

# **Social Impact Assessment and Abbreviated Resettlement Action Plan**

**On**

**Rehabilitation and Up-gradation to Intermediate lane of Paonta  
Sahib Rajban Shillai Meenus Hatkoti road portion between Km  
96+180 to 104+890 (Gumma to Fediz) (Design RD 94+900 to  
103+550) of NH 707 in the state of Himachal Pradesh**

**APRIL, 2021**

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### **ABBREVIATIONS**

|                   |   |   |
|-------------------|---|---|
| <b>B.P.L.</b>     | : | Below Poverty Line                      |
| <b>B.S.R.</b>     | : | Basic Schedule of Rates                 |
| <b>COI</b>        | : | Corridor of Impact                      |
| <b>C.P.R.</b>     | : | Common Property Resources               |
| <b>Ch.</b>        | : | Chainage                                |
| <b>DLC</b>        | : | District Level Committee                |
| <b>EP</b>         | : | Entitled Person                         |
| <b>WHH</b>        | : | Women Headed Households                 |
| <b>GRC</b>        | : | Grievance Redressal Committee           |
| <b>Ha</b>         | : | Hectare                                 |
| <b>Km.</b>        | : | Kilometer                               |
| <b>LAA</b>        | : | Land Acquisition Act                    |
| <b>LHS</b>        | : | Left Hand Side                          |
| <b>m.</b>         | : | Meter                                   |
| <b>MoRT&amp;H</b> | : | Ministry of Road Transport and Highways |
| <b>NGO</b>        | : | Non-Government Organization             |
| <b>NH</b>         | : | National Highways                       |



## **EXECUTIVE SUMMARY**

### **A. PROJECT BACKGROUND AND DESCRIPTION**

In coordination with the World Bank, Government of India via Ministry of Road Transport & Highways (MoRTH) has decided to take up the work of upgrading all single lane National Highways to at least 2 Lane/Intermediate Lane standards with provision of paved/earthen shoulders. The basic idea for up-gradation of the corridor is to provide better riding comfort along with safety for the commuters in the long hilly terrain and continuous stretch. There are more than 30 different National Highway stretches selected by Ministry of Road Transport & Highways (MoRTH) with approx. total length of more than 3000 km for up gradation.

The present report pertains to Gumma to Fediz Section which falls entirely in the state of Himachal Pradesh. This project road is a part of the main road which continues from existing RD 96+180 near village Gumma on New NH 707 and ends at Fediz existing RD 104+890 on NH-707 which further leads to state capital Shimla via SH-08 (Sainj -Chopal-Nerwa-Shallu). Total length of the project road as per existing chainage is 8+710 Km. The available ROW of the project road varies from 16 to 35 m. (Avg. 24-25m.). Further, The length of the project road from Gumma (Design Ch. Km.94+900) to Fediz (Design Km. 103+550) is 8.65 Km (as per design).

The latitude and longitude of project road are as follows:

- a) Start Point: Gumma (30°48'1.21"N, 77°43'41.23"E)
- b) End Point: Fediz (30°50'59.34"N, 77°44'40.37"E)



**Figure 1 MAP of Proposed Project Road**

## **I. Need of the Project Road**

The project road is a part of the main road which continues from Km 96+180 (existing chainage) near village Gumma and ends at Fediz Km 104+890 (existing chainage) on NH-707 which further leads to state capital Shimla via NH-705 (Rohru-Hatkoti-Theog). One of the objectives of the Social Impact Assessment is to examine whether the proposed project is a public purpose project? The proposed up-gradation/widening of Gumma-Fediz section road is required for the following reasons:

- This complete NH project road is a vital life line for the people living in interiors of Shimla District. Many villages having substantial population will be directly benefitted from this project road.
- People of this area grow cash crops like Ginger, Potato, Cauliflower, Peas, Capsicum, Tomato, Walnuts etc. Rajmah, Kulth, Maize & Urad lentils of this area are known for their taste. All these produces are transported through this Highway for marketing at New Delhi, Chandigarh and Panchkula.
- On up-gradation of this Highway it is expected that the number of trucks will increase. Presently approx. 500 trucks per day travel on this highway to transport apple crop from Rohru, Jubbal and Chopal to New Delhi via Yamuna Nagar.
- This highway being the shortest route to New Delhi via Yamuna Nagar, a part of the traffic presently using Solan-Parwanoo route, will prefer using this road after widening.
- This highway is important and strategic from defense point of view also, as it connects to the other routes leading towards Indo-China Border. Defense Research and Development Organization has their unit/base at RD 12/0 near Rajban on this highway.

## **II. Key Benefit of The Project**

Key Benefits of the project are:

- Efficient movement of traffic in the project corridor
- Better connectivity among the settlement area,
- Good quality roads
- Reducing the travel time and
- To help the population to have easy accessibility of various basic facilities like health facilities, education facilities etc.

## **III. Objective of SIA and RAP Study**

The implementation of this project is likely to have positive as well as negative impacts on the people. Thus, a Social Impact Assessment (SIA) study has been conducted to identify the positive and negative impact of the project on the people and their socio-economic activities and any impact on the structure along the project road.

Based on the findings of SIA, an Abbreviated Resettlement Action Plan (ARAP) has been prepared to deal with the likely impacts due to project implementation.

Thus, the objective of SIA study and preparation of ARAP is:

- To identify the project activities and assessment of potential impacts associated with these activities
- To conduct stakeholders’ consultation and suggest mitigation measures taking into consideration their feedback
- To propose mitigation and monitoring measures for impacts identified
- To assess the extent of asset loss and undertake the census of the project affected people
- Ensure that the poorest sections of the people in the project area can obtain maximum benefit by accessing the mainstream economy and social infrastructure; and
- Ensure that any aspect of the project does not disadvantage the poorest sections of the local communities.
- To outline the entitlements for the affected persons for payment of compensation and assistance for establishing their livelihoods

## **B. SOCIO -ECONOMIC CHARACTERISTICS OF THE PROJECT AREA**

Project lies in the district Shimla in the state of Himachal Pradesh. Population density per km sq. in Himachal Pradesh is 123, while in project district Shimla is 159. Himachal Pradesh is one of the well literate states in India. Literacy rate among population age seven and above is 83% compared with 73% for India as a whole. The literacy rate is 91% for males and 77% for females. The population living in a village with health facilities is 7% for hospitals and 41% for dispensaries or clinics.

Most of the people in the project area are dependent on the agricultural activities (Cultivators, agricultural labourers). Agriculture/Horticulture provides direct employment to about 70% of the total workers in the State since it is the State where maximum of the population lives in the rural areas. Agriculture and horticulture are the prime economic activities of the project affected district Shimla.

There is micro and small scale industries in the Project influenced state. Attraction in Himachal Pradesh unending natural beauty, pleasing climate and friendly people is a paradise on earth.

## **C. IMPACTS DUE TO PROPOSED PROJECT**

To assess the impacts likely to arise from loss of structures, Land, the detailed Census cum socio-economic Survey was conducted in the month of September, 2019 for each affected household/structure. The requirement of additional land of 3.032 Ha will be for way side amenities, loading-unloading platforms and two dumping sites. Government land is available along the project road for the aforesaid additional requirement and thus, no private land would be acquired for the project.

As per the Census survey, only 5 structures will be impacted due to project activities, out of which 3 are private structures and 2 are Community Property resources (CPRs). All the 3 private structures are encroachers and are within the existing ROW. Out of 3 private structures (2 permanent and 1 is semi-permanent), 2 structures are abandoned and one is Residential cum commercial structure. Summary Project affected structures are given in below table:

**Table 0-1 Structures to be affected due to proposed Project**

| Project                           | Abandoned | Residential cum Commercial | CPR | Total |
|-----------------------------------|-----------|----------------------------|-----|-------|
| Gumma-Fediz Section of new NH 707 | 02        | 01                         | 02  | 05    |

Tabular presentation for project impacted households is given in the following table:

**Table 0-2 Number of PAHs, PAFs and PAPs**

| Prosed Alignment                 | Project Affected Households (PAHs) | Project Affected Families (PAFs) | Project Affected Persons (PAPs) |
|----------------------------------|------------------------------------|----------------------------------|---------------------------------|
| Gumma to Fediz Section of NH-707 | 03                                 | 07                               | 31                              |

It was informed during the census cum socio-economic survey that the owners of these two abandoned structures lives at another location in the village and these structures are no more in use. All the households belong to general category and 1 household is WHH falls under vulnerable category.

## D. STAKEHOLDERS CONSULTATION

Involuntary resettlement creates feelings of insecurity, curiosity and misunderstanding among PAPs. Social assessment and public/community participation helps to remove such uncertainties and at the same time help the project-proponent to incorporate valuable suggestions perceptions of stakeholders. The main objectives of the consultation program were to minimize negative impact in the project area and to make people aware of the project. During the process efforts were made to ascertain the views and preferences of the people.

As part of the Social Impact Assessment process, detailed consultations were conducted with all stakeholders at two locations i.e. at start point Gumma and at Antroli Village.

**Table 0-3 Detail of Consultations**

| Project Corridor                        | Location                          | Date       | Chainage | No. of participants |
|---|-----------------------------------|------------|----------|---------------------|
| <b>Gumma to Fediz Section of NH-707</b> | Near Starting Point Gumma Village | 21.09.2019 | 94+900   | 16                  |
|   | Antroli Village                   | 22.09.2019 | 98+250   | 18                  |

Most of the issues raised by the community during these two consultations were the same which were majorly related to compensation, road safety and employment opportunities during construction stage. One of the major concerns raised by the local people was related to use of good construction material for the road construction, so that it is durable for long time.

## **E. GENDER ANALYSIS**

Total 17 females are getting affected by the project (54.84% of the total population) out of 31 persons. Only 1 women headed household is being affected by the project. They constitute around 33.33% of the total affected PAHs in the project area. According to the Socio- economic status along the road parameters like literacy rate is higher among women, work force participation rate is low as compare to male population.

## **F. COMPENSATION AND ASSISTANCE**

Compensation will be given for the loss of structures. As per census cum socio-economic survey data, 3 private structures are being affected, out of which 2 are permanent and one is semi-permanent in nature. To calculate the cost of structure, the CPWD Plinth Area Rates, 2019 and HPPWD SOR 2019 were referred.

R&R assistance costs are calculated by using Census cum socio-economic survey data and applicable Entitlement Matrix of Resettlement Policy Framework (RPF). The R&R assistance includes subsistence allowance, shifting allowance, one time rehabilitation amount and assistance to women headed household. Out of 3 affected structures, 2 are abandoned and so no R&R assistance has been calculated for these households. One of the owners of the abandoned structure is a Woman and so apart from structure cost; she will also get an additional assistance under vulnerable category. Also, for CPR an amount of Rs. 3, 00,000/- per hand pump for relocation has been included in the budget.

The total Structure and Assistance budget for the project works out to be about Rs. 1.48 Crore of which Rs. 76.36 lakhs is towards compensation for Structures and Costs for R&R Assistances is about Rs. 4 lakhs including Administrative expenses of Rs. 61.05 lakhs. The relocation cost of Cost of Common Property resources is 6.60 lakhs. The details of the budget are summarizing in Table 9.5 below:

**Table 0-4 Summary of Total R&R Budget**

| <b>Sr. No</b>               | <b>Description</b>   | <b>Cost (Rs.)</b>  |
|-----------------------------|--|--------------------|
| 1.                          | Structure Cost as per Schedule of rates of CPWD/HPPWD with Contingency @ 10% | 76,36,888          |
| 2.                          | R&R Assistance as per RPF Entitlement Matrix Inc. Contingency costs          | 4,00,400           |
| 3.                          | Cost of Common Property resources  | 6,60,000           |
| 4.                          | Administrative, NGO, Monitoring & other expenses                             | 61,05,000          |
| <b>Total R&amp;R Budget</b> |  | <b>1,48,02,288</b> |

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## **1. INTRODUCTION**

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### **1.1 BACKGROUND**

In coordination with the World Bank, Government of India via Ministry of Road Transport & Highways (MoRTH) has decided to take up the work of upgrading all single lane National Highways to at least 2 Lane/Intermediate Lane standards with provision of paved/earthen shoulders. The basic idea for up-gradation of the corridor is to provide better riding comfort along with safety for the commuters in the long hilly terrain and continuous stretch. There are more than 30 different National Highway stretches selected by Ministry of Road Transport & Highways (MoRTH) with approx. total length of more than 3000 km for up gradation.

The present report pertains to Gumma to Fediz Section (Km 94.900 to Km 103.550) of NH-707 in the State of Himachal Pradesh. The MoRTH intends to rehabilitate and up-grade the existing single lane of 3.65m between Gumma to Fediz Section to intermediate lane of 5.5m with earthen shoulders of 1.5 m on the valley side and hill side. The implementation of rehabilitation and up-gradation of this corridor is likely to be taken up with World Bank assistance. The World Bank has agreed to support this sub-project in-principle provided the implementation conforms to environmental and social safeguard policies of the World Bank and the legal framework of the country.

### **1.2 PROJECT LOCATION**

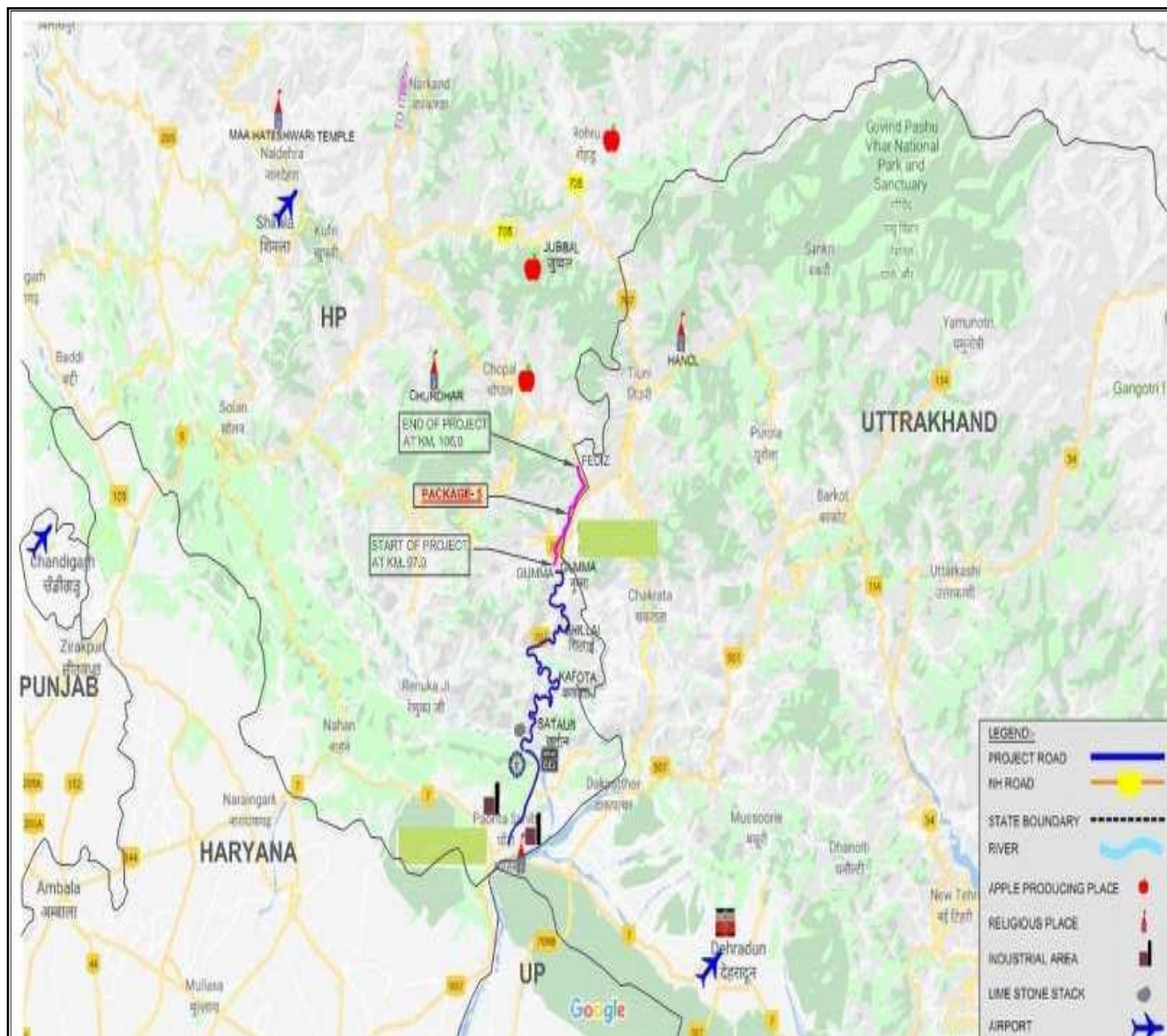
The length of the project road from Gumma (Design Ch. Km.94+900) to Fediz (Design Km. 103+550) is 8.65 Km (as per design) which is a part of NH-707 in the state of Himachal Pradesh. The project road passes through Shimla district of Himachal Pradesh. The latitude and longitude of project road are as follows:

- c) Start Point: Gumma (30°48'1.21"N, 77°43'41.23"E)
- d) End Point: Fediz (30°50'59.34"N, 77°44'40.37"E)

The available ROW of the project road varies from 16 to 35 mtrs (Av. 24-25m)- The existing ROW is sufficient for the widening but land would be required for way side amenities and dumping sites, As per Land survey, the project will not involve any acquisition of private land as government land is available for the wayside amenities and dumping sites. There is a existing bridge at Fediz of 60 m in length which is not included in the scope of the project and will be separately executed by National Highway division of the Himachal Pradesh PWD. The map showing connectivity to different important states and roads is shown below:



**“Rehabilitation and Up-gradation to Intermediate lane of Paonta Sahib Rajban Shillai Meenus Hatkoti road portion between Km 96+180 to 104+890 (Gumma to Fediz) (Design RD 94+900 to 103+550) of NH 707 in the state of Himachal Pradesh”**



**Figure 2 Connectivity of Different Important States and Roads**

### 1.3 NEED AND JUSTIFICATION OF THE PROJECT ROAD

The project road is a part of the main road which continues from Km 96+180 (existing chainage) near village Gumma on New NH 707 and ends at Fediz Km 104+890 (existing chainage) on existing NH-707 which further leads to state capital Shimla via NH-705 (Rohru-Hatkoti-Theog). The complete length of NH-707 has either been improved/upgraded or proposed to be improved/upgraded by MORT&H except this section i.e. from Gumma to Fediz. This complete NH project road is a vital life line for the people living in interiors of Shimla District. Many villages having substantial population will be directly benefitted from this project road besides many other small habitants living in close vicinity of this road since it is the only highway connecting the area for commutation of people.

People of this area grow cash crops like Ginger, Potato, Cauliflower, Peas, Capsicum, Tomato, Walnuts etc. Rajmah, Kulth, Maize & Urad lentils of this area are known for their taste. All these produces are transported through this Highway for marketing at New Delhi, Chandigarh and Panchkula. Presently approx.500 trucks per day travels on this highway to transport apple crop from Rohru, Jubbal and Chopal to New Delhi via Yamuna Nagar.

On up-gradation of this Highway it is expected that the number of trucks will increase. This highway being the shortest route to New Delhi via Yamuna Nagar, a part of the traffic presently using Solan-Parwanoo route, will prefer using this road after widening. . Lime stone mines are situated in this area between (Sataun) Km 18/0 to (Bohrad) Km 48/0. This Highway is used to transport the lime stone to various industrial units all over India.. The project road will further improve the connectivity for tourists visiting various famous destinations like Chanshal Valley Himalayan Raid de, pilgrimage places like Churdhar, Maa Hateshwari Temple, famous Mahasu Temple at Hanol and leading to much famous Chardham yatra.

This highway is important and strategic from defense point of view also, as it connects to the other routes leading towards Indo-China Border. Defense Research and Development Organization has their unit/base at RD 12/0 near Rajban on this highway.

About 71 industrial units are operational along this highway and 17 more industries are expected to become operational along this highway in near future. Planning of setting up a major cement plant at Gumma is in pipeline. This highway will facilitate the transportation of goods to and from these industries. This highway will ease the movement of traffic to Yamunotri, Gangotri etc. With up gradation of this highway, the most backward Chopal area of district Shimla will also get benefitted by way of improvement of their social and economic life. From the above it can be concluded that this project is of utmost importance as it will have direct impact on life of a common man and boost the industries of this area, ultimately leading to multi-dimensional growth of the area and raising the socioeconomic standards of people along this highway.

