

Meghalaya Integrated Transport Project

Environmental and Social Impact Assessment

Executive Summary

1. Introduction

In Meghalaya, over 80 percent of freight and almost cent percent of passenger movement within the state depends on roads. Yet, about half of the habitations lack all-weather road access. The problem is further compounded by difficult terrain and extreme climatic condition, leading to high maintenance cost of the roads. Similarly, rapid urbanisation has created a huge gap between demand and supply of urban services and infrastructure. To overcome the abovementioned challenges in a holistic and all-inclusive manner, the Government of Meghalaya, with financing and technical support from the World Bank, is preparing a project titled “Meghalaya Integrated Transport Project”. The objective of the project is to “provide a well-connected efficient, good quality and safe transport network on long-term basis in a cost-effective manner maximizing economic and social outcomes”. The components of the project include:

Component 1: Improved Transport Connectivity

This component will support (i) construction/rehabilitation of strategic State Highways (SH) and Major District Roads (MDR) including standalone bridges, (ii) replacement of semi-permanent Timber Bridges which are in dilapidated condition, (iii) pilot projects on ropeways, non-PMGSY roads, and footbridges and footpaths to provide connectivity to small and scattered habitations, and (iv) pilot projects on performance-based maintenance contracts (PBMC).

Component 2: Improvement of Transport Efficiency:

This component will support investments through pilot projects on improved transport infrastructure to reduce congestion and improve urban mobility, road safety demonstration corridors, and technical assistance.

Component 3: Modernize Transport Institutions (about 5 percent of the project cost; Technical Assistance):

This component is intended to modernize overall transport sector management, including through the development and implementation of a Transport Sector Modernization Plan (TSMP).

2. Objectives of the Study

The study has the following objectives:

- a baseline database containing the environmental and social features and issues in the immediate vicinity of proposed road corridors;
- structures likely to be affected by the widening/improvement proposal;
- highlight adverse social impacts and suggest measures to minimize / mitigate social impacts that the project-affected people may face such as loss of livelihood, physical relocation, loss of access to community facilities, issues related to labour influx, road safety, gender issues, and identify positive impacts that proposed project may bring in.
- identify key environmental issues and mitigation measures for negative impacts, as well as enhancement activities for positive impacts
- understand the policy and regulatory framework to guide development of appropriate management plans to ensure compliance with the applicable national and state requirements as well as policies of the World Bank

- develop resettlement action plan to avoid, reduce or mitigate likely negative impacts of project and enhance positive impacts, sustainability and development benefits;
- carry out an environmental impact assessment to develop environmental management plan for each road describing mitigation measures and enhancement measures to be implemented as part of the project

The 10 Roads proposed under Phase one of the Project are detailed in Table 1.

MEGHALAYA EAST					
S.No.	Division	Name of Road	Category	Total Length (km)	Proposed Length (km)
1	N.H. Bye Pass	Shillong – Diengpasoh Road	MDR	21.73	11.763
2	North Jowai	Pasysih – Garampani Road	SH	48	26.98
3	Shillong South	Mawmaram – Nongthliew Mawmih- Mawlyndep Road	MDR	44	41.488
4	N.H. Bye Pass	Laitkor-Pomlakrai – Laitlyngkot Road (5 th -16 th km)	MDR	15.52	11.358
5	Nongpoh	Umling- Patharkhmah Road	MDR	40	31.100
Total				169.25	122.68
MEGHALAYA WEST					
S.No.	Division	Name of Road	Category	Total Length (km)	Proposed Length (km)
1	Resu Belpara	Bajengdoba Resu Mendipathar Damra Road	MDR	35.86	35.86
2	NEC	Agia Medhipara Phulbari Tura (AMPT) Road (1st to 32nd kms)	SH	31.95	31.95
3	Williamnagar / NH Tura	Rongram Rongrenggre Darugre (RRD) Road	MDR	40.40	40.40
4	Barengapara	Parallel Road to existing Dalu Baghmara Road	MDR	20.85	20.85
5	Resu Belpara	Rongjeng Mangsang Adokgre (44th to 55th km) Ildek A'kong to A'dokgre	MDR	10.60	10.60
Total				139.67	139.67

