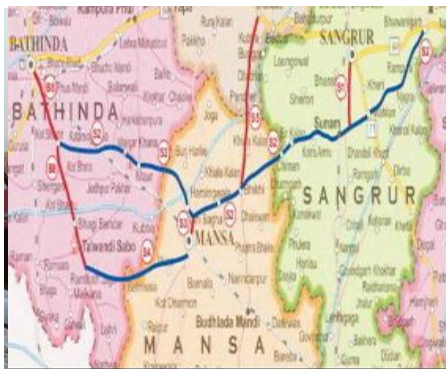




Punjab Roads Bridges Development Board

OPRC for Improvement, Rehabilitation, Resurfacing & Routine Maintenance Works of Roads of Sangrur-Mansa-Batinda Contract Area



SOCIAL SCREENING REPORT

S1,S2,S3,S4,S5 and B8



Patel Infrastructure
Private Limited
Camp: Sangrur, Punjab



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ABBREVIATIONS

A – Association.

AASHTO - American Association of State Highway and Transportation Officials

AADT - Annual Average Daily Traffic (AADT).

AC - Asphalt Concrete (AC):

ASTM - American Society for Testing and Materials.

BANK - World Bank

Base Year – Last Completed Financial Year at the time of receipt of the Bids

BC – Bituminous Concrete

BDPO-Block Development and Panchayat Officer

BDS - Bid Data Sheet

BM-Bituminous Macadam

BoQ – Bill of Quantities

C - Consortium

CBR - California Bearing Ratio

CoI – Corridor of Impact

CQAMP – Contract Quality Assurance Management Plan

DBM- Dense Bituminous Macadam

DCP- Dynamic Cone Penetrometer

dgMarket – International portal for tenders and procurement opportunities from governments and international organisations (www.dgmarket.com)

DRB - Dispute Review Board

EHS – Environment Health and Safety

EIA – Environmental Impact Assessment

EMP - Environmental Management Plan

EIRR - Economic Internal Rate of Return

ESA- Equivalent Standard Axle

ESMF-Environmental Social Management Framework

FIDIC - Fédération Internationale Des Ingénieurs-Conseils - International Federation of Consulting Engineers

FWD - Falling Weight Deflectometer

FWP – Forward Work Programme

GC or GCC- General Conditions of Contract

GDP - Gross Domestic Product

GoI - Government of India

GoP - Government of Punjab

IBRD – International Bank for Rehabilitation and Development

ICB – International Competitive Bidding

IDA – International Development Association

INR – Indian Rupees

IRC- Indian Roads Congress

IRI - International Roughness Index

IRR- Internal Rate of Return

ITB - Instructions to Bidders

JV - Joint Venture

JVA - Joint Venture Agreement.

km - Kilometer/Kilometre

LoS - Level of Service.

MDR – Major District Road

MoEF – Ministry of Environment and Forests Section I – Instruction to Bidders 9 Government of Punjab (Public Works Department Buildings and Roads)

MORT&H – Ministry of Road Transport and Highways
MPa - Mega Pascal. Unit of Measurement
MPD – Mean Profile Depth
MPM- Management Performance Measures
MSA – Million (Equivalent) Standard Axels
NABARD – National Bank for Agriculture and Rural Development
NH – National Highway
NHAI – National Highways Authority of India
NPV - Net Present Value
ODR – Other District Road
OPRC - Output and Performance based Road Contracts.
PAP – Project Affected Person
PC – Particular Conditions of Contract
PCU – Passenger Car Unit
PIRR- Project Internal Rate of Return (PIRR)
PMGSY – Pradhan Mantri Gram Sadak Yojana
PSPCB – Punjab State Pollution Control Board
PWD – Public Works Department
PRBDB – Punjab Roads and Bridges Development Board
PSRSP – Punjab State Road Sector Project
QA – Quality Assurance
QC - Quality Control
RAP - Resettlement Action Plan
RDPM – Road Durability Performance Measure
ROMDAS – Road Measurement Data Acquisition System
RoW – Right of Way
RPM – Raised Pavement Marker
RUS&CPM – Road User Service and Comfort Performance Measure
SDBC – Semi Dense Bituminous Concrete
SH – State Highway
SIA – Social Impact Assessment
TMP – Traffic Management Plan
ToR – Terms of Reference
UNDB online - United Nations Development Business online (www.devbusiness.com)
WB – World Bank
- Indian Rupees Section I – Instruction to Bidders 10

0 EXECUTIVE SUMMARY

0.1 Background

Under the OPRC project model, a Contractor will be selected through bidding process to which the project road link will be awarded for providing services such as design, construction, operation and maintenance for a period of 7-10 years. The Contractor will be paid for the comprehensive services by the PSRSP Project on a pre-agreed time schedule i.e. monthly, quarterly or annually. The payment will be linked to the Contractor maintaining the road link to specified service levels in the OPRC contract. Through this model, it is expected that service levels of the network roads, which form the backbone of farm based economy of Punjab State, will be maintained at satisfactory level and at much lower cost to the State.

