


PALHALAN CRIES FOR DEVELOPMENT, INFRASTRUCTURE AND ECONOMIC HELP

RNI No: JKENG/2022/81439

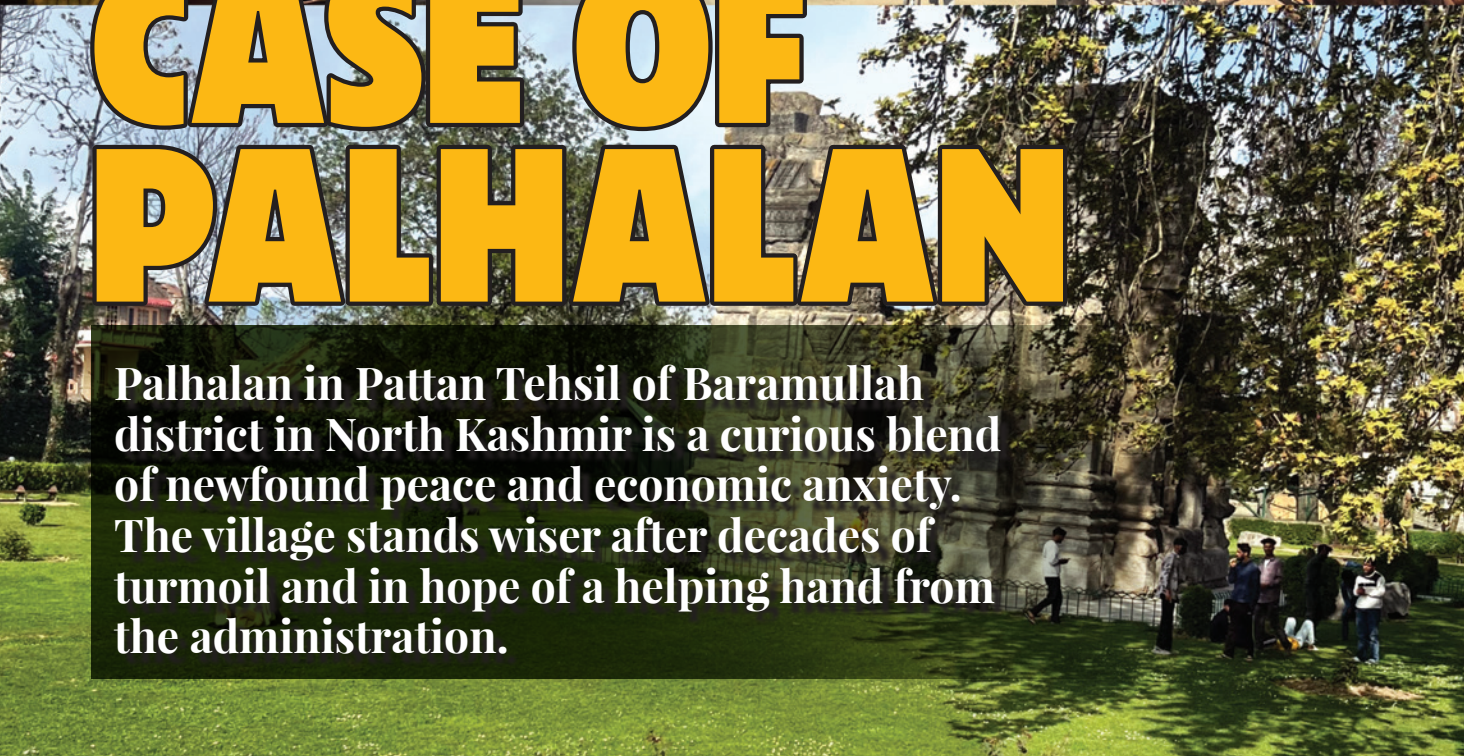
VOLUME 3 | EDITION 15 | 16 APRIL 2023 | ₹60

kashmircentral.in

KASHMIR CENTRAL



THE CURIOUS CASE OF PALHALAN



Palhalan in Pattan Tehsil of Baramullah district in North Kashmir is a curious blend of newfound peace and economic anxiety. The village stands wiser after decades of turmoil and in hope of a helping hand from the administration.

