



# Social Monitoring Report

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Project Number: 47229-001  
November 2016  
Period: January 2016 – June 2016

## IND: Uttarakhand Emergency Assistance Project (UEAP)

Submitted by

Project implementation Unit –UEAP (Civil Aviation Program), Dehradun

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SMI/AS.

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Date: 11/11/2016 11:57 AM  
Subject: Fwd: Delivery Status Notification (Delay)



Dear Sir

As per your trailing mail Kindly find attached herewith Revised Semi Annual Social Safeguard Monitoring Report - Jan to June 2016 of Construction/up gradation of Helipads and Heliports, with associated facilities, and amenities like Multipurpose Halls/Shelters etc) of Civil Aviation Sector ( Phase-1) under Uttarakhand Emergency Assistance project for your kind perusal and approval.

With Regards

PIU (Civil Aviation)  
Doon Helidrome,  
Sahastradhara Road,  
Dehradun

Revised SASSMR Jan to June 2016.pdf

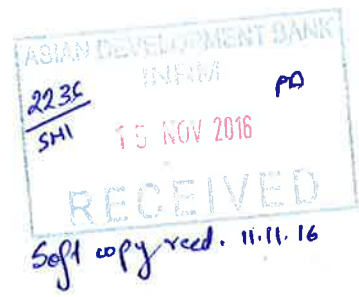


Phase 1.pdf

IP Checklist Phase 1\_Part 2.pdf



IP\_IR Checklist



# **SEMI-ANNUAL SOCIAL SAFEGUARD MONITORING REPORT-CIVIL AVIATION**

**(Period 1 January 2016 to 30 June 2016)**

**Under**

**Uttarakhand Emergency Assistance Project (UEAP)**

**Government of Uttarakhand**

**(Funded by ADB) Loan Number: 3055-IND**



**Project: construction/ Up gradation of 19 Helipads or Heliports  
with associated facilities in 9 District of Uttarakhand  
Phase-1**

**Submitted by  
Project Implementation Unit( PIU)-Civil Aviation Uttarakhand**

## ABBREVIATIONS

|       |  |
|-------|--|
| ADB   | Asian Development Bank                           |
| DSC   | Design and Supervision Consultant                |
| EA    | Executing Agency                                 |
| FATO  | Final Approach & Take Off                        |
| FGD   | Focus Group Discussions                          |
| GoI   | Government of India                              |
| HH    | Household  |
| IA    | Implementation Agency                            |
| ICAO  | International Civil Aviation Organization        |
| IP    | Indigenous People                                |
| IPPF  | Indigenous People Planning Framework             |
| LA    | Land Acquisition                                 |
| MDR   | Major District Roads                             |
| NRRP  | National Rehabilitation and Resettlement Policy  |
| PIU   | Project Implementation Unit                      |
| PMU   | Project Management Unit                          |
| PWD   | Public Works Department                          |
| RF    | Resettlement Framework                           |
| RP    | Resettlement Plan                                |
| SDMA  | State Disaster Management Authority              |
| SPS   | Safeguard Policy Statement                       |
| ST    | Schedule Tribe                                   |
| UCADA | Uttarakhand Civil Aviation Development Authority |
| UEAP  | Uttarakhand Emergency Assistance Program         |
| VFR   | Visual Flight Rules                              |

## **Project Fact Sheet**

### **Brief Summary of Project**

|                       |  |
|-----------------------|--|
| Funded by             | Asian Development Bank   |
| Loan No               | 3055- IND  |
| Package No.           | UK/UEAP—CA/P1/01 (R),  |
| Subject               | <b>Semi Annual Social Safeguard Monitoring Report for the construction/ Up gradation of 19 Helipads or Heliports with associated facilities in 9 District of Uttarakhand Phase-1</b> |
| Duration              | January 2016 to June 2016  |
| Implementation Agency | Project Implémentation Unit- PIU Civil Aviation  |
| Executing Agency      | State Disaster Management Authority, State of Uttarakhand  |
| IR & IP Category      | C ( No Impact)   |

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## **BACKGROUND OF THE PROJECT**

The Uttarakhand Emergency Assistance Project (UEAP) funded by Asian Development Bank (ADB) is intended to finance a series of investments including construction of 60 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.

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.

## **BENEFIT OF THE PROJECT**

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).

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.

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.



