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## 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 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.

- 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 process.

### 0.2 Methodology

The Resettlement Action Plan has emphasized on consultation and participation of project affected persons (PAPs), project planning and implementing agencies at CMU 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 OPRC network comprise of links 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. The total length of proposed network is about 203.680 km.

Major land use for the stretch is agricultural excepting around and Built-up areas.

The network covers 49 towns and villages and it runs throughout terrain which is predominantly plains.

The network 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. The project road stretch passes through rolling terrain and is intersected by the river/ponds/watersheds and some of its tributaries.

The report deals with the several objectives related to social impacts at the feasibility stage in accordance with the TOR. This chapter on social assessment presents the socio-economic status of project area, based on secondary data collected from various sources and summary of the results of the Rapid Social Assessment (RSA) survey initially conducted by Feedback Ventures (the consultants). RSA was undertaken to determine the magnitude of the potential social, community and historical (archaeological) impacts due to proposed road widening and to ensure that social sensitivities, considerations and criticalities are given its due weight-age, beforehand, in the pre-construction phase, wherein strengthening in the existing alignment, widening of bridges, drainage improvement, intersection improvement and proper grade separators, roadside facilities etc., would be proposed at a later stage. Primary aim of this study is to minimize adverse social impacts, if any, with the best possible engineering solutions at an optimal cost and to suggest mitigation measures to reduce the negative impact due to any resultant displacement.

#### **0.4 Project Impacts**

Based on the available details of RoW and proposed Col, additional private land is not required and about 221 properties/non-titleholders are being fully affected in **Link S2 & S3** only.

There are total 20 Common Property Resources are being affected (partially/fully) due to the project.

#### **0.5 Ownership of Structures**

All affected 221 properties belong to the non-titleholder category and are comprised of squatters/kiosks.

#### **0.6 Stakeholders Consultation**

To incorporate ensured continued people participation, "Consultation Mechanism" has been evolved. The public consultation meeting conducted at four places of the network. People have been informed, consulted in project related decision. To understand people opinion about the project, their preferences/options and decisions in project designs were discussed. Realizing the losses (encroacher/squatters/kiosks) incurred because of proposed project planning finding and suggestions made by the people have been an important tool to evolve entitlement framework of the Punjab Resettlement and Rehabilitation Policy of PSRSP.

#### **0.7 The Entitlement Framework**

In accordance with the Resettlement and Rehabilitation (R&R) Policy Framework. The Entitlement framework in the project is guided by the following broad principles.

- Land acquisition would be done under the provision of private negotiations and LA Act 1894 as outlined in the R&R Policy of PSRSP.
- Additional benefit to the land losers would be provided as lump sum assistance.
- PAFs that do not have alternative source of livelihood or shelter would be assisted under the project.
- Community properties would be enhanced/conserved by the project in consultation with the community.
- Cut-off date of titleholders will be the date of issuance of 4(1) notification-under LA act and for non-titleholders; the cut-off date is the date of census survey.

## 0.8 Resettlement Planning

### (i) Land Acquisition

The requirement of additional has been established on the basis of available details of RoW and proposed Col and according to that there is no requirement of acquisition of land. The details of RoW and Col are as under:

Link Name	Link No.	Road Category	Start (km)	End (km)	Length (km)	Available RoW	Existing Col	Proposed Col	Type of Intervention
Sangrur-Sunam	S1	MDR	0.00	11.30	11.30	18.40	10	10	Rehabilitation
Bhawanigarh-Sunam-Bhikhi (SH 13) intersection with Kotshamir (SH 12 A)	S2	SH	2.24	108.37	106.13	35.20 to 45.72	7 and 14 (at RD 24.60-26.40 & 27.80-28.60)	10-24	Up-gradation
Barnala-Mansa (SH13)	S3	SH	119.64	126.93	7.29	30.18	10	10-24	Rehabilitation
Mansa-Talwandi Sabo (upto intersection with B8)	S4	ODR	0.00	24.97	24.97	25.15	5.5	10	Rehabilitation
Dhanaula-Bhikhi (MDR14)	S5	MDR	0.00	25.34	25.34	10.06 to 20.13	5.5	5.5	Rehabilitation
Bhatinda-Kotshamir-Talwandi Sabo (upto intersection with S4) (SH17)	B8	SH	9.20	37.85	28.65	20.13 to 30.05	10-14	10-14	Rehabilitation
<b>Total</b>						<b>203.680</b>			

### (ii) Relocation Planning

Proposed project intervention would impact on 221 non-titleholder families and which are belongs to S2 & S3 link only. These non-titleholders will be

compensated and assisted as per the provisions of R&R Policy. The relocation strategy envisages resettlement and rehabilitation of all displaced families if at least 20 displaced commercial establishments within a continuous stretch of 5 km opted for assisted resettlement for a vendor market. The possibilities for establishing vendor market are being explored in consultation with displaced families, concerned panchayat, municipal committees etc. During consultation some displaced families opted for self-relocation. However efforts will be made to resettle these residential families within the village.

## **0.9 Vulnerability Framework**

Out of total 221 affected families, 25 belong to vulnerable category which includes 2 schedule cast and rest 23 belong to Below Poverty Line. Rs. 24000/year income has been considered for BPL category. These vulnerable families will have provided additional assistance as rehabilitation grant as per the R&R Policy of PSRSP.

## **0.10 Road Safety Education**

It was 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 a provision of targeted community awareness programme. The road safety education is being provided every alternate month by the engaged Contractor M/s PIPL which is a part of the Contract.

## **0.11 Prevention HIV/AIDS Transmission**

It is well established that because of improvements of road, mobility of Commercial Sex Workers and truckers also increases and hence increased chances of transmission and spread of HIV/AIDS arise. Prevention and control of HIV/AIDS transmission will be one of the most important social responsibilities of the Bank project. For this purpose, a separate HIV/AIDS Action Plan has been prepared for the project. The Plan emphasizes on targeted intervention programme during project preparation, implementation and operation phases. All the measures included in the HIV/AIDS Action Plan will be implemented in this project corridor also. The awareness generation program on prevention of HIV/AIDS transmission is being provided every alternate month by the engaged Contractor M/s PIPL which is a part of the Contract.

## **0.12 Implementation Mechanisms**

The Resettlement Action Plan will be prepared and implemented by the Contractor. Monitoring and Evaluation (Social Audit) will be done by Monitoring Consultant M/s TNM and the project proponent (internal monitor) i.e. PRBDB and CMU.

## **0.14 Budgets**

The budget for the proposed R&R works out to Rs.1.53 Crores.

## Chapter-I

### 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 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 the existing set-up of the study corridor in general i.e., the Corridor of Impact varies from 5.5-24 mts will be carried out. 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 (2010). 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 1.6% due to migration of labour workers from other Indian states i.e. Bihar, Rajasthan and Uttar Pradesh.



Table1.1: Punjab state distribution population

Religion	No. of people <sup>[3]</sup>	% of total
Total population	24,272,486 <sup>[4]</sup>	100%
<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%
Others	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 2010 census

Christians make up about 1.1% of the population mainly concentrated in Gurdaspur. Muslims make up close to 1.6% residing mainly in Malerkotla, Sangrur, Chandigarh and Qadian. The Punjab government has 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, to oversee their property.