#### **1.4 OBJECTIVE OF Social Impact Assessment (SIA) AND Abbreviated Resettlement Action Plan (ARAP)**

The objective of the project is to augment capacity for safe and efficient movement of traffic in the project corridor, better connectivity among the settlement area, reducing the travel time and help the population to have easy accessibility of various basic facilities like health facilities, education facilities etc. The implementation of the subproject is likely to have positive as well as negative impacts on the people. Thus, a Social Impact Assessment (SIA) study has been conducted to identify the positive and negative impact of the project on the people and their socio-economic activities and any impact on the structure along the project road. During the SIA, the profiling of the project area has been done for better planning and implementation of the project. Based on the findings of SIA, an Abbreviated Resettlement Action Plan (ARAP) has been prepared to deal with the likely impacts due to project implementation. The Resettlement Action plan aims to mitigate the negative impacts on the people.

Thus, the objective of SIA study and preparation of ARAP is:



- To identify the project activities and assessment of potential impacts associated with these activities
- To conduct stakeholders’ consultation and suggest mitigation measures taking into consideration their feedback
- To propose mitigation and monitoring measures for impacts identified
- To assess the extent of asset loss and undertake the census of the project affected people
- Ensure that the poorest sections of the people in the project area can obtain maximum benefit by accessing the mainstream economy and social infrastructure; and
- Ensure that any aspect of the project does not disadvantage the poorest sections of the local communities.
- To outline the entitlements for the affected persons for payment of compensation and assistance for establishing their livelihoods

## **1.5 APPROACH AND METHODOLOGY**

The social analysis for this project incorporates both qualitative and quantitative data. Besides, the information on the prevailing social issues from the project area, congregated through community consultations and focus group discussions were also used for analysis. The various methods used in the data collection are summarised in the following sub-sections:

### **1.5.1 Census and Socio-economic Survey**

Census and socio-economic survey was carried out in the month of September, 2019 by a team of trained enumerators. To collect the Census and Socio-Economic information, a structured questionnaire was used (attached as **Annexure 1-1**). The objectives of the survey was to generate an inventory of social impacts on the people affected by the project, their structures affected, social profile of the project affected people, their poverty, their views about the project and also their views on various options of rehabilitation and resettlement. It is important to elucidate here that, Economic status of the affected families/persons, source of livelihood, monthly incomes, number of bread earners in family and types of incomes, land/structure ownership etc. have also been calculated. CPRs, govt. structures etc. have been identified.

The census survey includes the following:

- Inventory of the affected assets
- Categorization and measurements of potential loss
- Physical measurements of the affected assets/structures
- Identification of trees and crops
- Household characteristics, including social, economic and demographic profile
- Identification of non-titleholders
- Assessment of potential economic impact

### **1.5.2 Review of Secondary Information**

Apart from collecting primary data through census survey, a preliminary analysis was undertaken of existing statistical records and census data. Published works, research reports, National Human Development reports, State women development cell reports and periodic reviews has been

considered to get an overview of the general gender, health, trafficking issues. Secondary sources were relied on preparing the socio-economic profile of project affected area which includes demographic features, population growth, density, sex ratio, vulnerable groups, literacy rates, employment pattern, agricultural profile etc.

### **1.5.3 Stakeholders Consultations**

The consultation was carried out with key informants of the area, affected households, Govt. officials of HPPWD, knowledgeable persons of the village and local people. The affected households were separately consulted also during the census and socio-economic survey.

## **1.6 CUT-OFF DATE**

In case of land acquisition, the date of publication of preliminary notification for acquisition under section 11 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 will be treated as the cut-off date. For non-titleholders, the cut-off date will be the beginning of the census survey. For this project, the census survey began on 21<sup>st</sup> September, 2019 and it was found that all the affected households are Non-title-holders. So, this date will be considered as the Cut-off date for this project.

## **1.7 STRUCTURE OF THE REPORT**

The SIA study and preparation of ARAP requirement is to assess and analyse the impacts on the properties, people and key stakeholders and prepare a mitigation plan to minimize, mitigate and compensate the affected people for their losses. It thus requires identification of broad categories of affected properties and project-affected people (PAPs) including assessment of beneficial and adverse social impacts. To meet the above requirements, this report has been organized in following Chapters:

**Chapter 1: Introduction** which includes Background of the project and Methodology adopted for the study

**Chapter 2: Project Description** includes details of the project area, existing and proposed improvements details.

**Chapter 3: Socio-Economic Profile of Project Affected Area** includes demographic features, population growth, density, sex ratio, vulnerable groups, literacy rates, employment pattern, agricultural profile etc.

**Chapter 4: Project Impacts** details the level of impact and its type

**Chapter 5: Stakeholder Consultation and Disclosure**, which includes issues and concerns raised by Project affected persons, community, Panchayat officials, local PWD departments etc. Also mitigation measures towards issues have been described in brief.

**Chapter 6: Policy Framework & Entitlement Matrix** details the applicable policy for this project and includes the entitlement matrix that will be followed for this project in case of any impact.

**Chapter 7: Gender Analysis** briefs the type of impact on women due to project activities

**Chapter 8: Institutional Arrangement** details the arrangements made at project level for ARAP Implementation

**Chapter 9: R&R Budget** provides details of the compensation and assistance to be provides to the affected households

**Chapter 10: Monitoring and Evaluation** provide details on the monitoring mechanism to be used to monitor the implementation of ARAP

**Chapter 11: Grievance Redress Mechanism** details the procedure to be followed to address any grievances related to the project.

## **2. PROJECT DESCRIPTION**

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### **2.1 THE PROJECT DESCRIPTION**

The project road is a part of NH-707 which runs through two states Total length of the NH-707 is 161 km., out of which 117 km is in the state of Himachal Pradesh and remaining 42.13 km is in the state of Uttarakhand. This NH takes off from junction with NH-07 at Badripur Chowk near Paonta Sahib and terminates at Hatkoti in Himachal Pradesh. The first section from Km.0.00 to Km.104+890 (Paonta to Fediz) traverses in Himachal Pradesh and it enters Uttarakhand at Fediz. After traversing for a length of about 42.13 Kms in Uttarakhand it re-enters Himachal Pradesh at Snail. Further about 12.75 Km length of this NH from Snail to Hatkoti is in Himachal Pradesh.

This highway connects built-up areas like Rajban, Sataun, Kafota, Shillai, Meenus, Gumma, Antrauli & Fediz in Himachal Pradesh, Tuini in Uttarakhand and Hatkoti in Himachal Pradesh. The section from Km.0.00 to Km.94+900 is proposed to be got executed in four packages. The 5<sup>th</sup> package is from Gumma (Design Ch. Km.94+900) to Fediz (Design Km. 103+550), whose DPR is being prepared now. The detailed project report for widening and up-gradation of section Km.0.00 to Km.96.180 (Design Ch. 94+900) stands already submitted to the MORT&H/World Bank. There is an existing bridge on local nallah at Fediz (at Ch. Km 103+190 to Km 103+250) falling in the present project is not included in the project scope and will be separately executed by National Highway division of the State.

The length of the project road from Gumma (Design Ch. Km.94+900) to Fediz (Design Km. 103+550) is 8.65 Km (as per design).

### **2.2 PROJECT LOCATION**

The project location falls entirely in the state of Himachal Pradesh. This project road is a part of the main road which continues from existing RD 96+180 near village Gumma on New NH 707 and ends at Fediz existing RD 104+890 on NH-707 which further leads to state capital Shimla via SH-08 (Sainj - Chopal-Nerwa-Shallu). Total length of the project road as per existing chainage is 8+710 Km.

### **2.3 ENGINEERING DESIGNS AND IMPROVEMENT PROPOSALS**

#### **2.3.1 Design Standards [Including Geometric Design and Regulation of Access]**

##### **a) Introduction**

The design standards for the project highway has been adopted after reviewing the relevant latest Indian Roads Congress Codes (IRC) such as IRC:SP:48-1998 Hill Road Manual , IRC :37:2018 , IRC:78 - 2014 and international standards such as AASHTO etc.

The various design elements and factors, which govern the functioning of any highway, can be broadly grouped under the following:

- ❖ Geometric Design Standards;
- ❖ Terrain classification & Design Speed
- ❖ Cross sectional Element
- ❖ Horizontal Alignment

- ❖ Vertical Alignment
- ❖ Standards for Interchange elements
- ❖ Subsurface drainage
- ❖ Design parameters for Bridges and Cross drainage Structures

The basic design philosophy is based on the consideration of providing suitable alignment, cross-sectional layout, geometrics, safety and access control to cater to the fast and uninterrupted movement of through traffic. It is also based on the consideration that the widening proposals will be adjusted in the existing ROW to the extent feasible.

### **b) Terrain Classification & Design Speed**

The design speed is the guiding criteria for correlating features such as sight distance, curvature and super elevation upon which the safe operation of the vehicle depends. The terrain in the project stretch is virtually all mountainous with the general cross slope of the country remaining more than 25 % and less than 60%. The ruling design speed considered in this project is 50 Km/hr as per hill road manual.

### **c) Existing Right of Way (Row)**

The available Right of Way (ROW) along the existing alignment of the project highway varies from 16.0 m to 35.0 m. Chainage wise detail of ROW is given in **Annexure 2-1**.

### **d) Existing Traffic and Projection for Traffic on the Road**

Existing Traffic and projection Traffic on the Road Is given in following Table:

**Table 2-1 Traffic on the Road**

| Road                                 | Existing Traffic | Projection Traffic |
|--------------------------------------|------------------|--------------------|
| Gumma to Fediz Section of New NH 707 | 1437 AADT        | 5593               |

## **2.4 CROSS SECTIONAL ELEMENTS**

The details of cross-sectional elements adopted for the project road are as per Hill road Manual: IRC:SP:48.

### **e) Carriageway**

The carriageway width in open and built up areas shall be 5.5 m.

#### **f) Shoulders**

The project road is proposed as intermediate lane configuration so the earthen shoulder of 1.5m width proposed on BHS of the carriageway.

#### **g) Cross fall**

- The cross fall shall be unidirectional for either side carriageway sloping towards the shoulder in straight reaches and towards the lower edge on horizontal curves. The camber on the existing road shall be modified to unidirectional cross fall.
- The cross falls for earthen shoulders on straight portions shall be at least 0.5 percent steeper than the slope of the pavement and paved shoulder subject to a minimum of 3.0 percent. On super elevated sections, the earthen portion of the shoulder shall have the same cross fall as the pavement.

#### **h) Typical Cross-Sections**

Broadly typical cross-sections of Project Highway for various locations are given as below:

Typical cross sections (TCS) for various configurations proposed in built up area and open country area in rolling/hilly terrain are shown in section are given below:

**Table 2-2 Type of cross-section**

| Sr. No. | Configuration of road  | Type of Cross - Section | Existing Chainage |         | Proposed Chainage |         | Design Length (km) | Terrain |
|---------|------------------------|-------------------------|-------------------|---------|-------------------|---------|--------------------|---------|
|         |                        |                         | from              | to      | from              | to      |                    |         |
| 1.      | Inter-lane carriageway | TCS 1 to TCS 12         | 96+180            | 104+890 | 94+900            | 103+550 | 8.650              | Steep   |

**Table 2-3 Detail of Proposed Typical Cross Sections**

| Sr. No. | No. of Type of Cross - Section | Length |
|---------|--------------------------------|--------|
| 1       | TCS 1                          | 505    |
| 2       | TCS 2                          | 1810   |
| 3       | TCS 3                          | 1150   |
| 4       | TCS 4                          | 3230   |
| 5       | TCS 5                          | 190    |
| 6       | TCS 6                          | 1060   |
| 7       | TCS 7                          | 70     |
| 8       | TCS 8                          | 180    |
| 9       | TCS 9                          | 195    |
| 10      | TCS 10                         | 30     |
| 11      | TCS 11                         | 150    |
| 12      | TCS 12                         | 140    |

**Table 2-4 The Typical cross section**

| Sr. No. | Configuration of road  | Type of Cross - Section | Design Chainage |         | Main carriage way width (m) | Earthen shoulders | Design Length (km) | Remarks |
|---------|------------------------|-------------------------|-----------------|---------|-----------------------------|-------------------|--------------------|---------|
|         |                        |                         | from            | to      |                             |                   |                    |         |
| 1       | Inter-lane carriageway | TCS-1 TO TCS 12         | 94+900          | 103+550 | 5.5                         | 1.5 m on BHS      | 8.650              | --      |

Complete Plan and Profile along with TCS have been provided in separate volume of Drawings.

Drawing of Typical Cross Section has been provided in **Annexure 2-2**

### **i) Intersections**

The existing 01 Nos. of major junction and 5 No. minor junctions are proposed to be developed and the detail of the same is shown in the table below:

**Table 2-5 Details of Major Intersection**

| S. No. | Chainage | Type of Junction | Side | Remarks |
|--------|----------|------------------|------|---------|
| 1      | 103+250  | T                | LHS  | SH-08   |

**Table 2-6 Details of Minor Intersection**

| S. No. | Chainage | Type of Junction | Side | Remarks              |
|--------|----------|------------------|------|----------------------|
| 1      | 94+900   | y                | LHS  | Road to Vill. Bohar  |
| 2      | 95+250   | y                | RHS  | Road to residences   |
| 3      | 97+960   | y                | LHS  | Village road         |
| 4      | 98+350   | y                | LHS  | Road to Vill. Pawana |
| 5      | 102+750  | y                | LHS  | Road to village      |

### **j) Improvement Proposals**

These improvements will include widening, realignment, design and strengthening of pavement with the improvements of geometrics; widening and reconstruction of culverts; providing drainage; junction improvements; providing road marking; signs and other safety devices etc. to enable all road users to use the facility without degrading the environment. The summary of improvement proposal is shown in the table below:

**“Rehabilitation and Up-gradation to Intermediate lane of Paonta Sahib Rajban Shillai Meenus Hatkoti road portion between Km 96+180 to 104+890 (Gumma to Fediz) (Design RD 94+900 to 103+550) of NH 707 in the state of Himachal Pradesh”**

**Table 2-7 Summary of Improvement Proposal**

| S. No. | Particulars                           | Details   |    |        |
|--------|---------------------------------------|---|----|--------|
| 1      | Length (km)                           | 8.650 Km (Design Chainage from km 94+900 to km 103+550) Flexible Pavement length=7.4 km and Rigid pavement length=1.25 km   |    |        |
| 2      | Carriageway Width (m)                 | Carriageway–5.5 m+ Earthen Shoulders–1.5m BHS   |    |        |
| 3      | Right of Way (m)                      | 16.0-35.0 m (Av. 24-25m)  |    |        |
| 4      | Junctions:                            |   |    |        |
| A      | Major Junction                        | 1 at RD 103+250   |    |        |
| B      | Minor Junction                        | 5 Nos. At<br>RD 94+900,<br>RD 95+250,<br>RD 97+960 , RD 98+350<br>& RD 102+750  |    |        |
| 5      | Cross Drainage Structure:             |   |    |        |
| A      | Major Bridge                          | 1 No. But not in the scope of this project. Taken separately under NH(O) project  |    |        |
| B      | Minor Bridge                          | Nil   |    |        |
| C      | Culverts                              | 2x2 m box culverts in place of existing Hume pipe culverts =29 no.<br>Reconstruction of slab culverts with: Box culvert size 3x3 m=2 no.<br>Box culvert size 4x4 m=1 no<br>Box culvert size 6x6 m=1 no<br>New Construction Box Culverts of size 2x2=4 no.<br>Box culvert size 6x6 m=1 no<br>Total no of culverts=38 no. |    |        |
| 6.     | DRAIN                                 | LENGTH ( m)   |    |        |
|        | RCC Covered Drain LHS 0.60 x 0.60     | 760 m   |    |        |
|        | RCC Covered Drain LHS 0.80 m x 1.20 m | 1250 m  |    |        |
|        | V Shaped PCC Drain                    | 6580 m  |    |        |
|        | TOTAL LENGTH                          | 8600 m  |    |        |
|        | Paver Blocks on shoulders:            | From  | To | Length |



**“Rehabilitation and Up-gradation to Intermediate lane of Paonta Sahib Rajban Shillai Meenus Hatkoti road portion between Km 96+180 to 104+890 (Gumma to Fediz) (Design RD 94+900 to 103+550) of NH 707 in the state of Himachal Pradesh”**

|    |  |  |                     |                  |
|----|--|--|---------------------|------------------|
| 7. | Paver Blocks on<br>BHS of shoulders        | 99+300   | 99+450              | 150x2=300        |
|    | Paver Blocks on both side<br>of shoulders  | 103+050  | 103+190             | 140x2=280        |
|    |  |  | <b>Total length</b> | 580 m or 0.58 km |
| 8. | <b>Slope Protection Work:</b>              |  |                     |                  |
| A  | Breast Wall                                | 3.850 km   |                     |                  |
| B  | Retaining Wall                             | 2.000 km   |                     |                  |
| C  | Bioengineering                             | Geocell, Hydroseeding,<br>Bamboo Plantation, Hegde<br>Brush Layer                          |                     |                  |
| 9. | <b>Road Safety and Appurtenances:</b>      |  |                     |                  |
| A  | Metal Beam Crash<br>Barriers               | km 94+900 to km 103+550 on Valley side   |                     |                  |
| B  | Road Sign                                  | 3819 no.   |                     |                  |
| 10 | <b>Project Facilities:</b>                 |  |                     |                  |
| A  | Bus lay bye/bus stops                      | RD 98+375,<br>RD 99+420(RHS),<br>RD 101+700 (RHS),<br>RD 102+125 (RHS)<br>RD 103+115 (RHS) |                     |                  |
| B  | Passing Place                              | RD 95+360 (RHS),<br>RD 98+680 (RHS)<br>RD 102+240 (RHS)                                    |                     |                  |
| C  | Wayside Amenities                          |  |                     |                  |
| C1 | Medical Aid Centre                         | 1 no. at RD 99+300 ON LHS  |                     |                  |
| C2 | Traffic Aid Centre                         | 1 no. at RD 99+300 ON LHS  |                     |                  |
| C3 | Loading -Unloading Platform                | 1 no. at RD 99+425 ON LHS  |                     |                  |
| D  | Field lab., site office and<br>labour camp | 1 no. at RD 98+030 ON LHS  |                     |                  |
| E  | Solar Lighting                             | In Built up area at RD<br>98+050-98+400,<br>RD 99+300-99+450                               |                     |                  |
| F  | Electric Lighting                          | At Junction RD 103+260   |                     |                  |
| G  | Solar Panels                               | At the Roof top Wayside Amenities  |                     |                  |

### **k) Roadside Drainage**

Design of drains in plain/rolling terrain has been carried out for self-cleansing velocity, for the runoff it will carry, considering the available fall. For trapezoidal drain on hill side, standard section as given in Hill Road Manual (IRC SP 48) is opted. It has been ensured that there are minimum three nos. of cross drainage structures are present in each km to carry the run-off of the roadside drainage. The detail of roadside drainage is shown in the table below:

**Table 2-8 Summary of Proposed RCC Drain**

| S. No.       | Type of Cross - Section | Design Chainage |                | Length (km) | Size          | Remarks  |
|--------------|-------------------------|-----------------|----------------|-------------|---------------|----------|
| 1.           | Rectangular             | 97+950          | 98+340         | 0.390       | 0.60 x 0.60 m | LHS      |
| 2.           | Rectangular             | 99+220          | 99+450         | 0.230       | 0.60 x 0.60 m | LHS      |
| 3.           | Rectangular             | 103+050         | 103+190        | 0.140       | 0.60 x 0.60 m | LHS      |
| 4.           | Rectangular             | 99+920          | 101+170        | 1.250       | 0.80 x 1.20 m | LHS      |
| <b>Total</b> |                         | <b>97+950</b>   | <b>101+170</b> | <b>2.01</b> | <b>-</b>      | <b>-</b> |

**Table 2-9 Detail of Proposed V Shaped PCC Drain**

| Sr. No. | Design Chainage |         | Net Length (km) | Remarks |
|---------|-----------------|---------|-----------------|---------|
| 1.      | 94+900          | 97+950  | 3.050           | LHS     |
| 2.      | 98+340          | 99+220  | 0.880           | LHS     |
| 3.      | 99+450          | 99+920  | 0.470           | LHS     |
| 4.      | 101+170         | 103+050 | 1.880           | LHS     |

### **l) Subsurface Drainage**

Subsurface drainage provision, may be taken in seepage area portion exists at design RD from 99.920 to 101.170 which is a length of 1.250 Km. In design, 8 No culverts and RCC box drain of size 0.8 x 1.2 m are proposed in this stretch.