## PROJECT OBJECTIVE

Uttarakhand being a tourist and pilgrimage State attracts a large number of tourist and pilgrims. A major disaster during 15-17 June 2013 resulted in severe damages in several parts of Uttarakhand, which has a mountainous terrain and a fragile geology. Several towns have been washed away by the unprecedented flash floods and landslides, and a large number of houses, public buildings, roads, bridges, urban, rural, and tourism infrastructure, power generation and distribution facilities have been damaged. The impact on the affected population due to the loss of connectivity has been manifold.

The Natural Disaster of June 2013 has resulted in huge loss of lives of tourists/residents and severe damage to infrastructural facilities in the region, highlighting the requirement to strengthen the disaster preparedness by creating proper rescue/relief/evacuation mechanism through aerial route in such eventualities in the difficult Himalayan terrain.

Based on the request of India, a Joint Rapid Damage and Needs Assessment (JRDNA) was undertaken by Asian Development Bank (ADB) and the World Bank. ADB agreed to assist the Government of India (GOI) with reconstruction and rehabilitation efforts for which the Uttarakhand Emergency Assistance Project (UEAP) has been formulated as a multi-sector emergency loan in sector loan modality. The executing agency (EA) for the UEAP will be Government of Uttarakhand (GoU) and State Disaster Management Authority (SDMA). The primary implementing agencies (IAs) will be Public Works Department (PWD) for roads, bridges, urban roads, and trekking routes including eco-trails. The Department of Tourism (DoT) for tourism infrastructure, Uttarakhand Civil Aviation Development Authority (UCADA) for helipads; and Uttarakhand Jal Sansthan (UJS) for urban water supply, or any successor hereto. Some other state agencies such as Forest Department, Kumaon Mandal Vikas Nigam Limited, and Garhwal Mandal Vikas Nigam Limited are likely to be entrusted with some works under UEAP under these primary IAs.

While the disaster affected almost all districts within the state, the main focus of the assessment was on five districts that were most affected: Bageshwar, Chamoli, Pithoragarh, Rudrapur, and Uttarkashi. However, to strengthen the disaster preparedness capability and to restore visitor's faith/confidence in the tourism safety through provision of better connectivity and presence of rescue, relief, and evacuation mechanisms, as per the indicative list of sub-projects in PAM under Section - II. Tourism Amenities and Helipads and its Sub-section 1. The main theme of PIU (CA) is to "Construction and Up gradation of Helipads, Heliports or Helidrome in the state of Uttarakhand. A first priority of 12 such helipads or heliports only has been identified in 7 Districts of Uttarakhand under UEAP (Phase –1: Civil Aviation Program). These would be developed under three categories of helipads (i.e. H4 = 6, H3 = 5, and H2 = 1 Nos.).

## **PROJECT PURPOSE**

The purpose of the project is to improve, restore and reconstruct basic amenities for public and social infrastructure, disaster preparedness, project management and institutional. Under this about 1,800 km of state highways (SH) and major district roads (MDRs); rehabilitation and capacity augmentation of the existing water treatment and reconstruct affected tourism infrastructure in 5 affected districts by which tourism facilities in surrounding towns and villages near the gateways to major destinations. For which the primary implementing agencies (IA) are be Public Works Department (PWD) for roads, bridges, urban roads, and trekking routes including eco-trails Department of Tourism (DOT) through Kumaon Mandal Vikas Nigam Limited,(KMVNL) and Garhwal Mandal Vikas Nigam Limited (GMVNL)for tourism infrastructure, Uttarakhand Civil Aviation Development Authority (UCADA) for helipads; and Uttarakhand Jal Sansthan (UJS) for urban water supply, or any successor hereto.

### **Rationale/Need**

The need for enhancing the network of helipads has been identified in these areas because:

- Natural Disaster of June 2013 has resulted in huge loss of lives of tourists/residents and severe damage to infrastructural facilities in the region, highlighting the requirement to strengthen the disaster preparedness by creating proper rescue/relief/evacuation mechanism through aerial route in such eventualities in the difficult Himalayan terrain.
- The most frequented tourist destinations for adventure and pilgrim are situated here in Garhwal Region, with the one of the most visited tourist destination in Kumaun Region being Nainital. This priority list of 12 helipads covers an area that includes the main pilgrim destinations of entire “Char Dham Circuit” in Garhwal Region, and that of main destinations of Nainital, Almora, and Bageshwar in Kumaon Region.
- There are most frequented destinations in India for religious and adventure tourism located across Uttarakhand state.
- Environmental sensitivity, more so by the fact that tourists converge, more or less at the same time every year.