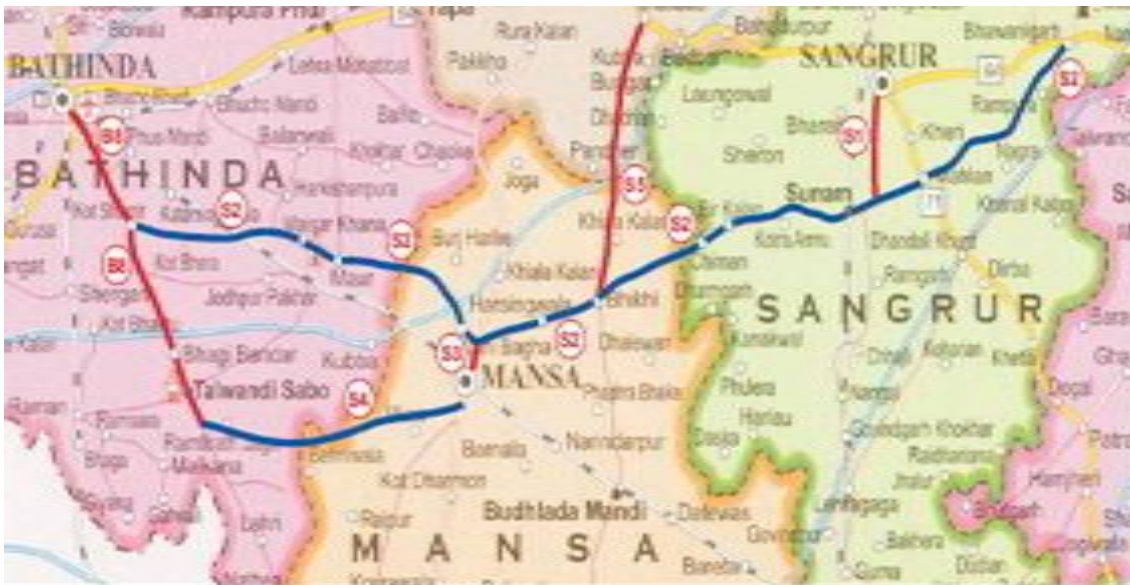
### 1.3 Project Road

The OPRC network comprise of links 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. The total length of proposed network is about 203.680 km.

Major land use for the stretch is agricultural excepting around and Built-up areas.

The network covers 49 towns and villages and it runs throughout terrain which is predominantly plains.

The network 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 The project road stretch passes through rolling terrain and is intersected by the river/ponds/watersheds and some of its tributaries.



### 1.4 Project Influence Area & Right of Way-COI

The project districts are Sangrur, Mansa & Bhatinda 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 Right of Way (RoW) & proposed COI vary from 10.06-45.72m and 5.5-24m respectively.

## **1.5 Scope of Work**

As defined in the Section VI Specifications – Environmental & Social Management Framework of the OPRC Contract, an ESMF has already been prepared by the consultant M/s OPUS International Consultant. 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 generated which concluded that the RAP is required. A reconnaissance survey has been conducted by which has identified sensitive receptors in the project road.

### **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 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**

Government of Punjab has formulated only PSRSP specific Resettlement and Rehabilitation Policy of PSRSP. The proposed project intervention also comes under the preview of the policy provisions. Resettlement Action Plan is prepared with following objectives.

- 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 provisions of the Resettlement and Rehabilitation Policy.
- Outline results of stakeholder's consultation and incorporate the outcome of these consultations in the final design of the project roads.
- Develop institutional mechanism for implementation of the R&R activities and for monitoring and evaluation of the R&R process.

## **1.7 Methodology**

The preparation of Resettlement Action Plan has emphasized on consultation with Project Affected Persons (PAPs), PRBDB, CMU (Construction Division, PWD (B&R) Sangrur, Stake holders etc. 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 PRBDB and Construction Division PWD(B&R), Sangrur

### **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 works are proposed:

- Providing hard shoulder to existing highway and strengthening the existing carriageway by rehabilitation/upgradation
- Performance based routine maintenance of the OPRC road network.

In order to have a consistent data, structures coming within the proposed COI 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 centre line.

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

### **1.11 Structure of the report**

The report has been divided in 9 chapters. The coverage of report is given below.

<b>Chapter Number</b>	<b>Description</b>	<b>Name of Chapter</b>
	Summary	Brief of Report
1	Introduction	Outlines Project background, objectives and methodology adopted for social assessment.
2	Social Impact Assessment	Illustrates the extent of project area, land acquisition by type of Land and categories PAPs.
3	Policy Framework for Resettlement & Rehabilitation	Resettlement and Rehabilitation Policy, 2007
4	Stake Holders Consultation	Details on the consultation at Village , Block and District levels and lesson the outcome from the people participation in this section.
5	Land Acquisition	Outlines LA procedure,

<b>Chapter Number</b>	<b>Description</b>	<b>Name of Chapter</b>
6	Resettlement & Rehabilitation Planning	Explains resettlement planning and income generation strategy for project-displaced families.
7	Other Social Issues	This chapter identifies gender women, child labour , Road safety and HIV/AIDS and suitable mitigation measures
8	Institutional Arrangements	This chapter focuses on role and responsibility of stakeholder in implementation of Resettlement Action Plan, mechanism of grievance redressal and monitoring and evaluation.
9	Implementation & Schedule Budget	Activity wise implementation schedule is discussed in this chapter and details of cost and budget required for RAP is discussed

## 2 SOCIAL IMPACT ASSESSMENT

### 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 Col helped in identifying social hot spots such as congested segments, community properties and religious structures etc. Despite all the efforts made to minimize the negative impacts, some of them could not be avoided. These negative impacts include acquisition of movable and immovable properties/assets only. Based on impact on 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 OPRC network comprise of links 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. The total length of proposed network is about 203.680 km.

Major land use for the stretch is agricultural excepting around and Built-up areas.

The network covers 49 towns and villages and it runs throughout terrain which is predominantly plains.

The network 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 The project road stretch passes through rolling terrain and is intersected by the river/ponds/watersheds and some of its tributaries.

### 2.3 Methodology and Approaches

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 will be compensated, resettled and rehabilitated properly by adopting proper mitigation measures as per R&R Policy so that the living condition of the people can be improved.

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.

The key steps for social assessment are:

### **2.3.1 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. Steps in Screening Process

Screening process mainly consists of following types of activities: 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.

### **2.3.2 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**

<b>Information</b>	<b>Source</b>
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

### **2.3.3 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 with truck drivers and local people the issue regarding to HIV/AIDS like awareness about disease, medium of propagation, information, preventive measures, and use of contraceptives have been discussed. The presence of infected person, line of treatment, safety precautions and presence of commercial sex worker in the area have been asked during the consultation.

### 2.3.4. 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 was analysed, tabulated and summarised and accordingly social features of the project road were 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 rehabilitation and improvement works within the available RoW. Thus there shall be no land acquisition. The impact of the project has been found only on Link S2 & S3 where a temporary loss of livelihood has observed on 221 non-titleholders families. 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	Total
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	49
3	Road Length in Kms	11.30	106.130	7.29	24.97	25.34	28.65	203.680

#### 2.4.1.1 S1Sangrur-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. The 4 villages/towns through which the project road passes are listed in Table-2.3.1

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

#### **2.4.1.2 S2 Bhawanigarh-Sunam-Bhikhi-Kotshamir**

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

#### 2.4.1.3 S3 Barnala-Mansa

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

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

#### 2.4.1.4 S4 Mansa-Thalwandi Sabo

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

Name of Road :- S4 Mansa-Thalwandi		
Chainages		Villages/Towns
From	To	
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

#### 2.4.1.5 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

#### 2.4.1.6 Bathinda-Thalwandi Sabo B8

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

## 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 located beyond the Col. Road safety arrangements have been taken into the consideration while engineering design.

**Figure 2-3:** Photographs of Squatters/Koisks



**Figure 2-4:** Photographs of discussion with vendors



**Figure 2-5:** Photographs of Discussion with Engineers



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 221 NTH are being affected due to the project. The details are given in the **Annexure-A**.

All the structures are mainly made up of wooden strip, metal sheets and covered with plastic paper. Present conditions of the structures are in temporary state.

### 2.4.3 Project Affected Families

As per the original scope of work, there are a total of 106 project-affected families and out of total of 520 affected persons, 280 are males and 240 are females.

