Tamil Nadu Urban Development Project III

Component:
Traffic and Transportation Improvements in
Chennai Metropolitan Area

Resettlement Action Plan

January 2008

Implementing Dept:
Department of Highways
Govt of Tamil Nadu
## Contents

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Chapter / Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Project Description</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Traffic and Transportation Sector component</td>
<td>01</td>
</tr>
<tr>
<td></td>
<td>Project Objectives</td>
<td>01</td>
</tr>
<tr>
<td></td>
<td>Sub Projects</td>
<td>02</td>
</tr>
<tr>
<td></td>
<td>Detailed Project Report (DPR)</td>
<td>02</td>
</tr>
<tr>
<td></td>
<td>Benefits of the Project</td>
<td>03</td>
</tr>
<tr>
<td></td>
<td>Environmental and Social Safeguard management</td>
<td>03</td>
</tr>
<tr>
<td>2</td>
<td>Magnitude of Land Acquisition and Resettlement Impacts</td>
<td></td>
</tr>
<tr>
<td></td>
<td>LA and Resettlement</td>
<td>05</td>
</tr>
<tr>
<td></td>
<td>Resettlement Action Plan</td>
<td>05</td>
</tr>
<tr>
<td></td>
<td>Stakeholder Consultation(s)</td>
<td>07</td>
</tr>
<tr>
<td></td>
<td>Resettlement Approach &amp; Options</td>
<td>07</td>
</tr>
<tr>
<td>3</td>
<td>Land Acquisition and Resettlement Policy Framework</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Land Acquisition Act, 1894 as amended in 1984</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>TN Highways Act 2001 as amended</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>GoTN (R&amp;R) Policy</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td>NPRR Policy 2003</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>Prevention of Encroachments</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td><strong>Project Specific R &amp; R Framework:</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>ESF &amp; ESF G O</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>Definition of R&amp;R Terms</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>Support Principles</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>Options and Choices</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>Land Acquisition Process by Private Negotiations</td>
<td>17</td>
</tr>
<tr>
<td></td>
<td>Negotiation Committee</td>
<td>17</td>
</tr>
<tr>
<td></td>
<td>Land Acquisition using TN Highways Act</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>Valuation of Assets</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>Resettlement and Rehabilitation Measures</td>
<td>19</td>
</tr>
<tr>
<td>4</td>
<td>Action Plan</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Census Baseline Socio Economic Survey</td>
<td>21</td>
</tr>
<tr>
<td></td>
<td>Cut-off dates for eligibility and prevention of Encroachments</td>
<td>21</td>
</tr>
<tr>
<td></td>
<td>Approaches to Relocation &amp; Consultations</td>
<td>22</td>
</tr>
<tr>
<td></td>
<td>Key Activities &amp; Stages In Implementation</td>
<td>23</td>
</tr>
<tr>
<td>5</td>
<td>Implementation Arrangements</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Institutional Structure</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Project Management Unit</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Technical Review Committee</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Project Implementation Unit</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Land Acquisition Cell</td>
<td>26</td>
</tr>
<tr>
<td></td>
<td>R&amp;R Cell</td>
<td>26</td>
</tr>
<tr>
<td></td>
<td>Database Manager/Data Analyst/Software Agency</td>
<td>27</td>
</tr>
</tbody>
</table>
Community Development Specialist 27
Public Information Centre 27
Project Management Committee 27
Grievance Redressal Committee 28

**Implementation**

Sub-project Specific Implementation Plan 29
Key Activities of Resettlement Implementation Plan 29
Implementation Schedule 29
unit Costs 30
Fund Flow 30
Co-ordination between civil works and R&R 31
Measures for Preventing Encroachment 31
Database Management 32
Disclosure and Public Information Centre 32

**Monitoring**

Concurrent Monitoring 33
Updating of Baseline Socio-economic information during implementation 33
Monitoring and Completion of Resettlement 33
Implementation Completion 33
Impact Evaluation (Key Socio-economic indicators) 34
Budget Estimates 34

**Annexures**

Location of Sub-Projects in CMA - Map 1
Sub Project details 1
Methodology for Baseline Survey 3
Selection and Role of NGOs 4
Proposed Organisation Structure PIU 6
Land Acquisition Cell 7
Outline of RIP 8
Budget Provisions 9
Goes referred 10

**Formats**

Format for Acknowledgement 12
Format for Fund Disbursement 13
Progress Report - Activities Undertaken 14
Abbreviations

ADE  Assistant Divisional Engineer
AE   Assistant Engineer
CCTP Chennai City Traffic Police
CDO  Community Development Officer
CE   Chief Engineer
CMA  Chennai Metropolitan Area
CMDA Chennai Metropolitan Development Authority
DE   Divisional Engineer
DoH, HD Department of Highways
DPR, DFR Detailed Project Report, Detailed Feasibility Report
ESF  Environment and Social Framework
ESSM/SSM Environment and Social Safeguard Manager
GoTN Government of Tamil Nadu
GRC  Grievance Redressal Committee
LA   Land Acquisition
MAWS Municipal Administration & Water Supply
NGO  Non-Governmental Organization
NPRR National Policy on Resettlement and Rehabilitation
PAF  Project Affected Family
PAP  Project Affected Person
PD   Project Director
PIA  Project Implementation Authority
PIC  Public Information Centre
PIU  Project Implementation Unit
PMC  Project Management Committee
PMU  Project Management Unit
PRA  Participatory Rural Appraisal
PWD  Public Works Department
R&R  Resettlement and Rehabilitation
RAP  Resettlement Action Plan
RIP  Resettlement Implementation Plan
ROB  Road Over Bridge
ROW  Right of Way
RUB  Road Under Bridge
SDC  Special Deputy Collector
SE   Superintending Engineer
SFA, SP Senior Financial Analyst, Senior Planner / PMU (CMDA)
T&T  Traffic and Transportation
TNUDP Tamil Nadu Urban Development Project
TNUFSIL Tamil Nadu Urban Infrastructure Financial Services Ltd.
ToR  Terms of Reference
TRC  Technical Review Committee
ULB  Urban Local Body
WB   World Bank

Third TNUDP: Traffic and Transportation Improvements Component

CMDA, Chennai
Resettlement Action Plan : TNUDP III

Executive Summary

The Project

Government of Tamil Nadu is currently implementing the World Bank supported Third Tamil Nadu Urban Development program (TNUDP-III) to improve the delivery of urban services. Improvement in the Traffic and Transportation Sector within Chennai Metropolitan Area (CMA) is one of the Urban Investment components covered under the above program. This component is coordinated by Chennai Metropolitan Development Authority (CMDA) and implemented by Department of Highways and Rural works (DoHRW), Government of Tamil Nadu. As a result of implementation of this project, about 76.26 hectares of land is required, of which 40.12 hectares (53%) is private land belonging to 2073 land owners. In addition, another 1273 non-titile holders will be affected by this project.

Project Description

The Traffic and Transportation component mainly consists of the following sub-projects:
- The widening and strengthening of identified Roads in CMA,
- Road Under Bridges (RUB)/ Road Over Bridges (ROB) at selected Railway crossings
- Grade Separators & Pedestrian crossings at identified locations &
- Traffic improvement programmes.

The Traffic and Transportation component proposed under TNUDP III is expected to cost US$ 150 Million. The Tamil Nadu Urban and Infrastructure Financial Services Ltd. (TNUIFSL) Chennai are the fund Managers. Based on Detailed Project Reports (DPRs) prepared by the separate consultants appointed for the project, 19 road widening projects totalling about 142 kms which form major part of this Project, falling in the districts of Thiruvallur and Kanchipuram in CMA have been identified, besides RUB/ ROB's (9 Nos), etc., which are under study. The proposed project is slated for implementation over a period of four years.

Environmental and Social Safeguard management

The Environmental and Social Safeguard management is an important feature to be complied with in implementation of projects under TNUDP-III.

Recognising the environmental and social issues that can arise in urban infrastructure projects, TNUIFSL has evolved an Environmental and Social Framework (ESF) consistent with the World Bank's policy on involuntary resettlement (OP 4.12). This ESF document outlines the policy objectives, principles, organisation structure, eligibility criteria, entitlement framework, grievance Redressal mechanism and arrangement for monitoring and evaluation for managing the impacts associated with land acquisition and displacement. The objective is to ensure social safeguard to all those who are adversely affected and that they are assisted to improve or regain their living standards that existed prior to the impact.

Resettlement Action Plan

This Resettlement Action Plan (RAP) details out the key policy provisions and entitlement framework, broad impacts of sub-projects, institutional arrangements, procedures for land acquisition and resettlement, implementation mechanism, grievance redressal procedures, consultations and monitoring and evaluation arrangements, which cut-across all projects.

Resettlement Implementation Plan (RIPs) for each subproject will be consisting of sub-project specific impacts, baseline socio-economic characteristics of the Project Affected Persons (PAPs), the R&R policy provisions and entitlements, Stakeholders consultations, implementation
schedules for land acquisition, budget and costs. The RIP for each sub-project will be put in place prior to issue of bid documents for civil works and ensure that the compensation and resettlement assistance is provided prior to taking over of the assets for project implementation.

Implementation

The DoH will handle the implementation through the Project Implementation Unit with the assistance of NGO's services.

Overview of Impacts

Out of about 34 subprojects identified, the road widening projects (around 19 nos.), will form major part of this Project, falling in the districts of Thiruvellore and Kanchipuram in CMA and these are expected to have moderate resettlement and rehabilitation requirements. While there are required adjoining lands already in possession of the highways department in some cases, public as well as private property are required to be made available in majority of the cases. Being road projects, often long strips of lands with smaller widths on either side of the road are required for the purpose. The designs are carefully finalised to ensure that the impact is minimum, by adopting suitable measures like concentric widening along the Corridor of Impact (CoI) approach and selection of alternate links, provision of by-passes around settlements and realignments.

In case of RUB/ROB’s (09-Nos), Grade Separators (03 Nos) and Pedestrian subways (3 Nos) similar approach is adopted to minimise the impact.

Land Acquisition and Resettlement Impacts

Land Acquisition requirements have been assessed for the sub-projects for which master plans are in advanced stage. The preliminary assessment for the 19 road projects indicate the following pattern:

- Extent of land requirement around 76.26 hectares, out of which 35.36 hectares are public /Government owned property and the remaining about 40.12 hectares private properties spread over the 2 districts.
- The least and the largest acquisition involved for a single sub project is around 0.03 ha and 17.27 ha in respect of Vadaperumbakkam - Chettimedu -Nayaru road (12.7 kms) and Minjur Karanadai Road (16.4kms). Similarly the least and largest PAFs involved are around 21 for AVP road and 570 for MBI Road.
- When implemented over a period of 4 years, the execution of all sub projects is likely to affect around 3346 families in total which include about 1273 non title holders. Of these about 521 families (16%) will have major impact in the form of loss of shelter and livelihoods.

As earlier explained, the ESF document provides the approved norms for land acquisition and quantum of compensation (for details refer entitlement matrix: Appendix 7 of ESF document ). The Guideline values and prevailing Market values have duly been considered. In addition to this, entitlements for different category of impacts with assistance are also given thereunder.

The indicative budget for land acquisition and resettlement for the Road sub-projects have been estimated at Rs. 948 millions in toto.

Monitoring and Evaluation Arrangements

Monitoring of implementation of R&R activities on a continuous basis proposed to be done by PIU who shall submit the compliance report to TNUIFSL for external monitoring.

Third TNUDP: kaffic and Transportation Improvements Component CMDA, Chennai.
The impact assessment at frequent interval (not more than one year interval) planned (and will include all sub-projects for which R&R were completed and at least six months have elapsed on the date of such assessment) to assess the changes in the socio-economic condition of the people and know how the compensation and resettlement has enabled in their resettlement for restabilising their living standards.

The evaluation part of R&R activities will be carried out by an external consultant of TNUIFSL during the end of the first year of the sub-project implementation.

The overall review of implementation of Resettlement Action Plan of TNUDP III shall be carried out by the Project Management Committee headed by Vice-Chairman, CMDA and Member Secretary, CMDA as convenor & CE highways as one of the members (refer GO Ms. No. 145 dt 29.04.2005). Strengthening of the PMC with inclusion of the Secretary, Highways Department concerned district collectors (of Chengalpattu and Kancheepuram Districts) as Special Invitees has been initiated.
TNUDP III – Traffic & Transportation Sector
Resettlement Action Plan

1. Project Description

Government of Tamil Nadu is currently implementing the World Bank supported Third Tamil Nadu Urban Development program (TNUDP-III) to improve the delivery of urban services. Improvement in the Traffic and Transportation Sector within Chennai Metropolitan Area (CMA) is one of the Urban Investment components covered under the above program. This component is coordinated by Chennai Metropolitan Development Authority (CMDA) and implemented by Department of Highways (DoH), Government of Tamil Nadu. Tamil Nadu Urban Infrastructure Financial Services Ltd. (TNUIFSL) Chennai are the fund Managers. To implement this component (Road component only) additional land parcels totalling about 76 hectares, of which 36 ha is private land belonging to 2000 land owners is required. In addition, another 1270 non-title holder likely is affected by this project.