## **2.5 PROJECT FACILITIES**

The project facilities proposed along the project stretch are shown in the below section.

### **a) Bus Shelter**

The location of Bus Shelter is shown in the table below,

**Table 2-10 Details of Proposed Bus Shelter**

| <b>S. No.</b> | <b>Design Chainage</b> | <b>Side</b>                                |
|---------------|------------------------|--|
| 1             | 98+300                 | RHS<br>improvement of existing Bus Shelter |
| 2             | 99+420                 | RHS  |
| 3             | 101+700                | RHS  |
| 4             | 102+125                | RHS  |
| 5             | 103+115                | RHS  |

### **b) Passing Places**

Passing Places have been proposed for convenience of HCV drivers so that they can park their trucks in some open space for some time for taking short rest or repairs, if need be. Detail of Passing Places is given as below:

**Table 2-11 Detail of Passing Places**

| <b>S. No.</b> | <b>Design Chainage</b> | <b>Side</b> |
|---------------|------------------------|-------------|
| 1             | 95+360                 | Valley Side |
| 2             | 98+680                 | Valley Side |
| 3             | 102+240                | Valley Side |

### **c) Wayside Amenities**

The wayside Amenities are proposed to be provided near newly planned vegetable market in Antroli Village. The wayside amenities are given in the sub-section below:

#### **I. Medical Aid Centre and Traffic Aid Centre**

As per proposal, a medical aid center and a Traffic Aid centre are to be equipped with Ambulance, JCB vehicle type at the following location:

**Table 2-12 Details of Medical Aid Centre and Traffic Aid Centre**

| S. No. | Design Chainage | Name of the Village                   | Side |
|--------|-----------------|---------------------------------------|------|
| 1      | 99+300          | Near Vegetable market, Vill. Antrauli | LHS  |

## **II. Loading/Unloading Platform**

A platform is proposed to be developed as Loading/Unloading Platform and shown in the table below:

**Table 2-13 Details of Loading/Unloading Platform**

| S. No. | Design Chainage | Name of the Village                   | Side |
|--------|-----------------|---------------------------------------|------|
| 1.     | 99+425          | Near Vegetable market, Vill. Antrauli | LHS  |

## **d) Solar Lighting**

Provision for solar lighting will be made in all the built-up areas along the project stretch. The details of the same are shown in the table below:

**Table 2-14 Details of Solar Lighting Location**

| S. No. | Name of village/ town          | Design Chainage |        | Lengths (Km) |
|--------|--------------------------------|-----------------|--------|--------------|
|        |                                | From            | To     |              |
| 1      | Antrauli                       | 98+050          | 98+400 | 0.350        |
| 2      | Vegetable Market (Subzi Mandi) | 99+300          | 99+450 | 0.150        |

The design parameters of the project are given below:

**Table 2-15 Design Parameters of the Project**

| Sr. no. | Description   | Details    |
|---------|---|------------|
| 1       | Design Speed  | 30-40 kmph |
| 2       | Intermediate lane carriageway                         | 5.5 m      |
| 3       | Camber  |            |
|         | i) Carriageway  | 2.5%       |
|         | ii) Earthen shoulders                                 | 3.0%       |
| 5       | Maximum Super Elevation                               | 7.0%       |
| 6       | Minimum stopping sight distance                       | 45 m       |
| 7       | Minimum Intermediate sight distance                   | 90 m       |
| 8       | Minimum radius of horizontal curve                    | 20 m       |
| 9       | Minimum radius of horizontal curve without Transition | Nil        |
| 10.     | Ruling vertical gradient                              | 5.0 %      |
| 11      | Minimum length of Vertical curve                      | 50 m       |
| 12      | Maximum grade change not requiring vertical Curve     | 1.2 %      |
| 13      | Vertical Clearance in mountainous areas               | 5.0 m      |

### **3. SOCIO-ECONOMIC PROFILE OF THE PROJECT AREA**

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#### **1.8 INTRODUCTION**

Himachal Pradesh is a mountainous state situated in North India. On the North the state is bordered by Jammu and Kashmir, on the west by Punjab, on the southwest by Haryana, on the southeast by Uttarakhand and Tibet on the east. Shimla is the State capital and the major towns of the state are Dharamshala, Kangra, Kullu, Chamba, Hamirpur, Dalhousie and Manali.

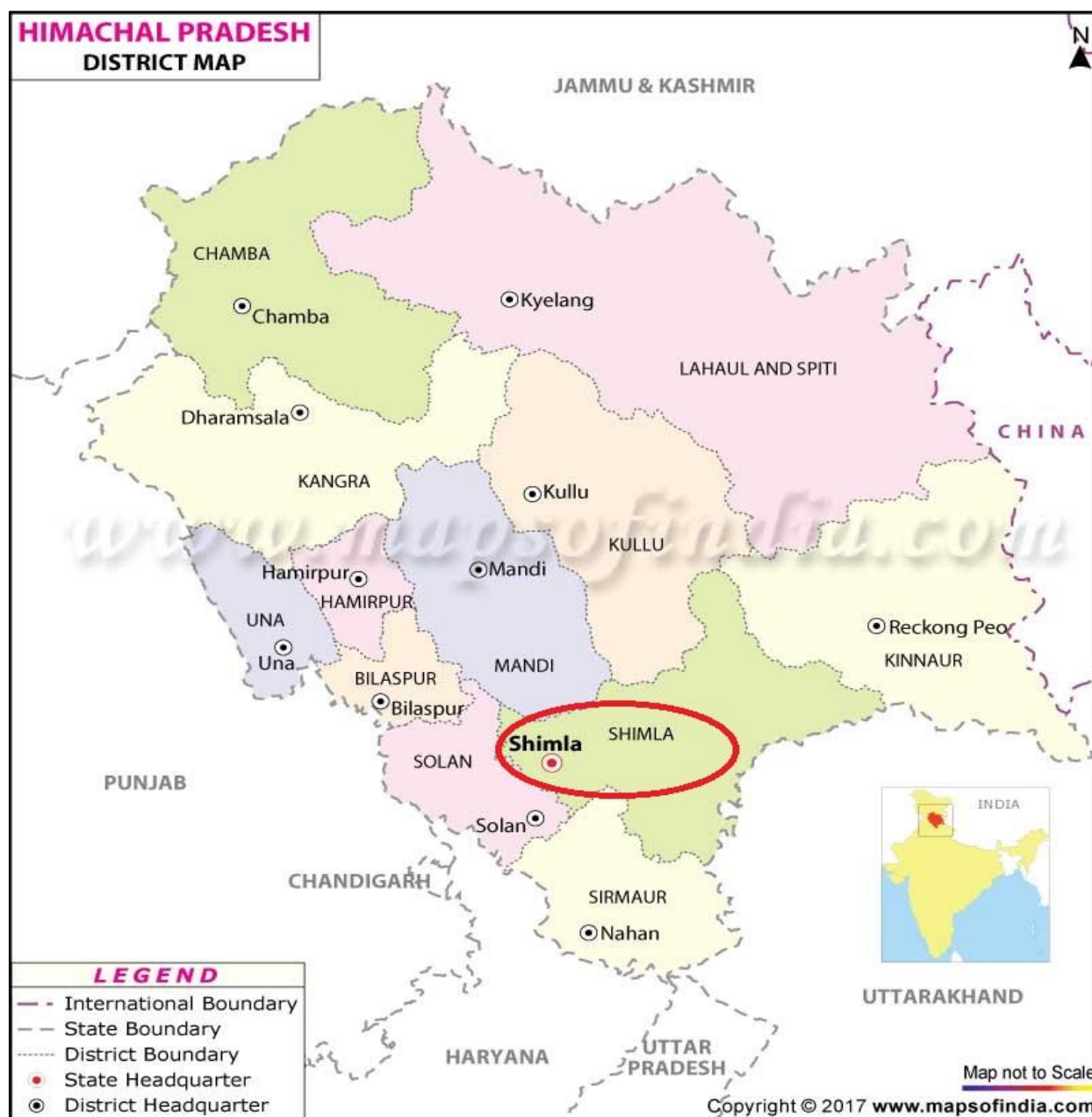
Himachal Pradesh is spread over an area 55,673 (Sq. Km) which is 1.69% of country area. It is located between 30°22' and 30°12' north latitude and between 75°47' and 79°4' east longitude. Himachal Pradesh is almost wholly mountainous with altitudes ranging from 350 meters to 6,975 meters above the mean sea level. It has a deeply dissected topography, complex geological structure and a rich temperate flora in the sub-tropical latitudes.

Population density per km sq. in Himachal Pradesh is 123, while in project district Shimla it is 159. In 2011, the total population of H.P. was about 6,864,602 out of which 3,481,873 were males (50.72 %) and 3,382,729 (49.28%) were females.

Himachal Pradesh is one of the well literate states in India. Literacy rate among population age seven and above is 83% compared with 73% for India as a whole. The literacy rate is 91% for males and 77% for females. Notably the gender gap in literacy in state is not significant as compared to that of India.

The population living in a village with health facilities is 7% for hospitals and 41% for dispensaries or clinics. Overall 60% of women live in village that has some kind of health facility. Average distances from particular health facilities are 6.4 km from a primary Health Centres, 1.5 km from a sub centre, 9.9 km from a hospital and 2.3 km from dispensary or clinic. 8% rural population in Himachal Pradesh needs to travel a maximum 5-9 km in order to reach the nearest health facility.

The state is divided into twelve (12) districts, seventy five (75) Tehsils, fifty seven (57) towns. The map of the State Himachal Pradesh is given in the figure below:



**Figure 3 Map of Himachal Pradesh**

## 1.9 SOCIO-ECONOMIC STATUS OF PROJECT INFLUENCE DISTRICTS

The socio economic study has been conducted in the Project Influence Area. Proposed alignment lies in district Shimla of Himachal Pradesh.

### Project influence District - Shimla

Shimla District lies between 30° 45'48"-30°43'0" North latitude and 76° 59' 22" - 78° 18' 40" East longitude. It is bounded by Kinnaur district in the Northeast, by Kullu and Mandi districts in the Northwest, by Solan and Sirmaur districts in the Southwest and by the State of Utterakhand in the Southeast. The total area of the present district is 5,131 Sq. Kms. It has a total number of 2,897 villages, of these 2311 villages are inhabited and the remaining is uninhabited. The district comprises of 7 sub-divisions and 17 tehsil and sub tehsil the sub-divisions are, namely Shimla (rural), Shimla (urban), Thoeg, Rampur, Rohru, Chopal and Dodra Kwar. The tehsil are namely Seoni, Shimla urban, Theog, umarsain, Rampur, Rohru, Kotkhai, Chopal, Jubbal- Cirgaon and Dodra Kwar while Junga, Nankhari, Tikkar, Chela, Nerwa are the Sub- Tehsil. For the rural development, the district has been divided into nine community development Blocks. The topology of the district is hilly and rolling.

### 1.9.1 Population Distribution

There has been an increase in the population of Himachal Pradesh from 60.78 Lakh in 2001 to 68.65 Lakh in 2011 according to Census, 2011. The total population of Himachal Pradesh is 6,864,602 of which males are 3,481,873 and females are 3,382,729. The Details of the population of project influence district in comparison with Himachal Pradesh is given in the table below:

**Table 3-1 Population Distribution**

| State and District      | Population(2011) |                  |                  | Population(2001) |                  |                  |
|-------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
|                         | Male             | Female           | Total            | Male             | Female           | Total            |
| <b>Shimla</b>           | 425,039          | 388,971          | 814,010          | 380,996          | 341,506          | 722,502          |
| <b>Himachal Pradesh</b> | <b>3,481,873</b> | <b>3,382,729</b> | <b>6,864,602</b> | <b>3,087,940</b> | <b>2,989,960</b> | <b>6,077,900</b> |

Source: Census of INDIA, 2011

### 1.9.2 Population Growth

The population growth is the increase in the number of people that reside in a country, state or city. In this decade the total population growth of Himachal Pradesh was 12.94 percent while in previous one it was 17.53 percent. The total child population (0-6 Age) for the year 2011 was 777,898 while during 2001 it was 793,137. The information regarding the population growth for the State and the project influence district are given in the tables below:

**Table 3-2 Decadal Growth for the Project Affected District and State**

| Sr. No. | State/District          | Decadal Growth Rate (%) |
|---------|-------------------------|-------------------------|
| 1       | Shimla                  | 12.67                   |
|         | <b>Himachal Pradesh</b> | <b>12.94</b>            |

Source: Census of INDIA, 2011



### 1.9.3 Population Density

Total area of Himachal Pradesh is 55,673 sq. km. Density of Himachal Pradesh is 123 per sq. km. The population density for the Project Influence district i.e. Shimla is 159. The tabular representation of the data is given in tables below:

**Table 3-3 Details of Population Density**

| Sr. No. | District/State          | Population Density (persons per square km) |
|---------|-------------------------|--|
| 1.      | Shimla                  | 159  |
|         | <b>Himachal Pradesh</b> | <b>123</b>                                 |

Source: Census of INDIA, 2011

### 1.9.4 Sex Ratio

Sex Ratio is the ratio of males to females in a population. In Himachal Pradesh sex ratio was 972 i.e. for each 1000 male. In 2001, the sex ratio of female was 968 per 1000 males in Himachal Pradesh.

The details of sex ratio for Himachal Pradesh and the Project influenced District is given in the table below:

**Table 3-4 Sex Ratio**

| Sr. No. | Districts/State         | 2011       | 2001       |
|---------|-------------------------|------------|------------|
| 1       | Shimla                  | 915        | 896        |
|         | <b>Himachal Pradesh</b> | <b>972</b> | <b>968</b> |

Source: Census of INDIA, 2011

### 1.9.5 Vulnerable Groups

The schedule caste population in the project influenced State is approximately 1,729,252 (25.19 %) and schedule tribe population is 392,126 (5.71%). The details of such vulnerable groups in the project influenced district are given in the table below:

**Table 3-5 Details of Vulnerable Groups**

| Sr. No. | District/State          | Population (2011) |                | Population in Percent (%) |                |
|---------|-------------------------|-------------------|----------------|---------------------------|----------------|
|         |                         | Schedule Caste    | Schedule Tribe | Schedule Caste            | Schedule Tribe |
| 1       | Shimla                  | 215,777           | 8,755          | 26.51                     | 1.08           |
|         | <b>Himachal Pradesh</b> | <b>1,729,252</b>  | <b>392,126</b> | <b>25.19</b>              | <b>5.71</b>    |

Source: Census of INDIA, 2011

### 1.9.6 Literacy Rate

Literacy rate in Himachal Pradesh has seen upward trend and is 82.80 percent as per 2011 population census. Of that, male literacy stands at 89.53 percent while female literacy is at 75.93 percent. In actual numbers, total literates in Himachal Pradesh stands at 5,039,736 of which males were 2,752,590 and females were 2,287,146.

The details for the numbers of literates and literacy rate for the Project influenced district is given the table below:

**Table 3-6 Details of Literacy Rate**

| Sr. No. | District/<br>State      | Number of Literates |                  |                  | Literacy Rate (in percent) |              |              |
|---------|-------------------------|---------------------|------------------|------------------|----------------------------|--------------|--------------|
|         |                         | Total               | Female           | Male             | Total                      | Female       | Male         |
| 1       | Shimla                  | 612,642             | 269,796          | 342,846          | 83.64                      | 77.13        | 89.59        |
|         | <b>Himachal Pradesh</b> | <b>5,039,736</b>    | <b>2,287,146</b> | <b>2,752,590</b> | <b>82.8</b>                | <b>75.93</b> | <b>89.53</b> |

Source: Census of INDIA, 2011

### 1.9.7 Work Participation Rate

The details of workers and non-workers in the project influenced district and state are given table below:

**Table 3-7 Number of Workers and Non-Workers**

| Sr. No. | District/<br>State      | Number of Workers |                  |                  | Number of Non workers |                  |                  |
|---------|-------------------------|-------------------|------------------|------------------|-----------------------|------------------|------------------|
|         |                         | Male              | Female           | Persons          | Male                  | Female           | Persons          |
| 1       | Shimla                  | 258,628           | 172,298          | 430,926          | 166,411               | 216,673          | 383,084          |
|         | <b>Himachal Pradesh</b> | <b>2,043,373</b>  | <b>1,516,049</b> | <b>3,559,422</b> | <b>1,438,500</b>      | <b>1,866,680</b> | <b>3,305,180</b> |

Source: Census of INDIA, 2011

### 1.9.8 Type of workers

There are two classifications for the workers category i.e. main workers and marginal workers. The details of type of workers for the project influenced district are given in the table below:

**Table 3-8 Type of Workers**

| Sr. No. | District/State          | Type of Workers  |                  |                  |
|---------|-------------------------|------------------|------------------|------------------|
|         |                         | Main Workers     | Marginal Workers | Total Workers    |
| 1       | Shimla                  | 311,770          | 119,156          | 430,926          |
|         | <b>Himachal Pradesh</b> | <b>2,062,501</b> | <b>1,496,921</b> | <b>3,559,422</b> |

Source: Census of INDIA, 2011

### 1.9.9 Employment Pattern

After categorising the workers in two categories (marginal workers and main workers) they can be further classified into four categories which are cultivators, agricultural labourers, workers in household industry and other workers. The detail of the employment pattern for the state of Himachal Pradesh is given in the table 3-9 below:

**Table 3-9 Employment Pattern**

| Industry Classification      | Male (%) | Female (%) | Persons (%) |
|------------------------------|----------|------------|-------------|
| <b>Cultivators</b>           | 44.35    | 76.24      | 57.93       |
| <b>Agricultural Laborers</b> | 5.04     | 4.75       | 4.92        |
| <b>Household Workers</b>     | 1.82     | 1.42       | 1.65        |
| <b>Other Workers</b>         | 48.79    | 17.59      | 35.5        |

Source: Census of INDIA, 2011

### 1.9.10 Agriculture Profile

Agriculture is the main occupation of the people of Himachal Pradesh. In the context of economy of the State agriculture plays a vital role. Agriculture/Horticulture provides direct employment to about 70% of the total workers in the State since it is the State where maximum of the population lives in the rural areas. The chief food crops cultivated in Himachal Pradesh agriculture include wheat, rice, maize, seed potato, ginger, mushrooms, olives, hopes and fig. Himachal Pradesh is also known as the ‘Apple State of India’. Himachal Pradesh agriculture provides employment to around 71% of the working population in the state. The project influenced district Shimla is very well known for the apple production.

#### **Project Influence district:**

##### **Shimla:**

Shimla is the totally hilly district of Himachal Pradesh. Agriculture and horticulture are the prime economic activities of the district. The major field crops cultivated in the region include Maize, Paddy, and Wheat, Barley, Pulses (Rajmah/moong/mash) and oil seeds (Mustard/rapeseed).

The horticulture crops and vegetables grown in the area are apple, walnut and dry fruits, citrus, potato, pea (green), cabbage, tomato and other vegetables (cauliflower, French bean, capsicum).

### 1.9.11 Industrial profile of Himachal Pradesh

Himachal Pradesh was predominantly an agrarian economy but with the passage of time it has shown tremendous growth in the sector if establishment of different micro or small scale industries. The growths of registered industries in the State during the last three years have been recorded in district Solan followed by district Sirmaur and Una respectively. The different groups of industries in the area include chemicals, textiles, Electricals, automobiles, foot wears etc.