3. Scope of the Study

The scope of the study includes:

Environment

- Collection of information about current environmental conditions in the study area from primary and secondary sources
- Monitoring of pollution in sample representative locations to establish levels of air, noise and water quality as well as tree survey and other biodiversity related studies as appropriate
- Preparation of Environmental Impact Assessment including Environmental Management Plan

Social

- Conduct detailed Social Impact Assessment (SIA) for 128 km of identified priority stretch in accordance with Bank's applicable Operational Policies and Central and State government laws. Carry out Census and Socio-Economic Survey of the Project Affected Persons (PAPs) to get the base line information and likely impacts. The survey also includes preparation of Strip Plan showing existing structures likely to be affected along the project road. The rest of the roads are yet to be identified and SIA will be carried out in line with agreed ESMF once roads are identified.
- Conduct consultations with identified stakeholders and project-affected persons/community.
- Coordinate with DPR Consultant to ensure integration of SIA findings in engineering design.
- Prepare as necessary Resettlement Policy Framework (RPF), Resettlement Action Plan (RAP), Tribal (Indigenous) Peoples Policy Framework (TPPF), Indigenous People Development Plan (IPDP), Gender Action Plan; and Labor Management Procedure.

4. Methodology

The Meghalaya Integrated Transport Project (MITP) follows World Banks Operational Policies, and the project client is responsible for preparing all project safeguard documents. An Environment and Social Management Framework (ESMF) has been prepared under the project which includes procedures and mitigation methods along with appropriate institutional arrangements for screening and reviewing sub-projects and monitoring the implementation of mitigation measures to prevent adverse environmental impacts. A review of the policies, legislation, and regulation governing road improvements in Meghalaya as well as World Banks applicable Operational Policies and EHS guidelines is also part of the ESMF. The preparation of the EIA and EMP for each road has been undertaken in line with guidance provided in the ESMF as well as Government of India guidelines for Road/Highway projects, EIA notification 2006 and amendment of MOEFCC and Highway sector guidance manual 2010. The steps in preparing the EIA and EMP are as follows:

- *Identification of alignment specific environmental constraints using a screening checklist: A screening exercise to identify hot spots* was undertaken through an environmental screening and the results of this analysis are communicated to the design team for action (including recommendation for exclusion, analysis of alternative alignment and/or mitigation) as a precursor to preliminary engineering design and undertaking the required environmental assessment studies.
- *Collection of data from primary and secondary sources;* Information on Climate, Soil, Geology, Slopes, Drainage, Forests, Settlements, Cultural Heritage etc from line departments, topographic sheets, and Census data. In addition, field surveys were carried out for assessing the ambient air, water, soil and noise quality, Enumeration of trees to identify the Location, number, types spread, girth etc. Local name, nos. of the trees within the proposed RoW, Ecological surveys to identify the habitats and the flora and fauna, Structure enumeration to identify the one likely to be impacted and Socio-economic surveys to identify the condition of the impacted persons

- *Consultations with stakeholders*, including public meetings and focused group meetings with local communities, village headman and forest department and Autonomous District Council (ADC) representatives.
- *Information analysis to identify potential significant impacts* based on baseline, socio-economic and environmental conditions at site and results of public consultations
- *Preparation of an Environment Management Plan* which is a summary of all actions which the Project has committed to execute with respect to environmental/social/health performance for the Project, including includes mitigation measures, compensatory measures and offsets and management and monitoring activities.

Social

Based on the results of Environmental and Social Impact Assessment , resettlement action plan has been prepared using both primary and secondary data. Secondary data source includes Gazetteer of project districts and District Census Details of 2011. To assess the socio-economic condition, a questionnaire was developed and canvassed among the affected households for census and socio-economic survey of the project affected persons within the identified corridor width. Intensive consultation was carried out with the community as well as officials. Following steps were followed during the Social impact assessment and preparation of RAPs:

Step 1: Reconnaissance Survey and Screening to identify sections with social issues and identify stakeholders through discussions with project authorities and community members along the project corridors.

Step 2: Ascertaining right of way through collection of records from Public Works Department

Step 3: Conducting Census and Socio-economic Survey as per design.