Traffic and Transportation Sector component

1.1 Chennai, the fourth largest Metropolitan City in India is spread over an extent of 1172 Sq. kms with a population of 11.05 Millions forming Chennai Metropolitan Area (CMA). The rapid growth of the population and its consequent impact on the transportation network in CMA has been requiring urgent interventions by the Government of Tamil Nadu (GoTN) Hence, GoTN has decided to implement a project for improvement in the Traffic and Transportation Sector within CMA, as one of the Urban Investment components at an estimated cost of US $ 150 Million, under the above TNDUP III program. This component is coordinated by Chennai Metropolitan Development Authority (CMDA) and implemented by Department of Highways (DoH), Government of Tamil Nadu.

Project Objectives

1.2 The various sub-projects proposed under the transportation component of TNUDP III are designed with the objectives of

- Improving the standard of living of the people in and around project locations.
- Promoting environmentally sound, socially acceptable and economically viable urban infrastructure projects
- Avoiding or minimizing land acquisition and resettlement
- Taking environmental and social mitigation measures that help to ensure Social reliability through appropriate resettlement and rehabilitation measures for project affected persons where necessary irrespective of legal status of the affected persons and
addressing legitimate concerns of relevant stakeholders to ensure that the living standards are improved or restored and the compensation assistance is provided prior to talung over of the assets.

**Sub-Projects**

1.3 Under the Traffic and Transportation Sector component, the following Sub-Projects have been identified, based on Detailed Project Reports (DPRs) prepared by the separate consultants appointed for the project:

- Upgrading, Widening & strengthening of identified **Roads**, falling within the revenue **Districts** of Kancheepuram and Thiruvallur. (Presently identified: 19 Nos totaling about 142 krns. (See:Annexure-1)

- Conversion of identified Railway Level Crossings into **ROB / RUBs** (Road Over Bridge/Road under Bridges) falling within the revenue Districts of Kancheepuram and Thiruvallur (Presently identified: 9 Nos).

  **Grade Separators** (3 Nos) and **Pedestrian Subways** (3 Nos)

The above sub-projects are implemented through Department of State Highways and Rural Works (DoHRW).

- In addition, **Traffic improvement program** is planned to be implemented through Chennai City Traffic Police (CCTP). CMDA would conduct a comprehensive transportation study for CMA besides procurement of Air Quality Monitoring equipments and Automatic Traffic Recorders.

1.4 The sub-projects have been identified based on feasibility report, duly reviewed and accepted for implementation by a technical review committee and World Bank. The proposed project is slated for implementation over a period of five years.

The map indicates individual roads/ROBs/RUBs under consideration.

**Detailed Project Reports (DPR)**

1.5 DPR is prepared for each of the sub-projects. Technical proposals, the environmental and social aspects are part of the DPRs. The DPRs are duly vetted by Project Management Unit (PMU). Scrutiny of all environmental and social reports for conformity to ESF is done by the ESS Managers and sub-project specific Resettlement Implementation Plan (RIP) will be prepared by the consultants which will be reviewed and endorsed by the World Bank and GoTN.
1.6 After finalization of DPRs, implementation will be carried out by DoHRW through separate work contracts for each sub-project. Requirements of ESF are included in bid documents. Implementation of these sub projects should ensure compliance with the provisions of the Environmental and Social Safeguard Framework (ESF).

**Benefits of the Project**

1.7 The proposed sub-projects when implemented fully in the CMA is expected to result in wide ranging benefits as this will,

- Serve a number of townships & villages in the Metropolitan area.
- Provide enhanced mobility with better access to public transport/ help increase the frequency of bus facility and thereby help students, workers and public
- Enhance the capacity; geometric improvements and smooth surface will benefit the road users in the form of comfort, safety, reduced travel time and vehicle operating costs.
- help significantly to improve the connectivity; strengthen the road infrastructure and ease the flow of traffic in the Chennai Metropolitan Area
- help Industrializations by way of expansion of existing major industries and setting up of new ones,
- Provide better signage, road & pedestrian safety measures to reduce accidents and to improve safety and traffic efficiency
- Improve drainage and footpath arrangement,
- Provide additional green belt due to plantation of more trees than the number of trees lost

1.8 While the transportation segment is the direct beneficiary with better motorability, potential to meet future increase in traffic, and reduced accident hazards, social and environmental benefits as a sequel to the same is expected to improve the living conditions of the residents.

**Environmental and Social Safeguard Management**

1.9 The design of individual subprojects are carefully finalised to ensure that the impact on Environment and Community assets is minimum, by adopting suitable measures like concentric widening in Comdor of Impact (CoI) approach and selection of alternate links, provision of by-passes around settlements and realignments. Nevertheless impacts associated as with any developmental activity are bound to be there. To mitigate / minimise such impacts Environmental and Social assessments are carried out as a concurrent measure and the findings are integrated in arriving at / finalising the design. Recognising the issues that can arise in urban infrastructure projects, TNUIFSL has evolved an Environmental and Social Framework (ESF) consistent with the World Bank's policy
on involuntary resettlement (OP 4.12). The ESF document outlines the policy objectives, categorisation of sub-projects depending on the extent of impact and identify mitigation measures required, eligibility criteria, entitlement framework, grievance redressal mechanism and arrangement for monitoring and evaluation for managing the impacts associated with land acquisition and displacement, i.e., to ensure that the affected people receive the compensation assistance prior to their displacement and enable them to improve or at least retain their living standards.
2. Magnitude of Land Acquisition and Resettlement Impacts

Magnitude of LA and Resettlement Impacts for the sub-projects are described in this chapter. Project objectives, Need for Resettlement, Implications, Assessment, Stakeholder Consultations, Resettlement Approach and options under which Private LA process, Transfer of Govt. Lands, Resettlement Options, Economic Rehabilitation; and Integration with host population, provision of basic amenities are covered.

Land Acquisition and resettlement

2.1 The improvement works are planned and designed with concentric widening principle restricting the CoI. But due to inevitable factors like non-standard and narrow widths of the existing roads in many cases, with poor geometry and turning radius which require refining, improvement of these roads into 2-lane, 4-lane and 6-lane standards invariably require additional land for the improvement work.

2.2 While in some cases the required stretches of lands adjoining RoW are already in possession of the highways department, public as well as private property are required to be acquired in majority of the cases. Also, the RoW is not free from encumbrances over the years there has been large scale occupancy by squatters and encroachers for residential or commercial purposes. Many structures used for community purposes are also found within the CoI. Being road projects, often long strips of lands with smaller widths on either side of the road are required for the purpose. The need for resettlement and rehabilitation arises when the land which is acquired or alienated or transferred results in involuntary displacement and/or loss of livelihood.

Resettlement Action Plan

2.3 The Resettlement Action plan provides various policy provisions, and entitlements available for mitigating the impacts associated with land acquisition and resettlement and describe the implementation arrangements. Thus RAP is aimed at realizing the ultimate objective of Social safeguard as per ESF that the affected persons are provided compensation and assistance for the losses to enable them to improve or retain their living standards prior to impact in the post project implementation period.
Implications'

2.4 Land Acquisition requirements are estimated initially for individual sub-projects based on Feasibility study and detailed assessment made after finalising the design and preparation of Detailed Project Report. List of sub projects with preliminary details are given in Annexure I.

LA as assessed for which DFR/DPRs are in advanced stage (19 road sub projects) indicates the magnitude of land acquisition to be more than 76 hectares including about 40 hectares of private land. In this process, about 3,300 families in toto (out of which about 1300 are non-title holders) are likely to be affected when the above sub projects are implemented. Of these, little less than one-fifth will have major impact in the form of loss of shelter and livelihoods.

General impact assessment of 19 Road sub projects indicates that the implementation of the sub-projects affects community/religious structures in about 15 sub-projects, water bodies in about 3 sub-projects. There are bound to be environmental impact like loss of trees/vegetations in almost all subprojects apart from minor impacts on community assets in the CoI en route.

Assessment:

2.5 The enumeration of the PAPs is carried out and categorisation of the sub-project is made based on the ESF guidelines. A census called as Baseline Socio-Economic survey, is undertaken to identify the PAPs, register and document the socio-economic status of the affected population. Such surveys are conducted for individual sub projects, along the Corridor of Impact (CoI) to identify all affected assets and persons involved and to classify into household/commercial assets and community assets. The details on anticipated Land Acquisition and its impacts are listed in Annex 1 for reference. These are based on preliminary surveys and actual details will be provided in the respective Resettlement Implementation Reports (RIPs).

2.6 In addition to this, measures necessary to prevent land speculation or influx of ineligible persons at the selected sites are taken (including photographic evidences etc. as on cut off date i.e. start date of the census survey).

2.7 The exact details of sub project impacts in terms of extent of Land Acquisition, land transfer from government agencies, number of land owners, number of non-title holders affected and displaced, the likely compensation for land, structure and economic loss for individual project affected persons, etc. will be provided in the respective (sub-project specific) Resettlement Implementation Plan (RIP).
2.8 Similarly the impacts to water bodies and community assets such as Community Resources, religious and cultural structures, schools, hospitals and so on in the sub-project area(s) will be provided in sub-project specific RIPS along with details such as extent, nature, type of loss, mitigations and budgets etc.

**Stakeholder Consultation(s)**

In addition to being technically and economically feasible, the resettlement packages should be compatible with the cultural preferences of the displaced persons, and prepared in consultation with them. Public Consultations are made to achieve this objective and to ensure the involvement of affected people in the preparation and implementation. This will help to reduce reluctance/resistance and boost the acceptance of the project.

2.9 A review of the alternatives presented and the choices made by affected persons wherever options available to them, including choices related to forms of compensation and resettlement assistance shall be made and finalised accordingly. If resettlement is envisaged and resettlement sites are identified as part of the project, the local “host population” will also be consulted about their views and needs.

2.10 The minutes of the public consultation, to be included in the RIP, shall include details such as list of participants, summary of the views expressed, and how these views were taken into account in finalising the sub project and preparing the resettlement implementation plan.

**Resettlement Approach & Options**

2.11 Resettlement measures and procedures shall include all aspects that will ensure socio economic objective, and shall be as per ESF. Approach proposed to be adopted is briefly indicated:

**Private Land Acquisition Process:**

2.12 A well defined process for acquisition of private land has been given in the ESF document under clause 4.8 in the appendix 7 and described more clearly in the subsequent paragraphs, direct purchase based on ‘willing buyer willing seller’ principle, will be followed as the first option. Where direct purchase by implementing agencies is not materialized, negotiated settlement can be reached through the provisions of the TN Highway Act 2001, Clause 19(2), i.e. through the GoTN designated authorities (Spl. Dy Collector for the sub project) for that purpose, in respect of sub projects for Transportation Component.
Transfer of Government Lands

2.13 As per the existing procedure Government land required for public projects shall be alienated to the Project Authorities by the Commissioner of Land Administration based on the request of the project authorities after fixing the value for such lands. To expedite this process it is proposed to approach the CLA to give "Enter upon permission" to the Highways Department pending finalisation of related formalities such as Inspection, fixing of value and collection of the amount.

Resettlement Options

2.14 As the design, wherever possible and appropriate, has adopted concentric widening in most of the sub projects, large scale displacement/resettlement is not envisaged in these sub projects except requirement of additional land in bits and pieces spread over the entire length of the road projects.

2.15 To meet the above situation, efforts are made to reduce the severity and to provide equitable/acceptable options to the PAPs. Economic rehabilitation measures have been carefully evolved and description of the packages of compensation and other resettlement measures for each category of eligible affected persons, are detailed out in the Appendix 7 of ESF document (Accessible thro’ the website www.tnudf.com)

2.16 If clusters of people (more than 25 homogenous* PAFs contiguously in a linear stretch of 300 mts.) have to be relocated, the project will provide an option for new housing in a resettlement site approved by the affected people, with adequate infrastructure and utilities, if an alternative is possible and acceptable to PAPs.

* In terms of residential/commercial structures having the same composition, trade or purpose.

Provision of Basic Amenities

2.17 Where resettlement is envisaged, the basic infrastructure facilities like Electricity, water supply, feeder roads, etc., and social services (e.g., schools, health services) to be provided as a total package (without disturbing the host population).

Economic Rehabilitation

➤ Loss of Structures/Buildings:

2.18 The entitlements for PAF for loss of Structures/Buildings (Residential, Commercial, Industrial or Institutional):

Fully affected or where part structure affected but remaining structure rendered unviable.
Cash compensation at replacement cost for affected unit, calculated based on the PWD scheduled rates, without depreciation plus house/shop building allowance equivalent to 25% of compensation

- Subsistence Allowance for 6 months equivalent to monthly minimum wages for unskilled casual laborers (Currently it is Rs. 80 Per day) As per G.O.(2D) No.10 Dated 28.3.2005, Labour and Employment (J2) Department, GoTN
- One time shifting allowance of Rs.1,000/-
- Right to salvage material.