Industrial progress plays a vital role in determining the economic development of a region. The different industries established in the state are:

- Food processing industries
- Horticulture and Agro
- Aromatic/Medicinal herbs base soap
- Wool and Wool Products
- IT based Industries
- Mineral Water Boiling

There are about the 41 industrial areas established in the State including different regions like Bilaspur, Gwalthai, Garnota, Hatli, Hamirpur, Nadaun, Nagrota Bagwan, Sansarpur Terrace, Nagri, Dhaliara, Bain Attarian, Badhal, Raja Ka-Bag, Nargala Jawali, Shamshi, Reckong Peo, Sauli Khad (Mandi), Ratti, Bhambla, Maigal, Shogi, Maindli, Jais, Jubber Hatti, Paonta Sahib, Kala Amb, Baddi, Barotiwala, Chambaghat, EPIP Baddi(Phase I&II), Banalgi, Mamlig, Katha Bhatoli, Mehatpur, Amb, Tahliwala, Gagret, Jeetpur Bheri and Basal.

#### **Project Influence districts:**

##### **Shimla:**

Due to topographical conditions of the district there are very less number of large and medium scale enterprises in the district but In case of micro and small enterprises a steady growth has been observed. The different types of industries in the area include agro based, soda water, cotton textile, woollen, silk & artificial thread based clothes, Jute & Jute Based, ready-made garments & embroidery, leather based etc.

The large scale industries in the region are M/s Adani Agri Fresh Pvt. Ltd, Sainj, district Shimla and M/s HPMC, Shimla (Having Packing Grading and cold stores for apples at Gumma, Kotkhai, Rohru, Odi and Tutu Pani).

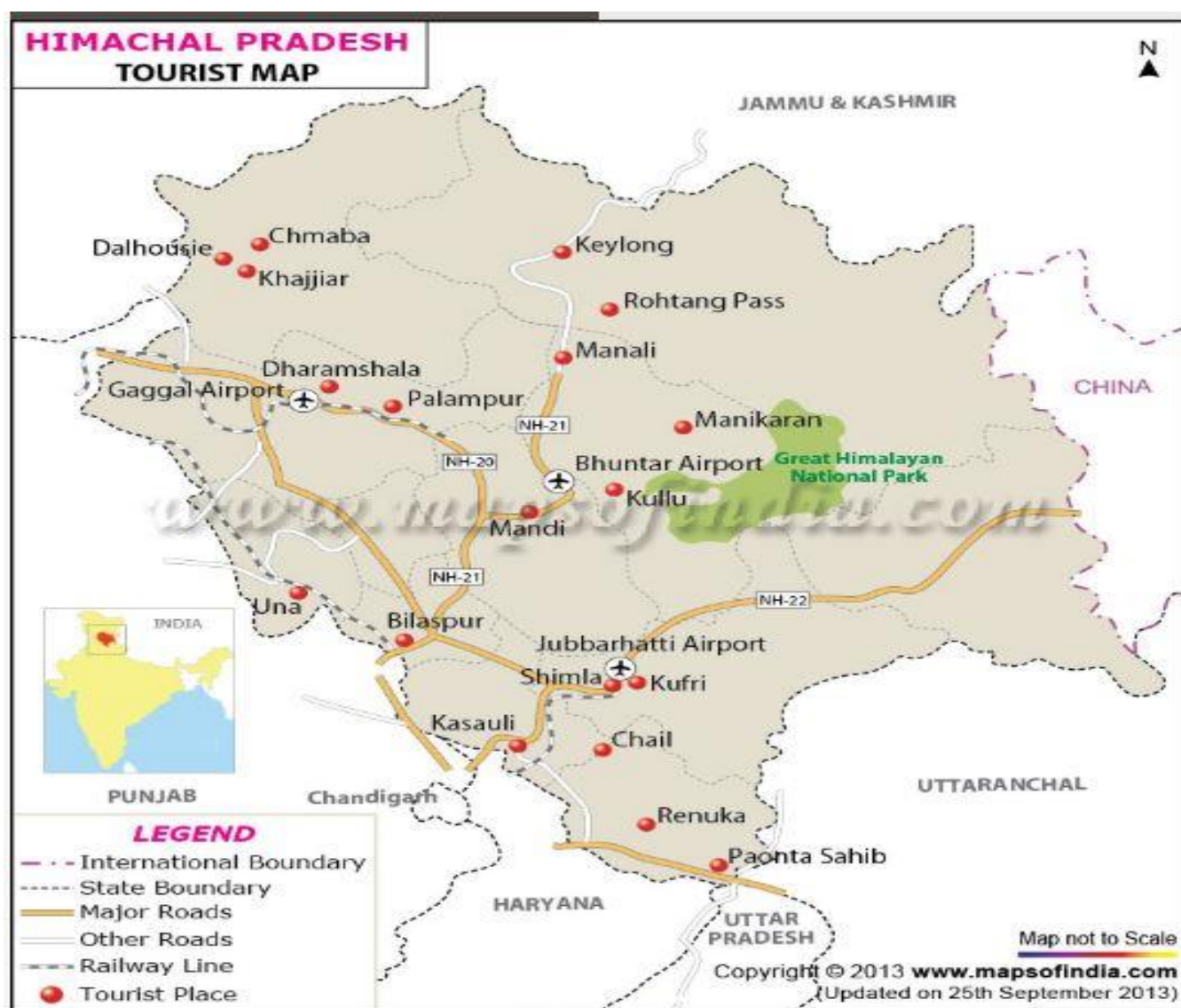
#### **1.9.12 Tourism in Himachal Pradesh**

Himachal Pradesh is a northern Indian state in the Himalayas. It's home to scenic mountain towns and resorts such as Dalhousie. Host to the Dalai Lama, Himachal Pradesh has a strong Tibetan presence. This is reflected in its Buddhist temples and monasteries, as well as its vibrant Tibetan New Year celebrations. The region is also well known for its trekking, climbing and skiing areas.

Attraction in Himachal Pradesh unending natural beauty, pleasing climate and friendly people is a paradise on earth. Each and every district has several fine tourism sites in its kitty, which attract people all around the world. The most popular and frequently visited tourist areas in Himachal Pradesh are Rohtang pass, Chamba, Kangra, Shimla, Kullu, Manali and Dalhousie.

Map of the most famous tourist places in the state are given in the figure below:

**“Rehabilitation and Up-gradation to Intermediate lane of Paonta Sahib Rajban Shillai Meenus Hatkoti road portion between Km 96+180 to 104+890 (Gumma to Fediz) (Design RD 94+900 to 103+550) of NH 707 in the state of Himachal Pradesh”**



**Figure 4 Tourist Places in Himachal Pradesh**

The brief description of tourism of the Himachal Pradesh is given in the table below:

**Table 3-10 Tourism in Himachal Pradesh**

| S. No. | Year | Foreign | Domestic | Total  |
|--------|------|---------|----------|--------|
| 1      | 2005 | 2.08    | 69.28    | 71.36  |
| 2      | 2006 | 2.82    | 76.72    | 79.54  |
| 3      | 2007 | 3.39    | 84.82    | 88.21  |
| 4      | 2008 | 3.77    | 93.72    | 97.49  |
| 5      | 2009 | 4.01    | 110.37   | 114.38 |
| 6      | 2010 | 4.54    | 128.12   | 132.66 |

**Source:** Directorate of Tourism and Civil Aviation Government of Himachal Pradesh

**Project Influence district Shimla:**

The 'Queen of Hill Stations', Shimla is one of the prominent tourist destinations in north India. There are many places of interest in the city. Some of them are:

Christ Church and St. Michael's Cathedral, Jakhu Hill and Jakhu Temple, Himachal State Museum and Library, The Mall etc.

There are many more places of interest in Shimla including Jutogh, Tara Devi Temple, Junga, Totu, Kufri, Kali Bari, Potter Hill, Prospect Hill, Elysium Hill and Sankat Mochan temple. For the shopping lovers, there are many shops in Shimla, especially in the Lower Bazaar, Lakkar Bazaar, The Mall and the Tibetan Bazaar. These markets are very popular for goods like handicrafts, metalwork, toys, tweeds, Himachali shawls, caps and many more.

## **4. SOCIAL IMPACTS OF THE PROJECT**

### **4.1 INTRODUCTION**

Based on the available proposed alignment and engineering designs the census and socio-economic survey of the project affected persons (PAPs) falling within the proposed ROW was carried out by using structured questionnaires. The purpose of this exercise was to assess the losses and social impacts due to the proposed project and to gather information on the affected persons.

As per the final design, the construction activities will be confined within the existing ROW and additional land would only be required for wayside amenities, loading-unloading platforms and two dumping sites. Thus, this project do not involve any private land acquisition

In this particular stretch, the impact on land is due to way side amenities, loading-unloading platforms and dumping sites at two locations. In context of the existing available RoW and the encroachments in the RoW, the project-affected structures are owned by non-titleholders. To assess the impacts likely to arise from loss of structures, the detailed Census cum socio-economic Survey was conducted in the month of September, 2019 for each affected household/structure. Information regarding project impacts and socio-economic data is presented in sub-subsequent sections in this chapter.

### **4.2 EXISTING STATUS OF LAND AVAILABILITY**

The project road is Intermediate/Two Lane from Chainage Km 94+900 to Km 103+550. Based on detailed field verification with respect to revenue maps, it has been found that the existing ROW varies between 16 to 35m. The existing ROW details collected from Revenue and PWD department is attached as **Annexure 1-1** (Chapter-1).

### **4.3 ADDITIONAL LAND REQUIREMENT FOR THE PROJECT**

The existing land for the project is 20.187 Ha and the total land required for the project is 23.219 Ha. The requirement of additional land of 3.032 Ha will be for way side amenities, loading-unloading platforms and two dumping sites. Government land is available along the project road for the aforesaid additional requirement and thus, no private land would be acquired for the project. A detail of existing land and land requirement is given in tables Table 5.1 below.

**Table 4-1 Detail of Land Requirement for Proposed Project**

| <b>Project</b>                       | <b>Existing Land<br/>(in Hectare)</b> | <b>Land Required<br/>(in Hectare)</b> | <b>Total Land<br/>(in Hectare)</b> |
|--------------------------------------|---------------------------------------|---------------------------------------|------------------------------------|
| Gumma-Fediz Section<br>of new NH 707 | 20.187 Hectare                        | 3.032 Hectare                         | 23.219 Hectare                     |

The activity wise land requirements are given in below table:



**Table 4-2 Activity wise land requirements for Proposed Project**

| Particulars                      | Land required (in Hectare) |
|----------------------------------|----------------------------|
| Road widening                    | 20.187                     |
| Wayside amenities                | 0.3                        |
| Loading and unloading Platforms  |                            |
| Dumping site at 96+220 to 96350  | 2.732                      |
| Dumping site at 99+050 to 99+250 |                            |
| <b>TOTAL</b>                     | <b>23.219</b>              |

#### 4.4 IMPACT ON STRUCTURES

As per the Census survey, only 5 structures will be impacted due to project activities, out of which 3 are private structures and 2 are Community Property resources (CPRs). All the 3 private structures are encroachers and are within the existing ROW. Out of 3 private structures, 2 structures are abandoned and one is Residential cum commercial structure. It was informed during the census cum socio-economic survey that the owners of these two abandoned structures lives at another location in the village and these structures are no more in use. The census and socio-economic related information for the affected households of these abandoned structures were collected from the neighbours. The nature of activities of residential cum commercial structure is grocery store and cement store. Remaining 2 structures are common property resources as shown in Table 5.2.

**Table 4-3 Category of Structures likely to be affected**

| Project                           | Abandoned | Residential cum Commercial | CPR | Total |
|-----------------------------------|-----------|----------------------------|-----|-------|
| Gumma-Fediz Section of new NH 707 | 02        | 01                         | 02  | 05    |

##### 4.4.1 Ownership Status of Private Structures likely to be affected

As per the census cum socio-economic survey, all the affected private structures are on government land, thus, belonging to Non-titleholders (Encroachers).

**Table 4-4 Ownership of Private Structures**

| Project                           | Non-Title-holders | Total |
|-----------------------------------|-------------------|-------|
|                                   | Encroachers       |       |
| Gumma-Fediz Section of new NH 707 | 03                | 03    |



#### 4.4.2 Type of Construction of Private Structure likely to be affected

Majority of private structures likely to be affected are of Permanent construction (80%). Detail is summarized in Table 5-4.

**Table 4-5 Type of Construction of Private Structures likely to be affected**

| Sr. No.      | Type of Construction | No. of structures | Area          | Percentage    |
|--------------|----------------------|-------------------|---------------|---------------|
| 1            | Permanent            | 2                 | 334.75        | 80.00         |
| 2            | Semi-Permanent       | 1                 | 25.00         | 20.00         |
| <b>Total</b> |                      | <b>3</b>          | <b>359.75</b> | <b>100.00</b> |

Structure wise area is given in **Annexure 4-1**.

#### 4.4.3 Common Property Resources (CPRs) likely to be affected

Only 2 hand pumps are getting affected due to road widening. Details of CPRs are given in **Annexure 4-2**.

### 4.5 SOCIO-ECONOMIC PROFILE OF PAPs OF STUDY REGION

This section presents socio-economic analysis of the project affected households likely to be affected by the proposed upgrading. The socio-economic details of the affected households were collected during the census cum socio-economic survey which includes information related to social category, household size, occupational pattern, income level etc.

#### 4.5.1 Project Affected Households (PAHs), Project Affected Families (PAFs) and Project Affected Persons (PAPs)

The implementation of the project will affect about 3 households comprising of 7 families and 31 PAPs. The detail of the households is attached as **Annexure-4-3**.

**Table 4-6 Number of PAHs, PAFs and PAPs**

| Prosed Alignment                    | Project Affected Households (PAHs) | Project Affected Families (PAFs) | Project Affected Persons (PAPs) |
|-------------------------------------|------------------------------------|----------------------------------|---------------------------------|
| Gumma to Fediz<br>Section of NH-707 | 03                                 | 07                               | 31                              |

**Source:** Census cum Socio-economic Survey, Sep. 2019

#### 4.5.2 Gender and Age wise project affected Population

The analysis of the census data shows that there are a total of 31 affected persons, the males comprising 14 (45.16%) and the females 17 (54.84%). The following table shows the population in the project area, disaggregated by gender and age.

**Table 4-7 Distribution of Affected Population by Age and Sex**

| Sl. No. | Age Group (Years) | Total PAPs | Percentage | Gender Disaggregated Population |            |        |            |
|---------|-------------------|------------|------------|---------------------------------|------------|--------|------------|
|         |                   |            |            | Male                            | Percentage | Female | Percentage |

**“Rehabilitation and Up-gradation to Intermediate lane of Paonta Sahib Rajban Shillai Meenus Hatkoti road portion between Km 96+180 to 104+890 (Gumma to Fediz) (Design RD 94+900 to 103+550) of NH 707 in the state of Himachal Pradesh”**

|              |            |           |               |           |              |           |              |
|--------------|------------|-----------|---------------|-----------|--------------|-----------|--------------|
| 1            | <18        | 14        | 45.16         | 6         | 19.35        | 8         | 25.81        |
| 3            | 26-40      | 11        | 35.49         | 5         | 16.13        | 6         | 19.35        |
| 4            | 41-55      | 4         | 12.90         | 2         | 6.45         | 2         | 6.45         |
| 5            | 56 & Above | 2         | 6.45          | 1         | 3.23         | 1         | 3.23         |
| <b>Total</b> |            | <b>31</b> | <b>100.00</b> | <b>14</b> | <b>45.16</b> | <b>17</b> | <b>54.84</b> |

*Source: Census cum Socio-economic Survey, Sep. 2019*

#### 4.5.3 Social Categories of PAHs

It has been enumerated from the screening of survey data that all of the affected households belong to the General Category.

#### 4.5.4 Education and Literacy

Table 4-8 presents the educational level of households, wherein majority of them were found to be literate. As per census cum socio-economic data literacy rate is highest in primary i.e. 41.94 %. The following table shows the gender-disaggregated information on the education and literacy level of the affected people in the project area.

**Table 4-8 Education and Literacy among PAPs**

| Sr. No.      | Indicators       | Total Persons | Percentage    | Gender Disaggregated Information |              |           |              |
|--------------|------------------|---------------|---------------|----------------------------------|--------------|-----------|--------------|
|              |                  |               |               | Male                             | Percentage   | Female    | Percentage   |
| 1            | Primary          | 13            | 41.94         | 5                                | 16.12        | 8         | 25.81        |
| 2            | Upper Primary    | 5             | 16.12         | 4                                | 12.90        | 1         | 3.23         |
| 3            | Higher Secondary | 3             | 9.68          | 1                                | 3.23         | 2         | 6.45         |
| 4            | Graduate         | 2             | 6.45          | 1                                | 3.23         | 1         | 3.23         |
| 5            | Illiterate       | 5             | 16.13         | 2                                | 6.45         | 3         | 9.67         |
| 6            | Not Applicable*  | 3             | 9.68          | 1                                | 3.23         | 2         | 6.45         |
| <b>Total</b> |                  | <b>31</b>     | <b>100.00</b> | <b>14</b>                        | <b>45.16</b> | <b>17</b> | <b>54.84</b> |

*Source: Census cum Socio-economic Survey, Sep. 2019*

*Note: \*Not Applicable includes children below or equal to three (3) years.*

#### 4.5.5 Occupation Pattern of the Affected Persons

Out of 31 PAPs, 10 are from working population and 21 are from the non- working population. Occupation-wise analysis of working and non-working group population is shown in Table 5-9 and 5-10 respectively. As far as occupation of the affected population is concerned, majority of PAPs are engaged in agricultural (90.00%) activities.

**Table 4-9 Occupation Pattern of working population**

| Sr. No. | Occupation  | Total Number of PAPs in working population | Percentage | Project Affected Persons by Gender |            |        |            |
|---------|-------------|--|------------|------------------------------------|------------|--------|------------|
|         |             |  |            | Male                               | Percentage | Female | Percentage |
| 1       | Shopkeepers | 1  | 10.00      | 1                                  | 10.00      | 0      | 0          |

**“Rehabilitation and Up-gradation to Intermediate lane of Paonta Sahib Rajban Shillai Meenus Hatkoti road portion between Km 96+180 to 104+890 (Gumma to Fediz) (Design RD 94+900 to 103+550) of NH 707 in the state of Himachal Pradesh”**

|              |        |           |               |          |              |          |              |
|--------------|--------|-----------|---------------|----------|--------------|----------|--------------|
| 2            | Farmer | 9         | 90.00         | 7        | 70.00        | 2        | 20.00        |
| <b>Total</b> |        | <b>10</b> | <b>100.00</b> | <b>8</b> | <b>80.00</b> | <b>2</b> | <b>20.00</b> |

*Source: Socio-economic Survey, Sep. 2019*

**Table 4-10 Occupation Pattern of Non-working population**

| Sr. No.      | Occupation        | Total Number of PAPs in non-working population | Percentage    | Project Affected Persons by Gender |              |           |              |
|--------------|-------------------|--|---------------|------------------------------------|--------------|-----------|--------------|
|              |                   |  |               | Male                               | Percentage   | Female    | Percentage   |
| 1            | Not in Workforce* | 15   | 71.43         | 6                                  | 28.57        | 9         | 42.86        |
| 2            | Household Work    | 6  | 28.57         | 0                                  | 0            | 6         | 28.57        |
| <b>Total</b> |                   | <b>21</b>                                      | <b>100.00</b> | <b>6</b>                           | <b>28.57</b> | <b>15</b> | <b>71.43</b> |

*Source: Socio-economic Survey, Sep. 2019*

**Note:** \*Not in the work force. Persons who are neither employed nor unemployed are not in the workforce. This category includes retired persons, students, those taking care of children or other family members, and others who are neither working nor seeking work.

It was also noted that women are largely engaged in household works. Further, the data reveals that no child labour exists along the project road.

#### 4.5.6 Income Pattern of the Affected Households

As per the census survey, none of the households falls under Below Poverty Line (BPL) category. Two households earn between 2-5 Lakh per annum and one earns more than 5 lakh per annum. The incomes have been grouped into categories shown in the Table 5-11.

**Table 4-11 Annual Income of the affected households**

| Sr. No.      | Annual Income    | Number of PAH | Percentage    |
|--------------|------------------|---------------|---------------|
| 1            | 200000 to 500000 | 2             | 66.67         |
| 2            | Above 500000     | 1             | 33.33         |
| <b>Total</b> |                  | <b>3</b>      | <b>100.00</b> |

*Source: Socio-economic Survey, Sep. 2019*

#### 4.6 VULNERABLE GROUP

The information on vulnerable groups was also collected during census cum Socio-economic survey. All the affected households belong to general category. Among these households there is only **1 Women Headed Household (WHH)** and can be considered under vulnerable category<sup>1</sup>. This household needs special consideration so that they can be benefitted from the project and do not further get socially and economically marginalised. As per the census and socio-economic survey none of the affected household belongs to ST, BPL, SC and divyang category. Provisions for additional assistance are made in entitlement matrix for any impact on vulnerable groups.