Step 4: Identifying social hotspots

Step 5: Feedback to design team regarding land and displacement. This helped in modification of design to reduce impacts.

Step 6: Community consultations and in-depth interview with concerned officials to identify issues beyond land acquisition such as impact on host community due to labour influx, gender issues, community health and safety, employment opportunities during construction and post construction stage, etc.

Step 7: Identifying Actual PAPs by superimposing design on social strip plans

Step 8: Documenting social impacts and preparing mitigation Plan

Consultations

As part of the Social Impact Assessment process, detailed consultations were conducted with all stakeholders. In all 8 consultations were carried out. The main objectives of the consultation program were to minimize negative impact in the project corridors and to make people aware of the project. During the process efforts were made to ascertain the views and preferences of the people. The community consultation aimed to understand views of the people affected with respect to the impacts of the road and to identify and assess all major economic and sociological characteristics of the village to enable effective planning and implementation.

A state level workshop on the ESMF was held in the state headquarter on October 23, 2019 chaired by the Secretary, P.W.D.(R&B). Public Works Department explained the objectives of ESMF and provided information on the proposed project. The role of other concerned Departments and how that will be coordinated was also explained. The department also informed that in certain places community is willing to donate their land for widening of roads and are more concerned with the provision of footpath especially in school and market junction. Others who are having agricultural land and paddy fields, are demanding proper drainage and retaining walls. Community has also demanded that existing temporary market to be replaced with permanent sheds and for long stretch of roads,

community toilets cum bus shed be provided and these toilets will be maintained by the women members of the community. The participants agreed with the process adopted and provisions made in the ESMF.

5. Impacts

Environment

Since proposed project road sections only involves widening of existing road within available ROW without any land acquisition, impacts on any land use or habitat change are anticipated to be insignificant during construction and operation phases. There could be disturbances to forests and biodiversity during construction as well as indirect and cumulative impacts where road sections pass through or are proximate to forests and critical natural habitats. The project will result in the cutting of about 428 trees in Meghalaya East and 433 trees in Meghalaya for 10 road sections under the project. Much of the areas under the project are geologically young, resulting in soft/fragile substrates. Another complicating factor is the high monsoon rainfall throughout most parts of the project road section. These factors mean that project area conditions are amongst the most difficult in the region for road construction with landslides frequently caused by inappropriate construction techniques, slope instability, and inadequate drainage are major problems and are associated with all types of road construction. It should be noted that a significant number of landslides that occur in the vicinity of road are caused by factors/features only indirectly linked to the road itself – frequently, irrigation channels, logging, quarrying and cultivation practices. Other impacts include land clearing and grubbing which will remove vegetation and soil cover which may cause soil erosion during monsoons. Excavations in borrow pits may lead to loss of top soil and soil erosion. Further, there is risk of stream and river bank erosion near bridges and cross drainage works. There is the risk of contamination of soil from construction material and oil spills. Deterioration of water quality may occur near the construction camp and active construction camps. There will also be a significant amount of dust generation during project construction. The cumulative impacts of the road include increased soil erosion, a potential for increased illegal logging where roads increase access to afforested areas, increase in rat hole mining as access to markets for these would improve and land use conversions from community and individual forest land to plantations, habitations or agriculture.

Social

Meghalaya East

There is no project affected households in roads selected in Meghalaya East. The road widening is being carried out within the available ROW. The number of projects affected households on each road section were screened using information on available RoW and proposed formation width. The proposed formation width and requirement of right of way were reviewed to ensure no impacts.

Meghalaya West

Out of five proposed road sections in west Meghalaya under MITP, three roads namely *Bajengdoba Resu Mendipathar Damra Road*; Parallel Road to existing *Dalu Baghmara Road*; and *Rongjeng Mangsang Adokgre* (44th to 55th km) *Ildek A'kong to A'dokgre* will require approximately 0.5 ha of private land. The project in all will impact 20 households across all five road corridors of which 14 are non-titleholders. Half of the affected households are from *Bajengdoba Resu Mendipathar Damra Road* in North Garo Hill district. A total of 80 persons will be impacted by the project in Meghalaya West of which 56 will be displaced. All 14 non-titleholders will be displaced.