**Loss of Income:**

2.19 Some of the provisions for Owner of Business, Employees besides Hawkers included such as:

- **Owner of Business:** If business income is declared and records of Income Tax returns are available, then a cash grant equivalent to the previous year income shall be paid. (Or) If business income details are not available, then a cash grant equivalent to 365 days of minimum wages (as fixed by the respective Dt Collector in accordance with Minimum wages fixed by Ministry of Labour under Minimum Wages Act, 1948. and to be revised annually)

  **Employees:** (identified during Baseline Survey on cut off date) One time maintenance allowance I cash grant equivalent to 90 days of minimum wages as explained above.

- **Hawkers:** (identified during Baseline Survey on cut off date) Compensation for temporary Loss by way of one time shifting allowance of Rs. 1000/- Lump Sum maximum. Shifting allowance to commensurate the need. Subsistence allowance for the number of days equivalent to the actual loss of business income calculated as per applicable minimum wages.

**Business needs Assessment:**

2.20 During the baseline survey, the consultants should identify and report in the respective RIP, the severity of impact for commercial establishments, to carry out a business needs assessment by the PIU during project implementation.

**Integration with host populations**

2.21 If resettlement sites are developed as part of the project, the local "host population." will also be consulted about their views and needs, and be given appropriate support to reduce any negative impact caused by an influx of new people. Measures to mitigate the impact arising out of resettlement on any host communities, including: (a) arrangements for addressing any conflict that may arise between resettlers and host communities; and (b) any measures necessary to augment services (e.g., education, water, health, and production services) in host communities to make them at least comparable to services available to resettles.
3. Land Acquisition and Resettlement Policy Framework

The various applicable land acquisition and resettlement acts, policies, Government orders and the project level policy framework are described in this chapter.

3.1 The various local, state and national laws that are applicable to this project are a) Land Acquisition Act 1894; b) TN Highways Act 2001 c) Government Order (GO) from the Commissioner of Land Administration; d) Board Standing Orders of the Commission for Revenue Board), e) Government of Tamil Nadu R&R Policy for road sector project; and f) National Policy on R & R. The provision of these acts is briefly described below. References of Relevant Acts and Provisions of the Tamil Nadu Highways Act that empowers the highway authority to take up measures to prevent any further encroachments onto the RoW are also given below:

Land Acquisition Act, 1894 as amended in 1984:

3.2 This Act enables the State to acquire private land for public purpose and has provisions for acquisition for industrial purposes. The Act ensures that no person is deprived of land except under law and entitles affected persons (landowner, tenant or licensee) to a hearing before acquisition, with due and adequate compensation made thereafter. Only land owners, tenants and licensees are possible compensation recipients. The landless, agricultural and non-agricultural labourers, artisans, forest produce collectors are excluded. The Act deals with cash compensation and provides several methods of valuing compensation. Several States are using negotiations as a means to fix compensation and acquire land. Grievance Redressal mechanisms are also in place and affected persons may seek the intervention of the High Court and Supreme Court.

TN Highways Act 2001 as amended:

3.3 This Act enables acquisition of property required for the purpose of any highway or for construction of bridges, culverts, causeways or other structures thereon or for any purpose incidental or ancillary thereto by publishing in the Tamil Nadu Government Gazette a notice specifying the description of such land and the particular purpose for which such land is required. Before publishing, the Government shall issue a time bound showcase notice to the owner concerned. When such a notice is published in the Tamil Nadu Government Gazette, the land to which the said notice shall, on and from the date of such publication, vest absolutely in the Government free from all encumbrances, to the Collector or any person duly authorised by him on his behalf, within thirty days of the service of the order, subject to conditions specified in the Act. If any person refuses or fails to comply with
an order made, the Collector may take possession of the land, and may for that purpose, use such force as may be necessary.

3.4 Every owner or person interested in any land acquired under this Act shall be entitled to receive and be paid an amount as provided / determined by agreement. Where no agreement reached, the Government shall refer the case to the Collector for determination of the amount to be paid for such acquisition as also the person or persons to whom such amount shall be paid. In determining the amount, the Collector shall be guided by the provisions contained in relevant provisions of the Land Acquisition Act 1984.

**Government Order dated 21.09.95 from the Commissioner of Land Administration regarding acquisition through negotiation.**

3.5 The Tamil Nadu Government Order provides for acquisition of land through negotiation and assessment of land value by a committee. The District Collector has powers to approve amounts less than Rs. 15 lakhs. Approval for amounts above this has to be sought from the Government of Tamil Nadu. The reason for resorting to private negotiation is to implement schemes within a time bound schedule, arrive at an acceptable value, preempt protracted court cases, which only delay all processes. Guidelines have been framed for purchase of lands under private negotiation. Implementing and operating agencies for such a scheme are a District level and a State level negotiating committee with ancillary monitoring powers.

**Board Standing Orders (Standing Orders of the Commission for Revenue Board) based on the Revenue Act 1884 of the Madras Presidency (for Rayatwari states).**

3.6 The Board Standing Orders based on the Revenue Act, 1884 of the Madras Presidency broadly states policy on Government owned lands. This policy covers assignment of land, lease and cancellations and encroachments.

**Government of Tamil Nadu (Resettlement and Rehabilitation) Policy applicable to Involuntary Resettlement under the Tamil Nadu Urban Development Project.**

3.7 GoTN has been implementing the TNUDP project since 1988. With a view to provide R&R compensation and assistance to PAPs, GoTN has laid down these policy guidelines consistent with the World Bank policy provisions.

- Ensures that all PAPs will be resettled and rehabilitated with the aim of improving their livelihoods and standards of living or at least restored to earlier levels and in such a manner that PAPs have a share in project benefits;
- When PAPs lose land/structures and will be displaced and/or economically affected adversely, detailed planning will be made along with implementation arrangements in an operational Resettlement Plan;
- Defines PAPs, lists entitlements, details peoples’ participation, supervision by NGOs and supervision and monitoring;
- Mentions an implementation schedule that would be broken up into specific activities and coordinated with the chronogram of construction;
- The cost would be part of the overall project budget and adequate provision would be made for contingencies and inflation;
- Relevant provisions in this policy prepared by GoTN have been incorporated into TNUIFSL’s management procedures keeping in view the practical issues related to urban infrastructure projects.


3.8 The National Policy on R & R for PAFs provides for rehabilitation grants and other benefits to all PAFs. The policy recognises person of any tenure while defining displaced persons. The R & R benefits are the minimum required and states have been given the option to propose higher benefits.

**Objectives of the (national) policy**

a) To minimize displacement and to identify non-displacing or least-displacing alternatives;
b) To plan the resettlement and rehabilitation of Project Affected Families, (PAFs) including special needs of Tribals and vulnerable sections;
c) To provide better standard of living to PAFs; and
d) To facilitate harmonious relationship between the Requiring Body and PAFs through mutual cooperation.

**R&R Benefits For Project Affected Families (NPRR-2003)**

The resettlement and rehabilitation (R&R) benefits shall be extended to all the Project Affected Families (PAF) whether belonging to below poverty line (BPL) or non-BPL.

- Any Project Affected Family (PAF) owning house and whose house has been acquired may be allotted free of cost house site to the extent of actual loss of area of the acquired house but not more than 150 sq.m. of land in rural areas and 75 sq.m. of land in urban areas.

Each PAF of BPL category shall get a one-time financial assistance of Rs. 25000/- for house construction. Non-BPL families shall not be entitled to receive this assistance.

Each PAF owning agricultural land in the affected zone and whose entire land has been acquired may be allotted agricultural land or cultivable waste land of the extent of actual land loss subject...
to a **maximum** of one hectare of irrigated land or two hectares of un-irrigated land/cultivable waste land subject to availability of Government land in the districts.

- Stamp duty and other fees payable for registration shall be borne by the requiring body.

- The Land allotted under para 6.4 shall be **free** from all encumbrances. The Land allotted may be in the joint names of wife and husband of PAF.

- In case of allotment of wasteland/degraded land in lieu of acquired land, each PAF shall get financial assistance of Rs. 10000/- per hectare for land development. In case of allotment of agricultural land, a one-time financial assistance of Rs. 5000/- per PAF for agricultural production shall be given.

- Each PAF having cattle shall get financial assistance of Rs. 3000/- for construction of cattle shed.

- Each PAF shall get financial assistance of Rs. 5000/- as transportation cost for shifting of building materials, belongings and cattle etc. from the affected zone to the resettlement zone.

- Each PAF comprising of rural artisan/small trader and self employed person shall get one-time financial assistance of Rs. 10,000/- for construction of working shed/shop.

- Each PAF owning agricultural land in the affected zone and whose entire land has been acquired shall get one-time financial assistance equivalent to 750 days minimum agricultural wages for "loss of livelihood" where neither agricultural land nor regular employment to one member of the PAF has been provided.

- Each PAF owning agricultural land in the affected zone and whose entire land has not been acquired and consequently he becomes a marginal farmer shall get one time financial assistance equivalent to 500 days **minimum** agricultural wages.

- Each PAF owning agriculture land in the affected zone and who consequently becomes a small farmer shall get one time financial assistance equivalent to 375 days minimum agricultural wages.

- Each PAF belonging to the category of 'agricultural labourer', or 'non-agricultural labourer' shall be provided a one time financial assistance equivalent to 625 days of the minimum agricultural wages.

- Each displaced PAF shall get a monthly subsistence allowance equivalent to 20 days of minimum agricultural wages per month for a period of one year **upto** 250 days of MAW.

- In the case of acquisition of land in emergent situation such as under Section 17 of the Land Acquisition Act 1894 or similar provision of other Act in force, each PAF shall be provided with transit accommodation, pending resettlement and rehabilitation scheme. Such families shall also get R&R benefits as mentioned in above paras under the Policy.

- Acquisition of Long Stretches of Land: In case of projects relating to Railway Lines, Highways, Transmission Lines and laying pipelines wherein only a narrow stretch of land extending over several kilometers is being acquired, the Project Affected Families will be offered an **ex-gratia** amount of Rs. 10,000/- per family, and no other Resettlement & Rehabilitation benefits shall be available to them.

- The Project Affected Families shall be provided necessary training facilities for development of entrepreneurship to take up self-employment projects at the resettlement zone as part of R&R benefits.
The Project Affected Families, who were in possession of forest lands prior to 25th October, 1980 shall get all the benefits of R & R as given in above paras under the Policy.

The PAFs of Scheduled Caste category enjoying reservation benefits in the affected zone shall be entitled to get the reservation benefits at the resettlement zone.

**Prevention of encroachments:**

3.9 The following provisions of the Tamil Nadu Highways Act empower the highway authority to take up measures to prevent any further encroachments onto the RoW:

a. Section 26 of the Highway Act of Tamil Nadu, 2002 provides for the prevention of unauthorized occupation of, and encroachment onto the highway and removal of encroachments.

b. Section 28 (1) of the Act empowers the highways authority to conduct checks and periodical inspection of highway boundaries with a view to ensure the prevention of unauthorized encroachments and the removal of such encroachments.

c. Section 28 (2) of the Act empowers the highway authority to remove without any notice, any structure encroaching the highway or in any area where the construction or development of a highway is undertaken or proposed to be undertaken.

d. Sections 47 and 48 of the Highway Act authorize the Highways Department to penalize the encroachments or illegal occupation of the highway land.

**Project Specific Policy Framework**

**Environmental and Social Safeguard Framework (ESF)**

3.10 Keeping the provisions of various acts and policies, the R&R policy framework for TNUDP-III has been evolved to propose suitable mitigation measures for the likely impacts. The Policy Framework is provided in Appendix 7 of ESF. A Government order was issued by the Government of Tamil Nadu vide Municipal Water supply Department G O Ms No.115 dt. 06.10.2006 signifying the notification of the policy Framework for effecting to the project. The GO is provided in Annexure 8 the key provisions of the policy framework are also briefed in subsequent para hereunder.

**Definition of R&R Terms:**

3.11 The definition of key R&R terminologies used in this resettlement action plan are as follows

**Projected Affected Persons (PAP)**

Any person affected either directly or indirectly by the project and/or project related activity, irrespective of the legal status and would include: patta holders, encroachers, squatters, tenants, leaseholders, sharecroppers, employees, landless labourers, vulnerable groups (women, children, landless, marginal and small farmers, scheduled population); and Persons losing access to community amenities and resources.
Project Affected Family (PAF)
A family consisting of father, mother, children living together with common kitchen and are affected by the project, irrespective of their legal status resulting in loss of homestead, other assets, sources of income / livelihood, common assets and cultural properties

Vulnerable PAPs
Vulnerable PAPs are those living below poverty line, SC / ST families and women headed households. The vulnerable PAPs under the urban context of CMA are mostly hawkers, squatters, encroachers (limited). They will be provided additional support where required. For example the subsistence allowances are payable for six months; in cases where housing colonies are proposed, squatters having less than 20 sq. metre will get a built house of 20 sq m. The cost of unit to be charged for vulnerable PAPs will be one third of cost as against two thirds for non-vulnerable groups.