0.2 Methodology

The Resettlement Action Plan has emphasized on consultation and participation of project affected persons (PAPs), project planning and implementing agencies at PIU level and local staffs at different level. Structure questionnaires, open ended formats, group discussion during preparation of Village Diary etc are the highlights of methodology adopted for understanding social assessment and the preparation of the report.

0.3 Project Area

The project road S1,S2,S3, S4, S5 and B8 is a combination of Sangrur, Bhawanigarh – Sunam – Bhikhi – Mansa – Kot Shamir and Bathinda section. The project districts are Sangrur, Mansa & Bhatinda districts in Punjab State. The neighbouring districts / states are Haryana & Rajasthan in the South, Muktsar district in the west, Patiala district in east & Moga, Ludhiana, Faridkot & Fatehgarh Sahib districts in north. This corridor covers 49 towns and villages. The project road runs the terrain is predominantly plain. Major land use for the stretch is wheat agricultural excepting around and Built-up areas. The project road is intersected by three state highways and a number of 4 district roads which provides connectivity to towns like Sangrur, Barnala, Mansa and Bathinda.

0.4 Project Impacts

Based on the survey conducted and information on ROW obtained so far, the no land acquisition. An inventory of properties likely to be affected by the project has been prepared from field visits/surveys conducted along the entire length. There are altogether affected properties/and type of constructions may be broadly classified into Squatters/Kiosks. The total number of potentially affected properties could be about-252

0.5 Ownership of Structures

A number of squatters/kiosks are 252 are likely to be affected out of 201 Squatters/Koisks and 51 encroachers because of widening and up gradation of the project road. The major common resources likely to be affected are the religious/societies/trust.

Project Road: S1,S2, S3, S4, S5 and B8

0.6 Religious Structures/ Hot Spots of the Project Area

There are some locations where undesirable impacts of the project occur which can be easily distinguished due to their unique characteristics. These are termed as 'Hotspots' for religious places. There are 2 temples edge of the road fall along the project corridor fall within the project influence area.

0.7 Stakeholders Consultation

To incorporate ensured continued people participation consultation mechanism has been evolved. The public consultation meeting conducted at four places of the corridor. People have been informed, consulted in project related decision.

0.8 The Entitlement Framework

In accordance with the PRBDB 2007 Resettlement and Rehabilitation (R&R) Policy Framework for the Punjab Road Sector Project, an entitlement framework for the project has been prepared. As per the framework, all titleholders and vulnerable non-titleholders' affected families will be entitled to a combination of compensation measures and resettlement support, depending on the nature of ownership rights of lost assets and characteristics and extent of the impact caused because of project interventions. A detailed description of each compensation measures and assistance is provided in the entitlement framework.

0.9 Resettlement Planning

(i) No Land Acquisition

(ii) Relocation Planning

Proposed project intervention would displace 252 families, compensation will be made as per Punjab R&R Entitlements .

0.10 Other Social Issues

The detail screening survey of project-affected Vulnerable Families which would entail a detailed list of 4 cublers holds, and 75 BPLs whose income are upto 24,000. These families will have economic regeneration schemes in addition to 25% extra over and above compensation as per PBR&R, 2007

0.11 Road Safety Education

This learnt during social assessment through consultation that road safety is an emerging concern for the proposed road improvement. Road safety education in present RAP has provision of targeted community awareness programme.

0.12 Implementation Mechanisms

The Resettlement Action Plan will be implemented through PRBDB. Approved Resettlement Action Plan by DRC will be implemented with the help of package level NGO. Monitoring and Evaluation (Social Audit will be done by the project proponent (internal monitor) and an external monitor (Auditor).

1 INTRODUCTION

1.1 Introduction

Under the OPRC project model, a Contractor will be selected through bidding process to which the project road link will be awarded for providing services such as design, construction, operation and maintenance for a period of 7-10 years. The Contractor will be paid for the comprehensive services by the PSRSP Project on a pre-agreed time schedule i.e. monthly, quarterly or annually. The payment will be linked to the Contractor maintaining the road link to specified service levels in the OPRC contract. Through this model, it is expected that service levels of the network roads, which form the backbone of farm based economy of Punjab State, will be maintained at satisfactory level and at much lower cost to the State.