A total of 11 common property resources will be partially affected that includes boundary wall of 4 schools; part of 2 play grounds; boundary wall of 3 churches and two community hall. None of these common property needs relocation.

Impact on Host Community due to labour influx

Since project involves construction work that will demand a constant supply of labourers, the influx of migrant workforce will put additional pressure on existing resources. Consultation with the officials revealed that the workforce in general will consist of solitary migrant males. This will be a potential risk for the host population. Specifically, the influx of labour force will lead to:

- Risk of conflict and social unrest due to cultural differences between the labour force and local community
- Risk of spread of communicable diseases due to interaction of the labour and the local community
- Risk of gender-based violence
- Risk of violation of child-safety measures
- Health hazard for host community due to lack of sanitation facilities and waste management
- Additional pressure on the local resources and social infrastructures

Issue of Road Safety

The site visits and consultations revealed that there is a practice of putting up weekly markets in various villages/areas encroaching up on the carriageway, with buyers spilling over on the roads. Another road safety risk identified was springs contiguous to the road, that are used by women and children and are also in use at night.

6. Mitigation Measures

Environment

All roads that are passing through or proximate to reserve forests, national parks and wildlife sanctuaries are subject to clearance from the State Environment Impact Assessment Authority/ Ministry of Environment Forest and Climate Change (MoEFCC) and State Forest Department and will follow any guidance issued by the concerned authority. The roads requiring clearance are identified as

- Umling-Patharkama Road section of 3 km length (from km 18 to km 21) passing through ESZ of Nongkhyliem Wild Life Sanctuary (NWLS)
- Agia Medhipara Phulbari Tura (AMPT) Road which has two forest area running across the road section of (1st to 32nd kms) with occasional elephant crossings observed at 7 sections on the road
- Rongrenggre Darugre (RRD) Road which lies at a distance of 7km from the Nokrek National Park and in the buffer zone of the Nokrek UNESCO Biosphere Reserve
- Parallel road to Dalu Baghmara Road is passing through two reserved forest areas viz. Gobraakura R.F. and Angratoli R.F. Further it lies in proximity to the Balpakram National Park situated at a distance of 11 Km and the Baghmara Pitcher Plant Sanctuary situated at a distance of 20 Km
- Rongjeng Mangsang Adokgre (44th to 55th km) Ildek A'kong to A'dokgre road passes through the Ildek R.F. and there is a considerable amount of biodiversity observed with eco-sensitive areas in Ilpasses throdrek River at the starting point of the project road.

Apart from the measures suggested by the State Wildlife Board and State Environmental Impact Assessment Authority, in the eco-sensitive zone of Nongkhyliem, a detailed biodiversity assessment will be undertaken to design measures to avoid or mitigate any adverse impacts to species.

Biodiversity monitoring through biodiversity surveys and installation of camera traps in this zone (Nongkhyliem WLS) and at the known elephant crossings will be undertaken. The Elephant crossings will also have adequate signage to ensure speed control measures. The road which is at a distance of 7 km from Nokrek national park has a natural river barrier to the south of the road which keeps all the endangered mammals within the periphery of the park and away from the road as they cannot cross the river. In the stretches of road passing through the Reserve Forest, no widening has been proposed and installation of reflectors as a road safety measure will be undertaken. To ensure that no amphibian or reptile species from the river are harmed by the road a barrier for herpetofauna to keep them within the river ecosystem will be constructed.

Further, all cut trees will be compensated at the rate of 1:10. Climate change mitigation measures have also been considered in designing of project road sections to address climate risks of identified in the State. The measures undertaken include: design of cross-drainage structures based on rainfall data of the project area, accommodation of improvement proposal within existing right of way following existing alignment, to avoid impacts on trees, land and existing structures, tree plantation on valley side and application of Bio-engineering and engineering and bio technology treatment for identified landslide zones on each road section, dumping areas for muck disposal has been identified at the designing stage for proper management of muck generated from project roads, protection and breast walls have been proposed at required locations; and construction of side drains to minimize soil erosion and water pollution. For all impacts that can be directly undertaken by the Contractor, relevant portions of the Environmental Management Plan form a part of the bidding/Works Contract document – These include guidelines on muck disposal, erosion control measures, handling of fuel and lubricant storage, and identification of disposal sites. Special attention will be paid to water tapping points (springs) along the road alignments created by community to divert stream water for their domestic purposes.