Census:
A survey undertaken to identify the PAPs, register and document the socio-economic status of the affected population.

Cut off Date: The start date of the census survey or relevant date as agreed for the project to be cut-off date for deciding the eligibility for receiving entitlements.

Assistance means all support mechanisms such as monetary help, services or assets given to PAPs or PAHs (Project Affected Households).

Compensation means compensation made to property under the Tamil Nadu Highways Act, 2001 or Land Acquisition Act, 1894.

Corridor of Impact (CoI) is the width required for the actual construction of the road including the carriageway, shoulder, embankment, longitudinal drainage, wayside amenities like bus stops, bus shelters, etc. and necessary safety zones. In this project, the CoI is 10m.

Encroacher is any person(s) illegally occupying public property by extending their land boundary or a portion of their building onto the RoW.

Entitled Person (EP) / Beneficiary includes all PAPs, who are the members of the household and qualify for, or are entitled to, compensation / assistance since being impacted by the project. The basis for identification of Entitled Persons (EP) in the project will be the baseline census survey and entitlements will be in accordance with TNUIFSLs Social Safeguard and Entitlement Framework.

Major Impact is based on the severity of the impact and loss of the following for the PAHs:
- Loss of place of dwelling requiring relocation,
- Loss of place of business requiring relocation,
- Loss of livelihood requiring alternate source of income,
- Loss of 20% or more of agriculturally productive land out of the affected land holding, or Loss of land due to severance or acquisition and the remaining land is not economically viable.

**Minor Impact** is one who is affected to a lesser degree than the major impacts defined above and does not get relocated. Compensation for minor impacts will be limited to one-time payment of cash or giving advance notice.

**Minimum Wages** is the wage of a person for his services/labour to be paid as recommended by the Government of India [DO No. S-32019110199-WC (MW) dated 30 May 2000].

**Support Principles:**

3.12 The project implementation agencies will ensure timely provision of compensation and resettlement assistance to the project affected people. The following are the key principles.

- The compensation for loss of assets will be paid at replacement cost to enable the affected people to replace the lost assets with compensation money;
- Resettlement impacts will be mitigated in sustainable manner. Replacement land with an equally productive plot, cash or other equivalent productive assets
- Materials and assistance to fully replace solid structures that will be demolished
- In case of temporary loss of access to lands, compensation in the form of lease rent will be paid
- Replacement of damaged or lost crops and trees, at replacement cost
- Project affected people whose remaining land holding become uneconomical will be offered an option to acquire residual lands and will be provided long term economic rehabilitation assistance. (refer Appendix 7, Vide item 1.1)
- Individuals may elect to voluntarily contribute land or assets provided the persons making such contributions do so willingly and are informed that they have the right to refuse such contributions
- in case of physical relocation, alternative provisions for replacement of houses with adequate basic civic amenities at the resettlement sites
- To develop additional social service and other facilities as a means to compensate the host community.

**Options and Choices:**

Options and choices are based on the type of loss.

3.13 Resettlement and rehabilitation is inevitable in the urban infrastructure projects, though efforts are made to reduce the severity and to provide equitable/acceptable options to the PAPs. In the road subprojects, only strips of land are expected to be lost by the PAPs in most of the cases.

3.14 Every effort will be made by the project to ensure that (i) land for land for land losers and (ii) new housing are available.
3.15 Considering the difficulties in replenishment and availability of land in urban context, Cash compensation has been proposed in this project with replacement cost principle. However, the compensation has been evolved in such a way that there are distinctions between total land lost and part land lost, etc. Such an approach is adopted for loss of structures as well.

3.16 If it is found that clusters of people have to be relocated, the project will provide an option for new housing in a resettlement site approved by the affected people, with adequate infrastructure and utilities as per norms specified elsewhere.

**Land Acquisition Process by Private negotiations:**

3.17 Where possible and permitted by regulations, the required land will be acquired by implementing agencies through direct purchase based on 'willing buyer willing seller' principle, as the first option. Negotiations for direct purchase would be carried in a public place and in transparent manner. All proceedings will be documented and final agreement would be signed by the negotiating parties.

3.18 The guideline values are used as the basis for negotiations. In Chennai metropolitan area these are being revised regularly and are very close to market rates in most of the cases.

3.19 The latest guideline values for some of the project area for 2003-04* as available are provided in Annexure-1. In view of this, the criteria adopted for private negotiations are as follows: (Note*: Guideline values are currently under revision and new guideline values applicable from 01.01.2007 are under finalisation by GoTN. These values will be applied when declared by GoTN)

(a) The minimum compensation to be offered under negotiations will be "higher of 142% Guideline value or registered sale price of similar data land in the vicinity as minimum and 150% as maximum compensation amount for negotiations". In addition, 9% or any amount that will be prevailing at the time of negotiations will be paid towards likely costs of stamp duty and registration charges of the acquired property;

(b) If the guideline values are not updated *upto* the current financial year in which the negotiations are taking place with the land owners, then they will be updated @ 7% p.a. on compounding basis *upto* the current financial year. Similarly, if the sale deeds registered are not available for the one year prior to the date of negotiations, they will be updated @ 7% p.a. compounding basis;

(c) For the purpose of negotiations, if the registered sale values are above 30% of the guideline values, then 130% of guideline value will be reckoned as the base registered sale price for the purpose of negotiations; and,

(d) The compensation amount will be paid prior to taking over of the affected properties;

To facilitate the process of Land Acquisition, a Negotiation Committee is proposed to be set up as below:

3.20 The proposed Negotiation Committee (Resettlement & Rehabilitation Committee 1) will have the following members:

1. Project Engineer, PIU – Chairman
2. Special Deputy Collector - LA Cell - Vice Chairman

1 Awaiting approval from the GoTN
3. Local Person of Repute – Member (to be identified by SE PIU 1 for each District)

4. DE-Highways of concerned sub-projects- from the Project Implementing Authority

3.21 Based on the concurrence obtained on the survey numbers, extent and value of Land Plan Schedule (LPS) submitted from the concerned district collector, the Land Acquisition Negotiation committee (R&R committee) will conduct negotiation with the land owners. An invitation to all affected land owners indicating the extent of acquisition and their entitlement including the details of Guideline value of Registration Department, shall be made followed by a meeting to obtain their consent for the negotiated settlement in the format 1. Subsequently after successful negotiation, the land compensation shall be distributed by cheque by the Special Deputy Collector after obtaining an acknowledgement in the format 1. To facilitate this process necessary notification under TN Highways Act 2001 will be made but the provisions of this Act shall not be invoked till the completion of negotiation process.

3.22 The negotiations will be considered as failed only when the land owners decline to accept the maximum amount of compensation available under the above provisions. The committee will issue a letter to the land owners mentioning that the negotiations have been failed since the maximum compensation available under the provisions is declined. The land owners will be given letter to this effect before announcing the section 15(1) under the act.

Land Acquisition using TN Highway Act:

3.23 Where direct purchase by implementing agencies is not materialized, negotiated settlement can be reached through the provisions of the TN Highway Act 2001, Clause 19(2), i.e. through the GoTN designated authorities (district collectors or specific authority to be authorized for the sub-project) for that purpose, in respect of sub projects for Transportation Component.

3.24 Where negotiated settlement under the procedures specified in above para is not possible, and for other urban projects, required land for the sub-projects would be acquired following the provisions of the LA Act (Emergency clause will not be applied) and the ESF. The provisions of ESF document will apply in this regard

3.25 The TN Highway acts will be used only when the private negotiations are failed, viz, when the land owners are not accepting the maximum threshold compensation under private negotiations, i.e., higher of 150% of current guideline values or registered value of the acquired lands. However, process for acquiring lands under TN Highway act will also be initiated to save time simultaneously. The final notification (section15 (1) will not be announced until the negotiations are declared as failed; The compensation under TN Highway Act will be made available to the land owners prior to taking over of the land.
Valuation of assets:

3.26 While preparing RIP the assets such as shops, wells and other impacts (other than the land) are valued and budgeted in the RIP, based on guidelines given in ESF Entitlement matrix for valuation of assets other than the land. Relevant provisions are:

Structures/Buildings (Residential, Commercial, Industrial or Institutional):

Partially affected and remaining structures viable for continued use:

Legal user with valid title & Owner of structure without legal title (squatters)

Cash compensation at replacement cost for affected area of structure calculated based on PWD scheduled rates without depreciation as submitted by the DPR consultants.

Fully affected or where part structure affected but remaining structure rendered unviable

Legal owner with valid title & Owner of structure without legal title (squatters)

Cash compensation at replacement cost for the affected unit, calculated based on the PWD scheduled rates, without depreciation plus houseshop building allowance equivalent to 25% of compensation. Or For PAFs losing up to 20 sq.m of house will get a built house of 20 sq.m, and PAFs losing house of more than 20 sq.m will get a built house of 40 sq.m, where possible.

In case of Shops and business, an alternate built shop, where possible, in the resettlement site (resettlement site will be developed provided not less than 20 units opt to move into a particular resettlement site) of plinth area of 9 sq.m.

(The cost of unit to be charged to the PAF is limited to two-thirds to non-vulnerable and one-third to vulnerable subject to maximum of compensation amount received)

Tenant/Lease holder

Right to salvage material if any additions done by the tenant

Encroacher

Compensation at replacement cost for affected portion of structures

Resettlement and Rehabilitation measures:

3.27 The resettlement and rehabilitation measures are clearly spelt out in the ESF document in such a way that the PAP’s are safeguarded and ensured that their pre-project status are restored and bettered wherever possible. The key features are:

First, the affected land in CMA area will get a better compensation at replacement cost principle including the registration costs. Second, the replacement cost for affected area of structure calculated (based on PWD scheduled rates) without depreciation. Thirdly restoration cost for the partly affected structure is provided for. Fourthly, for fully affected structures, replacement cost for affected area of structure (calculated based on PWD scheduled rates) without depreciation PLUS houseshop building allowance equivalent to 25% compensation. Fifthly, for loss of income/livelihood separate
entitlement for agricultural labourer, owner of business, employees and hawkers. Further, provision for unforeseen and unidentified impacts is included. Thus the resettlement and rehabilitation measures are precisely tackled and well addressed.

The effectiveness and Satisfactory implementation of resettlement and rehabilitation measures will be subject to review by a high level Project Management Committee headed by Vice Chairman, CMDA, vide GO Ms No. 145 dt 29.04.2005.
4. Action Plan

The objective of the action plan is to describe the overall arrangements for assessment, implementation and procedures for land acquisition and resettlement. A sub-project specific implementation plan will be prepared describing implementation details such as magnitude of impacts, census survey results, time table, budgets and costs, etc.

Census Baseline Socio-economic survey:

4.1 A census survey will be undertaken through DPR consultants during the early stages of project preparation and with the involvement of potentially affected people. The key information collected includes:

- The baseline census survey to map the current occupants of the project affected area and to exclude subsequent inflows of people from eligibility for compensation and resettlement assistance;
- Standard demographic and socio-economic characteristics of affected households.
- Inventory of household assets and enterprises.
- The magnitude of the expected loss—total or partial—of assets, and the extent of impacts, physical or economic.
- Public infrastructure and social services including religious & cultural structures that will be affected; and
- Specification of livelihood resource base including seasonal and permanent use of resources including land based or wage based of different household members – potential impact of disturbing these patterns
- Social and cultural characteristics of affected communities, including a description of formal and informal institutions (e.g., community organizations, religious groups, nongovernmental organizations (NGOs) that may be relevant to the consultation strategy and to design and implement the resettlement activities.

The Methodology / Typical Procedure followed for baseline socio-economic surveys conducted for individual sub-projects along the CoI are given in the Annexure 2.

Cut-off dates for eligibility and Prevention of Encroachments:

4.2 Cut-off date is used to determine eligibility of the PAPs. The start date of the census survey will be the cut-off date for deciding the eligibility for receiving entitlements for Non-title holders.

For Legal owners- the date of Notification by PIU
Not agreeable to compensation – Date of serving the notice
During implementation – a change in alignment (all those affected to be included)

The baseline census survey will identify the residents or users of the land being acquired, transferred and alienated in favour of the project. In addition to this, measures necessary to prevent land speculation or influx of ineligible persons at the selected sites after cut off dates are taken through measures including taking necessary photographic evidences etc.