LOG INTO KASHMIR @

kashmircentral.in

razor sharp analysis

INCISIVE REPORTING

**INVESTIGATE
THE TERROR
ECOSYSTEM**

*expose
deception*

**RESTORE
ORDER**

MAKE A SPLASH

**INCULCATE
DEMOCRATIC SPIRIT**

KASHMIR CENTRAL



KASHMIR CENTRAL

VOLUME 3 | EDITION 16
16 APRIL 2023

Editor-in-Chief

Bashir Ahmad Bhat
(Bashir Assad)

Editor

Ms. Balpreet

Managing Editor

Bisma Nazir

Roving Editor

Ms. Mareaya

Legal Advisor

Advocate G M Wani

**OWNED, PRINTED AND
PUBLISHED BY**

Bashir Ahmad Bhat

Registered with the
Registrar of Newspapers
of India under RNI No:
JKENG/2022/81439

PUBLISHED FROM

J-24, Jawahar Nagar,
Srinagar, 190008

**ADDRESS FOR ALL
CORRESPONDENCE**

J-24, Jawahar Nagar
Srinagar, 190008

Email:
editor@kashmircentraLin

PRINTED AT

Access Publications
HMT, Srinagar
Mobile: 6005737819

All Rights Reserved.
Reproduction in
whole or in part without
written permission is
prohibited

All Advertising enquiries,
comments and
feedback are welcome at
kashmircentral997@gmail.com

Periodicity: **Weekly**

Language: **English**

Price: ₹60

The information
contained in this magazine has
been reviewed for accuracy
and is deemed reliable but is
not necessarily complete or
guaranteed by the Editor. The
views expressed in this digest are
solely that of the writers and do
not necessarily reflect the views of
KASHMIR CENTRAL

SEAT BELTS? KASHMIR DOESN'T CARE!

Seats belts in Kashmir? Are you crazy? We in the Valley are too brave, too smug to wear a seat belt even if the entire world belts up not just in the front but in the rear seats too. Strange but true.

NOTWITHSTANDING the renewed focus on rear seat belts in the country, particularly in big cities and towns, the culture of wearing a seat belt even by the driver is alien to Kashmir.

Why am I raising this issue again?

Well, with the commencement of the Spring tourist season, domestic tourists, particularly from north India, prefer to travel to Kashmir by road. Currently, Srinagar city is flooded with private vehicles and cabs bearing registration numbers from other states. Now, how does one tell local from non-local vehicles without looking at number plates? Well, the answer is simple. If the driver and the one sitting on his or her left are wearing seat belts, it's a given they are non-locals. And if the one at the wheel is without a seat belt, and over that, is also using a mobile phone, chances are he is a local.

The culture of wearing seat belts is yet to take roots in Kashmir. It's the conscious and the highly educated class alone that seem to understand the importance of seat belts here. Go to rural Kashmir and you may see no one using a seat belt. And unfortunately, the traffic cops and the traffic regulating authorities don't exactly seem enthusiastic about enforcing the culture of seat belts among the commuters. This fails me – this whole lack of action against those who violate traffic rules, particularly related to seat belts. In contrast to this, wearing a seat belt while driving, is mandatory in Jammu, and cops act swiftly against violators. And here in Kashmir, not wearing a seat belt is seen as an act of bravado.

I recently came across this mind-blowing detail I didn't know earlier. The seat belt actually activates the airbag. I always thought that the airbag automatically pops out in case of an accident. I had no idea that it is the seat belt which actually stimulates and activates the airbags in case of an accident. All across the country, it is mandatory to wear seat belts - whether you are sitting in the rear or the front seat - for the reason being that the airbags get deployed only when seat belts are worn!

Not wearing a rear seat belt is a punishable fine almost all across the developed world. Some of the best brands in cars make sure you get nowhere without the seat belt on. In brands like Lexus, the warning siren for not wearing the backseat belt becomes a continual drone, rising in intensity unless the call is heeded. Some of the Volvos won't even drive and will keep switching off or throwing fits unless the rear seat belt is worn.

In India, we started wearing seat belts in the front much later than others. But now it has become a habit.

Kashmir, however, is an exception. Strange but true.



Bashir Assad

CONTENTS



05 THE PALHALAN DIARIES

by Bashir Assad



09 SMART CITY RUNNING LATE?

by Bashir Assad



12 THE FORCE OF HUMANITY AND HELP

by Mian Tufail

18 A ROAD FULL OF PROMISE

by Mir Tanveer



THE PALHALAN DIARIES

by **Bisma Nazir**

YAA rab ye jahaan-e-guzaraan huub
hai lekin
kyuun hvaar hain mardaan-e-
safaa-kesh o hunar-mand...

When Allama Iqbal, one of the greatest Urdu poets ever known, was penning these lines, little did he know that he was describing the tragedy of so many people from varied parts of the world.