In the screening stage, existing set-up of the study corridor in general i.e., the Corridor of Impact (CoI) and the existing Right of Way (RoW) in particular were studied and is described in subsequent sections. The entire study was carried out within existing policy, legal and administrative framework considering the applicable legislation, regulations and guidelines. The screening report covers the following:

- Baseline Scenario
- Probable Impact
- Involuntary resettlement will be avoided wherever feasible, or minimized, exploring all viable project alternatives.
- Determine the magnitude of adverse social impacts and propose mitigation measures through the Punjab Resettlement and Rehabilitation Policy intervention.
- Outline results of stakeholders consultation and incorporate the outcome of these consultations in the final design of the project roads.
- Develop institutional mechanism for implementation and monitoring and evaluation of the R&R

1.2 Background

Punjab, located in the north-west, is one of India's most prosperous states. The agricultural revolution in the 1960s and 1970s and resulting high economic growth substantially improved Punjab's poverty and social indicators. Punjab has the highest per-capita income and lowest poverty headcount in India (94% of Punjab's population is above the poverty line), and it ranks second in the India Human Development Index (2001). However, the deterioration in the Punjab's economic environment since the mid-1990s brings into question its ability to sustain these improvements.



The Punjabi language, written in the Gurmukhi script is the official language of the state. Muslims form slight majority in the Malerkotla town. The Muslim population in Punjab has increased to 1.57% due to labourer workers from other Indian states, mainly Bihar and Uttar Pradesh.



Table1.1: Punjab state distribution population

Religion	No. of people ^[3]	% of total
Total population	24,272,486 ^[4]	100%

Project Road: S1,S2, S3, S4, S5 and B8

<u>Sikhs</u>	14,592,387	60%
<u>Hindus</u>	8,997,942	37%
<u>Muslims</u>	382,045	1.6%
<u>Christians</u>	292,800	1.2%
<u>Buddhists</u>	41,487	0.17%
<u>Jains</u>	39,276	0.16%
<u>Others</u>	8,594	0.04%

Table1.2: Punjab state district wise demography

District	Sikhs	Hindus	Christians	Muslims
Gurdaspur	44%	47%	7%	0.987%
Amritsar	77%	21%	2%	0.232%
Kapurthala	59%	38%		0.849%
Tarn Taran	90%	10%		
Jalandhar	37.7%	59%	1%	0.882%
Hoshiarpur	40%	59%		1.040%
Nawanshahar	40%	60%		0.691%
Ludhiana	49%	47%	2%	1.72%
Moga	54%	43%	3%	0.67%
Bathinda	74%	25%		0.832%
Faridkot	60%	40%		0.316%
Firozpur	51%	47%	1%	0.193%
Mansa	78%	20%		0.849%
Sangrur	70%	22%		7.89%
Muktsar	74%	25%		0.34%
Fatehgarh Sahib	75%	23%		2.37%
Patiala	56%	42%	1%	1.88%
Chandigarh	16%	79%	1%	3.97%
Rupnagar	57%	41%		2.025%

