

EXECUTIVE SUMMARY

1. INTRODUCTION

The Government of India has requested the assistance of the World Bank for the improvement and rehabilitation of State Highways, Major District Roads and Other District Roads in the State of Punjab. A Strategic Option Study (SOS), carried out for the Public Works Department (PWD), has prioritised road sections for improvement from the 1698 km of State Highways (SH), Major District Roads (MDR) and Other District Roads (ODR). The major criteria used for selection in SOS are restricted carriageway width and /or pavement conditions which result in capacity constraints for the high volumes of traffic carried by the roads, and also consider the connectivity of the roads.

Road improvement works is likely to have adverse social impacts while planning new alignments and widening. Acquisition of land, eviction of squatters and encroachers are also likely to cause social disruption and economic loss for Project Affected Persons (PAPs) and their families. It is therefore important that disturbance and loss to PAPs due to the project are minimized through proper planning from a very early stage of the project. Keeping the aforementioned situation in view, a Base Line Socio Economic Survey was conducted to identify the affected persons due to the widening of the road, the degree of effect of the project on the people & community, explore the possibility of minimizing the adverse effects and also to come up with a Resettlement and Rehabilitation Action Plan for the affected people to ensure restoration of their livelihood. This document provides details of the Project Affected Families affected by the PSRSP and appropriate resettlement mechanism to restore their livelihood on the basis of the base line socio economic survey. It also includes various activities to be undertaken during the implementation of the project to minimize its adverse social impacts on the people and the area.

2. METHODOLOGY

The study is based mainly on primary data collected through census socio-economic survey schedule (the census questionnaire and socio-economic survey questionnaire was integrated in to one) and qualitative inputs through consultations and discussions with PAPs, local villagers and other stakeholders. A detailed verification and census exercise was carried out within the proposed RoW to identify the affected structures and land. The verification included collection of details in respect of the owner or occupant of the structure, its type and usage coming within CoI on either side of the existing centerline. To collect this information a well-designed and pre-tested schedule was used in the survey. However, during the course of the survey, it was found out that a large number of absentee land lords were not available and in such cases information were collected from their immediate neighbouring households or from their next of kin; but detailed socio-economic information could not be captured for such households.

Besides, Schedule method, a number of tools were also used for eliciting information. Some of the important tools used for the study are:

- I. Focused Group Discussion (FGD)
- II. Case Study
- III. Key Informants Interview
- IV. Participatory Rural Appraisal Method (PRA)

To complement the empirical field data, information were also collected from a number of secondary sources like Census, statistical census hand book, land records, sales statistics of land from revenue department, PWD Office etc.