And these lines are so very relevant to some pockets in Kashmir Valley that have lived on the edge for the past so many decades. One such area is Palhalan in Pattan Tehsil of Baramullah district in North Kashmir.

Palhalan has been a spot where violent protests between security forces and the stone-pelting youth have been a common occurrence for a long time. In the last 30 years of violent turmoil, Palhalan has hardly known calm. Anything happening anywhere in the Kashmir Valley would trigger violent protests in this largest village of North Kashmir. The youth here,

Palhalan in Pattan Tehsil of Baramullah district, after decades of rebellion, violence and separatist protests, has begun to relish peace and a newfound synergy with the armed forces. But while peace and normalcy are back in the village, its economy faces challenges. We explore the curious case of Palhalan.

in particular, have grown up amidst stone-pelting and teargas shells over these decades. And needless to say, those brought up in the shadows of violence, have a distinct way of thinking.

OF REBELS AND SEPARATISTS

Over the years, so accustomed were the youth of Palhalan to unrest and rebellion, that they would actually create reasons for protests and violent clashes if there were none. Known for creating situations that would throw law and order off gear, the Palhalan youth were always known to fight pitched battles with the security forces. And sometimes, situations would go out of control if there were a casualty. Palhalan was indeed a breeding ground for separatism

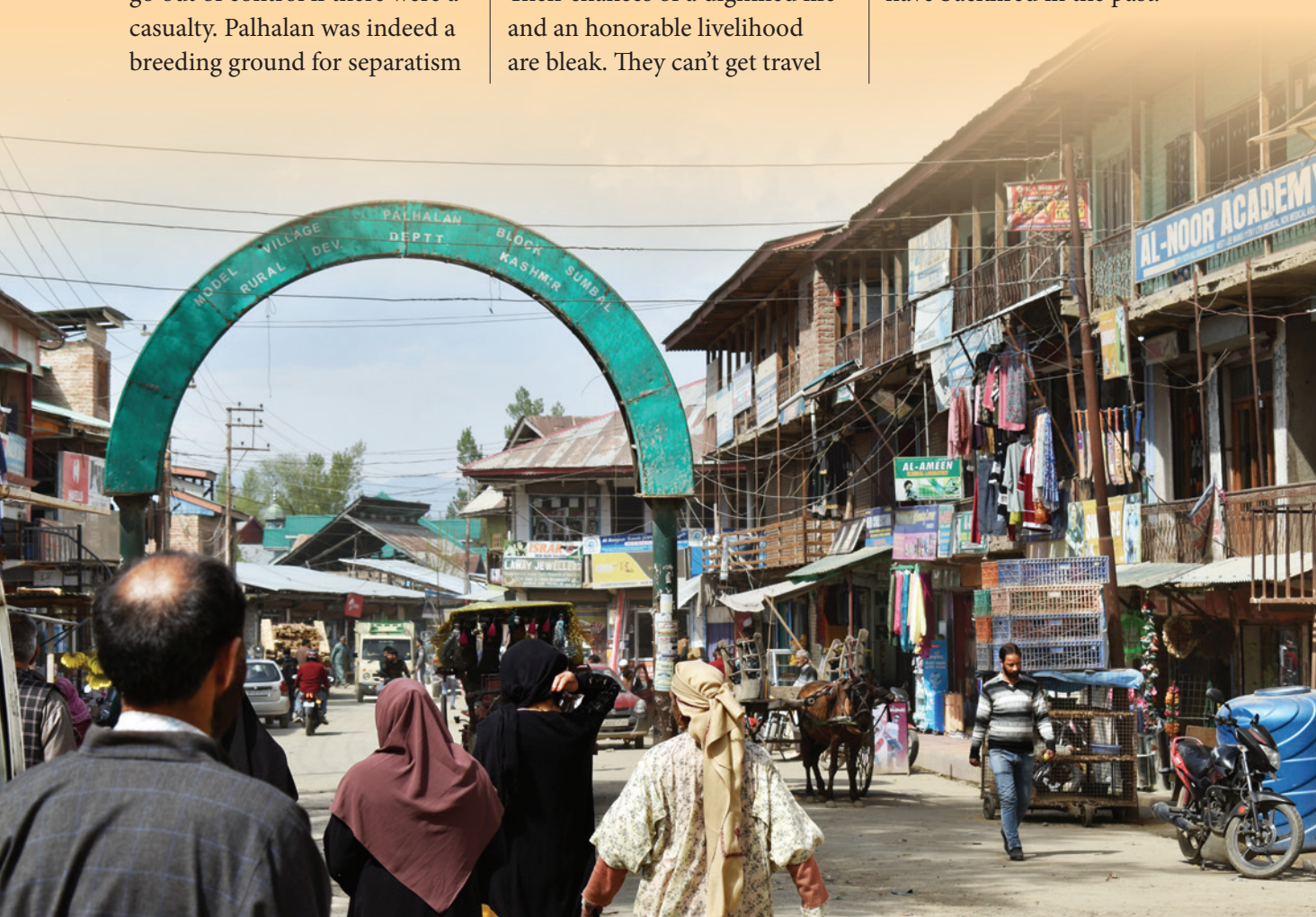
and separatist thought processes. After Maisuma, a locality in Srinagar, Palhalan was the second spot known for violent clashes. Separatists had bestowed the village with the title of ‘village of resistance’.