4.3 Highway authority which is empowered to take up measures to prevent any further encroachments onto the ROW through relevant Acts and provisions of Tamil Nadu Highways Act, have built in mechanism as below

4.4 The jurisdiction of Highways Roads is divided into many Divisions and each Division is controlled by a Divisional Engineer with overall responsibility of custody and maintenance. These Divisional Engineers shall be supported by Asst Divisional Engineer who is the Estate Officer responsible for prevention of encroachment for a group of roads. They shall periodically monitor and report the status to prevent the further encroachment beyond the baseline date. It is important to ensure that measures are taken to prevent additional encroachments. If any encroachments are continuing for more than certain time say 2 months, they should be eligible for assistance. Therefore, the measures should be enforced within 2 months.

Approaches to Relocation:

4.5 Where relocation / resettlement is envisaged under policy provisions, affected people have option to choose the alternative houses which will be identified close to their existing place and their consent will be obtained before developing such houses. In addition, legal avenues for regularizing tenure & transferring titles to resettlers will be taken care. Options will be obtained well in advance to allow sufficient time for construction of houses before the land is vacated and handed over for civil works.

In case of places of community importance including places of worship, burial ground etc., are to be relocated, the option will be given to the stake holders to relocate the same at the pre-decided cost and location by themselves for which cost will be reimbursed by the PIU.

Consultations:

4.6 Implementing agencies will ensure that all occupants of land and owners of assets located in a proposed subproject area are consulted meaningfully during census survey and periodical consultations. Community meetings will be held in each affected villages to inform the local population of their rights to compensation and options available in accordance with these guidelines.

4.7 The consultations have been held at different stages starting from the time of carrying out the baseline socio-economic survey. Elected representatives of the local bodies, the revenue authorities, and officials from Highways Department, CMDA, Project Consultant, ESS Managers and the R&R Expert are generally available when the deliberations take place. In such meetings details of the scheme / project are disclosed along with required technical details / exhibition of maps. If resettlement is envisaged and resettlement sites are identified as part of the project, the local "host population" will also be consulted about their views and needs.
4.8 In general, the participants have been given due publicity of the proposal and suggestion received have been duly taken into account in finalising the DPRs. The queries of public generally centred on the details of affected property, extent affected and assistance options available. The various issues raised for each of the sub-project in the stakeholder/public consultations and responses to these issues by the highways department are documented & will be included in the RIP of the each of the sub-project.

**Key activities & Stages in Implementation**

**Project Implementation Unit formulation (including NGO)**

4.9 Project Implementation Unit (PIU)\(^2\) will be established by the Highways department for the implementation of this component. The organisation chart is proposed to include the following personnel responsible for implementation of R&R Activities apart from two community development officers and their functions are described in the subsequent chapter:

- Land Acquisition Cell
- R&R Cell
- NGO
- Database Manager/Data analyst:

**Joint Verification**

4.10 After completion of marking of the corridor of impact (with stones or other arrangements), all categories of impacts (structure, houses shop, school, temple, common property resources etc, private land and government land) should be verified with base line data (furnished by the project co-ordination consultant) by the R&R cell, i.e., jointly with the co-ordination of highways department, revenue department officers and concerned NGOs and finalized. (Note: Where the census date is more than 2 years old, latest baseline information to be collected with details of the changes in the living standards and used for finalization purpose).

**Finalization of Project Affected Household /Project Affected Persons:**

4.11 Based on the verification report by the NGO, the final list of PAH/PAP land wise, structure wise, village wise, road stretch wise/ taluk wise/ division wise /district wise should be finalized by the PIU with due approval of the Project Engineer. Data to be furnished in the Road stretch register. The eligible list will be disclosed through web site and public Information centers.

\(^2\) Subject to approval from GoTN
Fixation of Entitlements

4.12 Entitlements for the identified eligible PAHs /PAPs as assessed on the date of joint verification will be fixed as per ESF and disclosed through individual intimations and in a meeting convened for the purpose.

Issue of Identity Cards & Payment of Compensation/Assistance

4.13 Identity cards will be issued to all PAHs/PAPs who are identified as above. NGO will prepare ID cards duly approved by the concerned authorities. The identity cards will be issued prior to issue of bid documents to the corresponding civil works and it will be accompanied by the entitlement brochure. The mode of payment generally through Cheque / Demand Draft only and not cash disbursement unless specifically decided otherwise.

Economic Rehabilitation Measures

4.14 The R&R policy for the project provides for income restoration activities to the PAPs with an objective that no PAP shall be worse off than before the project. The entitlements for fully affected and partly affected are included in the compensation package in the R&R policy of ESF. The policy also provides to compensate for the loss of livelihoods by way of allowances and assistance to the affected persons to reestablish their livelihoods and income. The entitlement matrix for different impact categories as below. Are detailed in the ESF:

If business income is declared and records of Income Tax returns are available, then a cash grant equivalent to the previous year income shall be paid. (Or) If business income details are not available, then a cash grant equivalent to 365 days of minimum wages (minimum wages are fixed by the respective District Collector in accordance with Minimum wages fixed by Ministry of Labour under Minimum Wages Act, 1948. Rates will be revised every year)

Monetary compensation for the Loss of Structures/Buildings, taking due care for vulnerable groups as well as Loss of Income by different sectors like Owner of Business or employee or Hawkers have been duly provided for.

4.15 The detailed provisions are included in the respective RIP’s with total cost involved for the sub-projects.
5. Implementation Arrangements

This chapter contains the details of organizational structure for implementation including role of Project Management /Implementation Units, its delegated powers, Project involvement of NGO assisting implementation, grievance redressal mechanism, monitoring and evaluation, etc.

Institutional Structure:

Project Management Unit (PMU)

5.1 The Project Management Unit (PMU) headed by Member Secretary CMDA, as the Project Director set up in CMDA will be fully responsible for preparation of the traffic and transportation component. PMU has members representing CMDA, DoHRW, the technical consultants, Environmental and Social Safeguard Managers. (Refer GO Ms No. 145 dt 29.04.2005)

The PMU would evaluate the soundness of Detailed Project Report, on the technical, economic, social and environmental viability of the sub projects and also with respect to overall framework of the procurement schedule, and take appropriate decisions from time to time. The Environmental and Social Safeguard Managers (ESSM) would take care of the Environmental and Social issues for the T&T component. PMU will meet periodically to discuss the progress made in the preparation of subprojects including the RIP preparation.

Technical Review Committee (TRC):

5.2 The Technical Review Committee (TRC) comprising CE (Highways), SSM (TNUIFSL) and an expert from Anna University / IIT /Chennai (apart from the officers of PMU) is entrusted with the task of providing technical support and clearance to the project implementation. TRC will ensure that the environmental and social impact analyses have been duly addressed with necessary provisions made for them in the DPRs.

Project Implementation Unit (PIU)

5.3 A Project Implementation Unit (PIU) being established in the highways department is responsible for the implementation of Highways component of Traffic and Transportation. This PIU will be headed by Superintending Engineer, Highways, posted for overall coordination of this component and will have two Divisional Engineers, duly supported by Assistant Divisional Engineers and Assistant Engineers. For implementation of R&R Activities, the organisation chart will include LA Cell, R&R Cell, NGOs and Data base Managers besides Environment Specialist. These officers appointed for the purpose of implementing RAP will not be transferred until the

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3. Formation under GoTN review
implementation is completed and will also not hold any additional charge that is not connected with this programme.

**Land Acquisition Cell:**

5.4 A separate Land Acquisition (LA) Cell has been established in PIU for speedy implementation of Land Acquisition consisting of a Spl. Deputy Collector, Thasildar, Deputy Thasildar and 2 revenue Inspectors with adequate support staff has been setup. The details of LA cell are shown in Annexure 5 (Refer GO Ms No. 275 dt 20.12.2005)

**R&R Cell**

5.5 R&R Cell (Manager 1 No and 2 Comm. Devel. Officer) will be responsible for bringing social consensus for the smooth implementation of the Project. They shall have exposure in Social work/ Community Devt activities and shall co-ordinate with LA officials, NGOs and Highway engineers. NGO’s have to co-ordinate with the PAFs for full payment of compensation, for project affected assets and relocation of common property resources with out any omission /shortfall. NGOs will give a certificate of disbursement of entitlements to PAHs/PAPs by means of monthly progress /quarterly progress report. R&R Manager will verify the report and give the completion report once it is completed. Until then the civil works shall not start.

**R&R Supervision & Monitoring**

5.6 While the internal implementation and supervision is carried out by the R&R Cell in PIU, the TNUIFSL shall be responsible for the external monitoring. For the external monitoring, TNUIFSL will receive the periodical environmental and social compliance reports that form a part of quarterly progress reports from PIU to confirm the compliance of R&R guidelines. TNUIFSL may also depute experts/consultants for verification of the progress, R&R compliances and advise further follow up action by the PIU.

**Rehabilitation support & NGO**

5.7 The service of a local NGO- who is familiar with R&R and local knowledge will be engaged for smooth implementation of RIP. The number of NGO’s to be deployed will be decided based on the sub-project requirements. Each NGO is expected to handle about 1,500 families. Two NGOs will be identified i.e. one NGO per district.

**NGO recruitment:** The local NGOs having experience in resettlement and community development will be involved in the implementation

The typical organisation of an NGO for executing the work will be as below:

- Team Leader
- R&R expert
- Community Development Officer
- Field Animators
5.8 NGOs have to co-ordinate along with Revenue and Highways Department officials for full payment of compensation, cash assistance. Houses/Shops constructed if any and relocation of Common Property Resources (CPR) with out any omission/shortfall. They have to work in the field to verify and update baseline socio-economic information, completion of settlement activity, ensure better living standard of PAFs/PAPs than their earlier standard of living before the affected/shifted. The NGO appointed for the project shall supervise the payment of R&R Entitlement and resettlement activities (if any). They shall also carry out consultations and assist the PAPs in grievance redressal. This has been included in the scope of work of NGO attached.

**Database Manager/Data analyst/Software Agency**

5.9 A comprehensive software for R&R Database shall be developed thro’ outsourcing and the same shall be maintained and managed by training the PIU staff adequately. All the information collected for all the sub-projects will be computerised and will be used for decision making.

**Community Development Officer**

5.10 Community Development Officer will have a pivotal role in the implementation, assisting and co-ordination of R&R activities. The R&R Manager and Community Development Officer will quarterly review the progress of RIP and report to the PIU.

**Public Information Centre**

5.11 The Public Information Centre (PIC) will be set up in the CMDA, PIU and the Divisional Engineers' Offices. The PIC is already functioning in CMDA. The Community Officer in the PMU is assigned with the task of handling the PIC in CMDA. The Divisional Highways Engineers of respective Office of Divisional Engineer are providing the relevant information to various stakeholders approaching these Offices.

**Project Management Committee**

5.12 Project Management Committee constituted by GoTN is the apex committee to oversee and manage the entire T&T component. The PMC headed by Vice-Chairman, CMDA and Member Secretary, CMDA as convenor & CE highways as one of the members (refer GO Ms. No. 145 dt 29.04.2005) has a vital role to ensure that the sub-projects are well integrated into the Environmental and Social Framework, apart from effecting better co-operation and close monitoring of implementation of Resettlement Action Plan. The PMC will oversee the implementation progress of Land Acquisition and Resettlement through its periodical review and give directions for the PIU to overcome operational difficulties. Strengthening of the PMC with inclusion of the Secretary,
Resettlement Action Plan

Highways Department concerned district collectors (of Chennai, Chengalpattu and Kancheepuram Districts) as Special Invitees has been initiated.

**Grievance Redressal Committee / Mechanism:**

5.13 The PIU will make effort at project level through negotiations in minimum possible time. Unresolved Grievances will be handled by a Grievance Redressal Committee (GRC) Any aggrieved PAP can approach GRC, controlled by the appropriate Commissioner of ULB, which is constituted by the PIU. It will consist of a panel of three Members, one of whom shall be the PIU representative from the sub-project (who will be the convenor). The others will include representative of the residents of the area / local body who are publicly known to be persons of integrity, good judgment and command respect; and a representative of local NGO / Community Based Organisation.

If the grievance of the PAP is not addressed, subsequently PIU will refer to District Collector, during the Collectors weekly grievance redress day. If the PAP is still unsatisfied with the decisions taken by the project and the Collector he would as a last recourse can appeal in the court of law.

The details on the existence of this committee shall be published in the websites and Notice Boards of agencies associated with this project.

The Role of PIU representative of the GRC:
- Convene meetings of the committee as necessary at such place or places in the PIU as he considers appropriate;

The role of GRC:
- Record, categorize and prioritize the grievances of PAPs
- To inform the aggrieved parties about the status of their grievances and to communicate the decisions.
- Conduct the proceedings in an informal manner as considered appropriate with the object to bring an amicable settlement between the parties;

The decision of the committee shall be recorded in writing and attested copies thereof shall be provided to the parties. All expenses incurred in arranging grievance negotiations and meetings of GRC as well as logistics required, shall be arranged by Project-Implementing Unit (PIU).