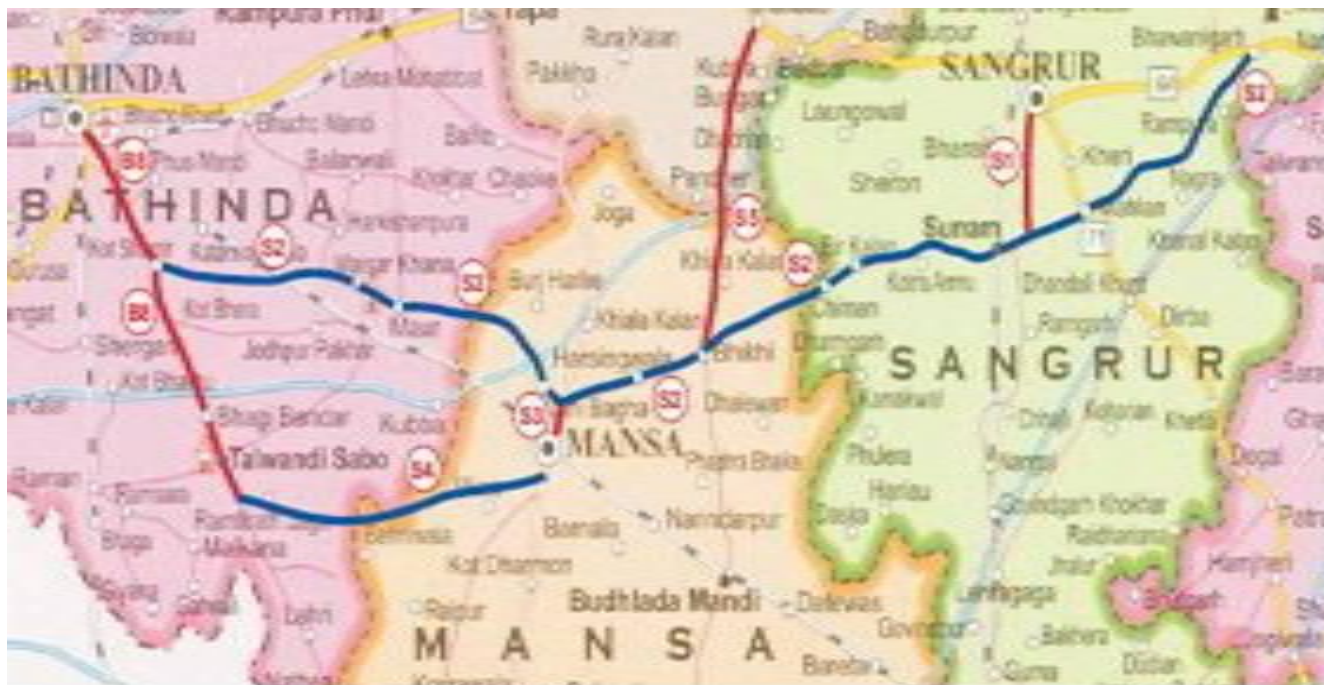
Source: As of the 2001 census

Christians make up about 1.1% of the population mainly concentrated in Gurdaspur. Muslims make up close to 1.57% residing mainly in Malerkotla, Sangrur, Chandigarh and Qadian. The Punjab government have also built NRI Police stations in cities such as Jalandhar,

Nawanshahr, Ludhiana, Moga, and Hoshiarpur for the protection of non resident indians who come to visit their motherland, and oversee their property.

1.3 Project Road

The project road S1,S2,S3, S4, S5 and B8 is a combination of Sangrur, Bhawanigarh – Sunam – Bhikhi – Mansa – Kot Shamir and Bathinda section. The project districts are Sangrur, Mansa & Bhatinda districts in Punjab State. The neighbouring districts / states are Haryana & Rajasthan in the South, Muktsar district in the west, Patiala district in east & Moga, Ludhiana, Faridkot & Fatehgarh Sahib districts in north.



1.4 Project Influence Area & Right of Way

The project districts are Sangrur, Mansa & Bhatinda districts in Punjab State. The neighbouring districts / states are Haryana & Rajasthan in the South, Muktsar district in the west, Patiala district in east & Moga, Ludhiana, Faridkot & Fatehgarh Sahib districts in north. The existing & proposed Right of Way (RoW) varies from 35.2-45.72m as per records and Specifications of the contract.

1.5 Scope of Work

As defined in the Section VI Specifications – Environmental & Social Management, an ESMF Framework for the OPRC Project has already been prepared. The specifications lay down the requirement of Social Screening along with baseline data collection and mapping. It is also required to study the interventions proposed and the legal clearances that it attracts followed by Environmental & Social Impact Assessment. This report deals with social screening as envisaged for the project. The primary baseline data shall be generated if the screening report concluded the requirement of RAP. A reconnaissance survey has been conducted by which has identified sensitive receptors in the project road.

Project Road: S1,S2, S3, S4, S5 and B8

Objectives

The main objective of conducting social screening is to provide inputs of social concerns and to avoid or minimise the adverse social impacts with the best possible solutions at minimum cost in close coordination between engineering, environmental and social experts during the entire process. The social screening exercise is intended to assess the negative impacts (direct, indirect or cumulative) and to suggest mitigating measures to avoid or at least minimise the adverse impacts on nearby communities, peoples and properties falling on the direct path of road development, people indirectly affected by the way of disruption of livelihood, breakage in community linkages, impacts arising from land acquisition and resettlement, on indigenous people (SC, ST etc.) and on human safety etc. To minimise and / or avoid the adverse impacts, necessary modifications are to be made at the design stage. But in cases of unavoidable negative impacts these would be mitigated through suggested appropriate measures being adopted during the construction and operational stages.

1.6 Need for Resettlement Action Plan

Department of Revenue, Government of Punjab has formulated the PB Resettlement and Rehabilitation Policy 2007 for the Project Affected Families involving land acquisition because of developmental projects. The propose project intervention also comes under the preview of the policy provisions and falls under the category linear projects(more details are mentioned in later chapter). The proposed project interventions require land acquisition of 2-4 meter wide strip along the existing road and relocation of squatters and encroachers from the built-up areas. For this purpose, a Resettlement Action Plan is to be prepared.

1.7 Methodology

The preparation of Resettlement Action Plan has emphasized on consultation with Project Affected Persons (PAPs), project planning and implementing agencies at the level of project Implementing Unit (PIU) and Package Unit and the relevant government staffs at different levels. Structured questionnaires, open-ended formats, focus group discussions and other group meetings preparation of Village Diary etc were adopted for social assessment and census survey of PAPs.

