

I&FC DEPARTMENT

1. LIS Rajpora

Problem Areas	Action Taken
<ul style="list-style-type: none">• The scheme has been put to execution in the year 1979-80 at a cost of Rs 2.13 crore after its approval by the Planning Commission, Gol and is still under execution.• The scheme has undergone three cost revisions and is presently under execution at a cost of Rs 70.20 crore as per the latest cost revision in the year 2009.• Around 75% of physical progress has been achieved. Against the total project cost of Rs 70.20 crore, an amount of Rs 66.44 crore (95%) stands released out of which Rs 64.83 crore has been expended.• The scheme has been designed for lifting of 120 cusecs of water against which only 54 cusecs of water is being lifted and supplied through Medura canal branch.• There is a provision of maintenance grant and plantation work to the extent of Rs 30.00 lacs and Rs 7.06 lacs respectively in the scheme. This amount has not been utilized despite the fact that Medura canal branch which has been functional for the last more than three years, has suffered damages at various spots but no repair work or plantation around the canal network has been done.• Against the acquisition of 370 kanals of land for project execution, 329 kanals of land has been acquired and the acquisition of remaining 44 kanals is under process.• No cement concreting tests have been done notwithstanding the fact that the scheme involves execution of various cement concreting works.	<p><i>ATR awaited</i></p>

2. LIS Pulwama

Problem Areas	Action Taken
<ul style="list-style-type: none"> • The scheme has been taken up at a cost of ` 6.13 crore in the year 1979 which has now swelled to ` Rs 140.76 crore. • Due to inadequate funding coupled with the unrest in the valley the project had got substantially delayed; • The executing agency is facing land acquisition problems for construction of canal for about 2.20 Kms length on the right branch of the delivery tank at Dodabal; • The corridor for laying of the rising main of 1 Km from stage 3rd (from Shikargah) up to delivery tank is still disputed on account of land acquisition problems for which the material has been partly procured; • Sufficient funding is required to be made for the scheme as only revalidated amount of ` 60.00 lacs is available with the division against the demand of ` 33.75 crore (including ` 2.00 crore for creation of electric substation at Shikargah and ` 3.95 crore for land acquisition at Shikargah and Dodabal). 	<ul style="list-style-type: none"> • Efforts are being made for completion of the scheme within the revised cost. Matter taken up with the authorities of CWC on 22-07-2011 for adequate and timely funding. • Land acquisition problem due to inadequate flow of funds required for the purpose.

3. LIS Baramulla

Problem Areas	Action Taken
<ul style="list-style-type: none"> • The scheme was started in the year 1985-86 at original cost of ` 10.60 crore and is presently under progress at a revised cost of ` 63.62 crore under AIBP since 2000-01 and was targeted for completion during 2010-11. • The mechanical side is facing problems for laying of the pipe for about 240 Mts on account of the public resistance at Saidapora Ladoora near NHW which 	<ul style="list-style-type: none"> • The scheme could not be completed during 2010-11 due to delay in land acquisition process. • The problems have been resolved with the locals of these two places and rising main is nearing completion.

<p>shall get connected to the delivery tank at Tragpora.</p> <ul style="list-style-type: none"> The civil side is also facing land acquisition problem for about 400 Mts near Army Camp Tragpora for the construction of cut & cover conduit. 	<ul style="list-style-type: none"> The problem has been solved as the land has now been acquired and the work of cut and cover is in the final stage and is nearing completion.
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4. Ahaji Canal

Problem Areas	Action Taken
<ul style="list-style-type: none"> Against the total project cost of Rs 20.51 crore, an amount of Rs18.46 crore (90%) stands released, the expenditure incurred ending December, 2012 is of the order of Rs 17.53 crore (94 %) with physical progress also achieved more than 90%. The project is likely to be get closed by March, 2013. As per the DPR, 421 no. of major/medium works are envisaged in the execution of the project. Maximum of the works have been completed while few are still under execution. No cement concreting tests have been done notwithstanding the fact that the scheme involves execution of various cement concreting works. Massive extraction of bajri and bolder (Nallah Mulba) is being carried out by the locals residing on either side of the canal especially in the two branches of Kati and Karshan canals by using JCB cranes. This action on the part of the offenders has changed the course of the nallah at many spots. 	<ul style="list-style-type: none"> Matter taken up with concerned to stop issuance of permits for extraction of bajri / boulders.