ALL FOR NOTHING?

The population of Palhalan village, as per the 2011 census, is around 14,500. And according to police records, more than 750 youths of the village are facing charges of anti-national activities. Which means 750 youngsters here have no career. Their future is bleak. The tag they carry will only land them in trouble again and again. Their chances of a dignified life and an honorable livelihood are bleak. They can’t get travel

documents. They are not eligible for government jobs because of the police records. The question they face all the time is – ‘what have you achieved’?

A senior army officer posted in the area, shares with Kashmir Central that the army can only sympathise with such youngsters who have been instigated by vested interests and have lost their own direction in life. “I feel their pain, they have lost themselves and they have lost their careers to the instigators and terror sponsors. Those provoking them have ruined their lives. Sadly, such misguided youngsters have realised all this too late,” says he. The officer says the only way out, it seems, is general amnesty, but also adds that such steps have backfired in the past.





THE DISMAL FALLOUT

▼ A walk through the congested and dilapidated streets of the Palhalan village gives a clear glimpse of the fallout of the frequent violent clashes it has seen. Roads and link roads are in a shambles. Their patchy unevenness tells about how grossly Palhalan has suffered lack of development, thanks to the perpetual violence. There was a time when government

officers would not dare visit the area owing to the intensity and frequency of the violent clashes.

The roads in the interiors are totally non-motorable. The drains are blocked, the infrastructure is weak, there are hardly any signs of development and people seem to have only grievances. And along with this, is the remorse and realisation that violence has not only destroyed a generation but has also hampered the progress here. The village also faces acute

shortage of drinking water and sanitation.

HOPING FOR AN OVERHAUL

▼ Now that the level of violence has gone down to zero here, people of Palhalan genuinely want to be a part of the larger developmental plan. They want to shake off the tag of notoriety. Talking to this correspondent, the locals candidly admit that

the tag of being the 'separatist hotbed' has only brought miseries to the village and they genuinely wish the tag be ripped off. "We have realised the cost of being cocooned, we want to be a part of the larger mainstream now," say the locals, admitting that they have suffered on multiple accounts. Now, they feel, the era of lawlessness has gone and they want to be a part of the larger national project. They wish that the administration works towards providing better amenities to the people here who are eager and ready to cooperate and supplement the efforts of the government. Though some do admit that some of the youth are still involved in incidents of stone-pelting and violent clashes; but they also feel that the police randomly book some youngsters without actually verifying the details. However, they quickly add that





now they enjoy a very cordial relationship with the police and that, for the first time, there is better synergy and understanding between the civilians and the Jammu and Kashmir police. They too are all for general amnesty for the misguided youth and believe that giving them a chance to start anew could be a good initiative.

PEACE WITH THE ARMY

The village has seen times when there was a long-drawn friction

between civilians and the army. But that time of friction seems to be on its way out. The locals have come to peace with the army and feel that it is indeed doing a good job. They notice and acknowledge that the army has been engaged in confidence-building initiatives, developmental activities and employment generation. They have earned the goodwill of people, feel the locals. "There is a congenial atmosphere; in fact, sometimes, we find it more appropriate and easier to reach out to the army rather than the civil administration for small civic jobs," shares an elderly. He

adds that the coming together of the civilians and the army has earned peace for both.