1.8 Project Proponent

The project proponent is PWD R&B, Government of Punjab

1.9 Contractor

The Contractor for the project is Patel Infrastructure Pvt. Ltd. (Patel)

1.10 Proposed Road Works

As per the project development the following improvements are proposed:

- Develop two lanes with hard & soft shoulder standard highway and strengthening the

existing carriageway by rehabilitation / reconstruction

- Rehabilitation of existing 2 lane divided carriageway in urban sections
- The proposed improvement includes repair / rehabilitation of existing cross-drainage (CD) structures on the highway
- Proper drainage, road furniture, utilities and amenities wherever required shall also be provided

In order to have a consistent data, structures coming within the RoW were marked, measured and recorded on a strip map. This also included the typology of construction based on construction materials used and the usage of structure. Extent of loss was determined by measuring the distance of the structure from the proposed centre line.

For identification of the affected plots, social teams went to the project corridor

The data collected through socio-economic survey and census survey we fed to the computer for analysis and the result have been discussed in this RAP. Though this document is referred as RAP, this infact includes management plan for other social issues development plan, HIV/AIDS and road safety.

2 SOCIAL SCREENING

2.1 General

This chapter describes socio-economic profile of the project area and its people. Sections of this chapter analyze impacts of proposed project intervention on land and other immovable assets. This is based on the detailed measurement survey in relation to the final design improvements. Detailed survey of structures within RoW helped in identifying social hot spots such as congested segments, community properties temples close to RoW, etc. Despite efforts made to minimize negative impacts some of them could not be avoided. These negative impacts include acquisition of land, structures and other immovable properties/assets. Based on impact on land and structures, a census survey was carried out; results of census survey in the form of social assessment report are discussed in this chapter.

Social Impact Assessment and Social screening study has been carried out to identify critical issues and areas that would be studied in detail for impact assessment, mitigation measures and management plan. Findings of the screening are presented in this report. Further details will be taken up during subsequent stages of the project preparation, if required. This report has been prepared based mainly on field survey and collection of secondary data.

2.2 Project Road

The project Output and Performance Based Road Contract (OPRC) (Asset Management Contract) consists of Improvement, Rehabilitation and Resurfacing & Routine Maintenance

Project Road: S1,S2, S3, S4, S5 and B8

Works of Roads of Sangrur – Mansa - Bathinda Contract Area. The road section passes through the following sections S1 from sangrur to Sunam (MDR21) – 11.30 km, S2 from Bhawanigarh – Sunam – Bhiki SH-13 – Kotshamir (SH12A) - 106.13 KM, S3 from Barnala to Mansa: (SH13)- 106.13 KM, S3 Barnala – Mansa: (SH13) -7.29 KM, S4 Mansa – Talwandi Sabo (up to intersection with B8) (ODR9)- 24.97 Km, S5-Dhanaula – Bhikhi: (MDR14)- 25.34 Km , B8 Bathinda – Kotshamir – Talwandi Sabo (up to intersection with S4): SH17) 28.65 Km. The alignment traverses mainly through plain terrain except a few stretches with rolling terrain. The major part of the proposed alignment passes through rural areas. The land use on both sides of existing carriageway mostly falls under the category of agriculture with a few exceptions. The Scope of services consists of Improvement 128.9 Km, Rehabilitations 74.78 Km and resurfacing 203.6 KM.

The project road S1,S2,S3, S4, S5 and B8 is a combination of Sangrur, Bhawanigarh – Sunam – Bhikhi – Mansa – Kot Shamir and Bathinda section. The project districts are Sangrur, Mansa & Bhatinda districts in Punjab State. The neighbouring districts / states are Haryana & Rajasthan in the South, Muktsar district in the west, Patiala district in east & Moga, Ludhiana, Faridkot & Fatehgarh Sahib districts in north.

2.3 Methodology Approaches to Screening Study

The social assessment process generally commences with screening stage. At this stage, social analysis is made of the project area and steps are taken from the beginning in such a way that to the extent possible, adverse impacts are avoided / reduced at the design stage itself to make these roads people and environment friendly. Wherever avoidance / reduction of the adverse social impact is not possible, those affected should be compensated resettled and rehabilitated properly by adopting proper mitigation measures and the living condition of the people are improved. The key steps are:

Avoiding / reducing the adverse social impacts at the design stage;

Mitigating the unavoidable adverse impacts at planning, construction and implementation phase; and Compensating the affected people and common properties at replacement costs and by adopting appropriate rehabilitation and resettlement measures.

2.3.1 Steps in Screening Process

Screening process mainly consists of following types of activities:

2.3.1.1 Study of Background information

The project documents were studied to have a better understanding of the project objectives, components and scope. Laws and regulations enacted by Government of India and Punjab relevant to road construction and social safety were also studied.