5. Awantipora Canal-I

Problem Areas	Action Taken
<ul style="list-style-type: none"> <u>Delay in implementation:</u> The work on the Canal is on a 	<i>ATR</i>

<p>very slow pace without any reason. Most of the canal is constructed in rural area through agricultural land and is far from any perturbation with regards to unrest.</p>	<p><i>awaited</i></p>
<ul style="list-style-type: none"> • <u>Discrepancy/gap between construction dimension/material in DPR and that on ground:</u> • Rather than upgrading the canal with requisite infrastructure (bed treatments/side walls), the executing agency has only worked on very small portion of canal. Out of the total length 19 Kms of the canal, bedding treatment was seen only on 0.5 Kms (the concerned Ex. Engineer earlier claimed it to be 5 Km-10 Km offsite). The work on side walls is not of the good quality. • Since the canal is running, it seems that the executing agency has presumed that they can easily run away from bed treatment of whole canal (19 Kms) which is the main portion of DPR. • Even the work on takeoff point of canal at Gogsoo near branch of Lidder River has not yet started. Without trash /flood gate at takeoff point, there is apprehension of water logging in lower areas connected through this channel especially during floods. • Bathrooms/Toilets have been constructed by RDD inside the channel at various places obstructing the flow of water and could also lead to outbreak of epidemic in downstream areas where people/domestic animals use this water for drinking/ bathing and washing. 	<p><i>ATR awaited</i></p>
<ul style="list-style-type: none"> • <u>Absence of division of work between executing agency for construction of culverts over canal:</u> • Across the canal, number of culverts (small bridges) has been constructed, some of which are part of this canal project and some, according to officers present on spot, are constructed by RDD. But there is no clear cut division of construction of these culverts. There might be a possibility that the construction of these culverts be claimed by both departments for release of funds. • On the road between Harriparigam-Kachikoot to NH, work on sub canal has yet to be started. The Executive Engineer assured that the work will be started in next 4 months which will take care of drainage also. 	<p><i>ATR awaited</i></p>

6. New Pratap Canal, Jammu

Problem Areas	Action Taken
<ul style="list-style-type: none"> • Working season is hardly 3 months (Mid-December to Mid-March) due to which the work has got delayed. People press hard for opening of the canal in early March and delay the closure in December. 	
<ul style="list-style-type: none"> • Distributaries of the main canal were found to be in poor condition. At most of the places silt had accumulated and grass and plants were found to be growing within the distributaries. • Shortage of below mentioned field/ revenue staff:- Baildar – to uproot weeds in the canal section and on banks. Ziladar – to collect abiyana (water tax). Pansalia–to ensure equitable distribution of water among farmers. 	

7. Wajoo Nallah Project, Kathua

Problem Areas	Action Taken
<ul style="list-style-type: none"> • Shortage of funds for execution of the project. Only Rs 7.75 crore provided against project cost of Rs 25.85 crore. 	
<ul style="list-style-type: none"> • Work was held up on a number of occasions due to interference by the locals who had not been paid the land compensation which was about Rs 2.25 crores against provision of Rs 30.00 lacs kept in the DPR. 	

8. Irrigation Tank, Kupwara

Problem Areas	Action Taken
<ul style="list-style-type: none"> • The scheme sanctioned under AIBP is costing Rs 1033.18 lacs with target date of completion as March, 2010. • No work was found executed on ground. 	<ul style="list-style-type: none"> • ATR is silent on the issue

<ul style="list-style-type: none"> An amount of Rs 81.94 lacs released for the project has been mis-utilised. The released amount has been expended on the purchase of machinery which component is not covered in the DPR. 	<ul style="list-style-type: none"> ATR is silent on the issue
<ul style="list-style-type: none"> The non execution of the work has been attributed by executing agency (Irrigation Div, Kupwara)to the pendency of the NOC from the Forest Department; 	<ul style="list-style-type: none"> Adm Deptt has intimated that as per guidelines of AIBP, Forest clearance for execution of the project is to be obtained first. The matter stands taken up with CCF for issuance of NoC.