**Table: 2.4 Socio-economic profile of the Project Affected Families of the non-title holders**

SI No	Project Affected Families(PAFs)	S1	S2	S3	S4	S5	B8	Remarks
1	Nuclear	NA	88	NA	NA	NA	NA	
2	Joint	NA	18	NA	NA	NA	NA	
3	Male	NA	106	NA	NA	NA	NA	
4	Illiterate	NA	49	NA	NA	NA	NA	
5	1 to 5 class	NA	15	NA	NA	NA	NA	
6	6 to 10	NA	38	NA	NA	NA	NA	
7	11 and above	NA	4	NA	NA	NA	NA	
8	Married	NA	93	NA	NA	NA	NA	
9	Unmarried	NA	13	NA	NA	NA	NA	
10	Commercial (petty business)	NA	106	NA	NA	NA	NA	
11	Rs Less than- 24000	NA	23	NA	NA	NA	NA	
12	2001-5000	NA	71	NA	NA	NA	NA	
13	5001-10000	NA	10	NA	NA	NA	NA	

## 2.4.4 Land Acquisition

The requirement of additional was established on the basis of available details of RoW and Col and has examined with the help of concerned Revenue Department. Based on the exercise it has been observed that there will not be requirement of additional private land. The details of RoW and Col are as under:

Link Name	Link No.	Road Category	Start (km)	End (km)	Length (km)	Available RoW	Existing Col	Proposed Col	Type of Intervention
Sangrur-Sunam	S1	MDR	0.00	11.30	11.30	18.40	10	10	Rehabilitation
Bhawanigarh-Sunam-Bhikhi (SH 13) intersection with Kotshamir (SH 12 A)	S2	SH	2.24	108.37	106.13	35.20 to 45.72	7 and 14 (at RD 24.60-26.40 & 27.80-28.60)	10-24	Up-gradation
Barnala-Mansa (SH13)	S3	SH	119.64	126.93	7.29	30.18	10	10-24	Rehabilitation
Mansa-Talwandi Sabo (upto intersection with B8)	S4	ODR	0.00	24.97	24.97	25.15	5.5	10	Rehabilitation
Dhanaula-Bhikhi (MDR14)	S5	MDR	0.00	25.34	25.34	10.06 to 20.13	5.5	5.5	Rehabilitation
Bhatinda-Kotshamir-Talwandi Sabo (upto intersection with S4) (SH17)	B8	SH	9.20	37.85	28.65	20.13 to 30.05	10-14	10-14	Rehabilitation
<b>Total</b>	<b>203.680</b>								

## 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.

### 2.5.1 Impact

The project does not require the demolition of residential houses and commercial properties but only 221 NTH required to be shifted beyond the RoW.

### 2.5.2 Common Property Resources (CPRs)

There 19 CPRs are being affected due to the project out of which 10

handpumps, 7 sitting benches, 1 public toilet and 1 temple. All will be enhanced /located beyond the RoW as per the extent of loss.

### **2.5.3 Loss of Income**

Squatters shall lose income opportunity. However, this will not be a permanent setback, if 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.

To facilitate employment opportunity for local people provisions has been included in the General Conditions of the Contract Document. In result of the above the Contractor is being employed skilled/semiskilled/unskilled workers in the project. Details of workers employed under the project are presented in **Annexure B**.

## **2.6 Potential Adverse Impact**

As per the original scope of work 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.

## **2.7 Minimizing Resettlement**

In order to minimize R&R issues it was decided to confine the Corridor of Impact (Col) within the available RoW only. Various efforts were made and acquisition of area of structures in built up areas has been avoided. 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 106, the distribution of which is given in **Table 2.5**

Table 2.5 Categories of Structures on the Corridor



SI No	Type of structures	S1	S2	S3	S4	S5	B8
1	Squatters	NA	93	NA	NA	NA	NA
2	Koisks	NA	13	NA	NA	NA	NA
3	Tenants	NA	NA	NA	NA	NA	NA
4	Encroachers	NA	NA	NA	NA	NA	NA
5	Commercial	NA	106	NA	NA	NA	NA
6	Katchha	NA	106	NA	NA	NA	NA

Out of total 106 affected families, there are 25 Vulnerable Affected families that lie in the corridor, out of which 2 are SCs (Mochis) and 23 BPL families . As per R&R policy, 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	Total
1	SCs	NA	2	NA	NA	NA	NA	2
2	Below Poverty Line (BPL) Income less than 24000/- annually	NA	23	NA	NA	NA	NA	23
	<b>Total</b>	<b>NA</b>	<b>25</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>25</b>

### 3 RESETTLEMENT & REHABILITATION

#### 3.1 INTRODUCTION

The Government of Punjab recognizes the need to address involuntary displacement of people and their properties that would result during the implementation stage of this project. Thus the resettlement and rehabilitation of affected persons under PSRSP would be necessary. The State Government has framed this Resettlement and Rehabilitation Policy in accordance with existing Kandi Watershed R&R Policy, National Policy on R&R for Project Affected

Families 2007 (NPR&R) and the World Bank guideline on involuntary resettlement.

The different Acts that are relevant in the context of PSRSP are:

- (a) The Land Acquisition Act, 1894 (as amended in 1984)
- (b) The Punjab Tenancy Act, 1887
- (c) The Punjab Village Common Lands (Regulation) Act, 1961
- (d) The Punjab Land Revenue Act, 1967
- (e) The Punjab Public Premises and Land (Eviction and Rent Recovery) Act, 1973
- (f) The Punjab Religious Premises and Land (Eviction and Rent Recovery) Act, 1997
- (g) Environmental guidelines for rail, road and Highway projects, MoEF, 1989

### 3.2 R&R POLICY OBJECTIVES

The principal objectives of this R&R Policy are as follows:

- (a) To minimize displacement and to identify the non-displacing or least-displacing alternatives;
- (b) To plan the Resettlement and Rehabilitation of Project Affected Families (PAFs), including special needs of vulnerable sections;
- (c) To assist affected persons in maintaining/restoring their former living standards, income earning capacity, and production levels.
- (d) To facilitate harmonious relationship between the Implementing Authority (Acquiring Body) and PAFs through mutual cooperation and regular interaction;
- (e) To ensure that the affected persons are meaningfully consulted and provided opportunities to participate in the planning and implementation stages of the resettlement program in order to suitably accommodate their inputs and make this policy more participatory in nature and broad based in its scope.

### 3.3 TERMS AND DEFINITIONS

#### 3.3.1 Terms.

- (a) **Contract farming (Theka):** In contract farming, land is usually leased out for the purpose of cultivation by the owner to a contract farmer for a period of one year. The contract farmer bears the cost of all inputs and takes away the crop while the owner gets a fixed fee or rental (Theka), which is commonly payable in cash or else in kind.
- (b) **Notification:** Refers to the Government Notification that is required to be published in the Official Gazette to acquire private land for the purpose of the project.
- (c) **Gram Panchayat:** A constitutionally elected local self-government body at the village-level.
- (d) **Sarpanch:** Refers to the elected Head of a Gram Panchayat

- (e) **Project Authority:** Refers to the Competent Authority in which the overall control and superintendence of the execution of the project vests (PRBDB in the context of this project).
- (f) **Pucca structure:** Refers to buildings and structures whose walls and roofs are made of durable materials. The materials of walls can be from among burnt bricks, stones or concrete. Roofs can be made of Reinforced Cement Concrete or reinforced brick concrete.
- (g) **Kutchra structure:** Refers to those buildings and structures whose walls and roofs are made of materials that have to be replaced frequently. The walls may be made of materials such as grass, thatch, bamboo, plastic, polythene, mud, un-burnt bricks or wood. The roofs may be made of materials such as grass, thatch, bamboo, wood, mud, plastic or polythene.
- (h) **Right of Way (RoW):** Refers to land acquired by or belonging to the Government or to a local body or Statutory Authority for the purpose of maintaining public utilities along roads.
- (i) **Sharecropping (Batai):** Land is usually leased out for one year in sharecropping by the owner to another farmer on Batai for the purpose of joint cultivation. The sharecropper usually takes away half the crop produced during the contract period.