To reduce the cumulative impacts anticipated from the project, which include land use conversion from individual and community forests - the project will work closely with communities in the road stretches through convergence with government schemes such as MNREGA to promote soil and water conservation measures, agroforestry, bioengineering measures and enable the conservation of individual and community forests.

Social

Loss of private property:

The individual losses will be compensated as per the agreed entitlement matrix of the project (**see annex 1**). The private land required for the project has been donated by the community. The land donation process was carried out in village level meeting in presence of village elders to ensure that land donation is not coerced. During the survey PAPs were specifically asked about their preference for rehabilitation in case they are affected / displaced by the proposed project. Most of the affected PAPs opted for cash grant. However, educated PAPs demanded permanent employment either with PWD or contractors. Training for skill upgradation or activities allied had very few takers. Several PAHs preferred the option of the assistance/ loan from other ongoing development scheme. The Resettlement Action Plan has a chapter on livelihood restoration that includes training opportunities for new avocation, employment during construction and market sheds.

Issue of Road Safety

To resolve this issue of road safety, design includes a dedicated area in the vicinity of the roads be allocated for setting up stalls along with provision for vehicle parking. Also, the pedestrian footpaths at such locations need to be provided with barricade so as to effectively segregate the pedestrians from the moving vehicles and decongest the traffic.

Indigenous Peoples Development Plan

The OP 4.10 has been triggered as in case of Meghalaya, 86% of the state's population belong to tribal communities. Therefore, all planned projects intervention will be benefitting the tribal communities and there is no scope of exclusion. While the road sections proposed under the project are expected to facilitate development of roads within district, these roads also seem to have the potential to boost local level trade and improving linkages of the villages in the interiors with the local and regional markets. For better acceptance of the project, project intends to create benefit sharing arrangements with communities along the project roads. Based on careful considerations of the potential activities, the mandate of the PWD department (executing the road project), the complexity of implementation of the options, and the sustained effort that that may be required to make it viable, following activities in consultation with the community have been selected:

- i. Construction of market sheds along the road at a convenient location in villages to sell their green products (i.e. vegetable and fruits) etc.
- ii. Provision of streetlight and footpath in habitation areas along the road sections
- iii. Development of safe play grounds for cultural and recreation activities
- iv. Skill development in backyard poultry and piggery
- v. Organizing capacity building of the community institutions to take up the proposed activities

The project in addition will have the following key features to eliminate any scope of exclusion of tribal households:

Awareness generation Activities and Informed Consultations: Any future activity in the project will finalized based on consultations with tribal communities. Consultations will also be carried out to generate awareness on the project and assess interest and demand for any project interventions. For this purpose, suitable culturally compatible IEC materials would be prepared/used. These would be undertaken at all stages of the project i.e. while preparing and later implementing for effectively reaching out to the communities. During these FPICs, broad community support to the proposed interventions will be documented.

Representation: Adequate representation for women and tribal would be ensured in any of institutions formed under the project. Also such representation would be ensured in any training, exposure visits, etc.

Labour Management Plan

The SIA results shows that labour influx for construction works can lead to a variety of adverse social and environmental risks and impacts such as conflicts between the local community and the construction workers; increased risk of illicit behaviour and crime; impacts on community dynamics; increased burden on and competition for public service provision; increased risk of communicable diseases and burden on local health services; gender-based violence; local inflation of prices; and increased pressure on accommodations and rent. Based on the Sia results, a labour management plan has been prepared and that will be implemented by the contractor.

7. Institutional Arrangement

Due to its wide scope, the project activities will be implemented by many agencies: Public Works Department (PWD), Urban Affairs (UA) Department, Department of Tourism, Transport Department and Community and Rural Development Department. The Meghalaya Infrastructure Finance Development Corporation (MIFDC) set up under the Planning Department will be responsible for overall planning, coordination, implementation and monitoring of the project along with various departments. While MIFDC will be responsible for overall environmental and social safeguards implementation, the roll out Environmental and Social Safeguards will be carried out by the Public Works Department.