## **PROJECT BENEFICIARIES**

The primary beneficiaries in the phase-1 work as per this SAR coverage would be the tourists visiting the 9 districts. Availability of helipads along with MPHs assuring the presence of rescue, relief, and evacuation mechanism, integrated with climatic resilient and environmentally sustainable tourism infrastructure will result in restoring/increasing tourist arrivals in these districts which in turn will strengthen local economy. Also the local communities of the affected districts in the State would benefit from such rescue, relief, and evacuation mechanisms and integrated tourism infrastructures, which would be of great help in case of occurrence of any kind of disasters in future.

Through strengthening of disaster risk management systems, institutions & infrastructure in a phased manner as envisaged presently, the sub-project has the potential to benefit the entire State of Uttarakhand by creating image of a safer tourist-friendly destination with a strong capability in disaster preparedness.

The nature of the sub-projects may change during their subsequent development, particularly during detailed design. This report is the Social Monitoring Report (SMR) for Uttarakhand Civil Aviation Development Authority (UCADA) for helipads project to describe the implementation of the mitigation measures and monitoring of social safeguards.

### **Sub project Summary**

The Uttarakhand Emergency Assistance Project for Civil Aviation targets enhanced basic amenities and to conserve the fragile environment and promote climatic resilient and environmentally sustainable tourism infrastructure at these destinations, such helipads or heliport facilities (new construction or up gradation) when developed in due integration with tourism infrastructure in general and safe multi-purpose halls (MPH)/shelters in particular with the helipad locations would help built the confidence in disaster preparedness and restoring the faith of tourists in undertaking safe travel to such a mountainous terrain in case of disaster related and/or other emergency rescue, relief, and evacuation needs. so that the interest and faith of the tourists in Uttarakhand Tourism can be revived and the economy of the state which is mostly dependent on the tourism can be invigorated.

The sub project for the construction and up gradation of helipads/Heliports/ Heliromes is divided into 8 Phases which covers 13 district of Uttarakhand. All locations of subproject are mostly in disaster affected districts.

The Phase-I of the project includes construction and up-gradation of 12 helipads in 7 districts of Uttarakhand state. The brief description of progress of Phase 1 is Below in Table-3

### **Implementation & monitoring of progress of Phase 1**

Phase-1 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.

Keeping the guidelines set in the Heliport Manual by ICAO, the design of Helipad will include construction of FATO with rigid pavement as per the IRC-058, proper drainage system so that a Accumulation of water can be prevented, marking on helipads, construction of protection wall/boundary wall and development of overall site around helipads, in order to make it more environment- friendly and to mitigate its ill effects on surrounding environment.

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.

| <b>Table-1 : Categories of Helipads and Required Area of Land</b> |               |   |     |                             |
|---|---------------|---|-----|-----------------------------|
| Sl. No.   | Category      | Capacity                                  | No. | Requirement of Land (Sq. m) |
| 1   | Heliport (H2) | 1 MI-17 plus parking for 2 light choppers | 1   | 8030                        |
| 2   | Helipad (H3)  | 1 MI-17 or 2 light choppers               | 5   | 4080                        |
| 3   | Helipad (H4)  | 1 light chopper                           | 6   | 2500/1600/1200              |
| Total Proposed Helipads   |               |   | 12  |                             |