2.3.1.2 Collection of Data from Secondary Sources

Data from secondary sources were collected on following aspects:

- Demographic profile of the area;
- Social profile of the area;
- Economic profile of the area; and
- Land use pattern

Table 2-1: Type of Information and Sources

Information	Source
Demography	Punjab District Census Handbook, Govt. Of India
Land use	Punjab District Census Handbook, Govt. Of India
Economic profile of the area	Census Govt. of Punjab
District Profile	Govt. of Punjab websites

2.3.1.3 Reconnaissance Survey of the Project Impact Zone

The study team paid visits extensively throughout the project corridor to identify, carry out a reconnaissance survey or rapid screening survey and to collect social features along the road and other primary data collected by using structured and semi-structured questionnaires. The data about land use pattern, type of construction of the structures, number of structures, trade and economic activities along the road and community and religious characteristics are recorded through the primary survey.

The consultations were carried out with both individuals and groups during the screening survey involving local people, health workers, and administrators. Public consultation involved information dissemination i.e. informing the people about the details of the project and to invite their suggestion and comments. During consultation the issue regarding to HIV/AIDS have been discussed with truck drivers and local people like awareness about disease, medium of propagation, information, preventive measures, and use of contraceptives. The presence of infected person, line of treatment, measure precautions and presence of commercial sex worker in the area have been asked during the consultation.

2.3.1.4 Analysis of Data and Screening Exercise

The data collected through the above steps were compiled to develop the social scenario of the project area and the sensitive components within that. The full road length and COI were put under screening. The collected data were analysed, tabulated and summarised and accordingly social features of the project road are assessed. The analysis will indicate the feasibility of the project and will help in suggesting various socially viable options & also

come out with the mitigation measures to make the project socio-economically acceptable.

2.4 Preliminary Social Assessment & Baseline Scenario

2.4.1 Settlement Section

The project shall involve only rehabilitation works. No improvement works are proposed. Thus there shall be no land acquisition and hence no physical displacement of families, loss of livelihood and impact on other resources. There are 49 settlements through which the project road passes and these are listed in Table-2.2

Table 2-2: Settlements along the Project Road

SI No	Project Area	S1	S2	S3	S4	S5	B8	Remarks
1	Name of the District	Sangrur	Sangrur, Mansa and Bathinda	Mansa	Mansa, Bathinda	Barnala and Mansa	Mansa and Bathinda	
2	Settlements	4	23	1	7	7	7	
3	Road Length in Kms	11.30	106.130	7.29	24.97	25.34	28.65	

S1 Sangrur-Sunam

The project road starts at 4-Legged junction at Adipur Km.0 of SH 46 It ends in NH-8 A extension at km 11.30Km of SH. The project road mainly passes through Plain terrain. The project road is generally straight with some sharp horizontal curves. Land use along the road varies from agriculture to barren/ agricultural land along the road. There are 4 villages/towns through which the project road passes are listed in Table-2.3.1

Name of Road :- Sangrur-Sunam		
Chainages		
From	To	Villages/Towns
0.000	2.000	Sangrur
7.900	8.000	Kular Khurd
9.800	9.900	Chatte Nakatee
10.900	11.300	Sunam

(Source: Feedback Survey March 2013)

Project Road: S1,S2, S3, S4, S5 and B8

Table 2.3.2 Villages/towns Bhawanigarh-Sunam-Bhikhi-Kotshamir

Chainages		Settlement
From	To	
8.740	10.040	Gharacho
14.140	14.240	Sanjuma
15.510	15.600	Mehla
21.040	21.240	Mard Khera
23.640	23.840	Bishanpura
24.600	28.700	Sunam
33.100	33.300	Sheron
38.600	38.800	Cheema
39.400	41.200	Cheema Mandi
47.300	47.500	Hamirgarh Dhaipi
54.600	56.400	Bhikhi
59.700	59.900	Kotra Kalan
65.500	65.700	Khiala Kalan
69.340	69.740	Thuthian Wali
72.940	73.090	Baini Bagha
76.440	76.940	Bhai Desa
77.640	77.840	Sukha Singhawala
84.440	86.240	Maur Mandi
91.440	92.240	Maisar Khanna
96.640	96.740	Ghaso Khana
102.440	102.740	Kotfatta Kotbara
108.840	109.740	Kotshamir

(Source: Feedback Survey March 2013)

S3 Barnala-Mansa

There are 1 villages/towns through which the project road passes are listed in Table-2.3.3

Name of Road :- S3 Barnala-Mansa		
Chainages		Villages/Towns
From	To	
119.640	126.930	Mansa

(Source: Feedback Survey March 2013)

S4 Mansa-Thalwandi Sabo

There are 7 villages/towns through which the project road passes are listed in Table-2.3.4