**Implementation**

**Resettlement Action Plan**

5.14 The Resettlement Action Plan is meant to provide an overall outlay of the sub project, expected impacts, mitigation measures envisaged along with implementation arrangements, procedures for land acquisition and resettlement. The RAP, on receipt of the concurrence from the Bank, and on issue of the Govt order becomes operational for the T&T Component of TNUDP III.
Subproject specific Resettlement Implementation Plan

5.15 The details in RAE are only indicative. For each sub project, specific features and impacts are likely to vary depending on the design, location and various other parameters. These details are separately assessed by the consultants appointed for the purpose. The results of the assessment, baseline socio economic details, organisation arrangements for implementation, monitoring arrangements, etc are detailed in sub-project specific resettlement implementation plan. Typical structure and contents of individual RIP’s are shown in the Annexure 6.

5.16 On getting concurrence from the Bank, the PIU shall obtain approval for the RIP along with the Administrative sanction for the Sub Project. The Administrative sanction, so obtained shall have 1) the LA and R&R cost and 2) Civil Works (incl. EMP) Estimate separately. On obtaining the Administrative sanction, the Project Engineer PIU shall notify the sanction through a proceeding for the R&R Cost for the R&R Manager and LA Cell to implement this component of the sub project. The date of Administrative Sanction shall be reckoned as Zero date for implementation of RIP.

Key Activities in RIP:

5.17 The Resettlement Implementation shall broadly include key activities as below:
- Joint Verification of assets, in the impact area
- Finalization of Project Affected Household / Project Affected Persons
- Obtaining options of PAPs and finalization
- Fixation of Entitlements
- Issue of Identity cards
- Settlement of compensation and providing cash assistance
- Completion of Resettlement / Housing and R&R civil works
- Economic Rehabilitation and upgradation of community assets
- Monitoring and Evaluation

Implementation Schedule

5.18 The time frame / schedule for the sub activities will largely depend on the size of the sub-project, intensity and quantum of R&R requirements. As the completion of R&R activity is a pre-requisite for commencement of civil works, the schedule needs to be carefully evolved. An implementation schedule for the key activities associated with Rehabilitation and resettlement Implementation, as discussed in the previous Section and listed below for reference, shall be prepared and made with target dates and brought out in the respective RIP for sub-projects so as to ensure timely release of all payments of compensation and completion of other applicable resettlement activities from preparation through implementation. The schedule should also contain duration / periodicity / length of payments of different allowances, where applicable, thus clearly indicating the
termination date of the various forms of assistance. Moreover the schedule should indicate how the resettlement activities are linked to the implementation of the overall project.

The Land Acquisition and completion of R&R compensation will be implemented in full before commencement of civil works / project execution.

Time table

5.19 The following action plan(provisional) is proposed to ensure that the organisational structure is in place to advance the preparation and implementation of social safeguards aspects of the project:

- Formation of PIU including Key R&R staff: G.O. Dt 14th Dec, 07
- Formation of Negotiation Committee: G.O. Dt 07" Dec, 07
- NGOs Recruitment: 15" Feb, 08
- Data Base Management Operational: 15" Feb, 08
- Grievance Re-dressal Committee: G.O. Dt 27th Dec, 07
- RIP readiness for individual sub-projects: Dec 31, 2009
- The earliest sub-project is expected to: Feb, 08
- The RIP of Largest sub-project expected to complete by: Dec 31, 2009

5.20 A separate time table for sub-projects on RIP preparation, likely invitation and award dates is specified in respective RIPS. It is expected that the R&R activities may spread over a period of 3 to 9 months depending on the number of PAPs and the extent of Land Acquisition.

Impact Assessment (Evaluation)

5.21 External Evaluation for severe impacts PAP proposed to cover not less than 25% of the subproject involved and is expected to commence after 06 months of completion of implementation of RIP for the sub-project. The impact assessment at frequent interval (not more than one year interval) planned (and will include all sub-projects for which R&R were completed and at least six months have elapsed on the date of such assessment) to assess the changes in the socio-economic condition of the people and know how the compensation and resettlement has enabled in their resettlement for restabilising their living standards. The evaluation part of R&R activities will be carried by an external consultant of TNUIFSL during the end of the first year of the sub-project implementation.

Unit Costs

5.22 The unit cost for various activities /components involved in rehabilitation are generally considered based on prevailing PWD schedule of rates for working out estimates in the preparation of RIPS. The present rates (2006-07) are indicated in annexure enclosed. These unit costs are subject to annual revision taking into consideration of inflation.

Fund Flow

5.23 The cash entitlements based on the conclusion arrived in the negotiation shall be disbursed through the concerned Divisional Engineer of PIU in Highways Department. Fund will flow from the
Grant Fund III to the PIU through the CMDA who shall monitor the disbursement. This detail will be recorded in a register and reported to Government and TNLTIIFSL in the proforma Refer Format 2 attached.

**Coordination between civil work and R&R:**

5.24 Prior to issue of bid documents to the civil works contracts, the following will be completed:

- Corresponding RIP endorsed by the World Bank and GoTN will be in place and disclosed.
- First Notification/Negotiations for land acquisition should have been imitated
- Identity cards for eligible PAPs should have been issued
  Options for resettlement and rehabilitation should have been obtained, wherever is required
  Wherever the alternative shops/house construction is involved, these should be in advance stage of implementation

The completion of the above actions / requirements will be duly reviewed by the Resettlement supervision manager and clearance will be provided by him to PIU for the commencement of the above milestone (issue of bid document)

Prior to award of Contract the following will be completed:

- Land acquisition should have been completed fully and compensation paid to the land owners
- All cash allowances should have been paid
- The recognition of affected community assets

The completion of the above actions / requirements will be duly reviewed by the Resettlement supervision manager and endorsed by the SFA. Clearance will be provided by SFA to PIU for the above milestone (award of contract)

**Measures for preventing Encroachments:**

5.25 The provisions available as per laws have been described in previous chapters along with machinery. The respective Divisional Engineers shall be supported by Asst Divisional Engineer who is the Estate Officer responsible for prevention of encroachment for a group of roads. Any encroachment shall be removed immediately. However, in any sub-project the encroachments after cut off date have been prolonging for more than 2 months they automatically become eligible for ESF entitlements. This point need to be noted by enforcement authorities. They shall periodically monitor and report the status to prevent further encroachment from the marked CoI.

**Survey and Demarcation of Project Area**

5.26 Measures like planting of row of trees wherever possible in such a way to delineate the CoI or suitable fencing (wherever feasible) are to be taken up as may be needed for demarcation / prevention of encroachments.
Database management

5.27 The volume of data generated in each and every stage of the project has to be properly managed. The software agency will develop comprehensive software and then train the data analyst in the information storage and retrieval. Appropriate formats will be prepared and finalised for entering/updating the R&R data in the PIU/PMU. Thus the entered/updated R&R data will be analysed periodically to monitor the activities and for making quick decisions. The data base shall be used to generate the list of eligible PAPs, to prepare identity cards, generate periodical reports and disbursements of entitlements.

Disclosure and Public Information Centres (PIC):

5.28 The comprehensive RAP and the project specific RIP will be disclosed in the websites of the CMDA: www.cmdatnudp.org for information of general public and other stakeholders. The detailed project report will be made accessible at the offices of Divisional Engineers (Highways) of respective sub-project, Superintendent Engineer (Highways), Chennai and PMU at CMDA, Chennai. This will facilitate

▪ To help counter rumors and prevent distress
▪ To assist in preparation for relocation to new sites

Public Information Centres (PIC)

▪ The PIC will be set up in the PIU, PMU and DES Offices
▪ One dedicated staff will be in PIU and one for the project site
▪ A brochure with all the entitlements will be prepared in both Tamil and English
▪ and widely distributed, specifically to the PAPs at the time of distribution of
▪ Identity Cards
▪ All the relevant documents, in local languages will be kept for PAPs access
▪ Ensure all questions of the PAPs are answered to the best ability; print and
▪ audiovisual materials will be of secondary use in such areas, preferably in local
▪ language.
▪ All discussions will be recorded and will be summarized in project monitoring
▪ reports.
▪ In PIC, Resettlement Action Plan, R&R Policy and all project specific Resettlement Implementation Plan and list of eligible PAPs along with details of entitlements for different category of impacts will be disclosed.
Monitoring

Concurrent Monitoring:

5.29 The concurrent monitoring will be carried out by Resettlement & Rehabilitation Manager and reviewed by PMC on quarterly basis /as per project needs. Monthly progress report out lining the details of RIP activities and current status shall be submitted to the monitoring committee. Based on the monthly progress reports, review meeting will be conducted to review the progress and take appropriate steps for successful implementation. An indicative format is annexed as Format 3.

Updating of baseline socio-economic Information during implementation

5.30 If the census date is more than 2 years old at the time of impact, this will updated in order to have the latest baseline information for the purpose of evaluation and recording the changes in the living standards. The NGO consultant of DoH/NGO/PIU should collect, update the baseline socio-economic information and manage the data base till the end of the project.

Monitoring and Completion of Resettlement

5.31 NGOs have to co-ordinate along with Revenue and Highways Department officials for full payment of compensation, cash assistance, Houses /Shops constructed if any and relocation of Common Property Resources (CPR) with out any omission / shortfall. They have to work in the field to ensure for better living standard of PAHs / PAPs than their earlier standard of living before the affected / shifted. NGOs have to give a report on monthly basis regarding the status of disbursement of entitlements to the PAHs / PAPs and upon completion of R&R for individual sub-projects, issue a completion report. Monthly Progress Report / Completion Report are to be sent to PIU & PMU in CD/ Hardcopy in the format prescribed by the DBMS. The system analyst shall operate and maintain the database continuously and report progress to PIU. SFA, PMU CMDA will be the designated authority for certification of completion and provide reports to TNUIFSL in respect of all sub-projects.

Implementation completion:

5.32 The T&T component consists of mainly widening and up gradation of road projects which mainly involve acquisition of strips of land and relocation of community resources. The implementation completion criteria for each project have to be decided by the R&R committee based on project specific features as duly reviewed and accepted by ESS managers.

5.33 In general this is deemed to be achieved (i) when the cash compensation and all entitlements are paid to all the PAPs. However, in cases of absentee PAPs for unduly long period (more than 3 months after the issue of identity cards to the last available PAPs) the compensation amounts to be kept in separate accounts (for making payment on verifying the evidences of the claimants) as may be decided by the competent authority as designated by R&R committee. This will be applied for cases
of disputes as well. (ii) Completion of relocation of community structures /amenities if any. Any cases of part completion will be duly evaluated by the R&R committee and clearance will be given with mutually agreed dates for completion. (iii) Transfer of Government Lands, (iv) Wherever the alternative shops/ house construction is involved the same should have been completed with all amenities as envisaged; and ( vi) The impact assessment should have confirmed the improvement in the living standards for majority of the affected people. Any remedial measures arising out of impact assessment should have been completed as needed.

**Impact Evaluation (Key Socio-economic indicators)**

5.34 After one year from the date of completion of resettlement/starting of project, and impact evaluation study will be carried out in order to assess the changes in the socio-economic condition of the PAPs, after resettlement. The key information such as: Income, Occupation, Access to amenities, ownership of assets, housing condition and available facilities in the houses, indebtedness, household expenditure for key items, land ownerships, if required, business related impact such as type activity, turnover, number of employees employed, health situation, etc. will be collected. The collected data will be compared with the baseline data so as to assess/record the impact of the project in the livelihoods of the PAPs. The impact assessment shall be restricted to those PAPs who have suffered major impacts in the form of loss of house or livelihood.