9. Flood Protection Works in district Rajouri

Problem Areas	Action Taken
<ul style="list-style-type: none"> Filling up of vacant posts of engineering staff. Release of the balance amount from Gol as Central Share, Accord of approval to the work for providing cement concrete walls to crate stud already constructed on its upstream and downstream sides for its further strengthening. Holding of awareness programmes at the panchayat halqa level about the importance and need for construction of flood protection works. 	ATR awaited

10. Flood Protection works on Chenab at Dera Baba Banda

Problem Areas	Action Taken
<ul style="list-style-type: none"> Time overrun: The time period for completion of the project has already elapsed. 	ATR awaited
<ul style="list-style-type: none"> Repairs required: The edges of the 90 meter long deflector and some of the studs were found to be 	ATR

damaged.	awaited
<ul style="list-style-type: none"> • Funding inadequate: Although 85% of the works seems to have been completed but only 50% of the funds have been provided. 	ATR awaited
<ul style="list-style-type: none"> • Need for protection works at another location: Erosion of left bank of Chenab downstream of the embankment developed under the project seemed to be serious. There is every possibility that the road connectivity to Dera Baba could get affected in case anti-erosion/ protection works are not carried out soon. 	ATR awaited
<ul style="list-style-type: none"> • Other projects not approved: It was brought to notice by the Executive Engineer concerned that a couple of projects costing Rs 9 crore and Rs 14 crore for carrying out flood protection works along the banks of Chenab in Mahore Division are pending with Director, Central Water Commission, J&K since long. Moreover, there are some other flood protection projects submitted to the Chief Engineer, I&FC, Jammu which are yet to be sanctioned. Some of these are: <ul style="list-style-type: none"> • Flood Protection works on Ans river, • Flood Protection works on Janghi Nallah, • Flood Protection works from Plassu Nallah to Chinka Rad Nallah 	ATR awaited

11. Awantipora Canal Phase-II

Problem Areas	Action Taken
<p>The scheme taken up under AIBP funding at a cost of ₹ 33.11 crore with a matching state share in the ratio of 90:10. Expenditure of ₹ 30.30 crore (91%) incurred on the project ending October, 2013. Balance cost of ₹ 2.80 crore needs to be released for closure of the project.</p> <p>The project has been put to execution in 2009-10 and was targeted for completion within two years. The project is</p>	

<p>nearing completion as 90% of the work has been completed. The scheme is now expected to get closed by March, 2014.</p> <p>The canal has been designed for a discharge of 7.00 cumecs having an average bed width of 7 mts. More than 90% of leakages/loss of water has been stopped by way of construction of cement concrete lining walls and treatment of weak and vulnerable spots etc of the canal and its distributions.</p> <p>After modernization of the canal, annual irrigation potential has increased by 120% from 1671 hac to 3674 hac which has also resulted in increase in production of crops. This has ultimately improved the economic condition of the villagers.</p>	<p>ATR awaited</p>
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12. Gravity Feeder Channel for augmentation of LIS, Rajal Canal, Nowshera, Rajouri and Construction of Rajal Canal- Phase -II ”

Problem Areas	Action Taken
<ul style="list-style-type: none"> • Both the projects presently under execution under AIBP funding with a matching state share at a cost of `17.50 crore and `8.31 crore respectively. The projects are aimed to stabilize and utilise the Irrigation potential of 2417 Hect already created under the old LIS. • The overall physical progress of both the projects is around 80%. The expenditure registered is of the order of 94% in both the cases. • The canal is having a total network of 77.25 Kms consisting of 19.5 Kms of main canal, 30.5 Kms of 12 Nos distributaries and 28 Kms of main and direct outlets. • The schemes were targeted for completion by April, 2012 	<p>ATR awaited</p>

<p>but the expected date of completion of both the projects is March, 2015.</p> <ul style="list-style-type: none"> • Administrative Department to take up with the GoI for release of the balance funds under AIBP as CA during the current financial year, if not released until now. • Administrative Department to impress upon Chief Engineer Design Inspection & Quality Control Jammu for immediate vetting of Design of Head works submitted by I&FC Div Nowshera in respect Gravity Feeder of Rajal canal. • Executing agency to float the tenders of H/works immediately after the vetted design is received by it from CE, Design Inspection & Quality Control Jammu. • Considering providing of funds for maintenance of the Lift Station Rajal at regular intervals even after the Gravity scheme gets commissioned so that the LIS remains as standby arrangement in case of any eventuality to the Gravity scheme. 	
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13. Lift irrigation Scheme, Raya, Samba

