

EXECUTIVE SUMMARY

1. **Background.** The Infrastructure Development Investment Program for Tourism Financing Facility (the Facility) 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. Shimla has been primarily a tourist destination, since its discovery in 1819 and is today the most preferred tourist destinations in Himachal Pradesh especially during the summer months. The former summer capital of the British in India, and the present capital of Himachal Pradesh; Shimla has been blessed with immense natural bounties, it has got a scenic location, as it is surrounded by green hills with snow-capped peaks. Apart from the main market area, Shimla historic town is connected via major roads and streets which are not only the main circulation routes but also the best scenic walks of the city. These roads have either restricted vehicular movement or completely pedestrian movement which makes them witness a lot of tourist.
3. **Executing and implementing agencies.** The executing agency is the Dept. of Tourism and Civil Aviation, HP. 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. The implementing agency is Project Implementation Unit (PIU), to be supported by Design Supervision Consultant (DSC). The asset owner is the Municipal Corporation of Shimla.
4. **Categorization.** Shimla town subproject Package HPTDB/16/2 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.
5. **Subproject Scope.** The major scope of this subproject as per Detail Project Report Package No. HPTDB/16/2 are:
 - Upgrading the tourist core of the city, Twelve of the main roads have been selected, viz., CTO to Advanced Studies, High Court to Mall Road, Oakover to Bede's Chowk, Kalibari to Scandal Point, Scandal Point to Ritz, Ritz to Sanjauli, Chalet Day School to Chhota Shimla, Ritz to Chalet Day School via U.S. Club, Ramchandra Chowk to U.S. Club, Peterhoff Road, Benmore to Raj Bhawan and Mall Road to Bentley.
 - Creating plaza space near Telegraph office, Advanced studies and Ambedkar Chowk.
 - The project also includes the proposals for façade restoration of the focus stretch of Mall Road (1.8 km), which is being undertaken under (Tranche 1). The façade improvement includes Restoration of the Mall Road Shop fronts/ Facades of the

buildings, Repair of the facades of the buildings as per the Heritage Regulations and Additional restoration proposals that follow the inherent architectural character of each building and also aims at providing homogeneity along the entire focus stretch.

- Other components are creating visual friendly environment through development of streetscape, improvement of retaining wall, landscaping and street furniture conforming to heritage character of the site, Developing public amenities and facilities. , Improvement of the site signage - The signages installed at site would conform to heritage character of the area, Street-side drainage improvement and enhancing parks and gathering spaces through landscaping design interventions, Making parks more accessible to public & develop for recreational activities, Improvements of railing, street lights (for the safety of women and children in the nights), seating and children activities.

6. **Description of the Environment.** Subproject components are located in urban areas of Shimla town. Shimla features a subtropical highland climate under the Köppen climate classification. The climate in Shimla is predominantly cool during winters and moderately warm during summer. Temperatures typically range from -4°C (25°F) to 31°C (88°F) over the course of a year. The average temperature during summer is between 19°C (66°F) and 28°C (82°F), and between -1°C (30°F) and 10°C (50°F) in winter and there is no natural habitat left at these sites. The subproject components will be located in government-owned sites. There are no protected areas, wetlands, mangroves, or estuaries in or near the subproject locations.
7. **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) 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.
8. 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.
9. During the construction phase, impacts mainly arise from the need to dispose of moderate quantities of waste soil. 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.

10. 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.
11. 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.
12. The tourists, business people and citizens of Shimla town area will be the major beneficiaries of the project. The most noticeable net environmental benefits to the tourists and population of the town will be positive and large as the proposed subproject will improve access to reliable and adequate tourism facilities and propagate the local traditions and Cultural Heritage of the state. This subproject will also provide a common platform for local traditions and values, provide and improve business opportunities for local communities, linked to the cultural and natural heritage tourism.
13. **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.
14. **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.
15. **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.