



Resettlement Planning Document

Project Number: 47229-001
January 2016

IND: Uttarakhand Emergency Assistance Project (UEAP)

SubProject: Due Diligence Report of Construction/up gradation of 19 Helipads/ Heliports/
Helidromes of Phase 1

Submitted by

Project implementation Unit – Uttarakhand Emergency Assistance Project (Civil Aviation
Program)

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SGS/AS

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Ref: 246/P.I.U (CA) UEAP/2015-16

Date: 7/1/2016

To,
Ms. M Teresa Kho
Country Director, INRM, ADB
4, San Matrin Marg,
Chankyapuri
New Delhi 110021, India

Subject:- ADB Loan no. 3055-IND Submission of "Due Diligence Report" (DDR) for Construction /Up gradation of 19 Helipad, Heliport, or Helidrome (Phase-I) of PIU Civil Aviation under Uttarakhand Emergency Assistance Project.

Dear Sir/Madam,

This is in Reference of above cited subject , kindly find attached Due Diligence Report" (DDR) for Construction /Up gradation of 19 Helipad, Heliport, or Helidrome (Phase-I) of PIU Civil Aviation under Uttarakhand Emergency Assistance Project for your kind approval.

Enclosed: Due Diligence Report

Your's Sincerely
(Signature)
(Dr. R Rajesh Kumar)
I.A.S.
Program Manager

Copy to:-

- 1- Project Director, PMU, UEAP
- 2- Deputy Project Director, PMU, UEAP
- 3- Ms. Sharmila Singh, Safeguards Consultant IRM ADB, New Delhi

Program Manager

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08 JAN 2016 9383
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**Social Safeguards due Diligence Report of
Construction/up gradation of 19 Helipads/
Heliports/ Helidromes of Phase 1 of Civil Aviation
under Uttarakhand Emergency Assistance Project
(UEAP)
Funded by Asian Development Bank
(ADB)**



Document Stage: Report for Consultation
Project Number: 3055- IND
Project Start date March 2015

IND: Uttarakhand Emergency Assistance Project (Civil Aviation Sector)
Subproject – Construction/Up gradation of 19 Helipads or Heliports with associated facilities in 9 Districts of Uttarakhand (Phase-1)

Prepared By: Dr. Sudesh Kaul, Social Safeguard Specialist (DSC)- Design supervision consultant (IIDC) Dehradun under Project Implementation Unit (Civil Aviation), Uttarakhand Civil Aviation Development Authority, Government of Uttarakhand

The social safeguards due diligence report are a document of the borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, Management, or staff, and may be preliminary in nature.

LIST OF ABBREVIATIONS

ADB	Asian Development Bank
BPL	Poverty Line
DDR	Due Diligence Report
EA	Executing Agency
FATO	Final Approach & Take Off
FGD	Focus Group Discussions
HH	Household
ICAO	International Civil Aviation Organization
IP	Indigenous People
IPPF	Indigenous People Planning Framework
IRC	Indian Road Congress
LA	Land Acquisition
NRRP	National Rehabilitation and Resettlement Policy
PIU	Project Implementation Unit
PMU	Project Management Unit
PRA	Participatory Rural Appraisal
RF	Resettlement Framework
RP	Resettlement Plan
SC	Schedule caste
SDMA	State Disaster Management Authority
SPS	Safeguard Policy Statement
ST	Schedule Tribe
TLOF	Touch Down & Lift Off
UCADA	Uttarakhand Civil Aviation Development Authority
UEAP	Uttarakhand Emergency Assistance Project
VFR	Visual Flight Rules

SOCIAL SAFEGUARDS DUE DILIGENCE REPORT

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I: INTRODUCTION

A. OVERVIEW OF THE PROJECT

1. The Uttarakhand Emergency Assistance Project (UEAP) funded by Asian Development Bank (ADB) is intended to finance a series of investments including construction of 60 in total (helipads, heliports and Helidromes) with multi-purpose halls/shelters as part of disaster preparedness infrastructure improvement for Civil Aviation Sector in Uttarakhand state. These helipad sites are designated to be used for “Temporary Landing Areas¹” and for “Non-Instrument Day VFR (Visual Flight Rules)” Operations and relevant circulars issued by the governing authorities/regulators. The subproject is envisaged to provide better connectivity and enhance the rescue, relief, and emergency evacuations mechanism, thereby restoring the faith/confidence in tourists and local host communities about safe tourism or stay and travel in Uttarakhand Himalayan region with difficult mountainous terrain.

2. The Civil Aviation component of the UEAP, envisages to undertaking up-gradation/ construction of about 37 Helipads, 19 Heliports and 4 Helidromes. The Preparatory Consultant, UCADA, has already worked on Sub-project Appraisal Report (SAR) and Detail Project Reports (DPRs) for 19 helipad sites in priority which includes 11 Helipads and 1 Heliports, to be executed through DPRs/Contract Packages covering 12 locations spread over 9 districts (Chamoli, Rudraprayag, Pauri Garhwal, Tehri Garhwal, Nainital, Udham Singh Nagar, Almora, Bageshwar, and Champawat) initially planned for phase- I.

3. The Government of Uttarakhand has designated the State Disaster Management Authority (SDMA) as the Executing Agency (EA) for all reconstruction and rehabilitation works under this Loan. A Project Management Unit (PMU) in SDMA has been setup for oversight and management of the Loan project covering all sectors. A PIU has been constituted at Uttarakhand Civil Aviation Development Authority (UCADA)- the Implementation Agency (IA) to implement/execute all proposed sub-projects in Civil Aviation sector.

B. BENEFIT OF THE PROJECT

4. The Uttarakhand state has faced large scale devastations of property and life due to heavy torrential rains, cloud burst and massive flash-floods in many parts of the state in June 2013. This natural calamity resulted in complete loss of road connectivity and communications; loss of human lives; large scale damage to personal and civic infrastructure property; natural alteration in local ecology; complete disruption of civic services in affected towns; impacts on local and regional livelihood and loss of tourism footprint; complete disruption in pilgrimage; etc. The Government of Uttarakhand since then had been in the process of providing immediate relief and rehabilitation, and in perspective of the disaster preparedness for future and restoration of normalcy of life and business, has initiated the process of long term planning, recovery, reclamation and reconstruction under the aegis of State Disaster Management Authority (SDMA).

5. During this natural disaster, air transport was proved to be an efficient and reliable mean to evacuate affected peoples/ pilgrims who were remained stranded at several spots due to damage of road connectivity. Since, the state is prone to many natural disasters the state government felt a need to strengthen/ upgrade its air transport and to provide more efficient search and rescue mission in future.

6. Space has to be decrease The project will provide better connectivity and enhance the rescue, relief, and emergency evacuations mechanism, thereby restoring the faith/confidence among the tourists and local host communities about safe tourism in Uttarakhand state.

¹As per DGCA Civil Aviation Regulations (CAR), Section 4, Series ‘B’, Part II, 21st December 2005

C. SCOPE AND METHODOLOGY

7. The scope and objective of this due diligence study is to assess the status on land availability for the construction of helipads in proposed 12 sites spreading over 7 districts under phase-I of the project. It will ascertain and advocate possible social safeguard issues prior to the possible funding under the investment program. The report is based on review of available documents like SAR and DPR and site assessment through project site visits and conducting focus group discussions.