**Budget Estimates**

5.35 The indicative budget for land acquisition and resettlement for the Road sub-projects have been estimated at Rs. 1000 millions in toto refer Annexure 7 for details.
### Table A: List of Sub-projects with Preliminary Details

<table>
<thead>
<tr>
<th>Sl. No</th>
<th>Sub-Project Road Name</th>
<th>Govt Land (ha)</th>
<th>Pvt Land (ha)</th>
<th>Others (ha)</th>
<th>Total (ha)</th>
<th>No. of Families Likely to be Affected</th>
<th>Total No. of PAHs Affected</th>
<th>No. of Non-Title Holders</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Aryanur - Villagapakkam Road</td>
<td>0.74</td>
<td>0.06</td>
<td>0.0063</td>
<td>0.74</td>
<td>0</td>
<td>21</td>
<td>13</td>
</tr>
<tr>
<td>2</td>
<td>Minjur - Kumarapakkam Road</td>
<td>1.12 - 1.24</td>
<td>0</td>
<td>0.365</td>
<td>1.48</td>
<td>0</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>3</td>
<td>Medhipali Road</td>
<td>0.02</td>
<td>0.06</td>
<td>0.03</td>
<td>0.09</td>
<td>1</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>4</td>
<td>Tallavoori Road</td>
<td>0.12</td>
<td>0.13</td>
<td>0.27</td>
<td>0.52</td>
<td>2</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>5</td>
<td>Sattanathur Road</td>
<td>4</td>
<td>1.45</td>
<td>0.33</td>
<td>5.8</td>
<td>1</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>6</td>
<td>KS Road - Kolipakkam Road</td>
<td>1.6</td>
<td>0.03</td>
<td>0.078</td>
<td>2.33</td>
<td>1</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>7</td>
<td>Kolapakkam</td>
<td>2.5</td>
<td>0.25</td>
<td>0.78</td>
<td>3.51</td>
<td>2</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>8</td>
<td>Mampappattu - Moulikavakkam Road</td>
<td>0.58</td>
<td>0.05</td>
<td>0.02</td>
<td>0.65</td>
<td>1</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>9</td>
<td>Vadapet - Chettiyar Nair Road</td>
<td>4.53</td>
<td>0.03</td>
<td>0.18</td>
<td>4.74</td>
<td>2</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>10</td>
<td>Yanamadram - Parthibam Road</td>
<td>1.24</td>
<td>0.03</td>
<td>0.26</td>
<td>1.53</td>
<td>1</td>
<td>100</td>
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<td>11</td>
<td>Kadamthanguda - Chinnar Kadi Road</td>
<td>1.42</td>
<td>1.25</td>
<td>1.48</td>
<td>4.15</td>
<td>1</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>12</td>
<td>Minjur - Kanadgori Road</td>
<td>1.24</td>
<td>1.25</td>
<td>1.48</td>
<td>4.15</td>
<td>1</td>
<td>100</td>
<td>0</td>
</tr>
<tr>
<td>13</td>
<td>Kandarpet - TT Road</td>
<td>2.8</td>
<td>2.58</td>
<td>0.39</td>
<td>5.71</td>
<td>2</td>
<td>100</td>
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</tr>
</tbody>
</table>

**Note:** Others include Temple land; @ - Assumed data.
Table B: The Typical Guideline value (2003-04)*

<table>
<thead>
<tr>
<th>Select Areas</th>
<th>Rate Per Sq.Mtr</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Ariyaur Vilangadupakkam Road</td>
<td>97.04</td>
</tr>
<tr>
<td>2. Madhervedu Road</td>
<td>645.53</td>
</tr>
<tr>
<td>3. MBI Road</td>
<td>1048</td>
</tr>
<tr>
<td>4. Somangalam Road</td>
<td>112.94</td>
</tr>
<tr>
<td>5. MP Road to Manapakkam Road</td>
<td>1762.95</td>
</tr>
<tr>
<td>6. KS Road to Kolapakkam Road</td>
<td>654.17</td>
</tr>
<tr>
<td><strong>Avg</strong></td>
<td><strong>720</strong></td>
</tr>
</tbody>
</table>

Note*: Guide line values are currently under revision. These values will be applied when declared by GoTN

Table C: Unit Cost for replacing /relocating Common Property Assets

<table>
<thead>
<tr>
<th>Sl. No</th>
<th>Community Assets</th>
<th>Unit Rate (in Rs.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Well</td>
<td>75,000</td>
</tr>
<tr>
<td>2</td>
<td>Water Supply Tap</td>
<td>50,000</td>
</tr>
<tr>
<td>3</td>
<td>Hand Pump</td>
<td>1,00,000</td>
</tr>
<tr>
<td>4</td>
<td>Bus Shelter</td>
<td>30,000</td>
</tr>
<tr>
<td>5</td>
<td>Place of Worship</td>
<td>2,00,000</td>
</tr>
<tr>
<td>6</td>
<td>TV /radio Room</td>
<td>5,000</td>
</tr>
<tr>
<td>7</td>
<td>Motor Shed</td>
<td>5,000</td>
</tr>
<tr>
<td>8</td>
<td>Compound wall Religious</td>
<td>20,000</td>
</tr>
<tr>
<td>9</td>
<td>Govt buildings</td>
<td>50,000</td>
</tr>
<tr>
<td>10</td>
<td>Compound wall other buildings</td>
<td>20,000</td>
</tr>
<tr>
<td>11</td>
<td>Other Community Building</td>
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</tr>
<tr>
<td>12</td>
<td>School Building</td>
<td>1,00,000</td>
</tr>
<tr>
<td>13</td>
<td>Graveyard</td>
<td>5,000</td>
</tr>
<tr>
<td>14</td>
<td>Water Tank</td>
<td>45,000</td>
</tr>
<tr>
<td>15</td>
<td>Statue</td>
<td>10,000</td>
</tr>
<tr>
<td>16</td>
<td>Other Community Assets</td>
<td>5,000</td>
</tr>
</tbody>
</table>
Methodology for Baseline Socio-Economic surveys

The Baseline Socio-Economic surveys are conducted for individual sub projects, along the Corridor of Impact (CoI).

Typical procedure followed is given below for reference.

The enumeration of the PAPs are carried out to categorise the sub-project based on the ESF guidelines. All assets are identified and classified into household/commercial assets and community assets. Each asset numbered and marked in yellow for the purpose of identification. Assets thus identified are photographed and line sketches are prepared.

For each of the assets a record administered consisting of relevant information such as:

i) Identification of household (name of head of household, PWD chainage, left or right, location with administrative area)

ii) Details of private asset affected with plinth dimension – inside and outside CoI

iii) Household particulars (religion, social group)

iv) Details of household members (names of family members, sex, age, education, occupation)

v) Income details

vi) Building / Structures details (ownership, use, offset distance from existing centre line, roof and wall material)

vii) Other affected assets (boundary wall, well)

viii) Details of affected agricultural land (extent, type, irrigation)

ix) Business activity (nature, employee details)

x) Farm production by the household

xi) Distance from the essential services

xii) Resettlement preferences

The entitlements for land, structure and economic loss for individual project affected persons are worked out and it will be available and disclosed in the specific RIP.
Resettlement Action Plan

Annexure 3

Selection and Role of NGOs

The local NGOs having experience in resettlement and community development will be involved in the implementation. The NGO should necessarily be local with a good understanding and working experience. It is considered that at any point of time the NGO should not handle more than 1000 families and since the sub project implementation shall spread over a span of five years it is preferred to appoint a single NGO with adequate strength and spread.

Scope of Work:
NGOs have to co-ordinate along with Revenue and Highways Department officials for finalisation of PAHs, full payment of compensation/cash assistance, co-ordination for Houses/Shops constructed if any and relocation of Common Property Resources (CPR) with out any omission/shortfall. They have to work in the field to verify the Baseline data and continuous updating thereof, completion of settlement activity, ensure better living standard of PAHs/PAPs than their earlier standard of living before the affected/shifted.

The main tasks of NGOs will involve but not limited to:
- Develop rapport between PIU and PAPs
- Verify and update baseline socio-economic information, (where the census date is more than 2 years old, latest baseline information to be collected with details of the changes in the living standards).
- Finalize identity of each of the PAPs after completing the verification
- Verify the genuineness of the PAPs who were not identified at the time of baseline socio-economic survey.
- Create awareness about the resettlement and rehabilitation measures
- Explain and counsel why some PAPs are beneficiaries and why some are not (as defined in the policy framework)
- Ensure disbursement of entitled compensation to PAPs in a transparent manner...
- Monitor the affected persons to ensure that compensation and other payments are being used to restart their livelihood and income activities
- Assist and represent PAPs at the grievance Redressal committee
- Facilitate formation of community groups wherever required
- Assist PAPs and PIU in identifying and negotiating the purchase of land for resettlement, where required.
- Monitor & supervise resettlement activities
Resettlement Action Plan

- **Carryout** any other responsibilities is required and identified.

**Selection of NGO**

- Experience in conducting baseline survey and implementing R&R activities.
- Adequate exposure and knowledge in interacting with the local communities
- Adequate field experience of R&R Projects
- Adequate number of field animators.
- Adequate technical officers or the ability to access adequate technical staff.
- Adequate and transparent accounting and management systems should be in place. This can be verified through inspections of their previous audit reports and board meeting minutes. Selected during the project preparation stage itself

**Composition of NGO Team:**

The suggested Key staff pattern for NGO for executing the work in the field is as below

- **Team Leader:** 1 No PG in Social Science with a minimum of 10 years relevant Experience
- **R&R expert** 1 No PG in Social Science with 5 years relevant Experience
- **Community Devt Officer** 1 No PG in Social Science with 3 yrs relevant experience
- **System Analyst** 1 No
- **Field Animators** 4 Nos Graduate in Social Science with knowledge in PRA Technique

- One of the key person shall be the Women.

If the census date is more than 2 years old at the time of impact, this will updated in order to have the latest baseline information for the purpose of evaluation and recording the changes in the living standards.
Proposed Organisation Structure in PIU

**Project Implementation Unit**

- **Project Engineer**
  (Superintending Engineer)
  Head PIU and R&R Committee

- **Divisional Engineer for each district**
  Asst. Divisional Engineers
  Asst. Engineers

- **R&R Cell:**
  R&R Manager
  Community Development Specialist
  Data Entry Operator

- **NGO's – for each District**

- **Grievance Redressal Committee**

- **PAP's**

- **LA Cell:**
  Spl. Dy Collector
  Dep. Tashildar, Revenue Inspector and field staffs

- **Members of LA Negotiation Committee (R&R Committee)**
  Spl. Deputy Collector - LA Cell
  Person of Repute

- **External Monitoring (R&R) – TNUIFSL**

- **Road Safety Specialist**

- **Environmental Specialist**

- **Accounts unit**

**Annexure 5**
A. Project Management Committee

-constituted by GoTN (Refer GO Ms No. 145 dt 29.04.2005)

Role of Project Management Committee: To oversee and manage the entire T&T component. This committee has a vital role to ensure that the sub-projects are well integrated into the Environmental and Social Framework, apart from effecting better co-operation and close monitoring. The PMC will oversee the implementation progress of Land Acquisition and Resettlement.

The composition of the Project Management Committee as at present is given below.

* In order to facilitate effective review of R&R status and provides directions inclusion of Secretary Highways and the two District collectors concerned are invited as Special Invitees.

<table>
<thead>
<tr>
<th>Members</th>
<th>Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Vice-Chairperson, CMDA</td>
<td>Chairperson</td>
</tr>
<tr>
<td>2. Member Secretary, CMDA</td>
<td>Convener</td>
</tr>
<tr>
<td>3. Chief Engineer, Highways</td>
<td>Member</td>
</tr>
<tr>
<td>4. Commissioner, Chennai Corporation</td>
<td>Member</td>
</tr>
<tr>
<td>5. Jt. Commissioner of Police (Traffic)</td>
<td>Member</td>
</tr>
<tr>
<td>6. Chief Executive Officer, TNUIFSL</td>
<td>Member</td>
</tr>
<tr>
<td>7. Chief Principal Engineer, Railways</td>
<td>Member</td>
</tr>
</tbody>
</table>

B. Land Acquisition Cell

The various positions in Land Acquisition cell for TNUDPIII are listed in the following table.

(Reference GOs: W Ms No 275 dt 20.12.2005 and GO dt 22.05.2006)

<table>
<thead>
<tr>
<th>SL No</th>
<th>Designations</th>
<th>Number of Positions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Head Quarters</td>
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<td></td>
</tr>
<tr>
<td>1</td>
<td>Special Deputy Collector</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>Thasildar</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>Deputy Thasildar</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>Special Revenue Inspector</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>Surveyor--(Land Records)</td>
<td>2</td>
</tr>
<tr>
<td>6</td>
<td>Other supporting staff</td>
<td>9</td>
</tr>
</tbody>
</table>
Outline of RIP

Introduction

- Briefly mention the purpose of RIP and why you followed this approach
- Provide outline of what RIP should contain. These include:
  - Sub-project overview,

Overall LA and R&R impacts,

Discuss the land acquisition and resettlement impacts

Socio-economic Characteristics of Project Affected Persons

- Discuss the findings of census surveys,
- Key baseline characteristics
- Consultations

Implementation mechanism

- Organization arrangements for implementation
- Obtaining Options and choices
- Issue of identity cards
- Delivery of Cash allowance and assistance
- Resettlement process
- Economic Rehabilitation Measures
- Time Table
- Budget and costs
- Coordination of Civil Works and LA and Resettlement
- Monitoring arrangements

Individual families key socio-economic details, Losses and Entitlements should be included as an attachment to RIP

Annexures suggested for RAP/RIP

- Policy framework (Annex 7 of ESF)
- Outline of RIP
- LA and R&R impacts by sub-project wise
- GOs (Provide various GOs referred in the text.
- Other Annexes as referred in the text.
Annexure 7

**Budget Provisions**

Keeping in view of the likely impacts, a rough estimate budget of Rs. 1,000 Million is made available for land acquisition and resettlement and rehabilitation. The budget estimates are based on the unit costs.