<sup>1</sup> Vulnerable category includes persons who are physically challenged, widows, persons above sixty years of age, ST, SC, below-poverty line households and woman-headed household

## **5. STAKEHOLDERS CONSULTATION AND DISCLOSURE**

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### **5.1 INTRODUCTION**

Participation is a process, through which stakeholder influence and share control over development initiatives and the decisions and the resources, which affects them. The effectiveness of R&R program is directly related to the degree of continuing involvement of those affected by the project. Participation of persons directly affected by projects is a primary requirement in development of R&R, if its programs are to be suited to the needs of the resettled population. Their involvement vastly increases the probability of their successful resettlement and rehabilitation.

Involuntary resettlement creates feelings of insecurity, curiosity and misunderstanding among PAPs. Social assessment and public/community participation helps to remove such uncertainties and at the same time help the project-proponent to incorporate valuable suggestions perceptions of stakeholders. Consultation with the community and their involvement in different stages of project planning and implementation is often used as a tool to inform and educate the stakeholders about the proposed action. Public consultation has been carried out in this Project with the objectives to inform people about the project interventions and the likely impact due to the project. These consultations also aimed to take suggestions from the local people and to listen and reciprocate on the concerns raised by them.

### **5.2 OBJECTIVE OF CONSULTATION**

As part of the Social Impact Assessment process, detailed consultations were conducted with all stakeholders. The main objectives of the consultation program were to minimize negative impact in the project area and to make people aware of the project. During the process efforts were made to ascertain the views and preferences of the people.

### **5.3 METHODS ADOPTED FOR COMMUNITY PARTICIPATION**

The consultation process used different types of consultation such as in-depth interviews with key informants and meetings. Discussions were held with the following key stakeholders:

- Affected households
- Community members of the villages along the road;
- Government Departments.

### **5.4 SUMMARY OF PUBLIC CONSULTATION**

Public consultations were held at two (2) locations along the project road. The public consultations were also attended by village Sarpanch, Pradhan, representatives from Local PWD Departments.

Overall, majority of the respondents have their apprehensions about the processes of compensation amount and its procedures. The affected households, in general, showed their agreement towards

the proposed road widening/improvement. Some of the households were not available at the time of survey as they are residing at some other place and structures are left abandoned.

**“Rehabilitation and Up-gradation to Intermediate lane of Paonta Sahib Rajban Shillai Meenus Hatkoti road portion between Km 96+180 to 104+890 (Gumma to Fediz) (Design RD 94+900 to 103+550) of NH 707 in the state of Himachal Pradesh”**

Most of the issues raised by the community during these two consultations were the same which were majorly related to compensation, road safety and employment opportunities during construction stage. One of the major concerns raised by the local people was related to use of good construction material for the road construction, so that it is durable for long time.

The details of the stakeholder consultations including the date, location, participants, the issues discussed and the outcome / mitigation measures (design) is summarized in table below:

**Table 5-1 Summary of Local level Consultations at Gumma to Fediz Section of NH-707**

| Project Corridor                            | Location   | Date       | Chainage | No. of participants | Issues/Concerns  | Redress Under the Project  |
|---|--|------------|----------|---------------------|--|--|
| <b>Gumma to Fediz<br/>Section of NH-707</b> | <b>Near Starting<br/>Point Gumma<br/>Village</b> | 21.09.2019 | 94+900   | 16                  | <ol style="list-style-type: none"> <li>1. Loss of Livelihood – Issue raised by one Household whose shops will be impacted due to proposed improvements on the project road.</li> <li>2. Road Safety was the Major Public concern along the project area.</li> <li>3. Flood and Drainage issues were raised.</li> <li>4. Loss of Trees along the road was concern of Local PWD-NH Division</li> </ol> | <ol style="list-style-type: none"> <li>1. Compensations will be given as per R&amp;R framework.</li> <li>2. Traffic calming measures (at all intersections), crossing points have been proposed for the safety of local people. Hazard markers, RRPM, road marking etc. have also been provided. Crash barrier has also been proposed throughout the alignment.</li> </ol> |

**“Rehabilitation and Up-gradation to Intermediate lane of Paonta Sahib Rajban Shillai Meenus Hatkoti road portion between Km 96+180 to 104+890 (Gumma to Fediz) (Design RD 94+900 to 103+550) of NH 707 in the state of Himachal Pradesh”**

|  |                        |            |        |    |  |   |
|--|------------------------|------------|--------|----|--|---|
|  |                        |            |        |    | <p>(SDO- Sanjay Agarwal).</p> <p>5. Utilities along the road – Concern were raised by Smt. Sarla Joshi Pradhan of the village – Gumma.</p> <p>6. Local People were concerned about the Employment during Construction. Local Panchayat persons have raised these concerns or demands in order to provide source of income to local people.</p> <p>7. Overall the major concern was road should be constructed with good thickness of material for long durability as the Existing roads are in bad condition. Local People, Pradhan and other Panchayat officials raised this concern in common at both Gumma and Antroli village. They are facing problem in daily routine due to bad quality of roads. Issue raised by Pradhan of Village Antroli Smt. Gita Devi</p> <p>8. CPRs should be relocated as a concern for village people.</p> | <p>3. Total 38 nos. culverts have been provided at various locations. Drainage will also be provided throughout the alignment.</p> <p>4. Compensatory forestation would be done at the ratio of three trees for each tree to be cut. Local species of trees have been selected for plantation.</p> <p>5. All the utilities and basic infrastructures to be impacted will be relocated under the project cost. Utility Shifting Plan is already prepared.</p> <p>6. The locals will be given preference for employment during construction provided they meet job requirements.</p> <p>7. Concern is genuine and will be taken care off at the time of construction of the road in order to provide better and good quality roads.</p> <p>8. Two CPRs (Hand-pumps) will be impacted throughout the road stretch and will be relocated.</p> |
|  | <b>Antroli Village</b> | 22.09.2019 | 98+250 | 18 |  |   |

Detailed Attendance sheets of these consultations are presented in **Annexure 5–I**.

Photographs of the Consultations are given below:



**LOCATION: NEAR STARTING POINT GUMMA VILLAGE (94/900)**





**LOCATION: AT ANTROLI VILLAGE (98/250)**



## **5.5 DISCLOSURE**

The SIA and Draft Abbreviated Resettlement Action Plan (ARAP) would be disclosed on MoRTH website as well at the World Bank Info shop/ Public Information Centre. Feedback if any would be incorporated into the final ARAP document, following which the final ARAP will be re-disclosed. Further to enhance transparency in implementation, the list of PAPs for disbursement of benefits shall be separately disclosed at the concerned Panchayat Offices/ Urban Local Bodies, District Collector Offices, Block development Offices, District Public Relations Offices (at the state and district levels), Project office, and any other relevant offices, etc. However there is only livelihood loss of one PAH, none of the titleholders are affected throughout the project road. The Resettlement Policy Framework, Executive Summary of the SIA and ARAP will be placed in vernacular language in the District Collector's Office.

## 6. POLICY FRAMEWORK AND ENTITLEMENT MATRIX

### 6.1 INTRODUCTION

This chapter of the report discusses about the existing law and regulations of the country and state those are applicable to the proposed project. It is imperative to analyze the Acts and bylaws to understand the legalities and procedures in implementing project and identifying the gaps and area where there is a need for strengthening to comply with the World Bank policy on resettlement and rehabilitation of project affected persons.

The aim of the project is to establish and provide better connectivity of various existing National Highways in the country. Most of the infrastructure work planned for this Green National Highway Corridor project will take place within the existing Right of Way (RoW) except at some of the congested villages/settlements where Curve improvements proposed and at locations where minor improvements are required for accommodating road safety measures.

### 6.2 APPLICABLE LEGAL AND POLICY FRAMEWORK

Applicable acts, notifications and policies relevant in the context of this project are discussed in tabular form is given below:-

The Project Authority (MoRTH) will ensure that project activities implemented are consistent with the national, state, local regulatory/legal framework.

**Table 6-1 Applicable Legal and Policy Framework**

| Sr. No. | Acts, Notifications and policies  | Relevance to this Project   | Applicability                                  |
|---------|---|---|--|
| 1.      | <b>RTFCTLARR Act, 2013</b>  | Land required, R&R for the project shall be acquired and provided as per the provision of this Act.   | Applicable via Himachal Pradesh Relevant Rules |
| 2       | <b>The Provisions of the Panchayat (Extension to the scheduled Areas) Act, 1996</b> | One of the important provisions of this act states “the Gram Sabha or Panchayat” at the appropriate level shall be consulted before making the acquisition of land.   | Applicable                                     |
| 3       | <b>World Bank OP 4.12- Involuntary Resettlement</b>                                 | The project entails land acquisition though, at a low scale for widening, curve improvements, junction improvements etc. It would also adversely affect structures used for various purposes, livelihood of people) mainly earning their livelihood by means of petty shops, and providing various services). Many of them have | Applicable                                     |

|   |   |   |            |
|---|---|---|------------|
|   |   | been operating from the government land. Thus both title holders and non- title holders alike would be affected as a consequence of the project.  |            |
| 4 | <b>National Highways Act, 1956</b>        | Land acquired for the project shall be acquired as per the provision of this act.   | Applicable |
| 5 | <b>The Right to Information Act, 2005</b> | The Act provides for setting out the practical regime of right to information for citizens to secure access to information under the control of public authorities, in order to promote transparency and accountability in the working of every public authority, the constitution of a central Information Commission and State Information Commissions and for matters connected therewith or incidental thereto. | Applicable |

### 6.3 RESETTLEMENT POLICY FRAMEWORK

This RPF for the GNHCP has been prepared based on the findings of Social Survey Report (SSR) covering initial impact assessment and review of applicable legal and policy framework discussed above.

In order to address the adverse impacts of land acquisition and involuntary resettlement, MoRTH, Govt. of India recognised the need for the development of Resettlement Policy Framework. Review of Social Screening Reports (SSRs) reveal that applicable legal and administrative procedures vary from State to State and also there are gaps between Resettlement and Rehabilitation Policies of the country and certain states and the Bank’s Resettlement Policy. Hence, there is a need to understand the critical elements of the existing legal and policy framework and agree on a mechanism that will address the key social issues and formulate a specific policy framework for the project to bridge the major gaps to conform to the provisions of World Bank’s operational policies related to Involuntary Resettlement and Indigenous Peoples. This policy framework will help expedite the process and facilitate consistent preparation of ARAPs across all project roads in different states.

The purpose of preparing a RPF is to:

- Bring commonality in resettlement and rehabilitation benefits under the project.
- Bridge the gap between Bank’s policy on Involuntary Resettlement and LARR, 2013.
- Bring together and built upon the current good practices in terms of procedures to address more systematic and institutional issues.
- Establish institutional arrangements at project, state and central level (MoRTH) for the implementation of ARAP.
- Establish mechanism for Redressal of grievances; and monitoring and evaluation, etc.

Following definitions that will be applicable unless otherwise stated specifically.

**Agricultural labourers:** means a person primarily resident in the affected area for a period of not less than five years immediately before the declaration of the affected area, who does not hold any land in the affected area but who earns his livelihood mainly by manual labour on agricultural land therein immediately before such declaration and who has been deprived of his livelihood;

**Agricultural land:** Denotes land used or capable of being used for the purpose of agriculture or horticulture, dairy farming, poultry farming, pisciculture, sericulture, breeding of livestock or nursery growing medicinal herbs, raising of crops, grass or garden produce and land used by an agriculturist for the grazing of cattle, but does not include land used for cutting of wood only;

**Below poverty line (BPL) or BPL family:** means below poverty line families as defined by the Planning Commission of India, from time to time and those included in the BPL list for the time-being in force.

**Corridor of impact (COI):** Refers to the minimum land width required for construction including embankments, facilities and features such as approach roads, drains, utility ducts and lines, fences, green belts, safety zone, working spaces etc. Additional land width would be acquired/purchased or taken on temporary lease if the Corridor of Impact extends beyond the available Right of Way.

**Cut-off date:** Refers to the date on which the census survey of PAPs starts in that road section/stretch. For entitlement purpose, the PAPs would be those who have been in possession of the immovable or movable property within the affected area/zone on or prior to cut off date. However, the cut-off date for land acquisition purpose is the date on which the notification under section 3A will be issued under the NH Act, 1956.

**Encroacher:** A person who has extended their building, agricultural lands, business premises or work places into public/government land without authority.

**Entitled person (EP):** A person who is adversely impacted by the project and is entitled to assistance as per the project entitlement framework is considered to be an Entitled Person.

**Holding:** means the total land held by a person as an occupant or tenant or as both;

**Kiosk:** A kiosk is a booth/stall/cabin/cubicle made of wood or iron or any other building material which could be shifted to another location as a single unit without much damage and is used for carrying out petty business/ commercial activities and has been in operation/existence prior to cut off date.

**“Land acquisition” or “acquisition of land”:** means acquisition of land under the NH Act, 1956 for the time being in force.

**Landowner:** A person who is an allottee or a grantee of any land under any scheme of the Government under which such allotment or grant is to mature into ownership, who has mortgaged his land (or any portion thereof) or who has permanent rights and interest in land.

**Marginal farmer:** Refers to a cultivator with an un-irrigated land holding up to one hectare or irrigated land holding up to half hectare.

**Below poverty line (BPL) or BPL family:** means below poverty line families as defined by the Planning Commission of India, from time to time and those included in the BPL list for the time-being in force.

**Corridor of impact (COI):** Refers to the minimum land width required for construction including embankments, facilities and features such as approach roads, drains, utility ducts and lines, fences, green belts, safety zone, working spaces etc. Additional land width would be acquired/purchased or taken on temporary lease if the Corridor of Impact extends beyond the available Right of Way.

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**Encroacher:** A person who has extended their building, agricultural lands, business premises or work places into public/government land without authority.

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**Holding:** means the total land held by a person as an occupant or tenant or as both;

**Kiosk:** A kiosk is a booth/stall/cabin/cubicle made of wood or iron or any other building material which could be shifted to another location as a single unit without much damage and is used for carrying out petty business/ commercial activities and has been in operation/existence prior to cut off date.

**“Land acquisition” or “acquisition of land”:** means acquisition of land under the NH Act, 1956 for the time being in force.

**Landowner:** A person who is an allottee or a grantee of any land under any scheme of the Government under which such allotment or grant is to mature into ownership, who has mortgaged his land (or any portion thereof) or who has permanent rights and interest in land.

**Marginal farmer:** Refers to a cultivator with an un-irrigated land holding up to one hectare or irrigated land holding up to half hectare.

**Small farmer:** Refers to a cultivator with an un-irrigated land holding up to two (2) hectares or with an irrigated land holding up to one (1) hectare.

**Squatter:** A person who has settled on public/government land, land belonging to institutions, trust, etc. and or someone else’s land illegally for residential, business and or other purposes and/or has been occupying land and building/asset without authority.



**Tenant:** A person who holds / occupies land / structure of another person and is or (but for a special contract) would be liable to pay rent for that land / structure to other person and includes the predecessor and successor-in-interest of such person but does not include mortgage of the rights of a landowner or a person to whom holding has been transferred or an estate or holding has been let in farm for the recovery of an arrear of land revenue or of a sum recoverable as such an arrear or a person who takes from Government a lease of unoccupied land for the purpose of subletting it.

**Titleholder:** A PAP/PAF/PAH who has legal title to land, structures and other assets in the affected zone.

**Vulnerable group:** This includes Scheduled Caste, ST, family/household headed by women/ female, disabled, handicapped, orphans, destitute, BPL, abandoned woman; unmarried girls; widows; and persons above the age of 65 years irrespective of their status of title (ownership). Vulnerable groups would also include those farmers who (after acquisition of land) become small/marginal farmers and also qualify for inclusion in BPL. For such cases, total land holding of the landowner in that particular revenue village will be considered in which land has been acquired.

**Wage earner:** Wage earners are those whose livelihood would be affected due to the displacement of the employer. The person must be in continuous employment for at least six months prior to the cut-off date with the said employer and must have reliable documentary evidence to prove his/her employment.

#### **6.4 RESETTLEMENT PRINCIPLES AND ELIGIBILITY CRITERIA**

Based on the above analysis of government provisions and requirements as per World Bank IR policy the broad resettlement principle for this project shall be the following:

- Proposed highway improvement and strengthening work will take place mostly on the existing alignment and within the available RoW or at locations where curve improvement is necessary to incorporate required safety measures;
- The involuntary resettlement and adverse impacts on persons affected by the project would be avoided or minimized as much as possible exploring viable alternative project design;
- Where it is not feasible to avoid resettlement, resettlement activities should be conceived and executed as sustainable development programs, providing sufficient investment resources to enable the persons displaced by the project to share in project benefits;
- Efforts should be made to improve their livelihoods and standards of living or at least to restore them, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher;
- Displaced persons should be meaningfully consulted and should have opportunities to participate in planning and implementing resettlement programs;
- Replacement land shall be an option for compensation in the case of loss of land. In case of unavailability of replacement land, cash-for-land with compensation on replacement cost option will be made available to the PAPs;
- Compensation for loss of land, structures and other assets will be based on full replacement cost and will be paid before physical displacement of PAPs including transaction costs;
- In the event of necessary relocation, PAPs shall be assisted to integrate into host communities;

- All land acquisition for the project would be done as per the National Highways Act, 1956. Additional assistance would be provided to the PAPs for meeting the replacement cost of the property;
- The uneconomic residual land remaining after land acquisition will be acquired by the project. The owner of such land/property will have the option to seek acquisition of his entire contiguous holding/ property provided the residual land is less than the average land holding of the district;
- Any structure/asset rendered unviable/unsafe because of the project shall also be considered as affected and entitlements shall be extended accordingly;
- The affected persons who does not own land or other properties, but have economic interests or lose their livelihoods will be assisted as per the policy principles described in this document;
- Cut-off date for titleholders will be the date of publication of notification under Section 3A of the National Highways Act, 1956. For non-titleholders who has not any legal holding of the occupied land such as squatters and encroachers the date of project census survey or a similar designated date declared by the executing agency will be considered as cut-off date;
- An entitlement matrix for different categories of people affected by the project has been prepared and provisions will be kept in the budget for those who were not present at the time of census survey. However, people moving in the project area after the cut-off date will not be entitled to any compensation or assistance;
- Vulnerable groups (PAPs below poverty line (BPL), the landless, disabled, elderly persons, women and children, indigenous peoples) will be identified and given additional support and assistance under the project;
- All common property resources (CPR) lost due to the project will be reconstructed or compensated by the project;
- Information related to the preparation and implementation of resettlement plan will be disclosed to all stakeholders and people’s participation will be ensured in planning and implementation;
- Appropriate grievance Redressal mechanism will be established at sub-project, state and central levels to ensure speedy resolution of disputes;
- An effective monitoring and evaluation mechanism will be established to ensure consistent implementation of resettlement activities planned under the project including third party monitoring.

## **6.5 ENTITLEMENT MATRIX**

This entitlement matrix has been developed in accordance with the basic principles adopted in the RPF and analysis of initial identification of project impacts.

In case where a State Government through any Act or Gazette Notification or as approved by any authority of State Government (duly authorized for the purpose) as per their approved procedure has fixed a rate for compensation of land and is higher than the provisions under the project, the same may be adopted by the Competent Authority in determining the compensation for land.

Similarly, in case where a State Government through any Act or Gazette Notification or as approved by any authority of State Government (duly authorized for the purpose) as per their approved

procedure has fixed a rate for resettlement and rehabilitation assistance and is higher than the provisions under the project, the same may be adopted by the Executing Authority.