ANXIOUS ABOUT ECONOMY

Though people have heaved a sigh of relief in Palhalan, the economic situation is still a big worry for the locals. The area is majorly associated with horticulture. Apple is produced in abundance. However, the market has suffered a huge downslide in the previous years and the farmers are in complete distress. There is crisis and the average household here cannot even afford simple meals. A man who runs a shop close to the entrance to the village says that shops stay open but there are no shoppers; people don't have the purchasing power. He says that the slide in the apple market has been the worst nightmare. "I am confused whether we should celebrate peace and normalcy after decades, or should we mourn the economic crisis the people here are facing," wonders the shopkeeper. An elderly from across his shop, while stepping out of a general store, says: "We are taking essentials on credit. How long will the shopkeepers be able to afford us credit, is a big question".

Well, Palhalan village does have a strange situation. While life has been moving into the embrace of peace and normalcy, the pangs of economic distress keep them worried and anxious. This needs to be addressed.

Smart City running late?

by **Bashir Assad**

Under the Smart City project, Srinagar is majorly dug up and in throes of overhauling right now. The question making loud noises right now is – will it smarten up well in time for the G-20 summit in May?



WE are hardly a month away from the grand show of G-20

diplomats' summit scheduled to be held in Srinagar next month. The question is - are we really prepared to host the grand show slated for May 21 to 23? After all, Srinagar is presently in the midst of major overhauling.

Thanks to the Srinagar Smart City project, the City and its outskirts are undergoing major revamping. Roads, lanes, drains, crossings, footpaths – it's all unwrapped and dug open. In fact, the city's centre - Lal Chowk – makes for a sight of an excavated old civilisation. Nothing is in order. Everything lies exposed. The situation is more or less the same along the Airport Road, Boulevard Road, the city interiors and exterior roads. The way things are right now, doubts are cropping up on whether the agencies concerned be able to complete the ongoing work well in time for the G20 summit. Though the Srinagar Municipal Corporation and other connected departments are working tirelessly to complete the ongoing projects aimed at the modernisation and smartening up of Srinagar city, time seems too short to complete the overhauling before May 20.

The redevelopment of the central business district of Srinagar is making significant progress; the problem, however, is that work on all sites is being carried out simultaneously, which makes the pace of progress

slow because every respective department or organisation is in a hurry to show progress and there is much overlapping. It has also been observed that sometimes, some organisations desperately want to finish their work before the deadline and in the process, hinder other departments' work.

Though the nodal agency - the Srinagar Municipal Corporation - is making all efforts to put things in order before the G-20 summit, there are occasions when the agencies involved in the revamping of the Srinagar City under Smart City Program go haywire. The areas of Residency Road, MA Road, Jhelum Riverfront and the interconnections including Polo View, Regal Chowk, Jehangir

Chowk and Chunthi Kul, Gupkar Crossing, Airport Road, Boulevard Road and interiors of Srinagar city are exposed and present a very depressing picture. Every site is dug up. Everywhere, men and machines are at work. Officially, the Smart City is in the making. However, the timing for re-creating Srinagar is a topic of concern since the deadline is nearing fast.

Earlier, the debate was about how, under the Smart City project, Srinagar would look like and how it would impact the lives of its residents. The questions that were being asked were: Will the Srinagar Smart City Project create jobs and job opportunities? How will the key sectors of water, electricity, roads and drainage



improve? And how would the project meet the requirements of a common person in Srinagar city? Well, that debate got over the moment the project started showing progress on ground and people found their answers. The people gradually got educated about the broader theme of the Smart City Project. The Smart City Mission in India is aimed at promoting cities to provide core infrastructure, clean and sustainable environment and give a decent quality of life to their citizens through the application of 'smart solutions'. The Central Sponsored Scheme (CSS) "aims to drive economic growth and improve quality of life through comprehensive work on social, economic, physical and institutional pillars of the city" in which the focus is on sustainable and inclusive development. The project is worth Rs 3000 crore, of which, 2000 crore is allotted to the line departments working in convergence with Smart City Limited. Smart City Limited, on its own, has a budget of around Rs 930 crore. Apart from the Area-Based Development programme, the Smart City project is also working on a few pan-city projects like the interventions in the IT-related sectors, along with improving certain roads and urban mobility which includes the public transport facilities across the city.

That said, the debate has now shifted to its culmination and completion. There is not a single day when the Srinagar Municipal Corporation Commissioner Amir Athar does not face questions and

complaints. Understandably, he is highly strained right now. There is tremendous pressure from the LG administration on one side, and hundreds of complaints from the general public and the media daily. From politicians to media persons to general public and stakeholders, the noises keep growing louder. Some critics even go to the extent of suggesting that the City has been flattened and there are no signs of revamping it. National Conference leader and Former Chief Minister Omar Abdullah has been particularly very critical of the project.

