensure no significant impacts as a result of the subproject.

4. **Subproject Scope.** The major scope of this subproject Package No. HPTDB/13/1as per DPR are:

(i) Community Hall.
(ii) Multipurpose Parking.
(iii) Tourist Reception Centre.
(iv) Improvement of Gates, Paths.
(v) Restoration of ponds.
(vi) Improvement of roads.
(vii) Illumination.
(viii) Provision of street furniture
(ix) Improvement & additional provision of toilet facilities.
(x) Drinking water facilities
(xi) Rest sheds/ pause points where required.

(xii) Landscaping area as to provide pleasant repose.
(xiii) Provision of directional, informative and instructive signages**.**

5. **Description of the Environment.** The subproject location (in the south western part of the state) is in the relatively lower altitude district of Himachal Pradesh, and includes alluvial plains and *Shivalik* hills. The alluvial plains, mostly in the Southern fringe of the state are gently sloping, having been formed by deposits of the rivers flowing in to the Ganga plains, with an average elevation of 500m. *Shivalik* hills occur in a wider zone in the southern and western part of the State, extending from the *Yamuna* River to the *Chakki* River. These low to medium hills are with a maximum elevation of 1500m. Longitudinal valleys known as dune valleys; have formed between the *Shivalik* hills. These hills have been cut across by a number of rivers originating further upstream, e.g. the *Ravi, Beas* and *Sutlej*. Landslides, landslips, mudflows and flash floods affect this geomorphic zone in the rainy season. The entire region lies in seismic zone V according to the Seismic Zoning Atlas of India.

6. **Environmental Management.** An environmental management plan (EMP) is included as part of this IEE, which includes (i) mitigation measures for environmental impacts during implementation; (ii) an environmental monitoring program, and the responsible entities for mitigating, monitoring, and reporting; (iii) public consultation and information disclosure; and (iv) a grievance redress mechanism. A number of impacts and their significance have already been reduced by amending the designs. The EMP will be included in civil work bidding and contract documents.

7. Locations and siting of the proposed infrastructures were considered to further reduce impacts. The concepts considered in design of the subproject are (i) design, material and scale will be compatible to the local architectural, physical, cultural and landscaping elements; (ii) preference will be given to the use of local material and labour as best as possible; (iii) for conservation, local construction material available in the nearby region as best as possible suiting to those in existence; (iv) all painting (interior and exterior) will be with environment-friendly low volatile organic compounds paints; (v) for retaining wall repair works, random rubble masonry will be used, with locally available stone to be laid in cement mortar by local skilled labour; (vi) earth backfill, if any will be done from the site excavated material; and (vii) ensuring all planning and design interventions and decisions are made in consultation with local communities and reflecting inputs from public consultation and disclosure for site selection.

8. During the construction phase, impacts mainly arise from the need to dispose of moderate quantities of waste soil; and from the disturbance of residents, businesses, and traffic. These are common impacts of construction in urban areas, and there are well developed methods for their mitigation. Measures such as conducting work in lean season and minimizing inconvenience by best construction methods will be employed. In the operational phase, all facilities and infrastructure will operate with routine maintenance, which should not affect the environment. Facilities will need to be repaired from time to time, but environmental impacts will be much less than those of the construction period as the work will be infrequent, affecting small areas only.

9. Mitigation measures have been developed to reduce all negative impacts to acceptable levels. Mitigation will be assured by a program of environmental monitoring to be conducted during construction. The environmental monitoring program will ensure that all measures are implemented, and will determine whether the environment is protected as intended. It will

include observations on- and off-site, document checks, and interviews with workers and beneficiaries. Any requirements for corrective action will be reported to the ADB.

10. The stakeholders were involved in developing the IEE through discussions on-site and public consultation, after which views expressed were incorporated into the IEE and in the planning and development of the subproject. The IEE will be made available at public locations in the town and will be disclosed to a wider audience via the ADB and Himachal Pradesh Department of Tourism websites. The consultation process will be continued and expanded during project implementation to ensure that stakeholders are fully engaged in the project and have the opportunity to participate in its development and implementation.

11. The citizens of Jwalaji town (Kangra District) area will be the major beneficiaries of the project. The most noticeable net environmental benefits to the population of the town will be positive and large as the proposed subproject will improve access to reliable and adequate tourism facilities.

12. **Consultation, Disclosure and Grievance Redress.** Public consultations were done in the preparation of the project and IEE. On-going consultations will occur throughout the project implementation period. A grievance redress mechanism is described within the IEE to ensure any public grievances are addressed quickly.

13. **Monitoring and Reporting.** The PMU, PIU, PMC and DSC will be responsible for environmental monitoring. The PIU with support from the DSC will submit monthly, quarterly and semi-annual monitoring reports to the PMU. The PMU will consolidate the semi-annual reports in assistance of PMC and will send it to ADB. ADB will post the environmental monitoring reports on its website.

14. **Conclusions and Recommendations.** Therefore the proposed subproject is unlikely to cause significant adverse impacts. The potential impacts that are associated with design, construction and operation can be mitigated to standard levels without difficulty through proper engineering design and the incorporation or application of recommended mitigation measures and procedures. Based on the findings of the IEE, there are no significant impacts and the classification of the subproject as Category “B” is confirmed. No further special study or detailed environmental impact assessment (EIA) needs to be undertaken to comply with ADB SPS, 2009 or Government of India EIA Notification, 2006.