Consultations were carried out with the departmental authorities, district administration and project official prior to start of ADB's intervention for possible financing to the project. Consultations with local people were carried out to know about their perception and acceptance to the proposed up gradation and construction of helipads. Additionally, consultations were carried out among the women group in the surrounding villages with an objective to make them aware about the project development and to include them as part of stakeholders. Site visits were made to all the project components area such as approach road, FATO area, parking area e

II. PROJECT DESCRIPTION

8. The Phase-I of the project includes construction and up-gradation of 12 helipads in 7 districts of Uttarakhand state. Sites for helipads are selected considering the fact that the effect of climatic mishaps in these parts of Uttarakhand is extreme, and also some of the most frequent tourist destinations for adventure and pilgrim are situated close to these sites. Helipads in these selected locations can serve major part of the population as these sites are situated at or near the major population centers in the state and also, these sites are in sync with other emergency assistance infrastructure provided by the state.

9. As per the DPR, the proposed helipads are of different categories like H2, H3 and H4 based on available space and keeping the need of an alternative means of transport in case of natural calamity. A description of proposed sites along with area of land required is given below in **Table-1**:

Table-1 : Categories of Helipads and Required Area of Land				
Sl.No.	Category	Capacity	No.	Requirement of Land(Sq.m)
1	Heliport (H2)	1 MI-17 plus parking for 2 light choppers	3	6000
2	Helipad (H3)	1 MI-17 or 2 light choppers	5	2500
3	Helipad (H4)	1 light chopper	4	900
Total Proposed Helipads			12	

Source: Detailed Project Report

10. Keeping the guidelines set in the Heliport Manual by ICAO, the design of Helipad includes the following :

- Design of the platform for the helipad which as a whole is to serve as FATO as well as TLOF. Rigid pavement is to be designed for this project. The design of rigid pavements should be as per IRC-058.
- Proper drainage is to be designed for the helipads so accumulations of water can be prevented. For this slope has to be paved area in accordance with the heliport manual. Underground

channel has to be designed along the periphery of the helipad to drain out any subsurface water.

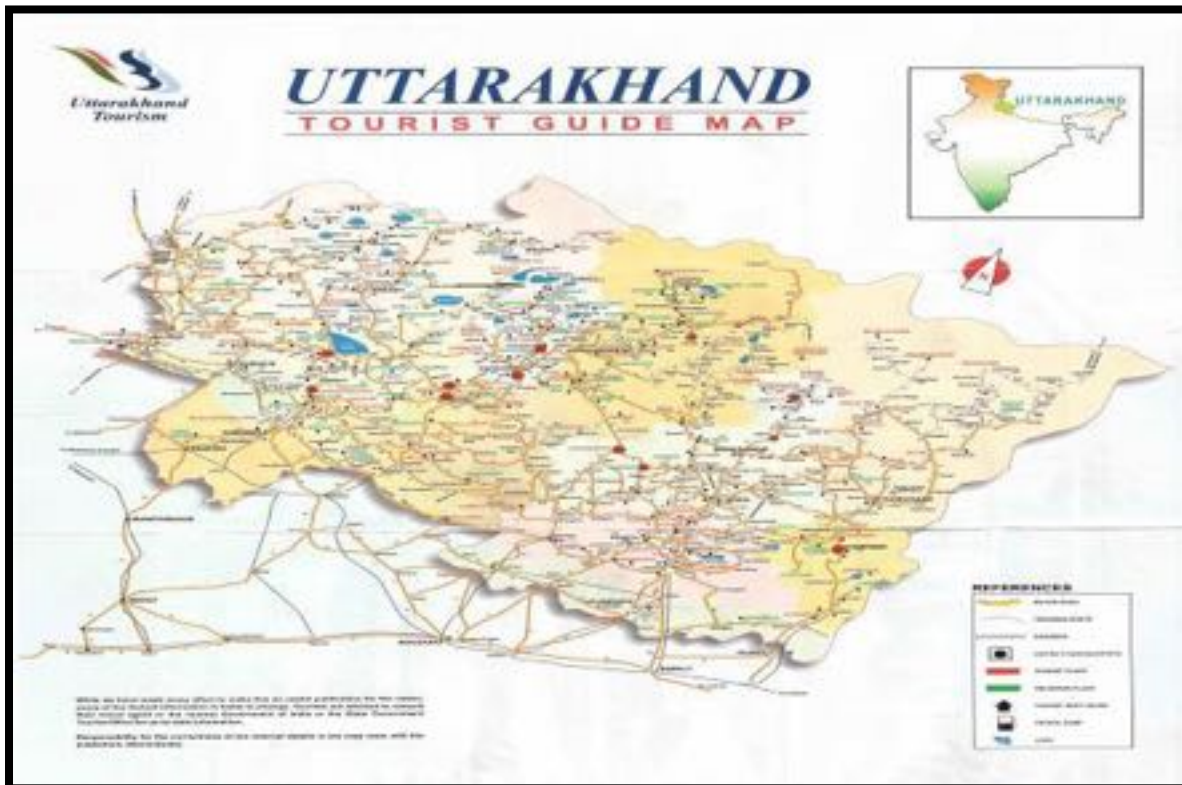
- The markings on helipads should be in compliance with the recommendations of ICAO, so that a clear vision is possible from all approach directions above the horizon.
- Helipads are to be provided with lighting aids designed as per ICAO recommendations if intended to be used during night time.
- As a measure to protect the landing site from unauthorized persons, vehicles or stray animals a boundary wall or fence is to be provided.
- An approach road to helipad and appropriate parking area should be included in design.
- Development of overall site around helipads, in order to make it more environment- friendly and to mitigate its ill effects on surrounding environment.

Table-2: Description of Proposed Site

Sl. No.	Location	District	Proposed Category of Helipad	Area of Land Required (Sq. Mt)	Scope of Work
1	Pauri (Ransi)	Pauri	H4	900	Construction
2	Srinagar	Pauri	H2	6000	Construction
3	Chamba	Tehri	H4	900	Construction
4	Narendra Nagar	Tehri	H4	900	Construction
5	Auli	Chamoli	H2-H3	6000	Up gradation
6	Agastymuni	Rudraprayag	H3-H4	2500	Construction
7	Gulabrai	Rudraprayag	H2-H4	6000	Construction
8	Dwarahat	Almora	H3-H4	2500	Construction
9	Chaukhutia	Almora	H3	2500	Construction
10	Kapkot	Bageshwar	H3	2500	Construction
11	Khati	Bageshwar	H4	900	Construction
12	Champawat	Champawat	H2	6000	Construction

Source: Detailed Project Report (DPR)

**Fig. 1: Map of Uttarakhand with Proposed 12-Helipad Locations (Phase-1)
(Marked as Red Circles)**



Source: Sub-project Appraisal Report (SAR)

III. LAND ACQUISITION AND INVOLUNTARY RESETTLEMENT

11. The construction and up gradation of helipad or heliports under this subproject does not envisage the permanent land acquisition and resettlement impacts and hence, the subproject is categorized as Category C” for involuntary resettlement (IR) as per ADB’s Safeguard Policy Statement (SPS-2009)(Annexure-I).

12. The sites for proposed 12 helipads in 7 districts are selected on government land currently under the possession of different government departments, During site visits it was observed that there is no encroachment or squatters were found on the land. Thus, project has no impact on either titleholders or non-titleholders. A no objection certificate (Annexure- V1) has been procured from concerned government departments The proposed designs for all 12 sites do not necessitate additional private land and hence no impact on people and community or involuntary resettlement is envisaged.