An Environmental and Social cell will be established within the PWD. This cell will be headed by an Executive Engineer level of officer. He / She will be supported by two staff with environment and social backgrounds to be hired specifically from outside. A resource expert can be hired to develop simple guidelines on environment and social for clearer understanding by PWD staff and to start with staff be trained on such aspects regularly. Once trained and strengthened, Secretary also agreed to use environmental and social mainstreaming in all the DPRs of roads and other infrastructure work to be taken up by PWD in the state.

The implementation of the EMP, pertaining to Civil Works, will be undertaken by the contractor. The contractor team is required to have an environmental and safety officer for day-to-day supervision of the works. They will also undertake periodic environmental monitoring to confirm the levels of pollution in the project area, especially where there are ongoing civil works, both along the roads, and in the contractors' camps.

For the implementation of ARAP & IPDP in each project road, the PIU, PWD will engage the services of Non-Government Organisation (NGO) having experience in resettlement and rehabilitation issues as per standard bidding process.

8. Grievance Redress Mechanism

The Grievance Redressal Mechanism involves formation of Grievance Redressal Committee. The main objective is to provide a step-by-step process of registering and addressing the grievances. It is expected that this mechanism will ensure redress of disputes through participative process. An integrated system will be established with Grievance Redressal Cell (GRCs), with necessary officers, officials and systems at MIDFC. Grievances, if any, may be submitted through various mediums, including in person, in written form to a noted address, e-mail, or through direct calls to concerned official/s. The Social and Environmental Expert within PMU shall be responsible for coordination of grievance/complaints received. The project, apart from web-based mechanism, will have three-tier grievance redressal mechanism, i.e., (1) at the community level, (2) State level (PMU level) and (3) Judiciary level.

9. Budget

Environment

The total budget for the environmental management plans for all 10 Phase I roads is slightly over INR 312 million (INR 31 Crore or USD 4.3 Million). This includes measures for dust suppression, prevention of soil erosion and measures in landslide zones, development of water sources, compensatory plantation, capacity building and monitoring measures.

Social

The budget comprises estimated value of institutional cost, contingency, hiring of IPDP implementation Agency for IPDP implementation, HIV/AIDS awareness generation, capacity building, External monitoring and evaluation consultant, etc. For Meghalaya East, the total IPDP & GAP budget for all project road sections is estimated at about Rs. 6.97 crore (USD 900,000). For Meghalaya West, the resettlement budget comprises estimated value of compensation for land, structures, various resettlement assistances, institutional cost, contingency, hiring of ARAP/IPDP implementation Agency for ARAP/IPDP implementation, HIV/AIDS awareness generation, capacity building, External monitoring and evaluation consultant, etc. The total ARAP/IPDP cost for the project roads is estimated at about Rs. 139 crore (USD 19.8 million) including land cost.

Annex 1: Entitlement Matrix

The project has developed an Entitlement Matrix based on RFCTLAR&R Act 2013 and World Bank OP 4.12. The Entitlement Matrix summarizes the types of losses and the corresponding nature and scope of entitlements. The following entitlement matrix presents the entitlements corresponding to the tenure of the displaced persons

Table 1: Entitlement Matrix for PAPs/ PAFs

S. No.	Application	Definition of Entitlement Entitled Unit	Details
A. Loss of Private, Agricultural or Commercial Land			
1	Land for the Project	Titleholder of the land/ family/ families with legal holding rights and or traditional Land Rights	<p>In case of voluntary consent to gift land to the State for public purpose</p> <p>In case of voluntary donation of land through mutual understanding, then a gift-deed on stamp-duty will be executed between the titleholder and State PWD.</p> <p>Subsistence allowance of Rs. 36000 as one-time grant</p> <p>In case of compensation for loss of land providing livelihood</p> <p>In such cases the title holder will be offered "land for land" if available and a gift-deed on stamp-duty will be executed between the titleholder and State PWD. The land if allotted will be in the same name. For a household it will be allotted to both husband and wife.</p> <p>Compensation in accordance with the First Schedule and rehabilitation and resettlement specified in the Second and Third Schedules of the RFCTLARR Act 2013</p> <p>Refund of stamp duty and registration charges incurred for replacement land to be paid by the project; replacement land must be bought within a year from the date of payment of compensation to project affected persons.</p> <p>Subsistence allowance of Rs. 36000 as one-time grant</p> <p>One-time grant of Rs. 500,000 or annuity</p> <p>Compensation at market value for loss of crops if any</p> <p>In case consented to part with the land at market value.</p> <p>In case the titleholder of the land provides consent to give the land in lieu of "cost of the land to be paid", then market value¹ of the land will be paid to</p>