Name of Road :- S4 Mansa-Thalwandi	
Chainages	

Project Road: S1,S2, S3, S4, S5 and B8

From	To	Villages/Towns
0.000	0.370	Mansa
1.370	1.870	Ram Dittewala
3.070	4.370	Moosa
11.370	11.570	Akalia Talwandi
14.870	15.170	Banawali
18.370	19.570	Behniwal
23.770	23.970	Jaga Ram Tirath

(Source: Feedback Survey March 2013)

Dhanaula-Bhikhi S5-(ODR-14)

The project road starts at 4-Legged junction at Adipur Km.0 of SH 46 It ends in NH-8 A extension at km 38.100Km of SH. The project road mainly passes through Plain terrain. The project road is generally straight with some sharp horizontal curves. Land use along the road varies from agriculture to barren/ agricultural land along the road.

The 7 villages and towns through which the **Dhanaula-Bhikhi S5-(ODR-14)** project road passes are listed in Table – 2.3.5

Name of Road :- Dhanaula-Bhikhi S5-(ODR-14)		
Chainages		
From	To	Villages/Towns
6.300	6.400	Kaleke
9.300	9.700	Ashpal Kalan
11.100	12.200	Kot Duno
15.900	16.100	Pander
19.560	19.630	Matti
24.100	25.150	Samao
25.150	25.800	Bhikhi

(Source: Feedback Survey March 2013)

There are 7 villages/towns through which the project road passes are listed in Table-2.3.6

Name of Road :- Bathinda-Thalwandi Sabo B8		
Chainages		
From	To	Villages/Towns
9.200	9.700	Bathinda
11.570	11.600	Kartar Singhwala
14.800	16.800	Kotshamir

Project Road: S1,S2, S3, S4, S5 and B8

22.000	22.200	Jiwan Singhwala
26.300	28.200	Bhagi Vandar
30.200	30.900	Talwandi Sabo
30.900	32.850	Talwandi Sabo

(Source: Feedback Survey March 2013)

2.4.2 Sensitive Receptors

There are a total of 29 educational institutes (1 college, 1 institute, 1 polytechnic, 1 medical college, 2 Girls colleges, 22 schools & 1 school & college complex) along the project corridor. There are 6 health centre / hospital along the project road. These receptors are outside the ROW

Figure 0-1: Photographs of Sensitive Receptors



2.4.3 Cultural / Religious resources

There are no archaeological heritage, local built heritage and art forms along the project road. There are 10 temples, 8 Gurudwara & 5 mazar / tomb / Samadhi, 4 Radha Soami Satsang Beas properties & 1 Cremation ghat along the project road. All the *Cultural / Religious resources are away from the corridor. But there is no direct affect of the project.*

Table: 2.3- Cultural / Religious resources

SI No	Religious places	S1	S2	S3	S4	S5	B8	Remarks
1	Temples	1	10	-	-	3	-	
2	Gurudwara	-	8	-	-	5	-	
3	Mazar / tomb / Samadhi	-	5	-	-	2	-	
4	Radha Soami Satsang Beas properties	-	4	-	-	-	-	
5	Cremation ghat	-	1	-	-	-	-	

Figure 0-2: Photographs of Cultural / Religious Resources



Project Road: S1, S2, S3, S4, S5 and B8



There are a number of squatters mainly in the urban / settlement sections. These squatters are mainly fruit & vegetable sellers who sell their wares on mobile vending carts. Figure 0-3: Squatters along project road.



Project Road: S1,S2, S3, S4, S5 and B8



Encroachers at Bhikhi-Dhanaula



Project Road: S1, S2, S3, S4, S5 and B8



A sample socio economic inventory for the entire project stretch was carried out. Table 2.4 gives the details of structures along the project road. There are 252 squatters more details are given in the **Annexure-A**

All the squatters are mainly made up of wooden strip, metal sheets and covered with plastic paper. Present condition of the Squatters is in temporary state.

2.4.4 Project Affected Families

There are a total of 252 project-affected families and there are affected persons are 1015 out of 525 males and 490 are females.

Table: 2.4 Project Affected Families of the non-titleholders

SI No	Project Affected Families (PAFs)	S1	S2	S3	S4	S5	B8	Total
1	Project Affected Families	NA	149	14	14	51	24	252
2	Nuclear	NA	131	11	12	43	20	167
3	Joint	NA	18	3	2	8	4	35

Source: Feedback Infra survey (2013)

Project Road: S1, S2, S3, S4, S5 and B8

2.4.5 Land Acquisition

Based on the survey conducted and information on ROW available and there will not be any land acquisition

2.5 Screening Potential Impacts

This section identifies and assesses the probable impacts on different social issues due to the proposed development. After studying the existing scenario, reviewing the process and related statutory norms, the major impacts can be identified and shall be mitigated in the forthcoming phases. Most of the impacts though shall be perceived during construction and operation phase. Social mapping exercise done to know the PAFs on the corridors—see annexures-SM1, SM2, SM3, SM4, SM5 and SM6

2.5.1 Residential Houses

The project not requires the demolition of residential houses and commercial properties only squatters/kiosks/encroachers.