**Table 6-2 Entitlement Matrix**

| Sl. No.  | Impact  | Entitled Unit   | Entitlement Details   |
|--|---|---|---|
| <b>A. Loss of Private Agricultural, Home-Stead &amp; Commercial Land</b> |   |   |   |
| 1  | Loss of Land (agricultural, homestead, commercial or otherwise) within the Corridor of Impact (COI) | Title Holder/ Owner/Families with traditional land right/occupiers) | <p>For all land acquired under NH Act; or Direct Purchase or acquisition of missing land parcels/plot (MORTH circular dated 28<sup>th</sup> December 2017) Compensation/lease amount shall be calculated and payable in accordance with Sections 26 to 30 and Schedule I of RFCTLARR Act 2013.</p> <p>Partial Impact on Land: In case only part of any land plot is affected, and its owner desires the whole plot be acquired on grounds that the plot has become uneconomical or has been severed due to LA (under Section 94 and Note C), the competent authority can award compensation for remaining part of the plot or award 25% of actual value upto of the remaining land holding as additional compensation, allowing the owner to retain the remaining land plot, if agreeable.</p> <p>For all land acquired NH Act; or Direct Purchase or acquisition of missing land parcels/plot (MORTH circular dated 28<sup>th</sup> December 2017), Rehabilitation and Resettlement Assistance shall be as follows (Schedule II of Act 2013):</p> <ul style="list-style-type: none"> <li>i. If as a result of land acquisition, the land owner becomes landless or is reduced to the status of a “small” or “marginal” farmer, assistance amount of Rs. 6 lakhs</li> </ul> <p style="text-align: center;">OR</p> <p>annuity policies that shall pay not less than two thousand rupees per month for each affected land owner for twenty years with appropriate indexation to the Consumer Price Index for Agricultural Labourers.</p> <ul style="list-style-type: none"> <li>ii. Each land owner shall be given a one-time "Resettlement Allowance" of Rs. 60,000/- only.</li> <li>iii. Refund of stamp duty and registration charges incurred for replacement land to be paid by the project; replacement land must be bought within a year from the date of payment of compensation to project affected persons</li> </ul> |
| <b>B. Loss of Private Structures (Residential/Commercial)</b>            |   |   |   |
| 2  | Structure within the  | Title Holder/ Owner   | i. Compensation in accordance with Sections 26 to 30 and Schedule I of RFCTLARR Act 2013  |



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| Sl. No.                           | Impact  | Entitled Unit  | Entitlement Details   |
|-----------------------------------|---|--|---|
|                                   | Corridor of Impact (Col)                      |  | ii. Right to salvage material from affected structures<br>iii. Three months advance notice to vacate structure<br>iv. For those losing cattle shed, a one-time assistance of Rs. 28,000/- would be payable<br>v. For each affected family of an artisan or self-employed or own non-agricultural land, that is displaced and must relocate, a one-time assistance of Rs. 28,000/- would be payable; and<br>vi. One-time subsistence grant of Rs. 40,000/- for each affected family who are displaced and require to relocate;<br>vii. One-time financial assistance of Rs. 60,000/- for each displaced family towards shifting/transportation cost for shifting of the family, building materials, belongings and cattle<br>viii. Refund of stamp duty and registration charges for purchase of new alternative houses/shops at prevailing rates on the market value as determined. Alternative houses/shops must be bought within a year from the date of payment of compensation<br>ix. <b>For a house lost</b> , a constructed house shall be provided as per the Indira Awas Yojana specifications or equivalent cost of the constructed house in lieu, shall be payable.<br><br><u>In case of partial impact</u> , 25% additional award to be paid on compensation award for the affected part of the structure to enable damage repair where the owner/occupier of his/her own will, interested to retain the remaining part of the structure, provided the unimpaired continuous use of the such structure is possible without hazards |
| 3                                 | Structure within the Corridor of Impact (Col) | Tenants/ Lease Holders                                       | i. Registered lessees will be entitled to an apportionment of the compensation payable to structure owner as per applicable local laws.<br>ii. One-time financial assistance of Rs. 60,000/- as transportation and relocation cost.<br>iii. Three months' notice to vacate structure.   |
| <b>C. Loss of Trees and Crops</b> |   |  |   |
| 4                                 | Standing Trees, Crops within the Corridor of  | Owners and beneficiaries (Registered/ Un-registered tenants, | i. Cash compensation as estimated under Section 29(3) of Act to be paid at the rate estimated by: <ul style="list-style-type: none"> <li>The Forest Department for timber trees</li> <li>The State Agriculture Extension Department</li> </ul>  |

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| Sl. No.   | Impact   | Entitled Unit  | Entitlement Details   |
|---|--|--|---|
|   | Impact (Col)   | contract cultivators, leaseholders & sharecroppers   | <p>for crops</p> <ul style="list-style-type: none"> <li>The Horticulture Department for fruit/flower bearing trees.</li> </ul> <p>ii. Three months advance notice to project affected persons to harvest fruits, standing crops and removal of trees, or compensation in lieu as determined above.</p> <p>Registered tenants, contract cultivators &amp; leaseholders &amp; sharecroppers will be eligible for compensation for trees and crops as per the agreement document between the owner and the beneficiaries.</p> <p>Un-registered tenants, contract cultivators, leaseholders &amp; sharecroppers will be eligible for compensation for trees and crops as per mutual understanding between the owner and the beneficiaries</p>   |
| <b>D. Loss of Residential/ Commercial Structures to Non-Title Holders</b> |  |  |   |
| 5   | Structures within the Corridor of Impact (Col) or Govt. land | Owners of Structures or Occupants of structures (Encroachers, Squatters) identified as per Project Census Survey | <p><b>For loss of House</b></p> <ol style="list-style-type: none"> <li>Compensation at PWD BSR without depreciation for structure</li> <li>One-time resettlement cost of Rs. 28,000/-</li> <li>Shifting/transportation assistance of Rs. 60,000/-</li> <li>Encroachers shall be given three months' notice to vacate occupied land or cash assistance at replacement cost for loss of structures.</li> <li>Right to salvage the affected materials</li> </ol> <p><b>For loss of shop<sup>2</sup></b></p> <ol style="list-style-type: none"> <li>Compensation at PWD BSR without depreciation for structure</li> <li>One-time subsistence grant of Rs. 40,000</li> <li>One-time rehabilitation grant of Rs. 28,000/-</li> <li>Shifting/transportation assistance of Rs. 60,000/-</li> <li>Encroachers shall be given three months' notice to vacate occupied land or cash assistance at replacement cost for loss of structures.</li> <li>Right to salvage the affected materials</li> </ol> |
| 6   | Loss of employment   | Livelihood loser   | Subsistence allowance equivalent to Minimum Wages/Minimum Agricultural Wages <sup>3</sup> for 3 months  |

<sup>2</sup> Small shop includes commercial fixed kiosks and shanties where business is carried out

<sup>3</sup> As per rates issued by Department of Labor, Government of project state for different skills and trades

**“Rehabilitation and Up-gradation to Intermediate lane of Paonta Sahib Rajban Shillai Meenus Hatkoti road portion between Km 97+000 to 106+120 (Gumma to Fediz) (Design RD 94+900 to 103+550) of NH 707 in the state of Himachal Pradesh”**

| Sl. No.  | Impact   | Entitled Unit                   | Entitlement Details  |
|--|--|---------------------------------|--|
|  | in non-agricultural activities or daily agricultural wages or other wage earners                               |                                 | Only agricultural labourers who are in fulltime / permanent employment of the land owner, or those affected full time employees of the business, will be eligible for this assistance. <i>Seasonal agricultural labourers will not be entitled for this assistance.</i>  |
| <b>E. Additional Support to Vulnerable Group</b>                     |  |                                 |  |
| 7  | Families within the Corridor of Impact (Col)   | Vulnerable affected families    | <ul style="list-style-type: none"> <li>i. One-time Resettlement Allowance of Rs. 60,000/-</li> <li>ii. Training for skill development. This assistance includes cost of training and financial assistance for travel/conveyance and food.</li> <li>iii. Additional Subsistence Grant of Rs. 60,000/- for displaced families belonging to <b>Scheduled Caste and Tribe Category</b></li> <li>iv. Displaced vulnerable households will be linked to the government welfare schemes, if found eligible and not having availed the scheme benefit till date.</li> </ul>                                  |
| <b>F. Loss of Community Infrastructure/Common Property Resources</b> |  |                                 |  |
| 8  | Structures & other resources (e.g. land, water, access to structures etc.) within the Corridor of Impact (Col) | Affected communities and groups | Reconstruction of community structure and common property resources, will be done in consultation with community   |
| <b>G. Temporary Impact During Construction</b>                       |  |                                 |  |
| 9  | Land and assets temporarily impacted during construction   | Owners of land and assets       | <ul style="list-style-type: none"> <li>i. Compensation for temporary impact during conversion e.g. diversion of normal traffic, damage to adjacent parcel of land/assets (crops, trees, structures, etc.) due to movement of heavy machinery and plant site</li> <li>ii. Contractor shall bear the cost of compensation of any impact on structure or land due to movement of machinery during construction or establishment of construction plant.</li> <li>iii. All temporary use of land outside ROW, would be done based on written approval/ prior approval landowner and contractor</li> </ul> |

## **7. GENDER ANALYSIS**

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### **7.1 INTRODUCTION**

There are two important aspects of project where gender issues require an address. Women are going to experience socio-economic impacts due to loss of structure for the project and during the

construction//implementation phase.

**Global Context:** Violence against women and children takes many forms, including sexual, physical, emotional and economic abuse. It occurs in the home and on the streets and in times of peace and in conflict and crisis. Recent estimates by the World Health Organization indicate that 35 percent, or one in three women worldwide have experienced some form of physical or sexual assault. GBV is an expression of gender inequality that prevents women and their families from escaping poverty, drains public resources and impedes human development and economic productivity.

**National Context:** Women and girls in India today continue to experience multiple forms of violence, across multiple intersections, including of religion, caste, class, abilities and sexual orientation. In India, the global data on gender violence is complemented by NFHS (National Family Health Survey (NFHS4), 2015-16 at the national level which shows that 30 percent of women have experienced physical violence since age 15, and 6 percent have ever experienced sexual violence in their lifetime. 33 percent of ever-married women have experienced physical, sexual, or emotional spousal violence. Despite this, only 14 percent of women who have experienced physical or sexual violence by anyone have sought help to stop the violence.

## **7.2 LEGAL AND POLICY ENVIRONMENT FOR WOMEN’S SAFETY**

### **7.2.1 International Instruments**

Over the past three decades, the international community has undertaken many measures to make the world a safer place for women and children. Intimate partner violence is the most common and widespread form of gender violence experienced by women globally. A number of studies capture the extent of this violence in different countries.

The international legal and policy framework establishes standards for action by countries to meet their legal obligations and policy commitments to address violence against women. Some of the key International instruments<sup>1</sup> for the protection of women include the following:

**a) United Nations General Assembly, Convention on the Elimination of All Forms of Discrimination Against Women (CEDAW):**

Date of adoption: 18 December 1979.

Under CEDAW, States ensure through competent national tribunals and other public institutions the effective protection of women against any act of discrimination and refrain from engaging in any practice of discrimination against women and to ensure that public authorities and institutions shall act in conformity with this obligation.

**b) Fourth World Conference on Women, Beijing Declaration and Platform for Action**

Date of adoption: 15 September 1995

The Platform for Action states that ‘women may be vulnerable to violence perpetrated by persons in positions of authority in both conflict and non-conflict situations. Training of all officials in humanitarian and human rights law and the punishment of the perpetrators of

violent acts against women would help to ensure that such violence does not take place at the hands of the public officials in whom women should be able to place trust, including police and prison officials and the security forces’ (para. 121).

**c) United Nations General Assembly, Resolution 52/86 on Crime Prevention and Criminal Justice Measures to Eliminate Violence Against Women**

Date of adoption: 2 February 1998.

**d) United Nations Security Council Resolution 1325 on Women, Peace and Security**

Date of adoption: 31 October 2000

UN SCR 1325 is a key document in influencing police organizations to incorporate gender aspects into the reforms. The resolution calls on all actors involved, when negotiating and implementing peace agreements, to adopt a gender perspective, including measures that ensure the protection of and respect for human rights of women and girls, particularly as they relate to the constitution, the electoral system, the police and the judiciary. The Council invites Member States to incorporate the protection, rights and the particular needs of women, as well as the importance of involving women in all peacekeeping and peace-building measures, into their national training programmes for military and civilian police personnel in the preparation for deployment.

## **7.2.2 National Instruments**

Existing gender inequalities in India create conditions of unequal access to the resources between men and women and manifests into violence through the practice of differentiation. Norms such as male pre-eminence, female seclusion, value of male child, honour, chastity, practice of dowry, restricted mobility, and female circumcision and acts of direct violence (rape, wife-beating, dowry death etc.) are manifestations of deep seated gender inequalities across India.

Domestic violence is one of the most common forms of gender-based violence against women and has been recognized since 1983 as a criminal offence under Indian Penal Code 498-A. However, it was not until the enactment of the Protection of Women from Domestic Violence Act 2005 (PWDVA), which came into effect in 2006 that civil protections were afforded to victims of domestic violence. Similarly the laws on sexual violence and rape were amended in 1983 in the Mathura rape case where a 16 year old girl was raped by two policemen in the police station while her relatives were waiting outside. More recently, India amended its Criminal Procedure Code in 2013 and enacted the Sexual Harassment of Women at workplace (Prevention, Prohibition, Redressal) Act.

Some of the key policies and laws pertaining to gender based violence in India include the following

- **National Policy for the Empowerment of Women**<sup>2</sup> Year of adoption: 2001. India has signed and ratified **Convention on Elimination of Discrimination against Women (CEDAW)**<sup>3</sup>. Since then, the national policy for Women 2016 and other policies and amendments on acts has been reflecting the principles highlighted in the related international conventions the goal of this

Policy is to bring about the advancement, development and empowerment of women.

- **The Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013**, is introduced to prevent and provide Redressal of complaints of sexual harassment. One of the main provisions in this act is that it calls for constituting an Internal Complaints Committee at each office or branch with 10 or more employees/workers.
- The **Protection of Women from Domestic Violence Act, 2005<sup>4</sup>** defines domestic violence, describes the powers and duties of protection officers, service providers and lists the procedures for obtain reliefs.
- **The Dowry Prohibition Act, 1961** makes giving and demanding dowry as a punishable offence. Section 8B identifies Dowry Prohibition Officers who are appointed not only to prevent the offence but also to collect evidence and perform additional functions that are deemed to serve the purpose of the act.
- The **Protection of Children from Sexual Offences Act, 2012<sup>5</sup>** has been framed to strengthen the legal measures for protecting children from any kind of sexual offences. Despite having sexual offences covered under different sections of Indian Penal Code, those existing sections do not entirely cover similar offences against children. Recognizing the children as a person of 18 years or below, the various offences have been clearly defined under this Act. The Act also defines the gravity of certain offences carried out against children and suggests stringent punishments accordingly.
- The **Convention on the Rights of the Children<sup>6</sup>** lays out a universal definition of ‘child’. It articulates how children should be treated in a non-discriminatory manner and calls for action that considers the best interests of the child. While Article 32 keeps in view of protecting the childhood from being engaged as labours, articles 33, 34, 35, 36, 37 and 38 protects children from drug abuse, sexual exploitation, abduction, sale and trafficking, other forms of exploitation, detention and punishment and war and armed conflicts. Article 39 focuses specifically on rehabilitation of child victims who are categorized as neglected, abused, or exploited in any manner. As a signatory to the Convention, India put in place necessary institutional arrangements including strengthening the NGO framework across the country to address survival rights, development rights, protection rights, participation rights. It is noted that as on date India has signed Optional Protocol to CRC on Sale of Children, Child Prostitution and Child Pornography and Optional Protocol to CRC on the involvement of Children in Armed Conflict. The third optional protocol to the Convention on the Rights of the Child on a Communications Procedure is not signed by India as of now. India ratified the Convention for the Suppression of the Traffic in Persons and of the Exploitation of the Prostitution of Others<sup>7</sup> and following that, the country enacted The Immoral Traffic (Prevention) Act in 1956<sup>9a</sup> and punishes trafficking in relation to prostitution.

### **7.3 IMPACT ON WOMEN**

17 females are getting affected by the project (54.84% of the total population) out of 31 persons. Only 1 women headed household is being affected by the project. They constitute around 33.33% of the total affected PAHs in the project area. According to the Socio- economic

status along the road parameters like literacy rate is higher among women, work force participation rate is low as compare to male population.

#### **7.4 WOMEN HEADED HOUSEHOLD**

Female-headed households are considered a vulnerable group as per these SIA. The resettlement plan ensures that socio-economic conditions, needs and priorities of women in the affected area are identified and the process of land acquisition and resettlement does not disadvantage women. During disbursement of compensation and provision of assistance, priority will be given to female-headed households.

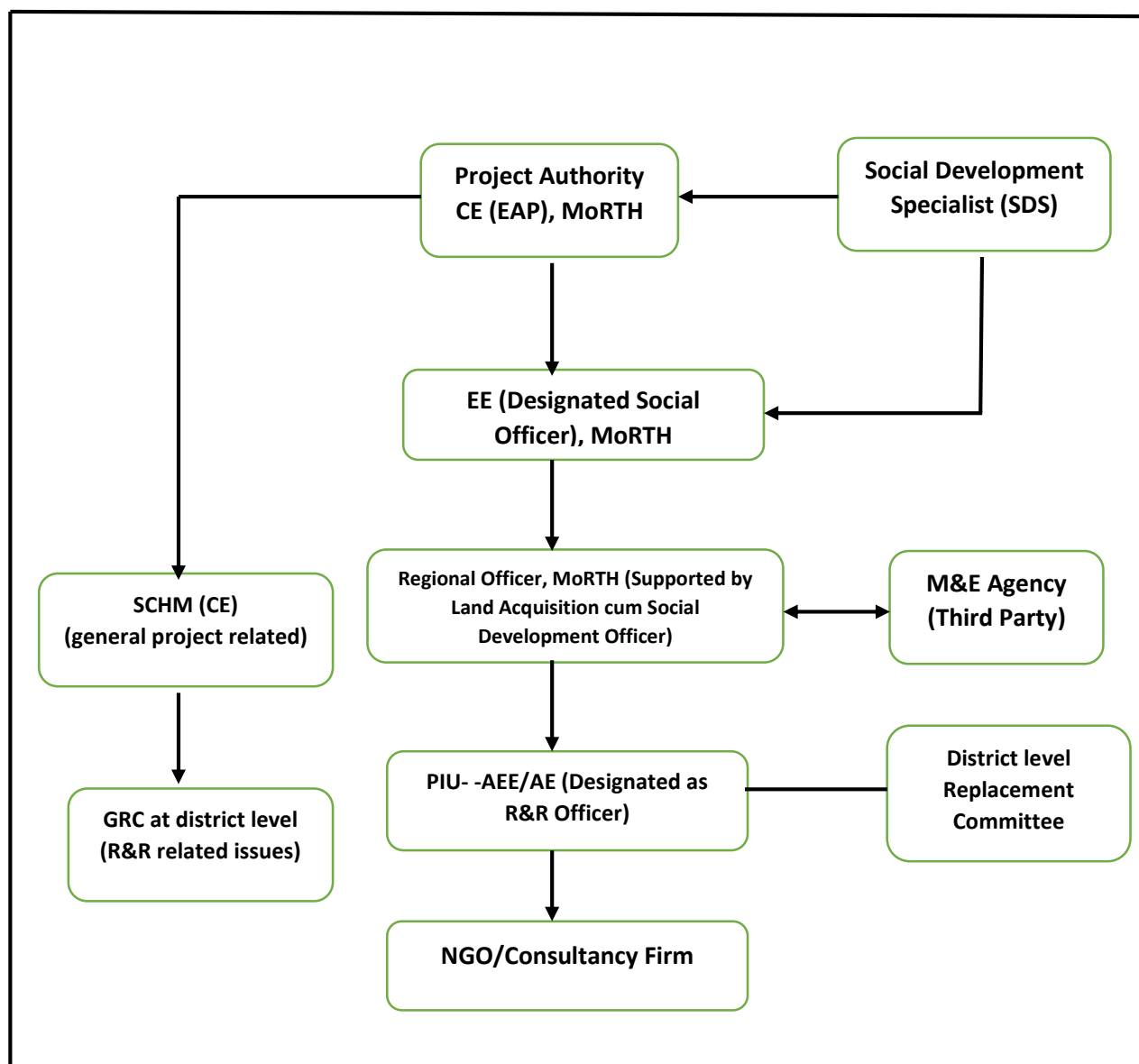
However, one (1) household is women headed along the proposed project area.