To add to the unease of the situation, the tourist season has just begun. The number of tourists landing in Srinagar is picking up with each passing day. However, the exposed roads, drains and lanes aren't exactly doing great things to the tourism industry. The tourists are witnessing experiences far from beautiful as they walk through the City. There is dust all around, roads are dug up, footpaths bulldozed, men and machinery

everywhere. The City centre is particularly in a very bad shape. In fact tourists wonder if they are in Srinagar at all! The project is drawing criticism on whether it would make the City really a smart one or a lifeless one, as it presently looks.

Notwithstanding the criticism the project has invited from various quarters, the Srinagar Smart City project envisions transforming Srinagar into an eco-friendly, resilient and socio-economically vibrant city that celebrates its natural and cultural heritage creating harmony and opportunities for all. There are three main action areas that have been identified to make the vision implementable: Promoting Srinagar's identity; a resilient, sustainable and livable Srinagar; promoting inclusion vision statement which relates to the City's profile and the unique challenges and the opportunities present.

Our hope is that Srinagar does smarten up in all senses of the term and yes, in time before the G-20 summit.



THE FORCE of **HUMANITY** AND HELP

Despite facing internal as well as external challenges, the Army in North Kashmir has changed the face of their operations with more engagement with the locals. And the public response and participation speaks loudly of their success.

by Mian Tufail



IN the later part of 1947, when India was still emerging from the tumultuous phase of the Partition, Pakistan put its notorious eye on Kashmir and tried to wrest it from India. Pakistan tribals, at the behest of their government, intruded into the Kashmir territory to start a full-fledged war against the then Hindu Dogra ruler. By mid October 1947, Jammu & Kashmir State Forces were outnumbered by Pakistan tribals and the fall of the State was imminent. At the request of the then Dogra ruler Maharaja Hari Singh, the Indian Army landed in Srinagar on October 26, 1947. And, without any preparations, it started to guard the important junctions and pushed the Pakistan Army – that had entered in the guise of tribals – out of the State. Later, seeing the importance of securing Jammu & Kashmir, the Indian Army was stationed here to keep Pakistan at bay.

Baramulla and Kupwara, being the twin border districts of North Kashmir, are guarded by the Army at crucial points, to keep a vigil on the intrusion of Pakistani militants.

THE ARMY'S SHIELD

In 2019, Baramulla district was declared the first militancy-free district of Jammu and Kashmir after hundreds of kinetic operations. The movement of the militants was confined to

specific areas and dealt with ruthlessly by the combined forces of the Army, the J&K Police and the CRPF. With modernisation in the Army, the forces started public outreach to earn goodwill among the locals.

Well, the notion about the Army has changed and it is being perceived as an institution of development. The Army has started various Confidence Building Measures (CBMs) to connect with the locals here in Baramulla. From the education sector to development; from

imparting skills and health emergency – the Indian Army is in the forefront in North Kashmir to revamp public outreach.

INFRASTRUCTURAL DEVELOPMENT AND CBMS

An officer stationed in Baramulla apprises us about the various initiatives the Army has taken in the last couple of years. He says their working approach



has changed and they hear out the locals rather than thrust their own proposals. “In our initiatives, we appoint locals to handle affairs and thus manage things under their supervision”, he informs.

- Outlining the blueprint of the initiatives the Army has carried out in North Kashmir, the officer says: “We have built bridges for a hassle-free movement of the Border inhabitants. The locals in Ghagar area of Boniyar Baramulla faced

hardships in crossing a large canal. The Army swung into action and constructed a 20 m long bridge with assistance from the locals”.

- The ‘Daggar Parivar School’ foundation has been laid out for the education of specially-abled children of North Kashmir. The school boasts many activities, therapies and curriculum keeping in mind the type and degree of disability of the students.

The officer apprises that

following the political change in 2019, “we immediately started public outreach and now, continuously deliberate with the local heads to keep an eye on vested elements. We cooperate with the people fully and have started procedures to maintain normalcy in consultation with the youth. Although, there are some instances where we need to keep an eye on anti-national elements and keep them out of reach from the public to contain peace”.



ENGAGING THE YOUTH

The youth form the backbone of any state. Having an insurgent past wherein the youth were at the forefront of the attack on the sovereignty of India in Kashmir, the Army has started initiatives with the youth in Baramulla and Kupwara to maintain deliberations and to avoid any subversive activity in these districts.