¹ The market value of the land will be determined in following manner: The Collector shall adopt the following criteria in assessing and determining the market value of the land, namely:—

(a) the market value, if any, specified in the Indian Stamp Act, 1899 (2 of 1899) for the registration of sale deeds or agreements

				the concern person/ family.
	Residual land (in case only part of land requires to be acquired for the project)	Titleholder family and families with traditional land Right	Compensation in accordance with the First Schedule of the RFCTLARR Act 2013	<p><i>In case residual land is found to be economically unviable, PAPs/ PAFs have the choice of:</i></p> <p><i>a) selling off the residual land at the market value to the project</i></p> <p><i>b) take 25% of the compensation value and retain the land parcel.</i></p>
B. Loss of Private Structures (Residential/Commercial)				
2	Loss of Structure	Title Holder/ Owner	Compensation in accordance with the First Schedule and rehabilitation and resettlement specified in the Second and Third Schedules of the RFCTLARR Act 2013	<ul style="list-style-type: none"> • A cash compensation for the loss of structure will be offered at market value which would be determined as per as per section 29 of the RFCTLARR Act 2013. • If a housing unit is lost in rural area, then a a constructed house shall be provided as per the Indira Awas Yojana specifications. If a house is lost in urban areas, a constructed house shall be provided, which will be not less than 50 sq mts in plinth area. • The house if allotted will be in the name of both husband and wife. • The benefits listed above shall also be extended to any affected family which is without homestead land and which has been residing in the area continuously for a period of not less than three years preceding the date of notification of the affected area and which has been involuntarily displaced from such area. • Any affected family in urban areas which opts not to take the house offered, shall get a one-time financial assistance for house construction, which shall not be less than one lakh fifty thousand rupees. • Any affected family in rural areas so prefers, the equivalent cost of the house may be offered in lieu of the constructed house. • Each affected family which is displaced from the land acquired shall be given a monthly subsistence allowance equivalent to three thousand rupees per month for a

to sell, as the case may be, in the area, where the land is situated; or

(b) the average sale price for similar type of land situated in the nearest village or nearest vicinity area; or

(c) consented amount of compensation as agreed upon under sub-section (2) of section 2 in case of acquisition of lands for private companies or for public private partnership projects, whichever is higher.

Provided that the date for determination of market value shall be the date on which the notification has been issued under section 11.

In case it is a rural land, the final value of the land will be determined by multiplying the value of land with a factor of two(2).

				<p>period of one year from the date of award.</p> <ul style="list-style-type: none"> • In addition to this amount, the Scheduled Castes and the Scheduled Tribes displaced from Scheduled Areas shall receive an amount equivalent to fifty thousand rupees. • Each affected family having cattle or having a petty shop shall get one-time financial assistance to a minimum of twentyfive thousand rupees for construction of cattle shed or petty shop as the case may be • Each affected family of an artisan, small trader or self-employed person or an affected family which owned non-agricultural land or commercial, industrial or institutional structure in the affected area, and which has been involuntarily displaced from the affected area due to land acquisition, shall get one-time financial assistance to a minimum of twenty-five thousand rupees • Each affected family shall be given a one-time —Resettlement Allowance of fifty thousand rupees only.
3	Structure	Tenants/ Lease Holders	Resettlement Rehabilitation Assistance	<p>&</p> <ul style="list-style-type: none"> • Registered lessees/ tenants will be entitled to compensation payable to structure owner in case the lessee has erected any of the structure as per applicable local laws. • b) A three months vacating notice will be provided along with one-time Resettlement Allowance of fifty thousand rupees only.
C. Loss of Trees and Crops				
4	Standing Trees, Crops	Owners and beneficiaries (Registered/ Un-registered tenants, contract cultivators, leaseholders & sharecroppers	Compensation market value	<p>at</p> <ul style="list-style-type: none"> • Three months advance notice to project affected persons to harvest fruits, standing crops and removal of trees. Compensation to be paid at the rate estimated by: <ul style="list-style-type: none"> ○ The Forest Department for timber trees ○ The State Agriculture Extension Department for crops ○ The Horticulture Department for fruit/flower bearing trees. • Registered tenants, contract cultivators & leaseholders & sharecroppers will be eligible for compensation for trees and crops as per the agreement document between the owner and the beneficiaries. • Un-registered tenants, contract cultivators, leaseholders & sharecroppers will be eligible for compensation for trees and crops as per mutual understanding between