13. The land was acquired through departmental transfer. Site visit during the social due diligence work also revealed that the project site is well demarcated and boundary has already been placed and there are no encroachments or squatters. Therefore, no action is required as far as preparation of Resettlement Plan (RP) is concerned. However, a Resettlement Framework (RF) has been prepared for the entire project to help advocating negative social impacts and suggesting mitigation measures accordingly. A description of land availability, ownership and related social issues is given in table- below

Resettlement Impact

Nature of Impact	Magnitude of impact
Number of houses to be displaced	No house exist within ROW in built up and open area, therefore there are no resettlement issue related with housing.
Number of Directly Affected Persons(AP's)	There are no directly affected persons.
Loss of Agricultural Area / Cropland	There is no agriculture land require for improvement of existing road, therefore no loss of agricultural area/ cropland.
Loss of Orchards	There are no losses of orchards.
Loss of structures / buildings	There is no loss of any structure/ building.
Loss of individual and community livelihoods	There will be no loss of livelihood permanently or temporarily.
Temporary Disruption of Livelihood	No project site shop keeper, vendor or encroacher will experience temporary disruption of livelihood during civil work activity.
Damage or disturbance to public utility.	There is no damage or disruption to public utility.
Loss of grazing and fishing activities	There is no loss of g razing and fishing activity.
Loss of community properties	There is no loss of community property.
Government property	No Government property loss.
Indigenous People	There is no impact on Indigenous People.
Project Awareness	Majority Community beneficiaries especially are aware of the project.
Gender Impacts	They have low participation in decision making for socioeconomic activities.
Resettlement Budget	Not applicable
Implementation Schedule	Not applicable
Monitoring and Evaluation	The Monitoring & Evaluation activities of this sub-project will be limited to monitoring the implementation of construction. It will be ensured that the contractors include the employment of local labor force in the construction and post construction activities. A separate internal monitoring framework is designed Internal Monitoring

Table-3: Availability of Land and Social Issues

PACKAGE: UK/UEAP)

Sl. No.	Location	District	Area of Available land (Sq.mt)	Ownership of land	Social Issues
1	Pauri (Ransi)	Pauri	2,500	Nagar Palika- Pauri	NIL
2	Srinagar	Pauri	18,500	ITI-Srinagar	NIL
3	Chamba	Tehri	2,500	Police Department/Government Land	NIL
4	Narendra Nagar	Tehri	1,200	PTI-Narendranagar	NIL

5	Auli	Chamoli	6,060	Tourism Department	NIL
6	Agastymuni	Rudraprayag	6,000	Non-ZA Category 10 (2) allotted to Airport Authority	Local Land Issue Issue Resolved
7	Gulabrai	Rudraprayag	11,700	ZA Category	NIL
8	Dwarahat	Almora	4000	Government Land	NIL
9	Chaukhutia	Almora	2,500	Government Land	NIL
10	Kapkot	Bageshwar	6,250	Government Pasture Land	NIL
11	Khati	Bageshwar	2,000	Barren Land-Forest Department	NIL
12	Champawat	Champawat	6,000	Govt Land (Van Panchayat)	NIL

Source: Site Visit 17-20 March 2015 & August 2015

IV. INDIGENOUS PEOPLES AND SCHEDULED TRIBES

14. The tribal population of Uttarakhand constitutes around 2.9 % of total population and concentrated in the remote/forest areas of Tarai and Bhabar and higher reaches of Pithoragarh, Chamoli, Uttarkashi districts, and Jaunsar-Bhabar area of Dehradun district. Among all 13 districts of the state, Udham Singh Nagar with a tribal population of 42.1% is at the top, followed by Dehradun (38.2%), Pithoragarh (6.69%) and Chamoli (4.2%). In fact these four districts of Uttarakhand contribute about 94% of total tribal population. The details of ST population in the state are provided below in **table-4**.

Table 4: ST Population by Sex					
District	Male	Female	Total	Decadal Change 2001-2011	Sex Ratio
Uttaranchal	148669	143234	2,91,903	14.0	963
Uttarkashi	1651	1861	3512	30.8	1127
Chamoli	6021	6239	12260	16.9	1036
Rudraprayag	217	169	386	107.5	779
TehriGarhwal	459	416	875	26.6	906
Dehradun	58264	53399	111663	12.4	917
Garhwal	1174	1041	2215	39.0	887
Pithoragarh	9558	9977	19535	1.3	1044
Bageshwar	971	1011	1982	2.0	1041
Almora	633	648	1281	45.9	1024
Champawat	777	562	1339	80.9	723
Nainital	3801	3694	7495	51.1	972
Udham Singh Nagar	61758	61279	123037	11.6	992
Hardiwar	3385	2938	6323	101.4	868

Source: Census of India, 2011

15. The Buxas, who along with the Tharus, populated the thick of TaraiBhabar in US Nagar district. Ban Rajis, are the PTG, very small in number, spread over a few villages along the Kali and Gori confluence in Pithoragarh district The Jaunsaris, are the only ST community which occupy the mid-ground between the Tarai-Bhabar, on the one hand, and the High Himalayas, at the

other. The Jads and the so-called Bhotias, occupy geographically what was once called 'Bhot' in British official documents (Now, high reaches of Pithoragarh and Chamoli district) , and from which they seemingly drew their present nomenclature. Bhot, the land along the Kali in the east, and the triangular shaped land straddling the High Himalayas has since time immemorial occupied by the various ethnic communities, today jointly known as the 'Bhotias'.

16. In this subproject not a single household or person of indigenous community will be negatively impacted (**Annexure-II**). Instead, they will enjoy the same benefits as other people of the state i.e. the project will help them in restoring their livelihood opportunities through increased tourist influx in the state. The subproject is categorized as "Category C" for Indigenous Peoples and hence, no indigenous people plan (IPP) is required. However, an Indigenous Peoples Planning Framework (IPPF) is in place to suggest mitigation measures for all negative impacts on indigenous people.

V. GENDER ISSUES

17. The helipads are proposed to be developed on Govt. land and hence, no question of negative social impact or gender inequalities. The project will not have any such impact on women except some potential employment scope. The improvement of helipads for disaster preparedness will provide sense of security to women living and practicing farming in remote villages of Uttarakhand Himalayas. However, during preparatory stage, consultations and focused group discussions were carried out among the women group in the surrounding villages of the project site to create awareness about the upcoming development activities and their livelihood opportunities that are likely to come up. Consultation will be a continuing activity during implementation of the project.

VI. OTHER SOCIAL ISSUES

18. In the wake of flash flood and resulted massive devastation occurred in June 2013, the High Court of Uttarakhand, Nainital has given instruction to Govt. of Uttarakhand to ensure that no construction is being undertaken within 200 mts of riverbed(**Annexure-V**). Some of the sites proposed for construction of helipad like Srinagar, Kapkot, Chaukhutia are found within this range and hence need to be reconsider following instruction of High Court.

19. The proposed site PTC (Police Training Centre) at Narendra Nagar is located at around 7 kms from Narendra Nagar Market. There is no habitation found in the periphery of the ground. However, there is acute problem of drinking water and is being currently supplied in the training center from water tankers. Hence, it is required to plan for a water supply scheme also along with construction of helipad.