Problem Areas	Action Taken
<ul style="list-style-type: none"> • Inadequate funding: The revised balance cost of the project is Rs 6.03 crore. However, only Rs 1.06 crore was released in 2012-13 and that too in December 2012 as a result of which only Rs 72.76 lakhs could be expended by the executing agency while the remaining funds were surrendered. • This year also, till the day of inspection in October 2013, funds have not been released. The project is envisaged to be completed in a span of 3 years, i.e. by 2014-15. 	ATR awaited
<ul style="list-style-type: none"> • Sanction order of NABARD:- The Engineers of Ravi Tawi Irrigation did not possess copy of order where in NABARD has sanctioned its funding the project. The Engineers informed that they had already submitted the Utilization 	ATR awaited

<p>Certificate for the funds utilized during previous year but even after that the funds for the current year have not been released.</p> <ul style="list-style-type: none"> The I&FC Department have accorded administrative approval to the project vide Govt. Order No: 432 PW (Hyd) of 2012 dated: 05-10-2012. When administrative approval has been accorded to a project, it is to be ensured that funding is as per schedule. The Irrigation & Flood Control Department may provide a copy of sanction order of NABARD to this office and also intimate the reasons for not releasing funds to the executing agency in time. 	
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14. Anti –Erosion works at Balni (Ban Ganga), katra, Reasi

Problem Areas	Action Taken
<ul style="list-style-type: none"> I&FC Department needs to execute and complete the balance flood protection works i.e. construction of remaining 300 mtrs of PCC wall and laying of all K-crates against target of 150 at vulnerable spots. 	ATR awaited
<ul style="list-style-type: none"> Development of water bodies in Ban Gaga is not sustainable unless there is provision of funds for clearing the deposits of sand, silt and rocks from the river bed after every monsoon. This expenditure will be recurring in nature and therefore cannot be covered under the project. The I&FC Department will have to take up the matter with Katra Development Authority, Municipal Committee Katra and Shri Mata Vaishno Devi Shrine Board if water bodies have to be developed at Ban Ganga. Besides, removal of deposits from the bed of Ban Gaga after each monsoon is also necessary in order to maintain the carrying capacity of the stream to a certain level, without which there would be a possibility of flood water breaching the banks at vulnerable spots. 	ATR awaited

<ul style="list-style-type: none"> • Identification and dismantling of illegal structures/ shops constructed on encroachment of the banks of Ban Ganga is a vital but a difficult issue to tackle. The KDA, Municipal Committee Katra, SMVDSB will have to involve the locals and elected public representatives to sensitize the issue among locals to prevent any agitation while addressing the issue. The process of rehabilitating those who get affected due to removal of encroachments also needs to be taken up simultaneously. The Deputy Commissioner, Reasi could play vital role in bringing about necessary coordination among multiple public agencies having jurisdiction over the area. 	ATR awaited
<ul style="list-style-type: none"> • The KDA needs to take necessary measures to prevent pollution of Ban Ganga area. The waste water drains of Katra town falling in the river needs to be diverted and treated appropriately. 	ATR awaited
<ul style="list-style-type: none"> • The officials of Forest Department needs to conduct an inspection of the catchment area of Ban Ganga to assess the possibility of plantation of more number of trees, preferably of local species, in the area in order to prevent landslides and excessive transportation of sediments from the hills towards Ban Ganga in the downstream. Such action would minimize the intensity of floods in the area. 	ATR awaited
<ul style="list-style-type: none"> • Construction of Weir on River Tawi, Jammu 	ATR awaited
<ul style="list-style-type: none"> • Location of the Barrage: • The barrage is being constructed about 1040 meters down stream of Tawi Bridge in Jammu city. In the DPR it is mentioned that this is the ideal site for construction of the Barrage because minimum width of the river is 370 meters (237 m in Nikki Tawi & 133 m in Waddi Tawi) at this location. Further, it is mentioned in the same DPR that the width of river Tawi varies from 300 meters at Tawi Bridge to 600 meters near the start of central island where the barrage of 370 meters width is being constructed. This indicates that, had the construction work of the barrage been taken up at Tawi Bridge its length would have been 	ATR awaited