**Name of DSC:** IIDC Ltd. in JV with AERO SURVEY India & EGIS Consulting Engineers Pvt. Ltd.,India.

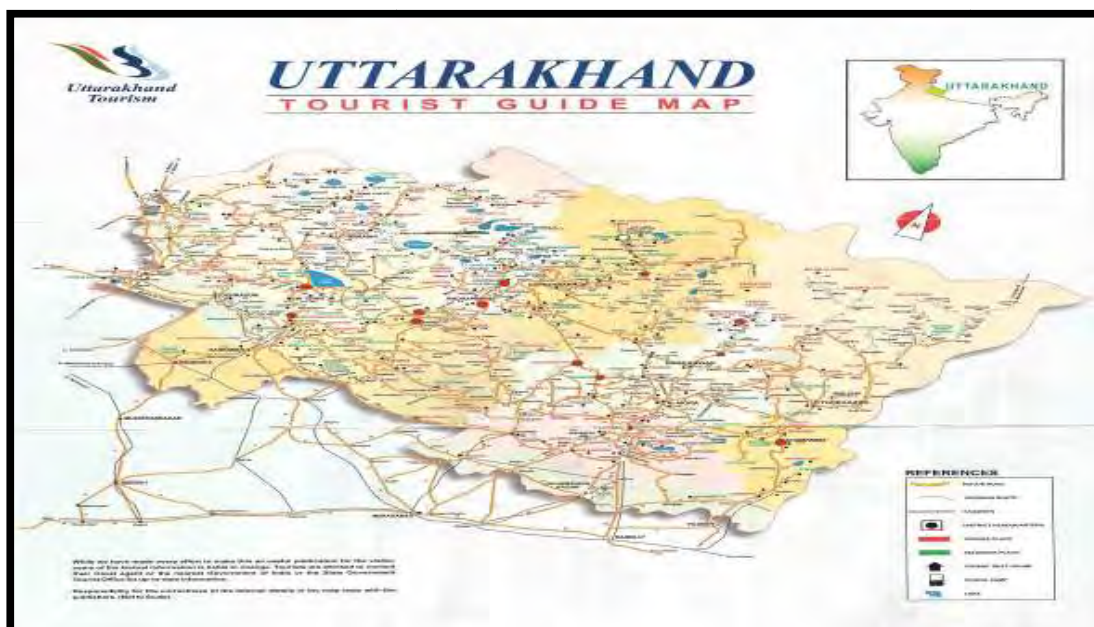
**Agreement signed by DSC-** 7/3/2015

**Agreement Completion Date-** 7/6/2017

**Name of Contractor-**Woodhill Infrastructure LTD.

**Total Project Cost-**11.49 Cr.

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



**Table-2**Detail status of construction work- Phase-1

| Locations               | Sub-projects (Package No.)                    | Starting date of Implementation | Projected months of completion (as per Work Order) | Schedule date of completion                     | Physical progresses   | % of Progress | Remarks  |
|-------------------------|---|---------------------------------|--|---|---|---------------|--|
| <b>Garhwal Division</b> |   |                                 |  |   |   |               |  |
| <b>Tehri Garhwal</b>    | <b>UK/UEAP-CA/DSC-01(R)</b><br>(Narendranaga) | 20 <sup>th</sup> March 2015     | 15   | 19 <sup>th</sup> June 2016<br>Extension applied | PQC and joint cutting completed<br>Work in safety area is in progress | 95%           | There are no habitations situated in the project sites and nearby areas. There is no land acquisition required for the development of access road & no social issues envisage during reporting period. Access road is Police line road, is ownership State government property.. |
|                         | <b>UK/UEAP-CA/DSC-01(R)</b><br>(Chamba)       | 20 <sup>th</sup> March 2015     | 15   | 19 <sup>th</sup> June 2016<br>Extension applied | PQC and joint cutting completed                                       | 95%           | There are no habitations situated in the project sites and nearby areas. There is no land acquisition required for the development of access road & no social issues   |