- The officer talks fondly of 'Jashan-e-Baramulla', a music and cultural fest wherein local artists participate to promote the talent of Kashmir. The official says that "the musical fest provides an ideal platform for the local artists, singers and musicians to exhibit their talent and we have started to organise it every year now. The participation was earlier confined but now

it's an open event where people from all walks of life can participate to witness the local talent. We invite Bollywood celebrities to make the event more attractive and enthralling".

- Another such event organised in the Kupwara district is 'Bangus festival' in the Bangus valley, famous for trekking, camping and recreational activities. Pertinently, the Bangus valley is emerging as a prime tourist spot and the LG administration has taken various measures to make the destination easily accessible to visitors.

SKILL DEVELOPMENT

- The officer also informs that since skills are driving the market today, the Army has taken an initiative to establish Skill Development

Centre in Baramulla under the 'Khwaab-e-Tabeer' Project to empower girls, mostly from far-flung areas, and to connect them with the mainstream. The project is running presently at Boniyar town and has inculcated various skills in the girls here so that they are able to earn their own livelihood. It began with some 300 girls who were inducted and trained for six months. Later, a number of them started their own ventures and explored employment in varied sectors.

- 'Super 30 coaching' under the name PetroNet Kashmir has been in place more than a decade. The Indian Army is providing space and residential facilities to the students who pursue their coaching for various competitive exams like NEET, JEE and NDA. The official says that so far, more than a 1000 students have excelled from the coaching centres and pursued higher technical education in various top notch institutions of the country. "The coaching is free from any dues and we provide all the basic facilities to these students," he adds.
- In a novel event, says the official, the Army recently organised 'Weapon Displaying Exhibition' for the youth in Baramulla to make them aware of the sacrifices of the forces



and uplift their morale so that they participate in the recruitment process to eventually safeguard the nation.

Despite facing challenges both internally and externally, the Army in North Kashmir has changed the face of their operations with more

engagement with the locals so as to make the force pro-people. Public participation in these events represents the success of these operations.



A ROAD full of promise

18

KASHMIR CENTRAL | 16 APRIL 2023

by **Mir Tanveer**

Sheikh ul -Alam international Airport is situated in one of the most incredibly beautiful cities of the country - Srinagar. The airport was built more than 60 years ago and has seen its bit of renovation in the past. The renovation incorporated the great extension of the runway, the building of a new terminal and aerobridges. Also, it earned an international status in the year 2005. It airport connects many major cities of the country. It also offers international flights and welcomes global travellers. It is a major entrance point for all those entering the Valley.

In a recent move, the administration has taken varied initiatives to upgrade the facilities at the airport. Divisional Commissioner Kashmir Vijay Kumar Bidhuri (IAS), has said in a statement

Sheikh ul -Alam international Airport is being revamped right now. But along with this, the roads and areas around the airport need to be developed as a business zone for economic benefits and tourist satisfaction.

that for the sake of public convenience, parking facilities on both sides of the Airport Road near Panchayat Bhawan will be made functional on the recently retrieved encroached land.

He says since Srinagar is set to host G-20, a special focus is being placed on the beautification of the City and its facilities and various projects have been taken up for the execution.

Meanwhile, the administrative machinery has also been setting up more baggage and checking machines and introducing electric vehicles to ferry passengers to handle the increased footfall at the airport ahead of the summit. Airport Director Kuldeep Singh informs that there will be no parking charges for drop and go at the Srinagar airport. He adds that

no one will be charged without using parking space facilities.

While the administration is taking developmental initiatives in context of the airport, there is a need for focus on developing the airport road and its vicinity areas as business zones.

Presently, the business affairs or activities along the Srinagar airport road and its nearby areas are minimal, while actually, this area can prove highly revenue and employment generating. So the government and policy makers need to develop a business-centric policy approach while interacting with different business communities. The administrative machinery needs to develop hotels, real estate, shopping malls, modernised street shops and exhibition malls showcasing different handicrafts of Kashmir to attract tourists and travellers

exploring the Valley.

Zones of entertainment can also be created in this area to enable tourists to have some fun.

Such initiatives will bring back the vibrancy and liveliness of the area after decades of darkness and conflict that the Kashmir Valley has witnessed. And then, the business community of Kashmir would be empowered and be able to touch new heights in customer services and response.

One of the shopkeepers running businesses along the airport road says the administration should focus on development of business affairs on the road. He feels the government is still not prioritising these issues since they seem to be obsessed about the development initiatives on the airport premises. He adds



that were business to develop on the Srinagar airport road, it will generate employment for the Kashmiri youth reeling under unemployment.