<table>
<thead>
<tr>
<th>No</th>
<th>Item</th>
<th>Extent of Impact</th>
<th>Unit cost</th>
<th>Indicative Cost (Rs. in Million)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Land Acquisition</td>
<td>76 Hect</td>
<td>900Rs/Sq.mt</td>
<td>684.0</td>
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<tr>
<td>2</td>
<td>Structure cost</td>
<td>Lumpsum</td>
<td>10% of LA cost estimate</td>
<td>68.0</td>
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</tr>
<tr>
<td>3</td>
<td>Other Allowances</td>
<td>Lumpsum</td>
<td>as per ESF &amp; Eligibility</td>
<td>53.0</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Resettlement civil works</td>
<td>Lumpsum</td>
<td></td>
<td>20.0</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>NGO services/Consultants</td>
<td>4000 PAFs</td>
<td>@ Rs. 12501-per PAF</td>
<td>0.5</td>
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</tr>
<tr>
<td>6</td>
<td>Evaluation</td>
<td>Lumpsum</td>
<td></td>
<td>0.2</td>
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<tr>
<td>7</td>
<td>Other cost, Institutional costs, if any</td>
<td>Lumpsum</td>
<td></td>
<td>10.0</td>
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</tr>
<tr>
<td>8</td>
<td>Contingency</td>
<td>Lumpsum</td>
<td>5% of LA cost estimate</td>
<td>34.2</td>
<td></td>
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<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>965.80</strong></td>
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</tr>
</tbody>
</table>
ABSTRACT

Tamil Nadu Urban Development Project – Approval of Environmental and Social Framework – Orders issued.

MUNICIPAL ADMINISTRATION AND WATER SUPPLY (MA II) DEPARTMENT

G.O. Ms. No. 115


From the Managing Director and Chief Executive Officer, TNUIFSL, letter No. HR/RO/ES/06-07, dated 20.7.2006.

Read:

ORDER

The Urban Local Bodies in Tamil Nadu are implementing Urban Infrastructure Projects with financial assistance from the Tamil Nadu Urban Development Fund (TNUDF) under the Tamil Nadu Urban Development Project (TNUDP). It is the policy of the Government to promote environmentally sound, socially acceptable, and commercially viable projects, which enhance the overall welfare of the people. Environmentally sound projects attempt to conserve natural resources, preserve bio-diversity and ecological equilibrium, minimize release of polluting waste and integrate mechanisms to maintain and enhance environmental quality and project location, while socially accepted projects attempt to avoid or minimize displacement, ensure appropriate resettlement and rehabilitation of the project affected persons and address legitimate concerns of the all relevant stakeholders.

2. In order to ensure that the projects funded by TNUDF meet the above criteria, Tamil Nadu Urban Infrastructure and Financial Services Limited has prepared an Environmental and Social Framework and has requested the Government to approve the Framework.

3. The Government after careful consideration approves the Environmental and Social Framework annexed to this Government Order. The Government also direct that all the Urban Local Bodies and other departments implementing projects under Tamil Nadu Urban Development Project should follow the guidelines contained in the Framework.
Part 1
Consensus Letter for Negotiated Settlement

I /We_________________ S/O, D/O,W/O______________________________,
are absolute owner of the Land in Survey No______________, to an extent of
_________ acres /hec, building measuring _______Sq.mtr in __________________
Village, ___________ Taluk, ___________ District and hereby accept for the
negotiated settlement amount Rs. ___________ (in words)____________________

______________________________

as due compensation towards my/our:

i) Land acquired : Rs. _______

ii) Building (Thatched/RCC/ Tiled/ : Rs. _______

Total : Rs. _______

Acquired by the PIU/Highways Department, GoTN, for the road components or
ROB/RUB components of TNUDP –III.

Owner of the Land Project Engineer (PIU)

Witness:

1.

2.

Part 2
Receipt for compensation

I/We have received sum of Rs. ___________ as compensation. I or my legal heirs or
successors will not claim or demand any further compensation, for the same land
/building for which I/We received the amount from PIU/Highways Department,
GoTN.
Resettlement Action Plan

Owner of the Land
Date
Project Management Unit of **TNUDP-III**,  
Chennai Metropolitan Development Authority,  
No.1, Gandhi Irwin Road,  
Egmore, Chennai – 600 008.

Reference No:___________________  
Date:___________________

Statement of Expenditure for cost of R&R for the quarter ending___________________

<table>
<thead>
<tr>
<th>S.No.</th>
<th>Head of Account</th>
<th>Budget for the Year</th>
<th>Actual incurred till the previous Quarter</th>
<th>Actual incurred during the current Quarter</th>
<th>Total incurred during the Financial Year</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>Value in INR</td>
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<tr>
<td>1.</td>
<td>Land Acquisition (Ha)</td>
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<tr>
<td>2.</td>
<td>Structures</td>
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<tr>
<td>3.</td>
<td>Other R&amp;R Assistance</td>
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<tr>
<td>4.</td>
<td>Unquantified R&amp;R impacts</td>
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<tr>
<td>5.</td>
<td>Civil works (community Assets relocated /created)</td>
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<tr>
<td>6.</td>
<td>Consultancy charges for NGO/experts</td>
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<tr>
<td>7.</td>
<td>Others</td>
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<tr>
<td><strong>Total</strong></td>
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</table>

Signature:___________________

Senior Financial Analyst  
PMU – CMDA
### Monitoring Indicator Format

**Format 3**

#### A. Monitoring Indicators for Physical Progress (Sub-Project Wise)

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Monitoring Indicators for Physical Progress</th>
<th>Implementation Target</th>
<th>Achieved till Last Month</th>
<th>Progress this Month</th>
<th>Cumulative Progress</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td><strong>Land Acquisition</strong></td>
<td></td>
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<tr>
<td>1</td>
<td>Govt Land</td>
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<tr>
<td>2</td>
<td>Other Land</td>
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<tr>
<td>3</td>
<td>Private Land</td>
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<td></td>
<td>compensation for Pvt land properties :</td>
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<tr>
<td></td>
<td>No. of PAHs</td>
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<tr>
<td>2.0</td>
<td>Structures</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>2.1</td>
<td>Area of structure acquired (sq.m) from</td>
<td></td>
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<tr>
<td></td>
<td>private owners</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>2.2</td>
<td>No. of PAHs paid compensation for acquisition of Structures</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>2.3</td>
<td>Other assets (wells) acquired (no.) from private owners</td>
<td></td>
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<td>2.4</td>
<td>No. of PAHs paid compensation for acquisition of Other assets Structures</td>
<td></td>
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<tr>
<td>3.0</td>
<td>R&amp;R Assistance</td>
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<td></td>
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</tr>
<tr>
<td>3.1</td>
<td>No. of PAHs provide with shifting allowance</td>
<td></td>
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<tr>
<td>3.2</td>
<td>No. of PAHs provided with rental allowance</td>
<td></td>
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<tr>
<td>3.3</td>
<td>No. of PAHs provided with subsistence allowance for 6 months</td>
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<tr>
<td>3.4</td>
<td>No. of PAHs provided with subsistence allowance (employees) for 3 months</td>
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<td>3.5</td>
<td>No. of Vulnerable PAHs provided with alternate built house (if any)</td>
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<tr>
<td>3.6</td>
<td>No. of Vulnerable PAHs provided with alternate built shop (if any)</td>
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<td>Community Assets Reestablished</td>
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<td>Utility Assets</td>
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<td>Manpower Deployment</td>
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<tr>
<td></td>
<td>No. of staff in LA activities in position</td>
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<tr>
<td>5.1</td>
<td>No. of staff in R&amp;R activities in position</td>
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<tr>
<td>5.2</td>
<td>No. of implementing NGO staff in position</td>
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</tr>
</tbody>
</table>

*Note: TH denotes Title holder and NTH denotes Non title holder*
## B. Monitoring Indicators for Financial Progress (Sub-Project Wise)

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Monitoring Indicators for Physical Progress</th>
<th>Implementati on Target</th>
<th>Achieved till Last Month</th>
<th>Progress this Month</th>
<th>Cumulative Progress</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.0</td>
<td><strong>Land Acquisition</strong></td>
<td></td>
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<tr>
<td>1</td>
<td>Govt Land.</td>
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<tr>
<td>2</td>
<td>Others Land</td>
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<td></td>
<td>Compensation paid</td>
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<td>3</td>
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<td></td>
<td>No. of PAHs</td>
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<tr>
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<tr>
<td>2.1</td>
<td>Area of structure acquired (sq.m) from</td>
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<td>2.2</td>
<td>No. of PAHs paid compensation for</td>
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<td>acquisition of Structures paid</td>
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<tr>
<td>2.3</td>
<td>Other assets (wells) acquired (no.) from</td>
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<td>2.4</td>
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<td>3.0</td>
<td><strong>R&amp;R Assistance</strong></td>
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<td>3.1</td>
<td>No. of PAHs provide with shifting</td>
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<td></td>
<td>allowance paid</td>
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<tr>
<td>3.2</td>
<td>No. of PAHs provided with rental</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>allowance paid</td>
<td></td>
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<tr>
<td>3.3</td>
<td>No. of PAHs provided with subsistence</td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>allowance for 6 months paid</td>
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<tr>
<td>3.4</td>
<td>No. of PAHs provided with subsistence</td>
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<td></td>
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</tr>
<tr>
<td></td>
<td>allowance (employees) for 3 months paid</td>
<td></td>
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</tr>
<tr>
<td>3.5</td>
<td>Expenditure on providing alternate</td>
<td></td>
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<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>built house</td>
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<td></td>
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<tr>
<td></td>
<td>Vulnerable PAHs provided (if any)</td>
<td></td>
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<tr>
<td>3.6</td>
<td>Expenditure on providing alternate</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>shops (if any)</td>
<td></td>
<td></td>
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<tr>
<td>4.0</td>
<td><strong>Community Assets Reestablishment cost</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4.1</td>
<td>community</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Reestalishment cost (civil works cost)</td>
<td></td>
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</tr>
</tbody>
</table>
## Resettlement Action Plan

### 4.2 Utility Assets spent

### 5.0 Manpower Deployment

<table>
<thead>
<tr>
<th>Expenditure on</th>
</tr>
</thead>
<tbody>
<tr>
<td>Staffing of PIU</td>
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<tr>
<td>(salary)</td>
</tr>
<tr>
<td>Expenditure on</td>
</tr>
<tr>
<td>engaging implementing</td>
</tr>
<tr>
<td>NGOs</td>
</tr>
<tr>
<td>Expenditure on</td>
</tr>
<tr>
<td>engaging Impact</td>
</tr>
<tr>
<td>evaluation consultant</td>
</tr>
<tr>
<td>Expenditure on</td>
</tr>
<tr>
<td>Public consultation</td>
</tr>
<tr>
<td>Expenditure on</td>
</tr>
<tr>
<td>Unquantified impacts (10% of R&amp;R cost)</td>
</tr>
</tbody>
</table>

*Note: TH denotes Title holder and NTH denotes Non title holder*
C. Key baseline socio-economic indicators for Impact Evaluation

<table>
<thead>
<tr>
<th>Impact Evaluation Indicators</th>
<th>Pre-Project Value (baseline value)</th>
<th>Annual Evaluation</th>
<th>End of the Project Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Income</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of PAHs below Poverty Lane</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of PAHs above Poverty Lane</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Average Annual Income</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Average Monthly Per-capita Income</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Average Monthly Per-capita Expenditure</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Average No. of Earners Per Household</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>2. Occupation</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of land based occupation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of non-land based occupation</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of self employed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of salaried</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>3. Land Holding</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of agri holding below 1 acre</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of agri holding 1.1 to 2 acres</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of agri holding 2.1 to 5 acres</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• More than 5 acres</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Average Standard Land holding size</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Average yield from different crops</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>4. Access to Basic Amenities</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of house holds having water supply connection</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>• Proportion of house holds having telephone connection</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of house holds having close access to community water resource</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>• Proportion of other amenities located within 1 km (PHC/playground/Park, etc)</td>
<td></td>
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</tr>
<tr>
<td><strong>5. House type</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of house holds having Pucca House</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>• Proportion of house holds having Semi-Pucca House</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of house holds having Kutcha House</td>
<td></td>
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<tr>
<td><strong>6. Material Assets</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Average Number of Livestocks per Household (cow, Buffalo, Goat, Sheep, Poultry Birds, etc)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of households having radio</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of households having mixer</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of households having grinder</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>• Proportion of households having BW/Colour Television</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>• Proportion of households having mobile phone</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of households having cattle</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of households having two wheelers</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of households having four wheeler</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of households having water supply connection</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Proportion of households having telephone connection</td>
<td></td>
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</tbody>
</table>

Note: The external Impact Evaluation consultant may add or delete suitable indicators. However, all pre-project baseline values will be provided to the consultant or will be collected during implementation on recall basis.