<p>only 300 meters, i.e, 70 meters less than the approved length of 370 meters at its present location. If there isn't any other reason to justify the location where the barrage is being constructed, the site selection is erroneous. Deducting 70 meters out of the approved barrage length of 370 meters would imply reduction of 19% of the barrage length. That is the cost of construction of the barrage by just changing the site could have been brought down by 19%. This excess financial implication which would be in crores, if not justified by the Irrigation & Flood Control Department, is indeed wastage of public money and a huge loss to the exchequer.</p>	
<ul style="list-style-type: none"> • Need for conducting a thorough geological/hydrological study of the river vis-à-vis design of the barrage:- An artificial lake is being developed on river Tawi near Jammu city the second most populous city and the winter capital of the state of J&K. The Engineers of I&FC Department informed that the river Tawi is mostly flooded during monsoons and, as such, the initially envisaged option of constructing a bund across the river to develop a lake had to be given up and instead the design of constructing a barrage with auto-mechanically cum manually operated gates was approved. There was apprehension that the huge quantity of sand and gravel that the river carries with it during floods could breach the bund and hence it was decided to install gates which could be opened during floods thereby preventing damage to the barrage. All necessary precautions seem to have been taken by I&FC Department and the design of the project has also been approved by the Engineers of IIT. However, the point to be noted here is that the design of the project has not been approved by the Central Water Commission (CWC) as prescribed in the guidelines issued by the Government. The CWC maintains the hydrological manual of all the rivers including river Tawi based on which the DPR has been prepared. Although the design has been approved by IIT on the basis of which work could be started, however, the I&FC • Department also needs to ensure that the CWC also approves the designs so that any precaution if over-sighted 	<p>ATR awaited</p>

<p>in the urgency to start the work immediately for the project was getting delayed is also taken into account. Obstructing/ training the flow of perennial rivers especially in the higher reaches between hills where the flow is vigorous and the rivers carry considerable quantum of gravel and silt during floods is a challenging job and needs to be properly planned/ designed. Any lapse in the planning/design of this project would be disastrous for Jammu city.</p>	
<ul style="list-style-type: none"> • Treating the liquid waste of Jammu city which flows into river Tawi:- The entire liquid waste from the residential/ commercial areas of Jammu city is presently being drained through different drains/ nallahas into river Tawi. The concerned Executive Engineer informed that NBCC and ERA are improving/upgrading the entire sewerage system of Jammu city. The liquid waste of all the drains and nallahas flowing into the river will be diverted towards the Sewerage Treatment Plants (STPs) constructed at Bhagwati Nagar where the waste shall be treated before water is discharged into river • Tawi. The H&UDD needs to ensure that the drainage/ sewerage work which is under progress in Jammu city is completed at the earliest. Before the lake is developed it is necessary to divert the flow of entire liquid waste towards Bhagwati Nagar for treatment. Draining liquid waste into an artificial reservoir would be hazardous for the inhabitants of Jammu City. 	<p>ATR awaited</p>
<ul style="list-style-type: none"> • Re-habilitation of household residing on the island:- A scheduled tribe family was found residing on the island which is proposed to be developed into a tourist spot/ garden. The Deputy Commissioner, Jammu needs to see that the family is properly re-habilitated elsewhere so that the portion of the island which is to be developed as a tourist spot is cleared. This would be much easier task today than at a later stage. 	<p>ATR awaited</p>
<ul style="list-style-type: none"> • Slow pace of work:- The I&FC Department needs to ensure that the execution of the work is expedited. Presently only the construction work of barrage has been taken up. The other works such as construction of embankments, 	<p>ATR awaited</p>

reclamation of

- lands along the banks of Tawi from the bridge upto the barrage for developing these into green belts and construction of katcha approach path which are also part of the project also need to be taken up simultaneously. The other Departments, such as, Tourism, Floriculture, JDA, JMC, etc. which will also have to co-ordinate in developing the banks of the lake to develop the site into a tourist spot also need to keep necessary provision of funds in their Plan budget during the next couple of years. The works which these Departments could carry out simultaneously need to be taken up at the proper time for which advance planning is required. The Divisional Commissioner, Jammu could convene a meeting of the heads of different Departments to decide about the assignment of works to different Departments, the financial allocation required to execute the works and also fix a time-schedule for each Department to finalize and commence their respective component of work.