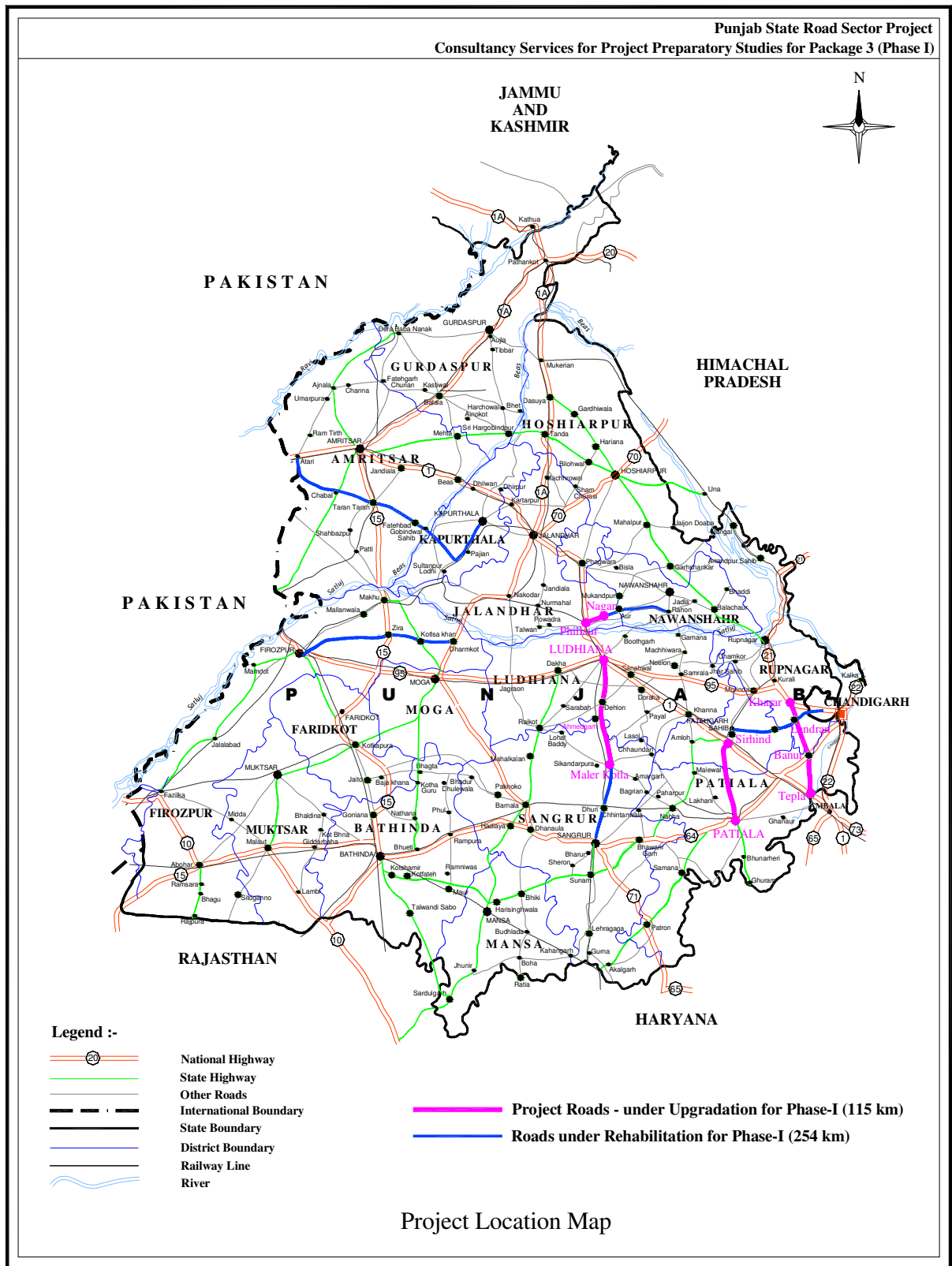
3. PROJECT DESCRIPTION

The project roads are mainly in the South-East districts of Punjab State connecting major cities Patiala, Maler Kotla and Ludhiana. The project roads comprise four different sections namely; 1) Patiala-Sirhind, MDR-31, 2) Kharar-Landran-Banur-Tepla, ODR-4 & 18) Phillaur-Nagar, ODR-5 and 4) Ludhiana-Ahmedgarh-Maler Kotla, SH-11.

The project roads total 115 km of priority sections as listed in following table and shown on the project location map in Figure 1.1 (next page).

The 4 project roads will pass through various villages and towns in as many as 6 districts such as Patiala, Fatehgarh, Roopnagar, Sangrou, Ludhiana and Jalandhar. So far as the existing RoW is concerned, in two of the corridors such as Kharar-Banur-Tepla and Phillaur Nagar, there is sufficient RoW available whereas in Ludhiana-Malerkotla and in Patiala – Sirhind road project, the RoW varies between 11 meters to 55 meters in width respectively.

Components of P.S.R.S.Project (Name of the corridor)	Length of the Road (In kms.)	No of districts through which the road passes	Range of RoW Along the road (Meters)
Kharar –Banur- Tepla (KBT)	39	Roopnagar, Patiala	18 - 27
Ludhiana – Malerkotla (LM)	40	Ludhiana/Sangroor	19 - 44
Phillaur – Nagar (PN)	6	Jalandhar	11 – 55
Patiala-Sirhind (PS)	30	Patiala & Fatehgarh Saheb	12 - 30
04	115	06	



4. EFFORTS TO MINIMIZE RESETTLEMENT

While preparing the engineering design, the prime consideration has been to minimize the social & economic adverse impacts, within the limitations of technical requirements and cost effectiveness and to enhance the benefits. Design changes were also followed wherever there is congestion and large population settlements. Some bypasses at some stretches have been proposed to reduce the impacts on the people.