II. PUBLIC CONSULTATIONS

20. Public consultation and information disclosure is an integral part of the social assessment process. During the project formulation stage and preparation of DPR consultation were held with all the stakeholders for incorporating their views. Considerable dialogue was held with the EA/IA during the due diligence process and this will continue throughout the construction and implementation process. In order to provide awareness about the project, informal discussions and consultations were also carried out with the local people in surrounding villages of the each proposed site during visits for due diligence study. No major social issues were raised during the consultation process except for some safety issues related to boundary wall and construction of drinking water supply schemes. Consultation will be continued with all stake holders including the civil society during the project implementation. Sub project wise Public Consultations detail pics attached at **Annexure-1V**

VIII.DETAILS AND STATUS OF THE WORK

Table 5: Details and status of the work

Locations	Sub-projects components (Package No.)	Starting date of Implementation	Projected months of completion (as per Work order)	Schedule date of completion (Extended date of completion)	Physical progress
Garhwal Division					
Rudraprayag	UK/UEAP-CA/DSC-01(R) (Augustyamuni)	20th March 2015	15	19th June 2016	DLC completed , Work in Progress
	UK/UEAP-CA/DSC-01(R) (Gulabrai)	20 th March 20		19th June 2016	. Work yet to start
Pauri	UK/UEAP-CA/DSC-01(R) (Ransi)	20th March 2015	15	19th June 20-16- Update it	Work yet to start
	UK/UEAP-CA/DSC-01(R) (Srinagar)	20th March 2015	15	19th June 2016	Work yet to start
Tehri	UK/UEAP-CA/DSC-01(R) (Narendranagar)	20th March 2015	15	19th June 2016	Layout done on 21.5.2015.. Sub base & DLC completed in FATO areaPQC is in progress
	UK/UEAP-CA/DSC-01(R) (Chamba)	20th March 2015	15	19th June 2016	Layout done on 22.5.2015.PQC completed
Chamoli	UK/UEAP-CA/DSC-01(R) (Auli)	20th March 2015	15	19th June 2016	Work yet to start
Kumaon Division					
Almora	UK/UEAP-CA/DSC-01(R) (Dwarahat)	20th March 2015	15	19th June 2016	Layout done on 17.5.2015.. Earth work and excavation completed
	UK/UEAP-CA/DSC-01(R) (Chaukhutiya)	20th March 2015	15	19th June 2016	Layout done on 22.5.2015.. DLC and PQC completed
Bageshwar	UK/UEAP-CA/DSC-01(R) (Kapkot)	20th March 2015	15	19th June 2016	PQC started on 4 January 2016
	UK/UEAP-CA/DSC-01(R) (Khati)	20th March 2015	15	19th June 2016	Cutting completed




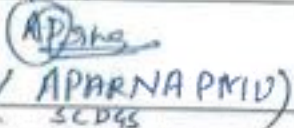

Locations	Sub-projects components (Package No.)	Starting date of Implementation	Projected months of completion (as per Work order)	Schedule date of completion (Extended date of completion)	Physical progress
Chompawat	UK/UEAP-CA/DSC-01(R) (Chompawat)	20th March 2015	15	19th June 2016	Cutting in progress

XI. CONCLUSION

The results of this Due Diligence study concludes that, there should be no issues of land acquisition and payment of compensation related to this project, if the detailed designs for the project does not change substantially. In case any claims or complaints are submitted during the project implementation period, an effective and efficient Grievance Redress Mechanism, being already in place, will enhance provision of timely and sensible hearings and facilitate solutions.

Annexure-1
Involuntary Resettlement Impact Categorization Checklist

A. Instructions	
(i) The project team completes and submits the form to the Environment and Social Management Cell (ESMC) for endorsement by ESMC Director.	
(ii) The classification of a project is a continuing process. If there is a change in the project components or/and site that may result in category change, the Sector Division submits a new form and requests for re-categorization, and endorsement by ESMC Director.	
B. Project Data	
Country/Project No./Project Title	: <u>Loan 3055 – IND, Uttarakhand Emergency Assistance Project (UEAP)</u>
Department/ Division	: _____ Sub-Project: Construction/Upgradation of 19 Helipads or Heliports with associated facilities in 9 Districts of Uttarakhand (Phase-1) i.e. Chamoli, Rudraprayag, Pauri Garhwal, Tehri Garhwal, Nainital, Udham Singh Nagar, Almora, Bageshwar, & Champawat
Processing Stage	: <u>Sub-Project Appraisal Report (SAR) preparation</u>
Modality	: _____
<input type="checkbox"/> Project Loan <input type="checkbox"/> Program Loan <input type="checkbox"/> Financial Intermediary <input type="checkbox"/> General Corporate Finance <input type="checkbox"/> Sector Loan <input type="checkbox"/> MFF <input checked="" type="checkbox"/> Emergency Assistance <input type="checkbox"/> Grant <input type="checkbox"/> Other financing modalities:	
C. Involuntary Resettlement Category	
<input checked="" type="checkbox"/> New <input type="checkbox"/> Re-categorization — Previous Category []	
<input type="checkbox"/> Category A <input type="checkbox"/> Category B <input checked="" type="checkbox"/> Category C <input type="checkbox"/> Category FI	
D. Basis for Categorization/ Re-categorization (pls. attach documents):	
<input checked="" type="checkbox"/> IR Checklist as Annexure-3 <input type="checkbox"/> Project and/or Site Description <input type="checkbox"/> Other	
E. Comments	
Project Team Comments:	ESMC Comments:
No Involuntary Resettlement Impact is assessed under the sub-project.	No Involuntary Resettlement Impact is assessed under the sub-project. The sub-project comes under IR Category "C" and only Due Diligence Report (DDR) is needed to be submitted.

F. Recommended for Approval	
Proposed by: PIU-Civil Aviation, UEAP	Reviewed by: Social Safeguard Specialist, PIU Tourism - Environment & Social Management Cell (ESMC)
 MK Choudhary	 (Aparna Pandey)
(Sign. of Civil Aviation Specialist, PIU-CA, UEAP)	(Sign. of Social Safeguard Specialist, PIU)
Date: 01/04/2014	Date: 01/4/14
 Anil Regi	 (APARNA PMU) SCDS
(Sign. of Deputy Program Manager, PIU- CA, UEAP)	Verified: Social Safeguard Specialist, PMU, UEAP
Date: 1/04/2014	Date: 01/04/2014
 Endorsed by: Program Manager, PIU-CA, UEAP	
Chief Compliance Officer: The project is not coming under HCS.	

INVOLUNTARY RESETTLEMENT IMPACT SCREENING CHECKLIST

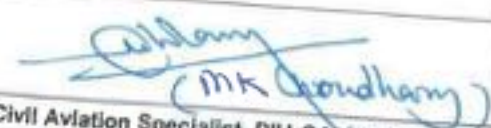

Construction/Upgradation of 19 Helipads or Heliports and associated facilities in 9 Districts of Uttarakhand (Phase-1)

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land				
1. Will there be land acquisition?		✓		The Construction/upgradation of helipad, helidromes or heliports does not envisage the permanent land acquisition and resettlement impact because all the helipad surfaces and structures will be constructed on available government land.
2. Is the site for land acquisition known?		NA		All sites belong to government department as described in Table 12.1 in SAR under Sec. 12.
3. Is the ownership status and current usage of land to be acquired known?		NA		The land belongs to Government of Uttarakhand. All the locations are currently free from any usage and the proposed subproject is in the public interest.
4. Will easement be utilized within an existing Right of Way (ROW)?		✓		The approach road to helipads/heliports will be constructed within existing right of way (ROW). Appropriate mitigation measures will be taken to mitigate if any impact arises at the time of detail designing.
5. Will there be loss of shelter and residential land due to land acquisition?		✓		No loss of shelter and residential land envisaged.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		✓		There is no loss of agricultural and other productive assets as there is no land acquisition involved in the sub-project.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		✓		There is no impact foreseen on crops and trees during the construction phase of sub-projects.
8. Will there be loss of businesses or enterprises due to land acquisition?		✓		There is no loss of businesses or enterprises due to the construction/upgradation of these helipads or heliports.