Some senior citizens of the area reminisce that years ago, the situation in J&K was quite different and this road was under a high sensitivity security concerned zone and a strict vigil was maintained in the area without allowing any public marketing zones. The main focus rested on maintaining law and order in the area. But currently, the situation has changed in the

Valley and there is peace and prosperity everywhere with minimal violence. So amid the changing situations, the present government needs to allow and develop new market zones in the area and its vicinity so that revenue may be generated and other economic benefits may be achieved.

Even tourists feel the lack of marketing zones and other business activity centred zones on this road as against other parts of the country. They hope that such a zone will indeed be built here in the near future. And that will aid the tourists in

varied ways.

Mir Hamid, a shopkeeper feels that this road could prove to be highly revenue generating for shopkeepers if business activities were to be brought here. He hopes to witness market development in this area in the days to come.

All this calls for the government to approach and bring multiple stakeholders and civil society groups on a common platform to develop this zone into a highly commercialised one.

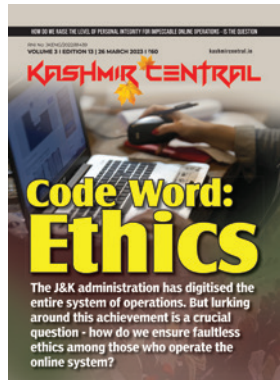




SUBSCRIBE

KASHMIR CENTRAL

A KZINE INITIATIVE



YES! I wish to Subscribe to Kashmir Central

Period of subscription	Number of issues	Price	Amount	SELECT
6 MONTHS	24	₹60/ copy	₹1,440	<input type="checkbox"/>
1 YEAR	48	₹60/copy	₹2,880	<input type="checkbox"/>
2 YEARS	96	₹60/copy	₹5,760	<input type="checkbox"/>
3 YEARS	144	₹60/copy	₹8,640	<input type="checkbox"/>

Name:

Mailing Address:

.....

Pin code: Email:

Contact No.:

Cash: Cheque No.:

ACCOUNT DETAILS:

Account Title: Kashmir Central

Account No.: 50200066073788

IFSC: HDFC0002419

Branch: Aramwari Rajbagh, Srinagar-190008

Signature

PLEASE SIGN AND SEND THIS TO
Circulation Department, KASHMIR CENTRAAL

J24 Jawahar Nagar, Srinagar, J&K-190008

e-mail: kashmircentral997@gmail.com | Circulation Phone: 9858566134, 90556 96945

LOG INTO KASHMIR @

kashmircentral.in



HIGH FUEL EFFICIENCY

GET THE BEST VALUE OF YOUR OLD CAR

YOUR
SAFETY
OUR PRIORITY

BRING HOME A DIVINE BLESSING.
BOOK YOUR FAVORITE MARUTI SUZUKI CAR NOW AND TAKE DELIVERY DURING AUTUMN.



INTRODUCING THE ALL-NEW
CELERIO

Dil se **STRONG**
BIG NEW
WAGONR

JAMKASH VEHICLELEADS (KASHMIR) PVT LTD

SRINAGAR:	6006751156	KUPWARA:	7051551191	MAGAM:	7006378395
BARAMULLA:	8899333748	GANDERBAL:	9419064686	URI :	7006276076
BANDIPORA:	7006750168	HANDWARA:	9906696933	Visit us at :	
PATTAN:	6006750558	KANGAN:	9419064686	www.jamkashmaruti.com	

WAGONR CELERIO

Your window to news, views, exposes, scoops
and exclusive features that bring to you

KASHMIR

KASHMIR CENTRAL

HK GROUP OF INDUSTRIES

Hassan

Road Construction Co. Pvt. Ltd.
CONTRACTORS, ENGINEERS & CONSULTANTS
Head Office: National Highway Bye-Pass Crossing,
Athwajan, Srinagar-191101 (Kashmir)

2017
11/95



HK Cement Industries Pvt Ltd.

TOLL FREE: 18001230677

Corporate Office: NH Bye-Pass Crossing Athwajan, Srinagar.
Factory: Bathen Village, Khrew, Pulwama (J&K).



HK HYUNDAI



HK Automobiles Private Limited

National Highway Athwajan Bypass Srinagar - 191101

8899208777 (Sales) | 8899209777 (Services) | 0194-2466667 (Reception) | contactus@hkhyundai.co.in

KASHMIR CENTRAL