				the owner and the beneficiaries.
D. Loss of Residential/ Commercial Structures to Non-Titled Holders				
5	Structures on Government land	Owners of Structures or Occupants of structures identified as per Project Census Survey	Resettlement & Rehabilitation Assistance	<ul style="list-style-type: none"> • Non-titleholder shall be given three months' notice to vacate occupied land and provided with cash assistance at replacement cost for loss of structures as described in section 29 of the RFCTLARR Act 2013. • All squatters (other than kiosk) will be eligible for one-time grant of rupees thirty-six thousand as subsistence allowance and rupees fifty thousand as shifting allowance. • Each affected person who is a rural artisan, small trader, kiosk owner or self-employed person assistance' of Rs 25,000/- for construction of working shed or shop.
E. Loss of Livelihood				
6	Families living within the project area	Title Holders/ Non-Title holders/ sharecroppers, agricultural labourers and employees	Resettlement & Rehabilitation Assistance	<ul style="list-style-type: none"> • Subsistence allowance of rupees thirty-six thousand as one-time grant. • Training Assistance of rupees ten thousand for income generation per family. • Temporary employment in the project construction work to project affected persons with particular attention to vulnerable groups by the project contractor during construction, to the extent possible and preference in the employment of semi-skilled and unskilled jobs in the project with adequate training for the job.
F. Additional Support to Vulnerable Families				
7	Families within project area	As per definition of vulnerable	Resettlement & Rehabilitation Assistance	One-time additional financial assistance of rupees fifty thousand.
G. Loss of Community Infrastructure/Common Property Resources				
8	Structures & other resources (e.g. land, water, access to structures etc.) within the project area	Affected communities and groups	Reconstruction of community structure and common property resources	Reconstruction of community structure and Common property resources in consultation with the community.
H. Temporary Impact During Construction				
9	Land & assets temporarily impacted during construction	Owners of land & Assets	Compensation for temporary impact during construction e.g. damage to adjacent parcel of land / assets due to movement of vehicles for transportation of equipment's, machinery and construction activities	Compensation to be paid by the contractor for loss of assets, crops and any other damage as per prior agreement between the 'Contractor' and the 'Affected Party'.

			for infrastructure development.	
I. Resettlement Site				
10	Loss of residential structures	Displaced titleholders and non-titleholders	Provision of resettlement site/ vendor market	<ul style="list-style-type: none"> • Resettlement sites will be developed as part of the project, if a minimum of 25 project displaced families opt for assisted resettlement. Vulnerable PAPs will be given preference in allotment of plots/flats at the resettlement site. Plot size will be equivalent to size lost subject to a maximum of provision given in RFCTLARR Act 2013. • Basic facilities shall be provided by the project at resettlement site as per the provisions given in the Third Schedule of RFCTLARR Act 2013. • Similarly, if at least 25 displaced commercial establishments (small business enterprises) opt for shopping units, the Project Authority will develop the vendor market at suitable location in the nearby area in consultation with displaced persons. • Basic facilities such as approach road, electricity connection, water and sanitation facility, will be provided in the vendor market by the project. • Vulnerable PAPs will be given preference in allotment, of shops in vendor market. One displaced family will be eligible for only one land plot at resettlement site or shop in the vendor market.