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		<input checked="" type="checkbox"/>		No loss on livelihood.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		<input checked="" type="checkbox"/>		No impact foreseen to lose access to natural resources, communal facilities and services.
11. If land use is changed, will it have an adverse impact on social and economic activities?		<input checked="" type="checkbox"/>		The land-use will not change in any case.
12. Will access to land and resources owned communally or by the state be restricted?		<input checked="" type="checkbox"/>		The access to the land and resources owned communally or by the state will not be restricted due to the implementation of the sub-project.
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes If yes, approximately how many?				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes				
Are any displaced persons from indigenous or ethnic minority groups? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes				

**Annexure -2-
Indigenous People Impact Categorization Checklist**

A. Instructions	
(i) The project team completes and submits the form to the Environment and Social Management Cell (ESMC) for endorsement by ESMC Director.	
(ii) The classification of a project is a continuing process. If there is a change in the project components or/and site that may result in category change, the Sector Division submits a new form and requests for re-categorization, and endorsement by ESMC Director.	
B. Project Data	
Country/Project No./Project Title	: Loan 3055 – IND, Uttarakhand Emergency Assistance Project (UEAP)
Department/ Division	: Sub-Project: Construction/Upgradation of 19 Helipads or Heliports with associated facilities in 9 Districts of Uttarakhand (Phase-1) i.e. Chamoli, Rudraprayag, Pauri Garhwal, Tehri Garhwal, Nainital, Udham Singh Nagar, Almora, Bageshwar, & Champawat
Processing Stage	: Sub-Project Appraisal Report (SAR) preparation
Modality	:
<input type="checkbox"/> Project Loan <input type="checkbox"/> Program Loan <input type="checkbox"/> Financial Intermediary <input type="checkbox"/> General Corporate Finance <input type="checkbox"/> Sector Loan <input type="checkbox"/> MFF <input checked="" type="checkbox"/> Emergency Assistance <input type="checkbox"/> Grant <input type="checkbox"/> Other financing modalities:	
C. Indigenous People Impact Category	
<input checked="" type="checkbox"/> New <input type="checkbox"/> Re-categorization — Previous Category []	
<input type="checkbox"/> Category A <input type="checkbox"/> Category B <input checked="" type="checkbox"/> Category C <input type="checkbox"/> Category FI	
D. Basis for Categorization/ Re-categorization (pls. attach documents):	
<input checked="" type="checkbox"/> IP Checklist as Annexure-4 <input type="checkbox"/> Project and/or Site Description <input type="checkbox"/> Other	
E. Comments	
Project Team Comments:	ESMC Comments:
The sub-project will equally benefit all the population groups and consequently not differentiate or adversely affect any group.	The sub-project will equally benefit all the population groups and consequently not differentiate or adversely affect any group. There is no impact envisaged on Indigenous People. The sub-project is coming under IP category "C" as per SPS 2009. Therefore, no IPDP is needed.

F. Recommended for Approval	
Proposed by: PIU-Civil Aviation, UEAP	Reviewed by: Social Safeguard Specialist, PIU UEAP - Environment & Social Management Cell (ESMC)
 (Sign. of Civil Aviation Specialist, PIU-CA, UEAP)	 (Sign. of Social Safeguard Specialist, PIU)
Date: 01/04/2014	Date: 01/4/14
 (Sign. of Deputy Program Manager, PIU- CA, UEAP)	 Verified: Social Safeguard Specialist, PMU, UEAP
Date:	Date: 01/04/2014
	
Endorsed by: Program Manager, PIU-CA, UEAP	
Chief Compliance Officer: The project is not coming under HCS.	

INDIGENOUS PEOPLES IMPACT SCREENING CHECKLIST

Construction/Upgradation of 19 Helipads or Heliports and associated facilities in 9 Districts of Uttarakhand (Phase-1)

KEY CONCERNS (Please provide elaborations on the Remarks column)	YES	NO	NOT KNOWN	Remarks
A. Indigenous Peoples Identification				
1. Are there socio-cultural groups present in or use the project area who may be considered as "tribes" (hill tribes, schedules tribes, tribal peoples), "minorities" (ethnic or national minorities), or "indigenous communities" in the project area?		✓		In the project area scheduled caste and scheduled tribes groups are in the mainstream. The project will benefit all the population groups and consequently not differentially or adversely affect any group.
2. Are there national or local laws or policies as well as anthropological researches/studies that consider these groups present in or using the project area as belonging to "ethnic minorities", scheduled tribes, tribal peoples, national minorities, or cultural communities?		NA		
3. Do such groups self-identify as being part of a distinct social and cultural group?		NA		
4. Do such groups maintain collective attachments to distinct habitats or ancestral territories and/or to the natural resources in these habitats and territories?		NA		
5. Do such groups maintain cultural, economic, social, and political institutions distinct from the dominant society and culture?		NA		

KEY CONCERNS (Please provide elaborations on the Remarks column)	YES	NO	NOT KNOWN	Remarks
6. Do such groups speak a distinct language or dialect?		NA		
7. Has such groups been historically, socially and economically marginalized, disempowered, excluded, and/or discriminated against?		NA		
8. Are such groups represented as "Indigenous Peoples" or as "ethnic minorities" or "scheduled tribes" or "tribal populations" in any formal decision-making bodies at the national or local levels?		NA		
B. Identification of Potential Impacts				
9. Will the project directly or indirectly benefit or target Indigenous Peoples?		√		
10. Will the project directly or indirectly affect Indigenous Peoples' traditional socio-cultural and belief practices? (e.g. child-rearing, health, education, arts, and governance)		√		
11. Will the project affect the livelihood systems of Indigenous Peoples? (e.g., food production system, natural resource management, crafts and trade, employment status)		√		
12. Will the project be in an area (land or territory) occupied, owned, or used by Indigenous Peoples, and/or claimed as ancestral domain?		√		

KEY CONCERNS (Please provide elaborations on the Remarks column)	YES	NO	NOT KNOWN	Remarks
C. Identification of Special Requirements <i>Will the project activities include:</i>				
13. Commercial development of the cultural resources and knowledge of Indigenous Peoples?		v		The overall objective of the project is to strengthen helipads, helidomes and heliports on the potential evacuation sites at the time of emergency. It is in public interest. The project will not involve commercial development of cultural and intellectual resources of STs and any other community groups.
14. Physical displacement from traditional or customary lands?		v		
15. Commercial development of natural resources (such as minerals, hydrocarbons, forests, water, hunting or fishing grounds) within customary lands under use that would impact the livelihoods or the cultural, ceremonial, spiritual uses that define the identity and community of Indigenous Peoples?		v		The sub-project aims to upgrade and construct helipads, helidomes and heliports. It does not target the commercial development of natural resources in customary lands of any IPs.
16. Establishing legal recognition of rights to lands and territories that are traditionally owned or customarily used, occupied or claimed by indigenous peoples?		v		
17. Acquisition of lands that are traditionally owned or customarily used, occupied, or claimed by indigenous peoples?		v		No tribal land will be acquired.

NA - Not Applicable

D. Anticipated project impacts on Indigenous Peoples

Project component/ activity/ output	Anticipated positive effect	Anticipated negative effect
Construction/Upgradation of 19 Helipads or Heliports and associated facilities in 9 Districts of Uttarakhand (Phase-1)	No specific impact is identified to IPs.	No specific impact is identified to IPs.

Design, Planning and Supervision of Construction Works for Civil Aviation Sector towards Disaster Preparedness

Annexure-III

Photographs of Site Visits	
	
Proposed site at Chamba Police Ground	Proposed site at Police Training Centre, Narendranagar
	
Proposed site at ITI Srinagar	Proposed site at Auli
	
Inspecting the sites at Pauri	

PUBLIC CONSULTATION DURING SITE VISIT



Public Consultation at Gulabrai



Public Consultation at Narendra Nagar



Public Consultation at Champawat



Public Consultation at Chamba



Public Consultation at Kapkot



Public Consultation at Khati

COPY OF ORDER OF HIGH COURT, UTTARAKHAND

IN THE HIGH COURT OF UTTARAKHAND AT NAINITAL

Writ Petition (PIL) No. 25 of 2013

Sanjay Vyas. Petitioner

Versus

State of Uttarakhand & others. Respondents

Mr. Siddhartha Singh, Advocate for the petitioner.
Mr. Vinay Kumar, Standing Counsel for the State of Uttarakhand / respondent Nos. 1
& 2.
Ms. Puja Banga, Advocate for respondent No. 3.