### 3.3.2 Definitions

- a. **Affected zone:** Refers to the area of a village or locality under a project for which land will be acquired under the Land Acquisition Act 1894 ( as amended in 1984) or any other Act in force through declaration by Notification in the Official Gazette by the appropriate Government or for which land belonging to the Government will be cleared from obstructions.
- b. **Agricultural land:** Denotes land used or capable of being used for the purpose of
- c. **Agriculture or horticulture,** including cultivation of medicinal herbs and plants;
- d. **Dairy farming,** poultry farming, pisciculture, breeding of livestock; raising of crops, grass or garden produce and land used for the grazing of cattle.
- e. **BPL Family:** Below Poverty Line Families shall be identified by using the definition of Planning Commission as adopted by Government of Punjab and keeping the threshold income levels 20% higher than those specified therein. For clarity BPL income limit shall be Rs. 24,000 for this project (i.e. Rs. 20,000 as BPL for 2005-06 + 20% thereof).
- f. **Corridor of Impact:** Refers to the minimum width of land required for the construction/improvement of roads, including road embankments, roadside facilities and features such as service roads, drains, footpaths, utility ducts and lines, fences, green belts, safety zones, working spaces etc. .
- g. **Cut-off date:** Refers to the date prior to which the affected family/person was in possession of the immovable or movable property or a source of livelihood within the affected zone. For non-

titleholders, the cut-off date is the date on which the census of affected zone begins or the date on which Notification is issued under section 4 of the Land Acquisition Act, 1894, whichever is earlier. The cut-off date for land acquisition purpose is the date on which Notification is issued under section 4 of the Land Acquisition Act, 1894 to the titleholder.

- h. **Displaced family (DF):** Any tenure holder, tenant, Government lessee or or non-titleholder who on account of the project has been displaced from such land including plot in the abadi or other property.
- i. **Entitled Person (EP):** A person, who is adversely impacted by the project and is thus entitled to some kind of assistance as per the project entitlement framework.
- j. **Family:** A family consists of a person, his or her spouse, unmarried sons, unmarried daughters, minor brothers, unmarried sisters, father, mother and other members residing with him/her and dependent on him/her for their livelihood
- k. **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, or who has permanent rights and interest in land.
- l. **Marginal farmer:** Refers to a cultivator with an unirrigated land holding not more than one hectare or irrigated land holding not more than half hectare.
- m. **Non-titleholder:** Affected persons/families with no legal title to the land, structures and other assets adversely affected by the project. Non-titleholders include tenants, encroachers, squatters, kiosk operators etc.
- n. **Project:** Refers to the Punjab State Road Sector Project.
- o. **Project Affected Family/Person (PAF/PAP):** PAF/PAP means a family/person whose place of residence or other properties or sources of livelihood are substantially affected by the process of acquisition of land or by clearing the ROW from obstructions for purpose of the project and who has been residing or practising any trade, occupation or vocation in the affected zone preceding the cut-off date. PAP is either Title holder or Non - Title holder.
- p. **Residual Plot:** Refers to part(s) of land plots left with the Project Affected Family, which have not been acquired for the project and which measure less than 1000 sq.m for industrial plot, 1 acre for agriculture plot, 35 sqm for homestead and 15 sq.m. for commercial plot .
- q. **Small farmer:** Refers to a cultivator with an unirrigated land holding up to two hectares but more than one hectare or with an irrigated land holding up to one hectare but more than half a hectare.
- r. **Tenant:** Indicates a Non - Titleholder who holds land of another person and is, or but for a special contract would be liable to pay rent for that land to that other person and includes the predecessor and successor-in-interest of such person but does not include a mortgagee of the rights of a landowner, or a person to whom holding has been transferred or an estate or holding has been let infarm (under the Punjab Land Revenue Act, 1967) 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.
- s. **Titleholder:** A PAP who has legal title to land, structures and other assets in the affected zone.
  - t. **Vulnerable Group:** Includes Affected Persons who are Scheduled Caste families, small and marginal farmers; families headed by women, disabled or handicapped persons, orphans, destitute and BPL families. Vulnerable groups would also include those farmers who (after acquisition of land) become small/marginal farmers. For such cases, total land holding of the landowner in the r State will be considered.
  - u. **Wage Earner:** Wage earner are those livelihood is affected due to the displacement of the employer.
  - v. **Replacement Cost :** Replacement cost is the cost of purchasing comparable assets elsewhere by the affected person in lieu of the acquired land and other amenities, buildings etc. The compensation awarded for the acquired land and other amenities, buildings, etc. should be adequate to enable purchase of comparable assets elsewhere by the affected person. Wherever compensation is not adequate enough to buy replacement lands/ buildings, the project authority shall provide other assistance to overcome the shortfall.

### 3.4 RESETTLEMENT AND REHABILITATION PRINCIPLES

The Resettlement & Rehabilitation policy is based on the principle that the affected persons are not worse-off on account of the project than they were before. This approach to frame the R&R Policy ensures greater acceptability of the project to the people and is expected to facilitate its effective implementation.

#### 3.4.1 Minimization of adverse impacts

- (a) The COI approach will be adopted for both rehabilitation and upgradation of project roads. This means structures/assets falling outside the COI may be left undisturbed/unaffected. This will minimise impact particularly in the case of upgrading within the existing ROW. All social impacts outside COI and within the revised RoW will be mitigated in accordance with this policy, if necessary, during the lifetime of the project.
- (b) All possible alternatives are to be explored in order to minimize adverse impact and displacement.
- (c) The following measures that will be taken to prevent encroachments after cut-off date are:
  - Video recording of all impacts within ROW as of cut-off date in the project roads;
  - The Executive Engineer in the PWD shall be responsible for identification, reporting and initiation of action for eviction of squatters and encroachers that occur after the cut-off date under prevailing and existing law in road under his jurisdiction. He shall monitor it on monthly basis and report to SE and PD. A simple

monitoring format shall be adopted which would broadly contain location of new encroachment/squatters, date of identification, type of structure erected, name of encroacher/squatter, local person/migrant, action taken, further action required, change in status of already existing encroachment/ squatters.

- The Forest Department is responsible for social forestry in PWD land, which under section 29 of the Indian Forest Act of 1929 is protected forest. The Forest guard of concerned road stretch shall be responsible for identification, reporting and taking eviction action under prevailing law of encroachment/squatters in the Government land under forest plantation. This monitoring shall be done on monthly basis in a similar format as mentioned above shall be submitted by District Forest Officer to conservator of Forest and PD.
- The monitoring reports from the concerned PWD and Forest Department shall be sent to PRBDB. The XEN / DFO shall take action under law and ensure that cases are concluded expeditiously to remove encroachments within a week with assistance of DM and District Police as per law.

### 3.5 Entitlements

- (a) The cut-off date for entitlement is the date (i) (for Titleholders) which notification is issued U/s 4 of LA Act modified in 1984 (ii) (For Non – Titleholders) the date on which census and socioeconomic surveys of PAPs begin.
- (b) Eligibility of different categories of PAFs will be as per the Entitlement Matrix.
- (c) If a notice for eviction has been served on a person/family before the cut-off date and the case is pending in a court of law, then the eligibility of PAPs will be considered in accordance with the legal status determined by the court and the affected persons will be eligible for compensation/assistance in accordance with this policy's provisions.
- (d) A PAP who could not be enumerated during census and socio-economic surveys but has reliable evidence to prove his/her presence before the cut-off date shall be included in the list of PAPs after proper verification by the competent authority with grievance redressal mechanism.
- (e) Titleholders would be eligible for compensation as well as assistance.
- (f) Non-Titleholders will not be eligible for compensation of the land occupied by them. However, they will receive compensation for the investment made by them on the land such as structures, wells etc. in addition to assistance.
- (g) PAFs belonging to vulnerable groups will be entitled for additional assistance;
- (h) Project Affected Persons will be permitted to dismantle their structure at their own cost and in, the first instance to take away the dismantled materials free of cost. This will be in addition to compensation for structures paid to them. **The R&R Policy of PSRSP is presented in the Annexure-C**

### 3.6 Land Acquisition

Land needed for the project shall be acquired by direct negotiation as per Government procedure as outlined in this policy framework. However, record of all those cases where negotiations have failed and reasons for failure of negotiations shall be maintained for future reference.