## 8. INSTITUTIONAL ARRANGEMENT FOR ARAP IMPLEMENTATION

### 8.1 INTRODUCTION

The key elements of institutional arrangements are co-operation/ support, collaboration and sharing of responsibilities with clearly defined roles, involvement of key stakeholders and vertical and horizontal linkages amongst different agencies. The Institutional Arrangements for implementation of RPF and ARAPs are detailed below. The Institutional Arrangements are required at three levels viz., MoRT&H (Central Govt.), State Level and Sub-Project Level and this is presented in the below figure 8-1.



**Figure 5 Institutional Arrangement for ARAP Implementation**

## **8.2 CENTRAL LEVEL**

At Central Level, the Chief Engineer (EAP), MoRTH, Govt. of India will be overall responsible for the implementation of RPF. CE (EAP) will have all delegated administrative and financial decisions with regard to implementation of the project as well as land acquisition, ARAP including TDP/VCDP implementation. It will include further augmenting the capacity of MoRTH with regard to resettlement and rehabilitation and management of other social issues. CE (EAP) will be assisted by a team comprising EE designated as Social Officer and a suitable number of technical and secretarial staff. MORTH also will engage a Social Development Specialist (SDS) either as individual consultant or through Project Management Consultant (PMC), to work with EAP and assist Social Officer. The EAP will be responsible for ensuring training, guidance, and recommendations for handling policy and implementation issues at the state and sub-project levels in compliance with RPF. The Social Development Specialist either individually or with PMC will provide policy and strategic assistance to EAP on social issues including land acquisition and rehabilitation and resettlement. The designated Social Officer will be specifically responsible for implementation of ARAP & TDP. The Social Officer will ensure that all social safeguards issues are complied with as per the RPF. The roles and responsibilities of the SDS would broadly include the following:

- i. Ensure adequate staffing at state and sub-project level to ensure timely implementation of ARAP.
- ii. Guide and supervise in matters related to resettlement and rehabilitation & TDP to state and sub-project level offices.
- iii. Ensure preparation and disclosure of SIA, ARAP including TDP/VCDP and Land Acquisition Plan for sub projects as per RPF.
- iv. Ensure free, prior and informed consultation with tribal families along the project and also ensure that sufficient supporting documentation is maintained.
- v. Co-ordinate with state government departments in matters related to implementation of ARAP & TDP.
- vi. Interact with implementation agencies at state and sub-project level on a regular basis.
- vii. Undertake field visits as and when required.
- viii. Facilitate necessary help needed at site with regards to LA and R&R issues.
- ix. Compile data related to resettlement and rehabilitation & TDP activities received from field offices and update Chief Engineer (CE) and suggest suitable measures to be taken.
- x. Ensure budgetary provision for resettlement and rehabilitation of PAPs and relocation, rehabilitation and reconstruction of common property resources (CPRs) and implementation of & TDP.
- xi. Ensure timely release of budget for implementation of ARAP&TDP.
- xii. Monitor implementation of ARAP including TDP carried out by the agency through RRO at subproject level.
- xiii. Ensure third party audit of ARAP & TDP implementation; and
- xiv. Perform other roles and responsibilities related to implementation of ARAP including TDP as assigned by the CE (EAP) from time to time.

### **8.3 STATE LEVEL**

At State Level, a Land Acquisition cum Social Development Officer (LA cum SDO) would be appointed in the Project Coordination Unit (PCU) headed by Nodal Officer. Additional sociologist as individual consultant will also be engaged to assist LA cum SDO in states as required, particularly in states with larger share of sub projects such as Andhra Pradesh, Himachal Pradesh, and Uttar Pradesh etc. The roles and responsibilities of the LA cum SDO would broadly include the following:

- i. Facilitate preparation and implementation of land acquisition and ARAP including TDP in compliance with RPF;
- ii. Ensure consultation and stakeholder participation in finalization of ARAP including TDP;
- iii. Guide and supervise ARAP including TDP implementation at sub-project level;
- iv. Interact with ARAP implementation support agencies and undertake field visits for first-hand information;
- v. Co-ordinate with various government departments in matters related to implementation of ARAP & TDP;
- vi. Check implementation of ARAP including TDP/VCDP carried out by the agency from time to time by undertaking site visits and consultations with PAPs;
- vii. Facilitate and cooperate in third party audit of ARAP & TDP implementation;
- viii. Guide and supervise the ARAP implementing agency to roll out HIV prevention activities;
- ix. Ensure a well -functioning GRM including “confidential” handling of complaints relating to Gender Based Violence;
- x. Compile data on LA progress and ARAP implementation activities received from field offices and update EAP, MoRTH and suggest suitable measures to be taken; and
- xi. Perform other roles and responsibilities related to implementation of ARAP including TDP/VCDP as assigned by the EAP, MoRTH from time to time

### **8.4 SUB-PROJECT LEVEL**

A Project Implementation Unit (PIU) comprising officials of State PWD will be constituted at subproject level and headed by the Superintending Engineer/ Executive Engineer – who will be designated as Project Director. The PIU will be responsible for the project execution including ARAP & TDP/VCDP implementation. There will be a designated or appointed Resettlement & Rehabilitation Officer (RRO) at respective PIUs who will be responsible only for the implementation of ARAP and TDP at site. Additional sociologist as individual consultant will also be engaged to assist RRO as required. RRO will assist Project Director at PIU in all matters related to resettlement and rehabilitation. The roles and responsibilities of the Resettlement and Rehabilitation Officer are as under:

- i. Ensure ARAP including TDP implementation with assistance from implementation agency as per the time line agreed upon.
- ii. Interact with ARAP implementation agency on a regular basis.
- iii. Undertake field visits with implementation agency from time to time.
- iv. Co-ordinate with district administration and other departments in matters related to implementation of R&R.
- v. Facilitate necessary help needed at site with regard to LA and R&R, HIV issues to implementation agency.

- vi. Ensure distribution of Resettlement and Rehabilitation Policy and entitlement matrix for the project to PAPs.
- vii. Ensure preparation and distribution of photo identity cards.
- viii. Ensure and attend meetings organized by implementation agency on thematic areas related to resettlement and rehabilitation policy and entitlements and awareness generation including aspects relating to GBV.
- ix. Ensure inclusion of PAPs who could not be enumerated during census but have documentary evidence to be included in the list of PAPs.
- x. Ensure preparation of identity cards, and approval from the PCU and distribution of the same to PAPs.
- xi. Ensure timely preparation of micro-plan from ARAP implementation agency and approval from PCU.
- xii. Ensure disbursement of resettlement and rehabilitation assistance in a transparent manner.
- xiii. Participate in meetings related to resettlement and rehabilitation issues.
- xiv. Facilitate in opening of joint account of PAPs.
- xv. Ensure release of compensation and assistance before taking over the possession of land for start of construction work.
- xvi. Ensure relocation, rehabilitation and reconstruction of CPRs before dismantling through proper mechanism.
- xvii. Ensure development of resettlement sites, where required.
- xviii. Attend and participate in Grievance Redress Committee meetings for Redressal of grievances of PAPs and other committees involving R&R matters,
- xix. Liaison with government and other agencies for inclusion of PAPs in employment and income generation Programme/scheme.
- xx. Ensure that tribal families get equal opportunity to participate during implementation and become overall beneficiaries in the project.
- xxi. Prepare monthly progress report related to physical and financial progress of implementation of ARAP including TDP & submit to PCU.
- xxii. Provide all necessary information and data related to R&R on monthly basis to designated Social Officer at Central Level through Project Director.
- xxiii. Carry out any other work related to resettlement and rehabilitation that may be entrusted from time to time by the PCU for compliance of R&R.

## **8.5 ARAP IMPLEMENTING SUPPORT AGENCY AT SUB-PROJECT LEVEL**

The Project Authority [CE (EAP), MoRTH to implement ARAP for each of the sub-project, will engage the services of **NGOs/Consultancy firms** having experience in resettlement and rehabilitation issues. Broad roles and responsibilities of implementation agency would be as:

- i. The ARAP implementation agency will be the main link between the Project Authority and PAPs,
- ii. Shall be responsible for verification of PAPs as prepared by the DPR consultants,
- iii. Undertake public information campaign along with RRO at the commencement of the ARAP&TDP,
- iv. Develop rapport with PAPs,

- v. Distribute pamphlets of R&R Policy including Entitlement Matrix to PAPs, Panchayat Raj Institutions, and concerned Govt. Offices in the project area, etc.
- vi. Include PAPs who could not be enumerated during census cum socio-economic survey and certification from R&R Officer,
- vii. Distribute identity cards for PAPs,
- viii. Prepare and submit micro-plan to RRO for approval from PCU,
- ix. Organize consultations at regular interval with PAPs with regard to resettlement and rehabilitation,
- x. Organize training program for skill up gradation of the PAPs,
- xi. Assist PAPs in all matters related to compensation and R&R,
- xii. Assist and facilitate aggrieved PAPs (for compensation and assistance) by bringing their cases to GRC,
- xiii. Facilitate in opening of joint account of PAPs,
- xiv. Generate awareness about the alternative economic livelihood and enable PAPs to make informed choice,
- xv. Consultations with PAPs regarding the choice of resettlement (i.e. self or assisted), development of resettlement site, participation of women, etc.
- xvi. Identify training needs of PAPs for income generation and institutions for imparting training,
- xvii. Undertake outreach activities for HIV prevention for awareness and behavior change as per ARAP,
- xviii. Hold consultations with local people and Panchayat Raj Institutions with regard to relocation, rehabilitation, reconstruction of affected CPRs as well as provision of new facilities under the project,
- xix. Participate in various meetings relating to ARAP and TDP/VCDP preparation and implementation,
- xx. Submit monthly progress report, and
- xxi. Undertake any other activities that may be required for the implementation of ARAP & TDP, etc.

## **8.6 REPLACEMENT COST COMMITTEE AT DISTRICT LEVEL**

A committee at district level will be constituted to fix the replacement cost of land in case of lands acquired through Direct Purchase method or Land lease, structures and other properties (trees, crops and other assets, tube well, hand pump, etc.). The committee may be chaired by the District Collector/ Dy. Commissioner or his designated representative (not below the rank of SDM), Project Director-cum-Executive Engineer of the concerned PIU, District Agriculture Officer, Range Officer (Forest Department, if required), an independent certified valuer, Executive Engineer of the concerned District, elected representative (MLA) of the concerned area and Team Leader of ARAP implementation agency.

The highest value of land obtained by the three methods mentioned in Section 26 and Schedule 1 of RFCTLARR will be presented by the Project Authority and approved by the committee as the replacement cost. Similarly, latest schedule of rates of the concerned districts shall be used for

obtaining replacement cost of structures. For items not available in the schedule of rates, for those items market rates shall be collected from three different sources and then replacement cost shall be fixed by the committee. For replacement costs of crops, trees and other such items similar methods will be followed.

The committee will be constituted through an executive order and or other suitable instrument within one month (30 days) from the date of mobilization of ARAP implementation agency at site.

## **8.7 MECHANISM FOR IMPLEMENTATION OF ARAP, TRAINING AND CAPACITY BUILDING – AT PROJECT AND SUB-PROJECT LEVEL**

Training and development of project staff is an integral part for implementing GNHCP. A training needs identification shall be carried out at Central, Regional and Site level, based on which focused training modules will be developed in the first six months of project implementation;

- Strengthening in house capacity to implement the provisions of RPF/ARAP,
- Creating Awareness, providing the tools for implementation of ARAP, and accompanying set of management procedures to all departments,
- Developing competence within key officials to provide training in their respective level.

Based on skill requirement/improvement at all levels for proper implementation of RPF, a training Programme focusing project implementing partners at Centre, State and field PIUs has been developed which will be implemented by the Project Authority (MoRTH) in the next two years. These training programs, which will be zeroed down after a quick training needs assessment, are to be conducted with the help of local and national training institutions and experts in various aspects of social management. MoRTH will also identify courses offered by the premier institutions in India and abroad on social management and inter-phase these with identified Programme. There is a provision for separate budget for this activity. The budget reported under “institutional” head includes the cost estimates of training programs discussed above.

## 9. REHABILITATION AND RESETTLEMENT BUDGET

### 9.1 R&R BUDGET

Based on the Entitlement Matrix, the R&R budget for Gumma-Fediz section of NH 707 has been finalized and is presented in this chapter. The budget is indicative of outlays for the different expenditure categories and may be required to be updated during the project implementation. The R&R budget includes the cost of structure, R&R assistance to be provided to the affected people, replacement cost of religious and community property etc. The project does not involve any land acquisition and the affected households are non-titleholders. Thus, the R&R budget comprises of only two broad components namely compensation for structures and assistance to the affected families. Compensation for structures and assistances will be given as per entitlement matrix.

### 9.2 COMPENSATION COST FOR STRUCTURE

To calculate the cost of structure, the CPWD Plinth Area Rates, 2019 and HPPWD SOR 2019 were referred (attach as **Annexure 9-1**). The cost estimation is based on current rates which might differ in later stages of the project.

As per census cum socio-economic survey data, 3 private structures are being affected, out of which 2 are permanent and one is semi-permanent in nature. The estimated cost of the properties/ structures based on their construction type is given in **the Table 9-1**.

**Table 9-1 Estimated cost of the structures**

| Sl. No.           | Details of Structures                       | Rate   | (in Sq. Mt)/ Quantity | Cost (in Rs.)    |
|-------------------|---|--------|-----------------------|------------------|
| 1.                | Permanent Structure (Non-Title Holder)      | 19,500 | 334.75                | 65,27,625        |
| 2.                | Semi-Permanent Structure (Non-Title Holder) | 16,600 | 25.0                  | 4,15,000         |
| <b>Sub-Total</b>  |   |        |                       | 69,42,625        |
| Contingency @ 10% |   |        |                       | 6,94,263         |
| <b>Total</b>      |   |        |                       | <b>76,36,888</b> |

### 9.3 R&R ASSISTANCE

R&R assistance costs are calculated by using Census cum socio-economic survey data and applicable Entitlement Matrix of Resettlement Policy Framework (RPF) and are presented in **Table 9-2**. A tentative cost that would be incurred while providing this assistance to the affected household has been calculated to be Rs. 4,00,400/-. The R&R assistance includes subsistence allowance, shifting allowance, one time rehabilitation amount, one time resettlement allowance and assistance to women headed household.

Out of 3 affected structures, 2 are abandoned but still R&R assistance has been calculated for these households. One of the owners of the abandoned structure is a Woman and hence apart from

**“Rehabilitation and Up-gradation to Intermediate lane of Paonta Sahib Rajban Shillai Meenus Hatkoti road portion between Km 96+180 to 104+890 (Gumma to Fediz) (Design RD 94+900 to 103+550) of NH 707 in the state of Himachal Pradesh”**

structure cost, she will also get an additional assistance under vulnerable category. The details of assistance amount will be updated at the implementation stage.

**Table 9-2 Estimated Cost of the R&R Assistance**

| Sr. No.   | Item   | Unit     | Rate   | Quantity | Total            |
|---|--|----------|--------|----------|------------------|
| <b>A. Loss of Residential/ Commercial Structures to Non-Title Holders</b> |  |          |        |          |                  |
| 1   | One-time subsistence grant payable over a period of 12 months/ one year- For loss of 01 no. Shop   | One time | 40,000 | 1        | 40,000           |
| 2   | Shifting/transportation assistance- For loss of House  | One time | 60,000 | 3        | 1,80,000         |
| 3   | One-time rehabilitation grant for reconstruction of affected shop given to artisans- For loss of 01 no. shop (which is res-cum-commercial structure) | One time | 28,000 | 1        | 28,000           |
| 4   | One time resettlement cost- 2 houses   | One time | 28,000 | 2        | 56,000           |
| <b>Sub-Total-1</b>  |  |          |        |          | <b>3,04,000</b>  |
| <b>B. Additional Support to Vulnerable Group</b>                          |  |          |        |          |                  |
| 5   | One-time Resettlement Allowance  | One time | 60,000 | 1        | 60,000           |
| <b>Sub-Total-2</b>  |  |          |        |          | <b>60,000</b>    |
| <b>Total (Sub-Total 1+2)</b>  |  |          |        |          | <b>3,64,000</b>  |
| Contingency @ 10%   |  |          |        |          | <b>36,400</b>    |
| <b>Total R &amp; R Assistance Cost</b>                                    |  |          |        |          | <b>4, 00,400</b> |

## 9.4 RELOCATION AND ENHANCEMENT OF COMMUNITY STRUCTURES

The census cum socio-economic survey showed that about 2 hand pumps are likely to be affected due to the widening of project road. For the relocation of these hand pumps, a lump sum amount of Rs. 3, 00,000/- per hand pump has been included in the budget.

**Table 9-3 Estimated Cost of Common Property resources**

| Sl. No.           | Details of Structures   | Rate/ Sq. Mt/R.M. | (in Sq. Mt/ R.M.)/ | Cost (in Rs.)   |
|-------------------|-------------------------|-------------------|--------------------|-----------------|
| 1.                | CPR includes Hand Pumps | 3,00,000          | 2                  | 6,00,000        |
| Contingency @ 10% |                         |                   |                    | 60,000          |
| <b>Total Cost</b> |                         |                   |                    | <b>6,60,000</b> |



## 9.5 ADMINISTRATIVE, NGO, MONITORING & OTHER EXPENSES

The cost related to NGO recruitment will be about 20 Lac, External monitor will be about 10 Lacs, Administrative expenses of PIU will cost around 5 lac, Execution Cost of GBV, LMP & SEP will cost about 10 lacs. The total administrative Cost will be 61.05 lacs. Including other expenses and contingency as indicated in table below.

**Table 9-4 Estimated Administrative Costs**

| Sl. No. | Item                             | Unit | Rate      | Quantity | Total            |
|---------|----------------------------------|------|-----------|----------|------------------|
| 1       | NGO Recruitment                  | LS   | 20,00,000 | 1        | 20,00,000        |
| 2       | External Monitor                 | LS   | 10,00,000 | 1        | 10,00,000        |
| 3       | Administrative Expenses PIU      | LS   | 5,00,000  | 1        | 5,00,000         |
| 4       | Disclosure Expenses              | LS   | 5,000     | 10       | 50,000           |
| 5       | Training for PIU and PMU Staff   | LS   | 1,00,000  | 5        | 5,00,000         |
| 6       | Execution Cost of GBV, LMP & SEP | LS   | 10,00,000 | 1        | 10,00,000        |
| 7       | Grievance Redressal Mechanism    | LS   | 5,00,000  | 1        | 5,00,000         |
|         | <b>Sub-Total-3</b>               |      |           |          | <b>55,50,000</b> |
|         | <b>Contingency @ 10%</b>         |      |           |          | <b>5,55,000</b>  |
|         | <b>Total Administrative Cost</b> |      |           |          | <b>61,05,000</b> |

## 9.6 COST OF NGO INVOLVEMENT

The involvement of NGOs is required to help in implementation of the project, especially when the compensation is distributed among the affected household. The lump sum budget which includes salary of the key professionals, sub-professionals, office staff, field staff, vehicle cost, vehicle running cost, training and workshop expenses, office equipment expenses, rent of the office, stationery, overhead expenses and miscellaneous expenses etc. for one NGO is Rs. 20,00,000/- for the project road.