Hon'ble Barin Ghosh, C.J.
Hon'ble Seryesh Kumar Gupta, J.

This writ petition, in the backdrop of the recent deluge, poses a serious question, which is required to be addressed by the people of the State, its Government, the environmentalists and everybody associated with human well-being and, in particular, those who are residing in the hills of Uttarakhand. Some time in 1995, the Hon'ble Supreme Court passed a judgment and, while doing so, ordered that no construction be made within 100 meters from the bank of any flowing river. In the year 2000, the Government of Uttar Pradesh issued an order directing that no construction be made within 200 meters from the bank of the river Ganges. People thought that Ganges river, as mentioned in the said Government Notification, starts from where the flow of river assumes its name Ganges. In consequence thereof, rampant constructions, immediately on the banks of many a tributaries of the river Ganges, came to be made. Many of them have gone in successive floods, which are taking place year after year. The restrictions in the Government Order, referred to above, came to be diluted for a class of people, but not for a class of construction. The question is, whether that is permissible at all. We think that these matters require serious consideration. We, accordingly, grant leave to the petitioner under Order 1 Rule 8 of the Code of Civil Procedure and direct an appropriate notice to be published

in the newspaper. The notice as well as the newspaper, in which the same will be published, be settled by the Registry.

2. Admit.

3. List for hearing in its turn.

4. It is made clear that anyone opposing or supporting the writ petition shall be entitled to file their pleadings in the Registry until before the writ petition is heard and decided. The State of Uttarakhand, through its Chief Secretary, is directed to ensure that, henceforth, no construction of permanent nature is permitted within 200 meters from the bank of any flowing river of the State.

5. The learned Standing Counsel is directed to obtain a copy of this order and direct his office to circulate the same to each Development Authority / Municipality / Panchayat of the State for the purpose of ensuring compliance of the order.