5. TYPE OF EFFECT OF THE PROJECT ON PAPS

For the proposed project, a number of adverse effects are likely to be encountered by the people. While some of the losses are direct, some others are indirect effects. However, the direct losses likely to be experienced by the people are: loss of residential structure, loss of commercial structure, loss of agricultural land, loss of fruit bearing and non fruit bearing trees and loss of common property etc. Similarly, acquisition of land and consequently widening of the existing roads also have many likely indirect adverse effects. Some of those include loss of employment opportunity, loss of livelihood because of removal of commercial structures and loss of agriculture land. Apart from compensation for lost asset, as per the policy, R&R assistances would be paid. Thus, the project (proposed up-gradation and widening of the roads) is likely to affect the livelihood of a number of people for which a well designed Resettlement Action Plan needs to be formulated with a proper implementation strategy to back it up.

6. LOSS OF HOUSE STRUCTURE

A total number of 287 structures are coming under acquisition for the 4 road projects. The details of the loss of structures for different roads are given below. However, the analysis of data clearly states that out of the total structures coming under acquisition, as many as 83.97 percent are constructed on encroached land and only 16.03 percent structure stands either on private titled land or are community structures. Majority of the house structures are pucca houses whereas substantial number of the commercial structures are kutchra ones.

Components of P.S.R.S.Project (Name of the corridor)	No of House Structures To be affected		
	Total	Encroached Land	Non Encroached Land
Patiala-Sirhind	006	006	-
Kharar – Banur – Tepla	137	122	15
Ludhiana – Malkotla	122	093	29
Phillaur - Nagar	022	020	02
04	287	241	46

7. PROJECT AFFECTED PERSONS (PAPS) AND THEIR PROFILE

Socio-Economic Survey results indicate that a total number of 671 PAP Households will be affected due to the road project. The data analysis table further reveals that the Project Affected Families (PAFs) enumerated to be affected in the process of road activities will be 890. Similarly, when the PAFs are further expanded, as may be seen from the analysis table, a total number of 3977 Project Affected Persons (PAPs) will be affected for the project. The analysis of the Socio-economic profile of the project-affected families due to structure loss suggests that a majority of them represent higher classes who are mostly literates and depend upon business for their livelihood. The incidence of affected persons from low level income levels are vulnerable to any disturbance in their livelihood and have been given special treatment under the provision of the R&R Policy as vulnerable category (BPL). The data is only restricted to the CoI.

Head of Information	NAMES OF THE ROADS UNDER PSRSP				TOTAL
	KBT	LM	PN	PS	
Project Affected Persons (PAPs)	1627	2143	0161	0046	3977
PAP House Holds	271	366	28	06	671
Project Affected Families (PAFs)	0362	0476	0036	0016	0890

8. POLICY & LEGAL FRAMEWORK FOR ADDRESSING THE ADVERSE EFFECTS

The Government of Punjab recognizing the need to address the issues of involuntary displacement and loss of properties as well as livelihood that would result during the implementation of the project has framed its own Resettlement and Rehabilitation (R&R) Policy Framework. The entitlement framework for the PAFs has also been framed on the basis of R&R Policy for Punjab State Roads Project. Under the Policy, there is provision to pay R&R assistance to the displaced persons including the non title holders for loss of structures, additional assistance for those belonging to the BPL or other vulnerable category (like the ST or the SC) and provision of determining compensation for the land and property lost by the PAP through negotiation basis to ensure replacement cost to the affected. Apart from this, the policy also clearly states that all the payments (compensation and R&R assistance) will be made to the affected persons before taking over possession of such land. Transitional allowance, shifting allowance, skill up-gradation/training for the affected people, assistance for damage to standing crop, choice for resettlement to the Displaced Persons either in the resettlement colony or self relocation etc. have been kept in the policy as provisions to ensure restoration of livelihood within a reasonable period of time.