- (a) The Emergency Clause of the Land Acquisition Act, 1894 contained in Section 17 thereof, shall not be invoked for land acquired for this project.
- (b) A time period of 45 days would be available for carrying out negotiations with the landowners.
- (c) The negotiations shall begin by offering a minimum of 1.5 times of the registered value or stamp duty value/circle rate (whichever is higher) in order to make the propositions financially attractive to the landowners (sellers). If the registered value/stamp duty or circle rates are more than a year old at time of negotiations, 10% per annum will be added to bring the rates to current levels. Such PAFs shall be entitled to 30% solatium. Those PAFs losing land shall be eligible for additional assistance equivalent to registration cost of land lost and expenditure incurred on paper work during the purchase of the land. The current cost is 9% (stamp duty - 6% + development charge -3% up to a distance of 5 km in municipal limits) plus 1% registration charge for males and 8% (stamp duty - 5% + development charge -3% up to a distance of 5 km in municipal limits) plus 1% registration charge for females.
- (d) A maximum of 4 rounds of negotiations may be conducted with the landowners. Normally, no more than 3 rounds of negotiation should be required.
- (e) After every round of negotiation, record would be sent to the Head Office for information.
- (f) The negotiations shall be conducted village-wise, involving groups in order to maintain transparency.
- (g) If land acquisition by negotiation is finalized, the entire negotiated amount will be paid in a single instalment within three months of negotiations. Interest @ 9% will be paid for any delays in the payment of compensation beyond three months.
- (h) Entitled person has an option to surrender residual plot to project authority and be compensated as per provisions of the policy.
- (i) All land measurements shall be based on the latest revenue map of the concerned village.

### 3.7 Compensation Assistance

- (a) If land is acquired through negotiation, then the negotiated amount will be the replacement cost.
- (b) If land is acquired under the other provisions of the Land Acquisition Act, 1894 replacement value of land will be the rate fixed by Divisional Commissioner (DC) based on the recommendation of DLPFC subject

- to it not being lower than price recommended by DLPFC or the minimum price for negotiations.
- (c) Replacement cost for structures acquired will be paid as per the latest Common Schedule of Rate (CSR) of Punjab without depreciation. In case the structure is partly acquired, then cost to maintain the viability and safety of the remaining part of structure shall be taken into consideration while estimating the replacement cost.
  - (d) Titleholders will be eligible for both compensation and assistance.
  - (e) Absentee property owners (titleholders) will be eligible for compensation only.
  - (f) Non-titleholders will also be eligible for resettlement assistance and compensation for loss of assets such as structures wells etc. They will not be eligible for land compensation.
  - (g) Additional support shall be provided to vulnerable groups in restoring their livelihood.
  - (h) A minimum of 4 months or normal harvest time notice shall be given for harvesting of standing crops, failing which damages for standing crops shall be paid.
  - (i) PAFs losing their sources of livelihood shall be eligible for training to upgrade their skills (one person per affected family).
  - (j) PAFs losing their place of residence/business or both shall be eligible for shifting allowance.
  - (k) PAFs shall be eligible for transitional allowance.
  - (l) Compensation and assistance will be paid before taking possession of the acquired/purchased land and properties.
  - (m) Civil works will start only after the compensation and/or assistance has been paid to the PAFs.

### **3.8 Implementation Arrangements**

The PRBDB Head Office will deal with financial matters related to services. PRBDB will interact with Assistant R&R Officer and report to the Head of CMU as well as District Road Committee of the area and Undertake public information campaign along with ARRO at the commencement of the RAP

- (a) Responsible for verification of PAFs as prepared by the DPR consultant,
- (b) Develop rapport with PAFs,
- (c) Distribute pamphlets of R&R Policy to PAFs, Panchayat Raj Institutions, and concerned Govt. Offices etc.
- (d) Inclusion of PAFs who could not be enumerated during census cum socio-economic survey and certification from Assistant R&R Officer,
- (e) Prepare format for making identity cards for PAFs and approval from the Head Office,
- (f) Preparation and distribution of photo identity cards to the PAFs,
- (g) Preparation of micro-plan for each PAF,
- (h) Submission of micro-plan to CMU for endorsement from DRC,
- (i) Pursue approval of micro-plan from Project Authority at the Head Office,



- (j) Organize consultations at regular interval with PAFs with regard to resettlement and
  - (a) rehabilitation,
- (k) Organize training program for skill up gradation for the PAPs
- (l) Assist PAFs and Implementing Authority in all matters related to compensation and R&R,
- (m) Assist and facilitate aggrieved PAFs (for compensation and assistance) to bring in their cases to respective committees such as GRC and DRC,
- (n) Facilitate in opening of joint account of PAFs,
- (o) Co-ordinate with ARRO to implement R&R activities.
- (p) Responsible for valuation/estimation of replacement value of affected properties and assets through certified engineer/planner.
- (q) Generate awareness about the alternative economic livelihood and enable PAFs to make informed choice,
- (r) Consultations with PAFs regarding the choice of resettlement (i.e. self or assisted), development of resettlement site, participation of women, etc.
- (s) Identify training needs of PAPs for income generation and institutions for imparting training,
- (t) Consultations with local people and Panchayat Raj Institutions with regard to relocation, rehabilitation, reconstruction of affected CPRs as well as availability of new facilities under the project,
- (u) Participate in various meetings, and
- (v) Submit monthly progress report to CMU, etc Grievance Redress Committee (GRC)
  - (a) If required, the GRC would undertake site visit, ask for relevant information from Project Authority, other govt. and non-government agencies, etc.
  - (b) Fix a time frame within the stipulated time period of 60 days to resolve the grievance.
  - (c) Inform aggrieved parties through the NGO or any other suitable mean about the development of their case and their decision to Project Authority and aggrieved party as well.
  - (d) District Roads Committees (DRC)

The DRC is already in existence in Punjab vide Department Memo No. 22/101/82-B&RII

(1)/4152 dated 18.12.1986 and Memo No. 22/101/82-B&RII (1)/87/1505 dated 1st. April 1987 and their functions were indicated with Dy. Commissioners as Chairman, District Development and Panchayat Officer, Member Secretary. It was restructured vide Memo No. 31/42/95-B&R1 (7)/2273 dated 16 May 1995 keeping in view the proper monitoring of the progress of repair works of link roads, constructed through the funds of Marketing Committees/Marketing Boards. The present DRC comprises the following:

- (i) Minister –in-charge of the District Chairman
- (ii) 2nd Minister-in-charge of the District Vice-Chairman
- (iii) Deputy Commissioner Member

- (iv) Executive Engineer, P.W.D (B&R) in-charge of the Rural Works of the District Member
- (v) Executive Engineer, in-charge of the District in Punjab Mandi Board Member
- (vi) Additional Dy. Commissioner (Development) Member Secretary
- (vii) Chairman of Zila Parishad Member
- (viii) All M.L.A's/M.P's/Ministers belonging to the District (who may either attend personally or through their previously nominated representatives) Members The members at Sl. No. (i) to (VI) constitute 'Core Group' of the Committee.

The Project Authority (PRBDB) will take the services of the DRC for effective implementation of the Resettlement Action Plan.

### **3.9 Policy, Legal and Administrative Framework**

Government of India and World Bank Requirements Regarding Displacement Government of India (GOI) has formulated a National Rehabilitation and Resettlement Policy, 2007 with the following objectives:

- (a) to minimize displacement and to promote, as far as possible, non-displacing or least-displacing alternatives;
- (b) to ensure adequate rehabilitation package and expeditious implementation of the rehabilitation process with the active participation of the affected families;
- (c) to ensure special care is taken for protecting the rights of the weaker sections of the society, especially members of the Scheduled Castes and Scheduled Tribes, and to create obligations on the State for their treatment with concern and sensitivity;
- (d) to provide a better standard of living, making concerted efforts for providing sustainable income to the affected families;
- (e) to integrate rehabilitation concerns into the development planning and implementation process; and
- (f) Where displacement is on account of land acquisition, to facilitate harmonious relationship between the requiring body and affected families through mutual cooperation.