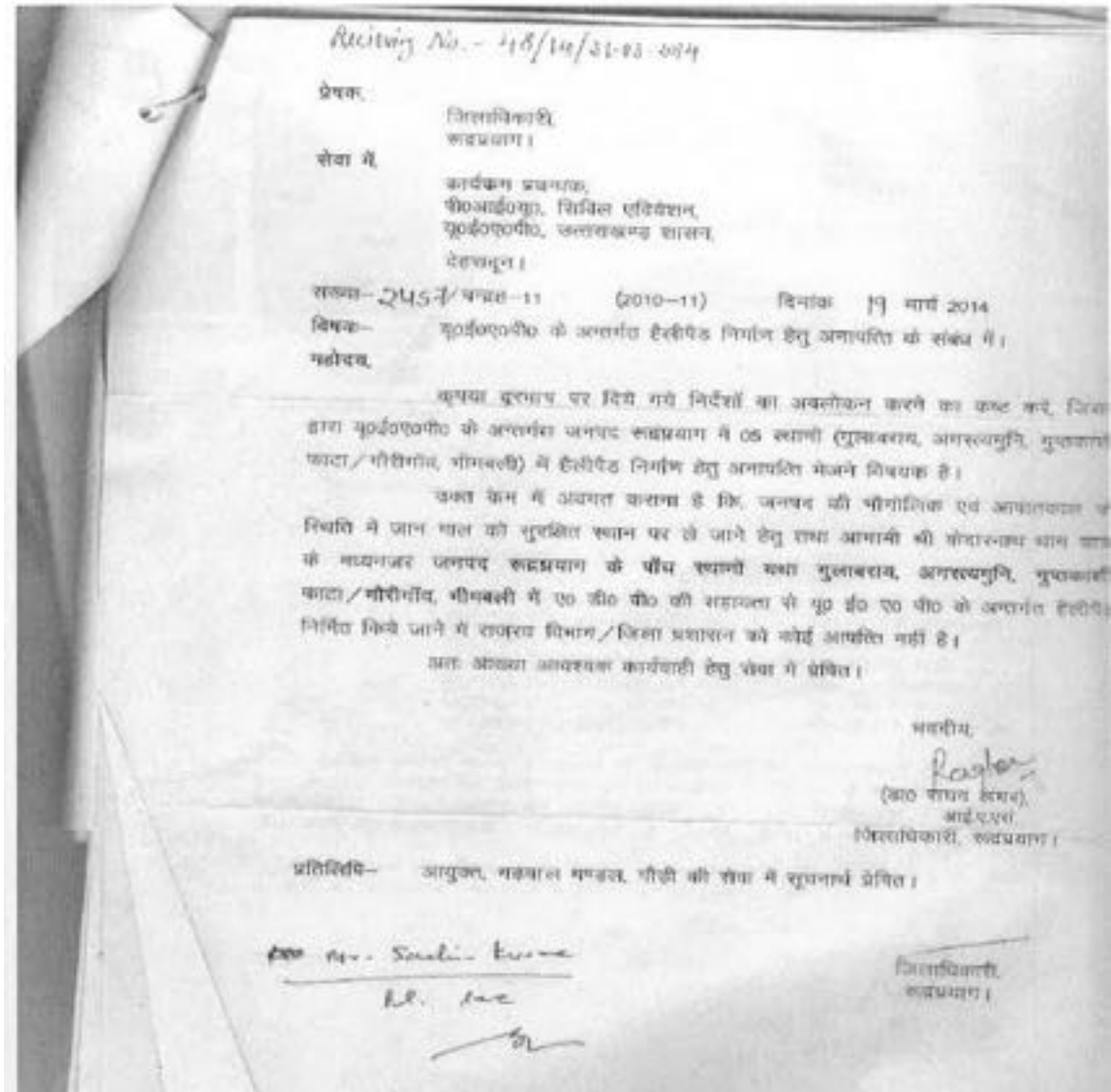
(Serves Kumar Gupta, J.)
26.08.2013

(Barin Ghosh, C. J.)
26.08.2013

G

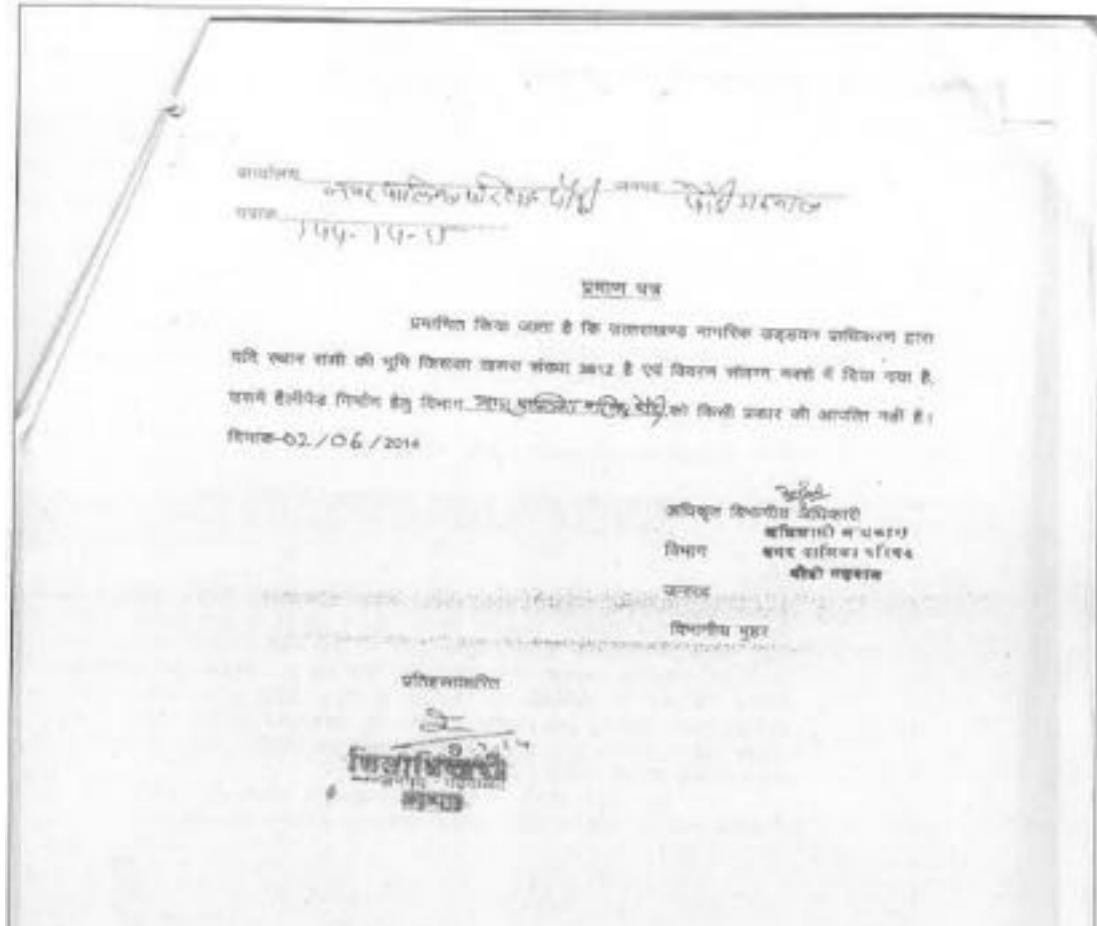
COPY OF NO OBJECTION CERTIFICATE FOR CONSTRUCTION AND UP-GRADATION OF HELIPADS

Sub-Projects Nos. 1 & 2: Agastyamuni & Gulab Rai (District – Rudraprayag)



Design, Planning and Supervision of Construction Works for Civil Aviation Sector towards Disaster Preparedness

Sub-Project No. 3: Pauri-Ransi (District – Pauri Garhwal)



Design, Planning and Supervision of Construction Works for Civil Aviation Sector towards Disaster Preparedness

Sub-Project No. 5: Chamba (District – Tehri Garhwal)

FORM NO. 1 14 Jul, 2014 11:52PM PM

पत्रांक :- कार्यालय जिलाधिकारी, टिहरी-गढ़वाल
/ 15-15/2014-15 दिनांक नई टिहरी, 2014

:: प्रमाण पत्र ::

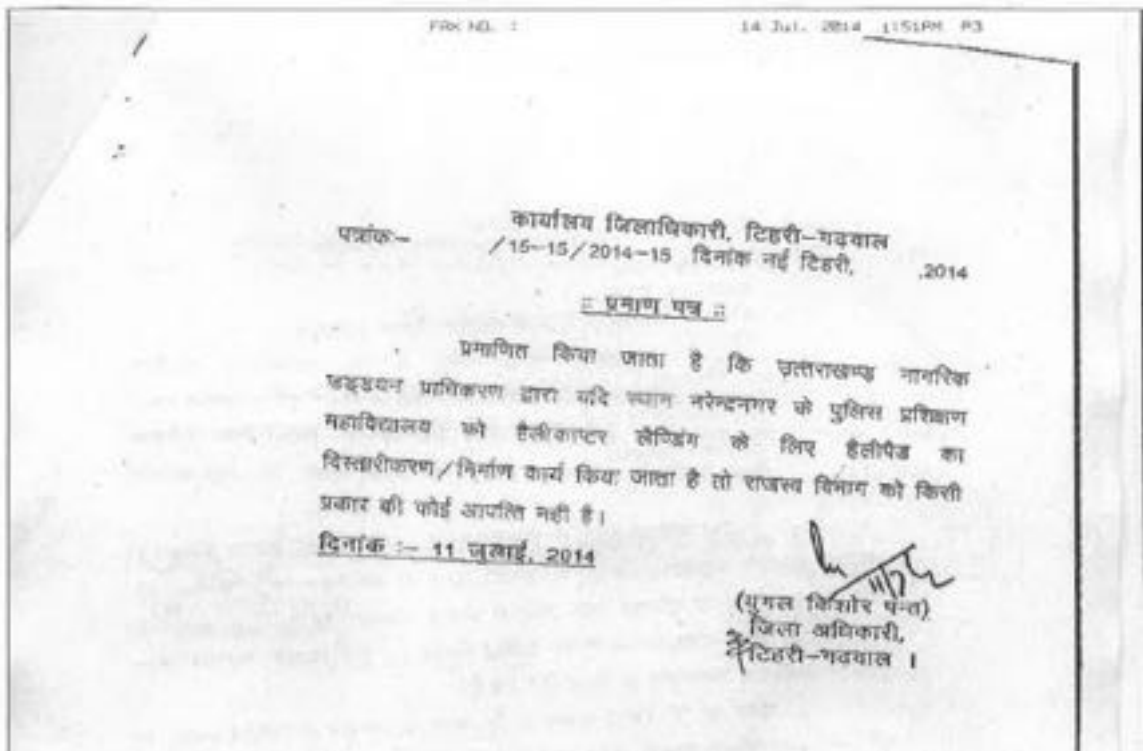
प्रमाणित किया जाता है कि उत्तराखण्ड नागरिक उड्डयन प्राधिकरण द्वारा यदि स्थान चम्बा में विद्यत पुलिस लाईन मैदान पर हेलीकॉप्टर लैंडिंग के लिए हेलीपैड का विस्तारीकरण/निर्माण किया जाता है तो राजस्व विभाग को किसी प्रकार की कोई आपत्ति नहीं है।

दिनांक :- 11 अलाई, 2014

(युगल किशोर मन्त)
जिला अधिकारी,
टिहरी-गढ़वाल।

Design, Planning and Supervision of Construction Works for Civil Aviation Sector towards Disaster Preparedness

Sub-Project No. 6: Narendranagar (District – Tehri Garhwal)



Sub-Project No. 7: Auli (District – Chamoli)

FORM 1 FOR TOURISM CORPORATION CHAMOLI FPK NO. : 252165 Date: 17/03/2014 03:12PM P1

कार्यालय जिलाधिकारी चमोली।

पत्रांक 225/हेलीपैड/2014-18 दिनांक 17 अक्टूबर 2014।

कार्यक्रम प्रधान, परिचोजना क्रियान्वयन इकाई, यूआईएपीओ (सिविल एविएशन) बूकान, दून हेलीपैड, सहरावाट, कुल्हान, देहरादून।

विषय- यूआईएपीओ सिविल एविएशन (एआईपीओ द्वारा दित पोषित) के अन्तर्गत प्रथम चरण में हेलीपैड/हेलीड्रम निर्माण हेतु अनापत्ति प्रमाण पत्र को सम्बन्ध में।