## **9.7 TOTAL R&R BUDGET FOR THE PROJECT INCLUDING LAND, STRUCTURES AND ASSISTENCES**

The total Structure and Assistance budget for the project works out to be about Rs. 1.48 Crore of which Rs. 76.36 lakhs is towards compensation for Structures and Costs for R&R Assistances is about Rs. 4.00 lakhs including Administrative expenses of Rs. 61.05 lakhs. The relocation cost of Cost of Common Property resources is 6.60 lakhs. The details of the budget are summarizing in Table 9.5 below:

**Table 9-5 Summary of Total R&R Budget**

| <b>Sr. No</b>               | <b>Description</b>   | <b>Cost (Rs.)</b>  |
|-----------------------------|--|--------------------|
| 1.                          | Structure Cost as per Schedule of rates of CPWD/HPPWD with Contingency @ 10% | 76,36,888          |
| 2.                          | R&R Assistance as per RPF Entitlement Matrix Inc. Contingency costs          | 4,00,400           |
| 3.                          | Cost of Common Property resources  | 6,60,000           |
| 4.                          | Administrative, NGO, Monitoring & other expenses                             | 61,05,000          |
| <b>Total R&amp;R Budget</b> |  | <b>1,48,02,288</b> |

## **10. MONITORING AND EVALUATION**

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### **10.1 INTRODUCTION**

Monitoring and evaluation are important activities of infrastructure development project particularly, those involving involuntary resettlement. It helps making suitable changes, if required during the course of implementation of ARAP and also to resolve problems faced by the PAPs. Monitoring is periodical checking of planned activities and provides midway inputs, facilitates changes, if necessary and provides feedback to project authority for better management of the project activities. Evaluation on the other hand assesses the resettlement effectiveness, impact and sustainability of R&R activities. In other words, evaluation is an activity aimed at assessing whether the activities have actually achieved their intended goals and purposes. Thus monitoring and evaluation of resettlement action plan implementation are critical in order to measure the project performance and fulfilment of project objectives.

The monitoring and evaluation of ARAP implementation will ensure monitoring of key indicators on inputs, outputs, project processes and evaluation of impact indicators. The overall purpose of the monitoring is to keep track of the implementation processes and progress, achievement of performance targets fixed in the annual work plans, learning lessons and taking corrective actions to deal with emerging constraints and issues. Monitoring and evaluation will constitute the following:

- Implementation progress (physical and financial aspects), monitoring of inputs, and outputs;
- Process documentation (case studies and lessons learnt);
- Impact evaluation based on sample survey and consultations; and
- Thematic studies.

### **10.2 INSTITUTIONAL ARRANGEMENT FOR M & E**

The Resettlement Policy Framework (RPF) stipulates hiring services of an external agency (third party) for monitoring and evaluation of ARAP implementation. This means the project authority through an external agency will carry out monitoring and evaluation from the subsequent month of the mobilization of ARAP IA at project site. Internal monitoring will be carried out by the Social Officer of Project Coordination Unit (PCU) with assistance from R&R officer and ARAP IA whereas external monitoring and evaluation will be carried by the third party engaged for the purpose. This will help monitor project activities closely. Regular monitoring by undertaking site visits and consultations with PAPs will help identify potential difficulties and problems faced in the implementation and accordingly help take timely corrective measures including deviations, if needed.

Components of monitoring will include performance monitoring i.e., physical progress of the work and impact monitoring and external evaluation. Indicative indicators to be monitored related to performance are provided in the following sections. In case during the project implementation, if some other indicators are found relevant they will also be considered for monitoring.

### **10.3 MONITORING AND EVALUATION (M&E) AT PROJECT AND SUB-PROJECT LEVEL**

The Resettlement Action Plan contains indicators and benchmarks for achievement of the objectives under the resettlement programme. These indicators and benchmarks will be of three kinds:

- (1) Proposed indicators, indicating project inputs, expenditures, staff deployment, etc.
- (2) Output indicators, indicating results in terms of numbers of affected People compensated and resettled, training held, credit disbursed, etc,
- (3) Impact indicators, related to the longer-term effect of the project on People’s lives.

The benchmarks and indicators will be limited in number, and combine quantitative and qualitative types of data. Some of these indicators may include, percentage of PAPs actually paid compensation before any loss of assets; percentage of PAPs whose incomes after resettlement are better than, or at least same as before resettlement; percentage of assets valued at replacement cost compensation; percentage grievances resolved; and/or percentage of cases to court. The first two types of indicators, related to process and immediate outputs and results, will be monitored to inform project management about progress and results, and to adjust the work programme where necessary if delays or problems arise. The results of this monitoring will be summarized in reports which will be submitted to the World Bank on a regular basis. Provision will be made for participatory monitoring involving the project affected people and beneficiaries of the resettlement programme in assessing results and impacts. The Project Authority will engage services of an external agency (third party), which will undertake independent concurrent evaluations at least twice a year during the project implementation period. At the end of the project an impact evaluation will be carried out as part of the project completion report. Such independent evaluation will focus on assessing whether the overall objectives of the project are being met and will use the defined impact indicators as a basis for evaluation. Specifically, the evaluation will assess: (i) The level of success (including the constraints and barriers) in land acquisition programme, resettlement plan, and income recovery of the PAPs after they have been displaced from the project affected area, and, (ii) the types of complaints/ grievances and the success of the handling of grievance and public complaints towards the construction of project’s infra-structures, means of redress for assets and lands and the amount of compensation, resettlement, and other forms of complaints.

Summarizing, M&E would be carried out for regular assessment of both process followed and progress of the ARAP implementation. The internal monitoring will be carried out by the State PCU by the Land Acquisition cum Social Development Officer with assistance from ARAP Implementation Support Agency and a quarterly report will be submitted to MoRTH. Each quarterly report would also be uploaded on the MoRTH website. The external agency (third party) however, would conduct assessment six monthly for each sub-project by undertaking field visits and all other necessary activities including consultations. The six monthly reports would cover detailed information on process and progress of ARAP implementation. The report would highlight issues, if any that need attention of the Project Authority and suggest corrective measures that may be followed for better implementation of ARAP.

#### 10.4 PROCESS & PERFORMANCE MONITORING

Process monitoring would enable the project authority to assess whether the due process are being followed or not, whereas performance monitoring would mainly relate to achievement in measurable terms against the set targets. Monitoring report will also provide necessary guidance and inputs for any changes, if required during the course of the implementation. A list of indicators is given in Table 13.1.

**Table 10-1 Performance Monitoring for ARAP Implementation**

| Sr. No. | Indicators   | Target | Status | Achievement (in %) | Remarks |
|---------|--|--------|--------|--------------------|---------|
| 1       | Land acquisition (Private)   |        |        |                    |         |
|         | Notification published u/s 3D  |        |        |                    |         |
|         | Award declared u/s ..... for   |        |        |                    |         |
|         | Land area (ha)   |        |        |                    |         |
|         | Land owners (No.)  |        |        |                    |         |
|         | Compensation disbursed by Competent Authority to land owners (No.)   |        |        |                    |         |
|         | Govt. land transfer (ha)   |        |        |                    |         |
| 2       | Verification of identified PAPs completed (No.)  |        |        |                    |         |
| 3       | New PAPs added, if any (who could not be enumerated at the time of survey)   |        |        |                    |         |
| 4       | Consultations held with regard to ARAP (dissemination of information, awareness generation, entitlements, HIV/ AIDS, SCHM, etc.) – No. |        |        |                    |         |
| 5       | Leaflets, containing salient features of ARAP, hand bills, fliers and other awareness materials distributed (No.)                      |        |        |                    |         |
| 6       | Measurement of structures likely to be affected completed (No.)  |        |        |                    |         |
| 7       | Date of formation of DLC   |        |        |                    |         |
| 8       | Meetings held by DLC for fixing the replacement cost (No.)   |        |        |                    |         |
| 9       | Valuation of affected properties completed (No.)   |        |        |                    |         |
| 10      | Micro plan submitted for THs for approval (No.)  |        |        |                    |         |
| 11      | Identity cum entitlement card issued to PAPs (No.)   |        |        |                    |         |
| 12      | Consultations held with local community regarding relocation or rehabilitation of CPRs (No.)   |        |        |                    |         |
| 13      | Estimate submitted for relocation/ rehabilitation of CPRs for approval   |        |        |                    |         |
| 14      | Agency to carryout relocation/ rehabilitation of CPRs as agreed by the project authority   |        |        |                    |         |
| 15      | R&R assistances disbursed to PAPs (THs – No.   |        |        |                    |         |
| 16      | PAPs re-established their shops/ business (No.)  |        |        |                    |         |
| 17      | PAPs covered under income generation schemes (No.)   |        |        |                    |         |
| 18      | PAPs provided training for alternate livelihood (No.)  |        |        |                    |         |
| 19      | CPRs relocated/ rehabilitated (No.)  |        |        |                    |         |

|    |   |  |  |  |  |
|----|---|--|--|--|--|
| 20 | Grievance/ complaints brought to GRC for Redressal (No.)                          |  |  |  |  |
| 21 | GRC meeting held and cases resolved (No.)   |  |  |  |  |
| 22 | Various channels of SCHM used by category (No.)                                   |  |  |  |  |
| 23 | Consultation meetings held by LA cum SDO of Project Coordination Unit (PCU) (No.) |  |  |  |  |

## 10.5 EVALUATION

The external agency engaged by the Project Authority shall carry out the evaluation at two stages viz., mid-term and after the completion of ARAP implementation. The evaluation will be carried out under a set term of reference. The evaluation study would involve both quantitative and qualitative surveys and compare results before and after the implementation of the project. It will focus on assessing whether the overall objectives of the project are being met and will use the defined impact indicators as a basis for evaluation. The evaluation study would undertake the following but not limited to:

- Review monthly progress report submitted by ARAP Implementation Agency (ARAP IA);
- Undertake consultations with PAPs in order to assess their point of view with regard to overall process;
- Intensity and effectiveness of information dissemination with regard to RAP implementation covering eligibility of different categories of PAPs, frequency of interactions by ARAP IA personnel with PAPs, deployment of ARAP IA staff, quality of report maintained by ARAP IA personnel with PAPs, capability of ARAP IA personnel, behavior of ARAP IA staff, availability of ARAP IA staff, level of satisfaction as regards the work of ARAP IA, etc;
- Collect information about distribution of awareness generation materials, entitlements, distribution of identity cum entitlement card, adequacy of dissemination of information, consultations meetings with regard to policy and eligibility for entitlement, alternatives and relocation related issues, measurement and valuation of affected properties, understanding and use of grievance procedure, disbursement of assistance, and other R&R related issues, compliance of resettlement policy, etc;
- Conduct sample survey (25% of PAPs) for making comparative analysis substantiated by qualitative surveys and case studies, etc.

It may be noted that one of the key objectives of the project is improvement or at least restoration of economic status of the PAPs to the pre project level. An illustrative list of indicators is given in Table 13.2, which would be measured against the baseline data collected for the preparation of ARAP. The M&E agency would finally select the indicators for the evaluation of the project depending upon the progress of R&R activities.

**Table 10-2 Impact Indicators**

| Sr. No. | Indicator   | Unit | Before Project Implementation | During/after ARAP Implementation |
|---------|---|------|-------------------------------|----------------------------------|
| 1       | Monthly income of family/household                                |      |                               |                                  |
| 2       | Consumer durables/material Assets owned                           |      |                               |                                  |
| 3       | Ownership of Transport and farm implements owned                  |      |                               |                                  |
| 4       | Occupation of head of Household and other members                 |      |                               |                                  |
| 5       | Type of dwelling units  |      |                               |                                  |
| 6       | Number of Earning members/households                              |      |                               |                                  |
| 7       | Family under debt   |      |                               |                                  |
| 8       | Size of loan  |      |                               |                                  |
| 9       | Households purchased loans  |      |                               |                                  |
| 10      | Households with various sizes of land                             |      |                               |                                  |
| 11      | Ownership/tenancy of dwelling units (owner, encroacher, squatter) |      |                               |                                  |
| 12      | Access to water and sanitation facilities                         |      |                               |                                  |
| 13      | Access to modern sources of lighting and cooking                  |      |                               |                                  |
| 14      | Animal and poultry birds owned                                    |      |                               |                                  |
| 15      | Migration for employment  |      |                               |                                  |

## 10.6 REPORTING

Monthly Progress Reports on the progress of ARAP implementation including mobilization of staff members, opening of site offices, etc. of the project would be prepared by ARAP IA and submitted to the R&R Officer at sub-project level.

Quarterly Monitoring Reports shall be compiled by the LA cum SDO of Project Coordination Unit (PCU) and submitted to MoRTH for review and onward submission to World Bank

Six monthly reports shall be prepared by the M&E agency by undertaking site visits and review of progress report, consultations, etc.

Evaluation Report shall be prepared by the M&E agency at the end of the project implementation as part of the project completion report.



## **11. GRIEVANCE REDRESSAL MECHANISM**

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### **11.1 NEED FOR GRIEVANCE REDRESS MECHANISM**

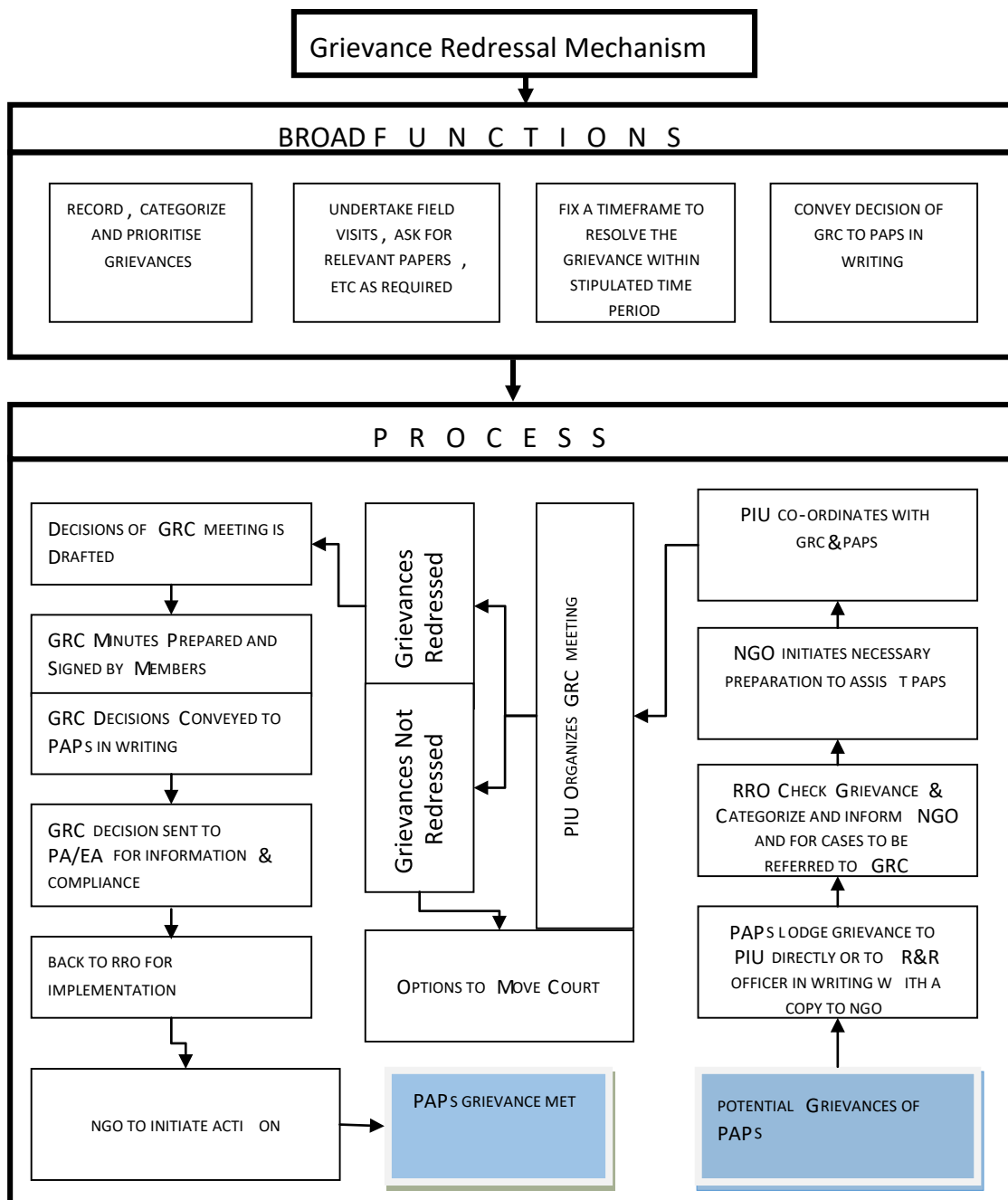
The Resettlement Policy Framework (RPF) mandates formation of Grievance Redressal Mechanism in order to resolve disputes in an effective manner and at the door steps of the PAPs. Compensation and assistance as per eligibility is provided in the entitlement matrix of the approved RPF. The Grievances will be redressed at the PIU level, if not can be referred to the court by the aggrieved. The first contact person at PIU to review and redress the grievance is the RRO. If not resolved, the aggrieved can reach to the Grievance Redress Committee formed at the PIU level. The decision of the GRC will be binding, unless vacated by court of law.

### **11.2 GRIEVANCE REDRESSAL COMMITTEE (GRC)**

The GRC at PIU level will be constituted by the Project Authority with the aim to settle as many disputes as possible on Land Acquisition (LA) and R&R through consultations and negotiation. There will be one GRC for each PIU. The GRC will comprise six members headed by a retired Revenue Officer/Social Welfare Officer not below Group I officer rank. Other members of the GRC will include the concerned Project Director-cum-Executive, a retired PWD Officer (not below the rank of Executive Engineer), RRO, representative of PAPs and Sarpanch (Elected Head of Village) of the concerned village. Grievances of PAPs in writing will be brought to GRC for redressal by the ARAP implementation agency. The ARAP implementation agency will provide all necessary help to PAPs in presenting his/her case before the GRC. The GRC will respond to the grievance within 15 days. The GRC will normally meet once in a month but may meet more frequently, if the situation so demands. A time period of 45 days will be available for redressing the grievance of PAPs. The decision of the GRC will not be binding to PAPs. This means the decision of the GRC does not debar PAPs taking recourse to court of law, if he/she so desires. Broad functions of GRC are as under:

- Record the grievances of PAPs, categorize and prioritize them and provide solution to their grievances related to resettlement and rehabilitation assistance.
- The GRC may undertake site visit, ask for relevant information from Project Authority and other government and non-government agencies, etc. in order to resolve the grievances of PAPs.
- Fix a time frame within the stipulated time period of 45 days for resolving the grievance.
- Inform PAPs through implementation agency about the status
- of their case and their decision to PAPs and Project Authority for compliance.

The GRC will be constituted within 3 months by an executive order from competent authority (centre/ state) from the date of mobilization of ARAP implementation agency. The RRO will persuade the matter with assistance from implementation agency in identifying the suitable persons from the nearby area for the constitution of GRC. Secretarial assistance will be provided by the PIU as and when required. The flow diagram (Figure. xxx) shows the entire process of grievance Redressal.



**Figure 6 Grievance Redressal Mechanism**

PAPs will be fully made aware about the GRM for effective, inexpensive and amicable settlement of claims for compensation and assistance by holding meetings with PAPs, public meetings and distributing leaflets containing salient features and procedures of GRM. The ARAP IA will assist the PAPs in getting their record of rights updated in case of disputes related to land. The RRO with support from ARAP IA will make all possible efforts for amicable settlement. The ARAP IA will document all cases brought to GRC and maintain the records of the proceedings of the grievance redressal committee meetings.

### **11.3 SUGGESTION AND COMPLAINT HANDLING MECHANISM (SCHM)**

The MoRTH recognizes the importance of this and hence intends to establish a SCHM for the GNHCP. The communication channels to report project related complaints/concerns will be disclosed at all levels of institutions—MoRTH, State and Sub-project levels.

Through the Right to Information Act, 2005 an Act of the Parliament of India provides for setting out the practical regime of right to information for citizens. The Act applies to all States and Union Territories of India. Under the provisions of the Act, any citizen may request information from a "public authority" (a body of Government or "instrumentality of State") which is required to reply expeditiously or within thirty days. The Act also requires every public authority to computerize their records for wide dissemination and to pro-actively publish certain categories of information so that the citizens need minimum recourse to request for information formally. In other words under the act, citizens have right to seek information from concerned agencies by following the set procedures. However, it is quite likely that many people may not use the provisions of this Act, only in limited cases covering serious concerns. Being an inter-state project involving several states and large scale of civil works along with R&R and Environment issues, the project is likely to receive many suggestions, complaints, inquiries, etc. through the project implementation period. Therefore, MoRTH has agreed to establish SCHM as a good practice to address public concerns pertaining to various issues. SCHM will report all project related LA and R&R of the PAPs for redressal through the concerned PIU or GRC as appropriate. Several communication channels viz., toll free phone number, dedicated email, mechanism for on line submission of suggestions/complaints/inquiries, provision of suggestion/complaint box (at site and project office), post and other suitable means shall be set up for suggestion and complaint handling.