The World Bank's Operational Directive (OD) 4.30 (June 1990), which remained the Bank's policy statement on Resettlement and Rehabilitation (R&R) was replaced by the combined Operational Policy (OP) and Bank Procedure (BP) 4.12 (December 2001). This applies to all projects for which a Project Concept Review took place on or after January 1, 2002.

The important clauses of the World Bank Policy in preparation of resettlement plan and policy framework includes the following:

- (a) Ensure that the displaced persons are informed about their options and rights pertaining to resettlement;
- (b) Consult on, offered choices among, and provided with technically and

- economically feasible resettlement alternatives;
- (c) Prompt and effective compensation at full replacement cost for losses of assets;
  - (d) Provide assistance and allowances;
  - (e) Provide equivalent productive assets for the loss of residential house, agricultural land
  - (f) Provide support for the transition period (between displacement and livelihood restoration);
  - (g) Provide land related development assistance (credit facilities, training and job opportunities);
  - (h) Preference should be given to land based resettlement strategies for displaced persons whose livelihoods are land-based;
  - (i) Cash compensation level should be sufficient to replace the lost land and assets at full replacement cost in local markets;
  - (j) Eligibility of Benefits include, the PAPs who have formal legal rights to land (including customary and traditional land rights recognised under law), the PAPs who don't have formal legal rights to land at the time of census but have a claim to such land or assets and the PAPs who have no recognisable legal right to the land they are occupying;
  - (k) Particular attention will be paid to the needs of vulnerable groups among those displaced, especially those below the poverty line, landless, elderly, women and children, ethnic minorities etc;
  - (l) The displaced persons and their communities will be provided timely and relevant information, consulted on resettlement options, and offered opportunities to participate in planning, implementing, and monitoring resettlement.
  - (m) Appropriate and accessible grievance mechanisms are established for the affected groups.

Both the National Policy and the World Bank guidelines on rehabilitation and resettlement aim to see that involuntary resettlement should be avoided or minimized, where feasible, exploring all viable alternative project designs, and where displacement is unavoidable, people losing assets, livelihood or other resources shall be assisted in improving or at a minimum regaining their former status of living at no cost to themselves.

### **3.10 National Policy on Resettlement and Rehabilitation 2007 (NPRR-2007)**

The National Policy on the Resettlement and Rehabilitation of Project Affected Families will be in the form of broad guidelines and executive instructions for guidance of all concerned and will be applicable to Projects displacing 500 families or more enmasse in plain areas and 250 families enmasse in hilly areas, Desert Development Programme (DDP) blocks, areas mentioned in Schedule V and Schedule VI of the Constitution of India. It is expected that the appropriate Government and Administrator for R&R shall implement this Policy in letter and spirit in order to ensure that the benefits envisaged under the Policy reaches the

Project Affected Families, especially resource poor sections including SCs / STs.

The rehabilitation grants and other monetary benefits proposed in the Policy would be minimum and applicable to all project affected families whether belonging to BPL or non-BPL families. States, where R&R packages are higher than proposed in the Policy, are free to adopt their own packages.

The objectives of the Policy are as follows: -

- To minimise displacement and to identify non-displacing or least-displacing alternatives
- To plan the resettlement and rehabilitation of Project Affected Families, (PAFs) including special needs of tribal and vulnerable sections
- To provide better standard of living to PAFs and
- To facilitate harmonious relationship between the requiring body and PAFs through mutual cooperation

The policy says that 'in case of projects relating to Railway Lines, Highways, Transmission Lines and laying pipelines wherein only a narrow stretch of land extending over several kilometres is being acquired, the Project Affected Families will be offered an ex-gratia amount of Rs. 10,000/- per family, and no other Resettlement & Rehabilitation benefits shall be available to them.

## 4 STAKEHOLDERS CONSULTATION

### 4.1 Introduction

Public Consultation was done using various tools including, interviews with government officials and questionnaire-based information with stakeholders etc. A reconnaissance survey was carried out informally drawing people into dialogue to obtain an overview of likely impacts and concerns of the community. These informal discussion and consultations were held at several locations along the project road alignment, covering settlements close to proposed alignment, thus covering the general public & property owners on the proposed ROW.

A checklist of questions was kept ready and responses were elicited from people and guidelines were issued to field assistants for the purpose. The questions were kept simple for people to comprehend and notes were made for the responses and viewpoints presented by the people. Details of Public Consultation Meetings are presented in Annexure-D

**Table-4.1 Conducted Public Consultation meetings**

SI No	Public Consultation Meetings	S1	S2	S3	S4	S5	B8	Remarks
1	Number of PCMs	1	5	1	1	1	1	
2	Number of Participants	60	120	12	15	20	25	Please see Annexure D
3	Issues	<i>People's perceptions about the project HIV/AIDS awareness As part of the project preparation, to ensure that the community support is obtained and the project supports the felt needs of the people;</i>	<i>Villagers requested curve improvement to avoid number accidents occurring at this chainage 9.000 km . The cure improvement will be developed on LHS. But in the LHS a pond is there and few squatters, but the villagers agree to provide all necessary land etc.</i>	<i>People's perceptions about the project and how the effects of the project should be mitigated; Better access to the facilities Organised market facilities Increased customers Less travel time</i>	<i>People's perceptions about the project and how the effects of the project should be mitigated; and HIV/AIDS awareness As part of the project preparation, to ensure that the community support is obtained and the project supports the felt needs of the people;</i>	<i>People's perceptions about the project and how the effects of the project should be mitigated; and Develop and keep open lines of communication s between the local communities and the project authorities. As part of the project preparation, to ensure that the community support is obtained and the project supports the felt needs of the people;</i>	<i>People's perceptions about the project and how the effects of the project should be mitigated; and Develop and keep open lines of communications between the local communities and the project authorities. As part of the project preparation, to ensure that the community support is obtained and the project supports the felt needs of the people;</i>	

**Note: More details see Annexure-D**

As part of the project preparation, to ensure that the community support is obtained and the project supports the felt needs of the people; public consultations are carried out as an integral component. A continuous involvement of the stakeholders and the affected community are thus obtained. The feedback on the consultation sessions leads to substantial inputs into the project preparation – including influencing the design part.



Social Expert conducted Public Consultation Meetings held in 08 April 2013 at Gherachou Villagers

During the Public consultation meetings the villagers requested for curve improvement to avoid number accidents occurring at chainage 9.000 km . The curve improvement will be developed on LHS. But in the LHS there is a pond and

few squatters, but the villagers agreed to provide all necessary land etc. for the same.



Social Expert conducted Public Consultation Meetings held in 08 April 2013 at Cheema Mandi attended by Municipal officers and PAFs

The primary long-term responsibility of the PWD will involve a continued dialogue with the PAPs to assess whether the resettlement plan has been successful and, if not the ways in which conflicts may be resolved.

After the approval of RAP, PWD will prepare details explaining the categories of entitlements for all PAPs. Public consultation sessions will be held with the PAP in the project area to explain the various project provisions and any other

clarifications that the PAPs and the villagers might have. Where needed, changes will be incorporated in the RAP. These sessions will include:

- Details about specific entitlement;
- Schedule of resettlement-related activities;
- Grievance and appeal redressal mechanism.



Social Expert conducted Public Consultation Meeting at Bhikhi on 09 April, 2013 attended by President of Municipal Office and PAFs

- Improving project profitability by reducing delays and cost escalations during the project implementation;
- Providing opportunities to educate and inform the PAPs;
- Allowing the PAPs to make considered decisions which may effect and allow for changes in the project design;
- Reducing tensions between the PAPs and the relevant authorities ;
- Maximizing opportunities through resettlement and rehabilitation;



- People's perceptions about the project and how the effects of the project should be mitigated; and to Develop and keep open lines of communications between the local communities and the project authorities. As part of the project preparation, to ensure that the community support is obtained and the project supports the felt needs of the people; public consultations are carried out as an integral component. A continuous involvement of the stakeholders and the affected community are thus obtained. The feedback on the consultation sessions leads to substantial inputs into the project preparation.