Besides, the R&R Policy under which the affected persons of the road projects will be covered, the following are a number of Acts that are relevant and applicable in the context of PSRSP:

- (a) The Land Acquisition Act, 1894 (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 project, MoEF, 1989

9. BASELINE INFORMATION

The data collected under verification exercise showed that the number of PAHs along the project stretches as enumerated are 671. Privately owned structures affected under the project have been primarily categorized into three types namely, Kutcha, Semi-Pucca and Pucca. The total number of structures standing on encroached land coming under acquisition in the entire stretch of the four roads comes to about 84 percent. Amongst the encroachments, pucca structures constitute the highest number (about 60 percent) followed by semi-pucca (29 percent) and kutcha (about 11 percent). A majority of the structures affected are commercial structures/shops (about 47%) followed by residential structures (25%), residential cum commercial structures (about 10%), *kiosk* and industries (about 9% each). Besides, the privately owned structures there are religious/community/government structures which have also been affected.

Although the detailed analysis has been embodied in the main report in respect of the socio-economic condition of the affected persons, it can be said in brief that the affected persons losing pucca structures by and large belong to the higher income group who are also literate, but in case of those losing kutcha house structures (either residential or commercial) mostly belong to the lower income category and those losing semi-pucca structures belong to economically poorer sections of the community who are of course better than those losing kutcha houses. Realizing this, provision of additional R&R assistance has been kept in the policy for the BPL category of affected persons to mitigate the adverse effects caused by the project.

10. ACTION PLAN

Land acquisition schedule has been prepared and will be carried out by the project in phased manner linking it with the construction schedule. This has been prepared by the study team in consultation with the project authorities, but the land acquisition will be the prime responsibility of the Project Authority. The Land Acquisition Plan (LAP) as per the detailed design giving details of each plot such as Plot No., total area of affected land, area of land to be acquired, percentage of total land area affected, type of land, present use of land, etc along with revenue map (shajra map) has been prepared by the Project Authority.

As the resettlement required by the project is linear, development of large scale/community resettlement sites will not be required. Discussions with the PAPs indicate that the displaced

families, particularly those who have lost commercial structures have shown interest in staying close to their present location and therefore do not wish to be shifted to far off places.

For speedy and smooth implementation of the project, suitable institutional arrangements have been made by PSRSP to manage and implement the Resettlement Action Plan (RAP). For carrying out the civil works, CMUs will be created in the State. Each CMU will be headed by an officer in the rank of Executive Engineer and assisted by several other technical personnel, one Assistant R&R Officer, and some additional secretarial staff. Institutional arrangement in the form of Social Development Cell at Punjab Roads & Bridges Development Board (PRBDB) Head Office will augment the capacity of the Project Authority. R&R Officer equivalent to the rank of Sub-Divisional Executive Engineer will be added to look after the Resettlement and Rehabilitation component of the project. A Grievance Redressal Committee (GRC) will be constituted under the PSRSP. There will be one GRC for each CMU.

The Resettlement Action Plan has included an itemized budget and a detailed implementation schedule. One of the major highlights of this RAP is that it has also kept budgetary provision of Rehabilitation Assistance for those who were not present during the census survey.

The action plan has suggested both internal as well as external monitoring and evaluation to measure R&R performance and fulfillment of the objectives envisaged in the RAP. A very transparent grievance redressal mechanism also has been suggested in this document where the affected people can put forth their grievances at regular interval and mitigation of the grievances can be made possible.

11. COST AND BUDGET

A TOTAL AMOUNT OF Rs. 689,654,555 has been estimated to be spent for the Resettlement and Rehabilitation of the affected persons in the project. Out of the total amount of estimated R&R expenditure, PRBDB will spend an amount of Rs. 577,395,689/-, while the World Bank will provide assistance of Rs. 112,258,866/-. The broad heads of expenditure are Land Acquisition, Structure Compensation, Assistance to Tenants, Other Assets, Training and support for RAP implementation.

Sl.No	ITEMS	Total Amount (Rs)	Financed by	
			World Bank (Rs)	PRBDB (Rs)
A	Land Acquisition	599,644,200	36,464,850	563,179,350
B	Structure compensation (TH and NTH)	10,660,839	0	10,660,839
C	Assistance	67,009,684	65,587,184	1,422,500
D	Assistance to Tenants	2,043,900	1,926,900	117,000
E	Other Assets	5,295,932	3,279,932	2,016,000
F	Training	1,400,000	1,400,000	0
G	Support for RAP Implementation	3,600,000	3,600,000	0
Grand Total		689,654,555	112,258,866	577,395,689