2.5.2 Public Infrastructure

Construction of road would entail shifting of public infrastructure electric poles/transformers etc. These will be relocated at new sites as per the community's requirement, subject to allotment of land by authorities before actual demolition begins.

2.5.3 Loss of Income

Squatters shall lose income opportunity. However, this will be a permanent setback, unless provided with adequate compensation amount and / or training facilities for new trades with sufficient seed capital.

2.5.4 Increase in Employment Opportunities

Commencement of road project will benefit the community through generation of direct and indirect employment within the project areas due to construction activity, minor repairs and maintenance works. The project will require a good number of unskilled workers and they can form a cooperative, which will supply labourers to contractors whenever required. Up gradation of roads and community development programs in the project plan will benefit the communities at large.

2.6 Potential Adverse Impact

During the initial social assessment the likely impacts / losses were recorded and the data was analyzed to identify the congested areas and the stretches requiring special R&R considerations. The areas are identified as critical and have been shown in the annexure-A for detailed.

2.7 Improvement Proposal

The proposed road improvement consists of two laning of single and intermediate lane with paved shoulder. The proposed widening is being done mostly along the existing road with

minor deviations at sharp curves. The improvement proposal envisages improvement of geometry at sharp curves, raising of submerged stretches and provision of drains along the entire stretches but there is no land acquisition. Resettlement planning has been done in close coordination with technical and environmental team to maintain uniformity and coherence in the project related decisions.

2.8 Minimizing Resettlement

In order to minimize R&R issues it was decided to confine the Corridor of Impact (Col) to 16-20 meters particularly in places with contiguous built up areas. Because of the efforts made, acquisition of area of structures in built up areas has been reduced.

Table 2.5 Type of structures on the corridor

SI No	Type of structures	S1	S2	S3	S4	S5	B8	Total
1	Squatters/Koisks	NA	149	14	14	NA	24	201
2	Encroachers	NA	-	-	-	51	-	51
3	Commercial	NA	149	14	14	51	24	252
4	Katchha	NA	137	10	14	0	24	135
5	Pucca	NA	12	4	0	51	-	67

Source: Primary survey Feedback Infrastructure (2013)

However, a tentative account of affected properties according to broad categories is given in the following section. The affected properties (tin shops, four wheel carters, bullock carters & petty business). The potentially affected properties could be about 252, the distribution of which is given in **Table 2.5**

There are 79 Vulnerable Affected families lies inthe corridor out of 4 Mochis and 75 BPLs . As per PB R&R policy says the income level upto 24,000 per annum considered as a BPL and are given in the table 2.6

Table 2.6: Vulnerable Affected Families

SI No	Type of Families	S1	S2	S3	S4	S5	B8	Remarks
1	SCs	NA	4	NA	NA	NA	NA	4 Mochis are at S2
2	Below Poverty Line (BPL) Income less than 24000/- annually	NA	32	12	6	9	16	75 BPL
3	Women Headed Families	-	-	-	-	-		

2.9 Religious Structures/ Hot Spots of the Project Area

There are some locations where undesirable impacts of the project occur which can be easily distinguished due to their unique characteristics. These are termed as 'Hotspots' for religious places. There are 2 temples edge of the road fall along the project corridor fall within the project influence area.

2.10 Stakeholders Consultation

To incorporate ensured continued people participation consultation mechanism has been evolved. The public consultation meeting conducted at four places of the corridor. People have been informed, consulted in project related decision.

2.11 Conclusions

The screening report is a step towards preparation of social impact assessment report. The screening process as described in previous sections has primarily tried to focus on the potential impacts due to the proposed project and to propose mitigation measures at different phases of the project. Based on the findings during the screening study some measures have to be considered from the inception of the project, which will reduce the detrimental effects of project appreciably. These are:

- Only Rehabilitation for the project road is proposed and the work shall be restricted

within the existing road width only

- The project shall not involve land acquisition
- Few religious & community structures, Common property resources, educational institutes etc. are affected
- Many squatters/koisks are affected due to the project who shall be rehabilitated as per the ESMP Framework prepared by the Project proponent for the project
- The screening report suggest the requirement of preparation of a RAP
- The Social & Environmental code of practices as developed and recommended shall be adhered to.

With the above approach construction and operation the project will be social and environmentally feasible.