Figure: Meeting at OPRC office Sangrur with Client



Figure 1-5 Various Stakeholders Meetings conducted Municipal Officers of Bhikhi and Cheema Mandi



Consultation involves soliciting people's views on proposed actions and engaging them in a dialogue. It is a two-way information flow, from project authorities to people and, from people to project authorities. While decision making authority would be retained by the project authority, interaction with people and eliciting feedback allows affected populations to influence the decision making process by raising issues that should be considered in designing, mitigation, monitoring and management plans and the analysis of alternatives.

#### **4.2 Objectives**

The main objective of the consultation process is to minimise negative impacts of the project and to maximise the benefits from the project to the local populace.

The objectives of public consultation as part of this project are:

- Promote public awareness and improve understanding of the potential impacts of proposed projects
- Identify alternative sites or designs, and mitigation measures
- Solicit the views of affected communities / individuals on environmental and social problems
- Improve environmental and social soundness
- Clarify values and trade-offs associated with the different alternatives
- Identify contentious local issues which might jeopardise the implementation of the project and
- Create accountability and sense of local ownership during project implementation.

#### **4.3 Identification of issues**

Based on the community consultation the key social issues identified were:

- Employment opportunity during civil works
- Health issues, such as water borne diseases, HIV & STD
- Safety issues
- Impact on property and land acquisition
- Resettlement Options

#### **4.4 Mitigation and Enhancement Measures**

Most of the mitigation measures can be incorporated as good engineering practice during the design phase itself thus ensuring the mainstreaming of environmental concerns early in the project. Adherence to design drawing and specifications will reduce; to within acceptable levels, the adverse impacts during construction.

General Mitigation Measures

- Ambulance service to transport serious cases to district hospital in case of accidents

##### **4.4.1 Land Acquisition- Mitigation Measures**

- No land acquisition is required.

##### **4.4.2 Safety**

The project design shall take care of safety measures for road users. Safety of pedestrians as well as of the vehicles plying on the road shall be given highest importance and adequate measures shall be incorporated in the design of the alignment. Beside the divided carriageway designed for the project, service roads are also proposed. Signboards indicating construction sites on the road and flags shall be erected. All the signboards giving caution, barricades for diverting the traffic shall be as per IRC specifications.

#### 4.5 FOLLOW UP CONSULTATION PROGRAMME

The follow up consultation process is to be conducted by the social NGO (appointed by the PSRSP) with the objective of involving the stakeholders in every stage of project implementation. It involves two components viz, information disclosure and continuous consultation with the PAPs and roadside communities, where appropriate.



Information Disclosure the SIA documents will be disclosed at each of the project-affected villages, for the benefit of the interested community and the stakeholders. The reports would be kept at a community place so that it is accessible to all the villagers.



Consultation meetings at Sunam with Truck owners/drivers



Table - 4.2: Addressal of General Issues and Concerns under the Project

Issue/Concern	Addressal under the project
Loss of Livelihood and income restoration option	The PAPs will be compensated as per PB R&R policy, Government of Punjab
Road Safety	Adequate number of overpasses under passes, pedestrian crossings, ROBs, etc. are planned. Besides, there will be geometric improvements at many places, which are prone to accidents. Adequate safely signages are planned all along the project road.
Land acquisition and Mode of compensation	<b>In this project there are no land acquisition.</b> In general, there will be acquisition of land for a 30 m ROW for the project road, but at certain places, such as junction, sharp curves etc. additional land intake would result in up to 30m wide ROW. The land will be acquired to accommodate slope. The acquisition will be of mainly private land and compensation will be paid as per R&R policy of PB
Loss of structures	Compensatory would be done as per the directives of the PBRR policy
Impact on health	Further study has been suggested on the impact of highways on roadside community's health. Results of testing for ambient air and water quality showed that the pollution levels are well within the prescribed limits prescribed by central pollution control board. Plantation has also been proposed to screen emissions from the traffic reaching the settlement areas.

#### **4.6 KEY FINDINGS OF THE CONSULTATION**

Major findings related to key issues such as general perception about the project, suggestions to mitigate hardships resulting from dislocation and loss of livelihood are presented below:

- It was observed that people are not only aware of the project but also welcomed the project in general. However, some PAPs have shown their concern due to loss of their livelihood.
- The PAPs are very much concerned about the mode of compensation.
- People want that their views should be taken into account in every matter where it counts for new road option such as, selection of rehabilitation sites and overpasses / underpasses etc.
- They requested for facilities and amenities like underpasses, bus stand and safer accessibility at points of habitant's area.
- Affected population wanted to know about the exact period when the work will start. Sufficient time should be given before the evocate in order to avoid any inconvenience
- People requested about creation of employment opportunities during road construction and later phases of the project.
- People suggested that adequate safety measures should be provided such as speed breakers, signage's etc. near the settlements.

## 5 LAND ACQUISITION

### **5.1 Extent of Land Acquisition**

As mentioned in the earlier chapter, the proposed road improvement is being done within the available land width. Existing Right of Way (RoW) from 10.06-45.72 meter. The improvement sections seem to be adequate RoW and therefore no land acquisition is required.

## 6 OTHER SOCIAL ISSUES

### 6.1 INTRODUCTION

Other than resettlement and rehabilitation process under the project the socioeconomic surveys and stakeholders consultation identified some specific social issues that need to be addressed under the project. These issues relate to vulnerable groups and the behaviour of road users. Vulnerable groups include SC/STI, women and other disadvantaged groups. Though the R&R Entitlement Framework addresses issues related to the affected vulnerable families, some of the local communities may still require special attention under the project. Another important vulnerable group in the project area is women. They are important because they are not only susceptible to displacement and loss of livelihood but are at disadvantaged position with regard to the payment of their R&R entitlements and wages during construction. Issues related to HIV/AIDS and Road Safety are related more with the changing road users' behaviour because of the proposed improvements and eventual increased traffic flow. In this Chapter, an attempt has been made to address these issues and developed strategies to manage them.

### 6.2 GENDER

#### 6.2.1 Socio-economic Characteristics

From the specific consultation with women group and socio-economic survey it is revealed that the socio-economic status of women in the project area is characterized by low literacy level, distressed health and nutritional status, low work participation, etc. Special attention is therefore required because the project might affect their interests in their daily activities.

#### 6.2.2 Separate section Preventing Child Labour

Children below the age of 14 years will not be permitted to participate in the construction activities and wage employment under the project. It is the responsibility of SMU of PIU, Package Manager and NGOs to ensure that no child labourer is engaged in the project construction. This requires close coordination with the Construction Supervision Consultants for effective monitoring for control on child labour. Any complaint received in this regard will necessarily warrant action as per the Child Labour (Prohibition & Regulation) Act, 1986. This may include (i) imposing Penalty, (ii) Black listing of the firm and (iii) taking other legal measures.

### 6.3 ROAD SAFETY

The road accident data is maintained by the Transport Department. The road accidents data from 2006 to 2007 was obtained and analyzed which have been appended, which shows that though two/three wheelers are on top of the list, registering nearly 37% of the total accidents but the accidents resulting in fatalities are more in case of four wheelers - trucks, buses, cars, jeeps etc as could be seen from below. The Road Safety

awareness program/workshops is being carried out by the Contractor in regular intervals.

### **6.3.1 Causes of Accident**

Past accident data of PB, engineering studies and consultations suggest that road accident are generally caused by

- (i) Drivers exceeding the speed limits (over speeding);
- (ii) Overloading;
- (iii) Careless overtaking;
- (iv) Reckless driving habits;
- (v) Unregulated movements of non-motorized vehicles;
- (vi) Lack of traffic safety education; and
- (vii) Poor enforcement of traffic laws.