महोदय,

उपरोक्त विषयक अवगत करना है, कि यूआईएपीओ सिविल एविएशन (एआईपीओ द्वारा दित पोषित) के अन्तर्गत प्रथम चरण में हेलीपैड/हेलीड्रम के निर्माण हेतु स्थान औली में उप जिलाधिकारी जोशीमठ, तहसीलदार जोशीमठ एवं जिला पर्यटन विकास अधिकारी चमोली के साथ दिनांक 08/10/2013 को स्थल का निरीक्षण किया गया, स्थल पर पूर्व के पर्यटन विभाग द्वारा होटल निरूपण टीम के सामने हेलीपैड निर्मित है, जिसका विस्तार कर हेलीड्रम का निर्माण किया जा सकता है। स्थल के आसपास की समस्त भूमि पर्यटन विभाग को मान दर्ज है, जिस पर हेलीड्रम के निर्माण किये जाने पर उपर्युक्त विभाग चमोली को किसी प्रकार की कोई आपत्ति नहीं है, अतिरिक्त भूमि हेतु अनापत्ति प्रमाण पत्र पर्यटन विभाग को निवेदनार्थक स्तर से प्राप्त किया जा सकता है।

अतः स्थान औली में हेलीपैड/हेलीड्रम के निर्माण हेतु उपर्युक्त विभाग चमोली द्वारा संस्तुति प्रदान की जाती है।

अपदीय
(एनएसएल पुलेशन)
जिलाधिकारी,
चमोली।

पुनः/समदिनांकित/2014।
प्रतिलिपि- निम्नलिखित को सूचनाार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।
1. अपर मुख्य कार्यकारी अधिकारी सहरावाट पर्यटन विकास परिषद देहरादून।
2. जिला पर्यटन विकास अधिकारी चमोली-गोपेश्वर।

जिलाधिकारी,
चमोली।

Design, Planning and Supervision of Construction Works for Civil Aviation Sector towards Disaster Preparedness

Sub-Projects No. 8 & 9: Dwarahat & Chaukhutia (District - Almora)

पत्रांक 4987 / कवीर-एल एसी / 2014-14

पंजीकृत

दिनांक 03 मई 2014

प्रेषक: जिला अधिकारी, अल्मोड़ा

प्रेषक में: कार्यक्रम प्रबन्धक, उत्तराखण्ड आगदा संरक्षण, सिविल एविएशन, उत्तराखण्ड शासन, पुरातन दून डेवीडोम संरक्षण, राम-कुल्लान, देहरादून।

विषय: मूर्धोपयोगी सिविल एविएशन (ए.सी.पी. द्वारा विल पोषित) की अर्जित प्रथम चरण में डेवीडोम/डेवीडोम निर्माण हेतु अनुमति के संबंध में।

संदर्भ: उपरोक्त विषय: अवर मुख्य सचिव, उत्तराखण्ड शासन, देहरादून की पत्रांक 100 / PIU-CA/UEAP/18/2006 दिनांक 02-06-2014 के द्वारा मूर्धोपयोगी सिविल एविएशन के अर्जित आगदा प्रथम चरण हेतु प्रथम चरण में डेवीडोम/डेवीडोम के निर्माण एवं जीपीआर हेतु उत्तराखण्ड आगदा के अर्जित उत्तराखण्ड एव एनएल-वीडोम में उत्तराखण्ड की पर्यटन के संबंध में अनुमति प्रथम चरण उत्तराखण्ड आगदा के संबंध में शासन से प्राप्त निर्देशों के अनुपालन में उत्तराखण्ड आगदा के अर्जित उपरोक्त परिचयना के निर्माण हेतु प्रस्तावित की गई जानकारी यथावत।

संज्ञक: यथावत

हस्ताक्षर: *Mukesh Chandra Sharma*
JPX (Civil Aviation)

हस्ताक्षर: *huj*

प्रतिनिधि-अवर मुख्य सचिव, उत्तराखण्ड शासन, देहरादून की पत्रांक-100 / PIU-CA/UEAP/18/2006 दिनांक 02-06-2014 के द्वारा प्रथम निर्देशों के अनुपालन में प्रथम चरण प्रेषित।

हस्ताक्षर: *Vijay*
 (विनोद कुमार शुक्ल)
 जिला अधिकारी, अल्मोड़ा

(विनोद कुमार शुक्ल)
 जिला अधिकारी, अल्मोड़ा

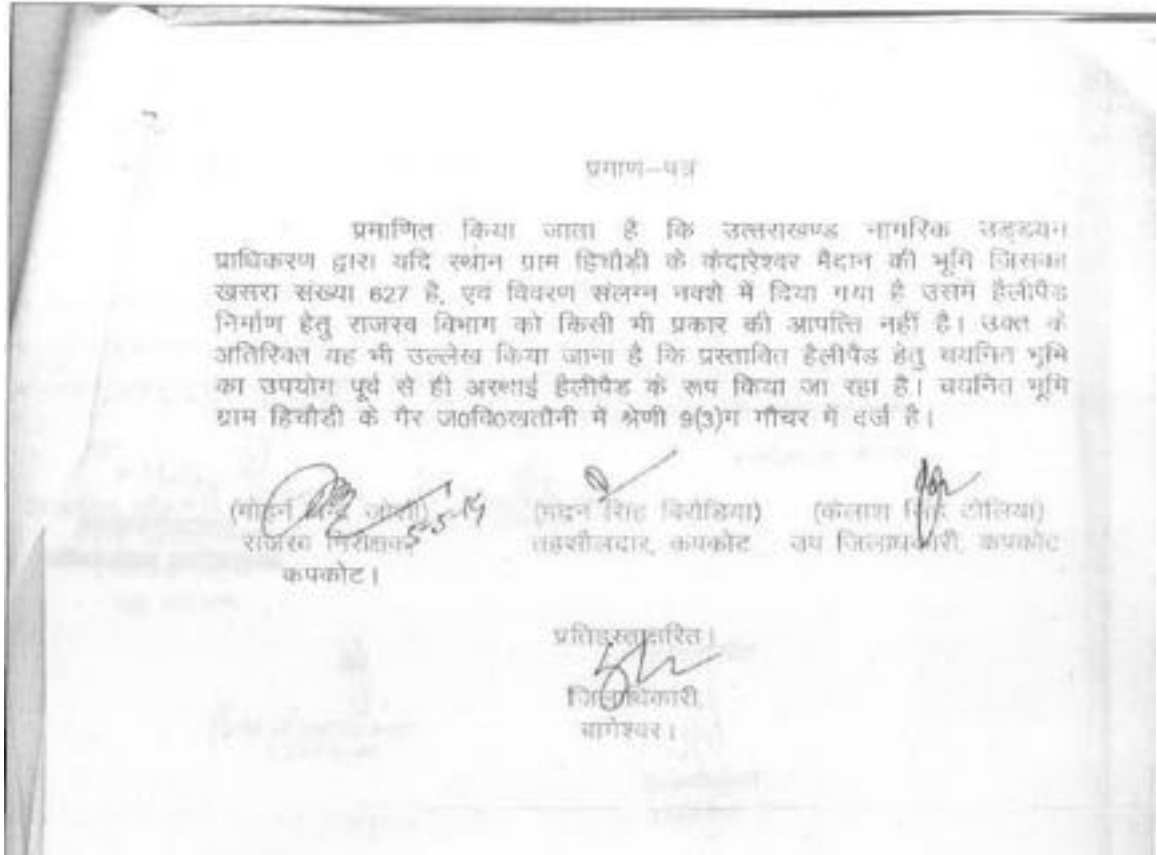
हस्ताक्षर: *Pragya Mangal*

Received by *huj* on 11.05.2014

Stamp:

Design, Planning and Supervision of Construction Works for Civil Aviation Sector towards Disaster Preparedness

Sub-Project No. 10: Kapkot (District - Bageshwar)



Design, Planning and Supervision of Construction Works for Civil Aviation Sector towards Disaster Preparedness

Sub-Project No. 11: Khati (District - Bageshwar)