Some of the deficient engineering design causes accidents are

- ◆ Geometric deficiency
- ◆ Deficient junction design
- ◆ Narrow bridges in comparison to road width
- ◆ Poor visibility during night in highly encroached and congested settlement portions
- ◆ Lack of signals, hoardings and other precautionary measures.
- ◆ Slow moving vehicle without any lights

### **6.3.2 Road Safety Management through Community Participation**

Above-mentioned causes of the accident are the major concerns of the present day road traffic management system. Changing community behaviour will be the main agenda of road safety campaigns which should be undertaken with close participation of the communities living along the corridors. The target groups for road safety education and awareness campaign will be school children, school teachers, senior citizens, roadside dwellers, shop-keepers, drivers of motorized and non-motorized vehicles, local knowledgeable persons,

### **6.3.3 Programs planned for raising Awareness of the Masses**

- ◆ Dissemination of road safety instructions in public places
- ◆ Distribution of leaflets and posters
- ◆ Forming human chains along the national road
- ◆ Public marches along the proposed road
- ◆ Distribution of booklets and bookmarks among school children
- ◆ Organizing workshops on road safety



- ◆ Advocacy with media representatives about road safety

#### **6.4 HIV/AIDS AND ROAD IMPROVEMENT**

It is well established that because of improvements of road, mobility of commercial Sex workers and truckers also increases and hence increased chances of transmission and spread of HIV/AIDS. Prevention and control of HIV/AIDS transmission is one of the important social responsibilities the project. Hence prevention and control of transmission of HIV/AIDS is an important component of SMP. For details on the proposed measures to control spread of HIV/AIDS in project road corridors, refer the HIV/AIDS Action Plan of the project which was prepare involving SACS and agreed with it. The Plan emphasizes on the targeted intervention programs during project implementation and operation phase. The awareness generation program on HIV/AIDS prevention is being carried out by the Contractor every alternate month through IEC as specified in the clause 19.2(h&i)of General Conditions of the Contract.

## 7 INSTITUTIONAL ARRANGEMENT

### 7.1 BACKGROUND

Implementation of the project requires well-coordinated efforts by PRBDB at the project level and its field divisions (referred to as PWD offices/CMU) at the sub-project level, regular R&B Engineers at the Division offices and other concerned government departments and agencies. This coordination is all the more important in the implementation of SMP, particularly with District Administration, staff from the revenue department and other development agencies, elected peoples' representatives including those from PRIs, facilitating other relevant stakeholders.

### 7.2 Contract Management Unit (CMUs)

For carrying out the civil works, suitable number of CMUs will be created in the State. Each CMU will be headed by an officer in the rank of Executive Engineer and assisted by technical personnel, one Assistant R&R Officer, and additional secretarial staff. Assistant R&R Officer will assist the Head of CMU in matters related to R&R and land acquisition.

### 7.3 COMMITTEES FOR THE IMPLEMENTATION OF RAP

In addition to the committees to be constituted for the redressing grievances and monitoring of RAP, the project will have the following committees to facilitate smooth implementation of SMP/RAP.

#### 7.3.1 Punjab Roads and Bridges Development Board

The Project Director & Chief Engineer (PRBDB) will take the services of the Deputy Project Director (PRBDB) Project Manager-Social for effective implementation of the Resettlement Action Plan. The Committee responsible at district Level Executive Engineer followed by SDE1 and SDE2..

### 7.4 PROCESS IN GRIEVANCE REDRESS

In terms of redressal of grievances, the following process will be adopted.

- (a) All efforts will be made to first resolve the issue faced by PAPs at the VLC level.
- (b) Disputes not resolved by VLC could be resolved with the intervention of LAO and Package Manager.
- (c) Unresolved disputes could be placed at the District R&R Committee will have an important role in the entire process of grievance redressal to ensure that PAPs are satisfied with the implementation of RAP.
- (d) Unresolved disputes will be finally referred to the PRBDB for resolution or to the State level R&R Monitoring Committee

- (e) With the aim to settle as many disputes as possible through consultations, GRCs will be constituted under the PSRSP. There will be one GRC for each CMU.
- (f) However, the decision of the GRC will not be binding for PAP to take recourse to the civil court if he/she so desires. Broad functions of GRC are as under:
  - i. Record the grievances of PAPs, categorize and prioritize them and provide solution to their grievances related to land and property acquisition.
  - ii. If required, the GRC would undertake site visit, ask for relevant information from Project Authority, other govt. and non-government agencies, etc.
  - iii. Fix a time frame within the stipulated time period of 60 days to resolve the grievance.

## **7.5 MONITORING AND EVALUATION**

Monitoring and Evaluation (M&E) are critical activities in the implementation of any plan. This assumes significance if the plan is related to LA and R&R. Monitoring involves periodic assessment of plan implementation to ascertain whether the activities are progressing as envisaged and provides feedback on how to keep the plan on schedule and at the same time maintain quality. By contrast evaluation is the impact of plan in terms of achieving its intended objectives. This focuses more on results than the processes. In relation to the institutional framework as per PRBDB for the project for the implementation of RAP, the monitoring will be done at two levels: i) at the sub-project level in the District and ii) at the Project level in the state. In OPRC, the district level and state level monitoring is being done by the Monitoring Consultant M/s TNM and PRBDB respectively.

## 8 IMPLEMENTATION SCHEDULE AND BUDGET

Implementation of RAP consists of land Acquisition and R&R of affected families. Consultation will continue throughout the implementation. As per the conditions in the civil works contracts, land free from all encumbrances is to be made available to the contractors for the contract package. Time frame for implementation of RAP is synchronized with the proposed project implementation (construction schedule) in a way that commencement and progress of civil works is not jeopardized.

### 8.1 Budget Provisions

The Resettlement Action Plan will include an itemized budget and an implementation schedule. Suitable provisions shall be made in the Project budget for these purposes. Disclosure of Resettlement Policy and other Project Documents.

The Resettlement and Rehabilitation Policy, Resettlement Action Plan and other project related document / relevant information and shall list of eligible people for benefit and disbursement of benefits has been disclosed at concerned village Panchayat Office / Urban Local Body, District Collector Offices, Block Development Offices, District Public Relations Offices, (at the state and district-levels), Urban Local Bodies, Panchayat Offices etc. and in addition these documents are also uploaded at [www.prbdb.gov.in](http://www.prbdb.gov.in) to ensure transparency.

### 8.2 R&R Budget

A tentative estimate of cost for Rehabilitation & Resettlement has been worked out to **Rs.83.87 lakhs**, which covers all entitlements related to non-titleholder category. The broad break up of R & R budget is given in table below. Table 8-1: Tentative budget for R&R Activities

S1	Sangrur-Sunam (Budget)	-	No Impact
S3	Barnala-Mansa (Budget)	-	42 NTH
S4	Mansa-Thalwandi Sabo (Budget)	-	No Impact
S-5	Dhanuala-Bhikhi (Budget)	-	No Impact
B8	Bathinda-Kotshamir-Thalwandi Sabo (Budget )	-	No Impact
S2	Bhawanigarh-Sunam-Bhikhi (Budget)	-	179 NTH

Table: 9.1 Tentative R&R Budget

SI. No	Particulars	Amount (Rs.)
1	Transitional Allowance for 3 months @Average Wage Rate (AWR) of Punjab (calculated for 30 days in a month) 221x8976x3 (Rs.299.20/per day)	59,51,088.00
2	Shifting Allowance@ 1000/per familyx221	2,21,000.00
3	EP loosing lively hood belonging to vulnerable groups for 9 months @AWR 25x8976x9 (Rs.299.20/per day)	20,19,600.00
<b>Total</b>		<b>81,91,688.00</b>

\*Based on assessment according to **entitlement matrix Code-2A (Non-title holder category) of R&R Policy**

# Minimum wage rates followed as per Punjab Daily Wages –**See Annexure-E**

### 8.3 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. However in the curve improvement, the LA may needed
- No 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 Social & Environmental code of practices as developed and recommended shall be adhered to.
- With the above approach construction and operation the project will be environmentally socially feasible.