| Locations              | Sub-projects<br>(Package No.)                | Starting date of Implementation | Projected months of completion (as per Work Order) | Schedule date of completion                     | Physical progresses  | % of Progress | Remarks   |
|------------------------|--|---------------------------------|--|---|--|---------------|---|
|                        |  |                                 |  |   |  |               | envisages during reporting period. Access road is Police line road, is ownership State government property..  |
| <b>Chamoli</b>         | <b>UK/UEAP-CA/DSC-01(R)</b><br>(Auli)        | 20 <sup>th</sup> March 2015     | 15   | 19 <sup>th</sup> June 2016<br>Extension applied | Earthwork is in progress   | 15%           | There are no habitations situated in the project site and nearby areas. There is no land acquisition required for the development of access road & no social issues envisage during reporting period. Track route available its defense area.   |
| <b>Rudraprayag</b>     | <b>UK/UEAP-CA/DSC-01(R)</b><br>(Augustymuni) | 20 <sup>th</sup> March 2015     | 15   | 19 <sup>th</sup> June 2016<br>Extension applied | Earthwork and DLC completed for FATO area.                         | 60%           | There are no habitations situated in the project site and nearby areas. There is no land acquisition required for the development of access road & no social issues envisage during reporting period. Access road is NH-58, is ownership National Highway property.   |
|                        | <b>UK/UEAP-CA/DSC-01(R)</b><br>(Gulabrai)    | 20 <sup>th</sup> March 2015     | 15   | 19 <sup>th</sup> June 2016<br>Extension applied | Work yet to start  |               | Would be drop   |
| <b>PauriGarhwal</b>    | <b>UK/UEAP-CA/DSC-01(R)</b><br>(Ransi)       | 20 <sup>th</sup> March 2015     | 15   | 19 <sup>th</sup> June 2016<br>Extension applied | Work yet to start  |               | Would be drop   |
|                        | <b>UK/UEAP-CA/DSC-01(R)</b><br>(Srinagar)    | 20 <sup>th</sup> March 2015     | 15   | 19 <sup>th</sup> June 2016<br>Extension applied | Work yet to start  |               | Would be drop   |
| <b>Kumaon Division</b> |  |                                 |  |   |  |               |   |
| <b>Almora</b>          | <b>UK/UEAP-CA/DSC-01(R)</b><br>(Dwarahat)    | 20 <sup>th</sup> March 2015     | 15   | 19 <sup>th</sup> June 2016<br>Extension applied | PQC and joint cutting completed Work in safety area is in progress | 80%           | There are no habitations situated in the project site and nearby areas. There is no land acquisition required for the development of access road & no social issues envisage during reporting period. Access road is village road, is ownership Revenue department property..   |
|                        | <b>UK/UEAP-CA/DSC-01(R)</b><br>(Chaukhatiya) | 20 <sup>th</sup> March 2015     | 15   | 19 <sup>th</sup> June 2016<br>Extension applied | PQC and joint cutting completed Work in safety area is in progress | 95%           | There are no habitations situated in the project site and nearby areas. There is no land acquisition required for the development of access road & no social issues envisage during reporting period. Access road is village road is ownership revenue department property, and tracking rote is available for connect to helipad site. No social issues there. |
| <b>Bagweshwar</b>      | <b>UK/UEAP-CA/DSC-01(R)</b><br>(Kapkot)      | 20 <sup>th</sup> March 2015     | 15   | 19 <sup>th</sup> June 2016<br>Extension applied | PQC and joint cutting completed Side wall                          | 90%           | There are no habitations situated in the project sites and nearby areas. There is no land acquisition required for the development of access  |

| Locations | Sub-projects (Package No.)       | Starting date of Implementation | Projected months of completion (as per Work Order) | Schedule date of completion                  | Physical progresses                        | % of Progress | Remarks  |
|-----------|----------------------------------|---------------------------------|--|--|--|---------------|--|
|           |                                  |                                 |  |  | and work in safety area is in progress     |               | road & no social issues envisage during reporting period. Ownership of Access road is State government   |
|           | UK/UEAP-CA/DSC-01(R) (Khati)     | 20 <sup>th</sup> March 2015     | 15   | 19 <sup>th</sup> June 2016 Extension applied | Earthwork completed for FATO area.         | 25%           | There are no habitations situated in the project site and nearby areas. There is no land acquisition required for the development of access road & no social issues envisage during reporting period. tracking route is available for the access to Helipad which is Govt land . |
| Champawat | UK/UEAP-CA/DSC-01(R) (Champawat) | 20 <sup>th</sup> March 2015     | 15   | 19 <sup>th</sup> June 2016 Extension applied | Earthwork completed and GSB is in progress | 40%           | There are no habitations situated in the project site and nearby areas. There is no land acquisition required for the development of access road & no social issues envisage during reporting period. Access road is R road is ownership revenue department property.            |

**Table-3**

| Phase      | SAR  | SAR approval                                  | Proposed sites | IR/ IP Category | Progress                   | Remarks  |
|------------|--|---|----------------|-----------------|----------------------------|--|
| Phase-2    | Construction/Up gradation of 26 helipad/heliport with associated facilities in 12 districts of Garhwal and Kumaon region of Uttarakhand        | 11-8-15                                       | 26             | C               | Tender process is going on | As per NOC no any hindrance or social issue is found at site |
| Phase-3    | Construction/Up gradation of 12 helipads/heliports with associated facilities in 08 districts of Uttarakhand                                   | 27.11.15                                      | 12             | C               | Tender process is going on | during the public consultation Road &                        |
| Phase-4    | Construction and up gradation of 1 Helipad at Gunji with associated facilities in 1 District of Uttarakhand                                    | 25-01-16                                      | 1              | C               | Tender process is going on | property access status Report will be provided in            |
| Phase-5    | Construction and up gradation of 1 Helipad at Milam with associated facilities in 1 district of Uttarakhand)                                   | 07-03-16.                                     | 1              | C               | Tender process is going on | next SASSMR as project design and tender process is going on |
| Phase-6    | Construction and up gradation of 2 Helipads with associated facilities like MPH and Hanger in Koti & Shastradhara in 2 district of Uttarakhand | 25.1.2016                                     | 2              | C               | Tender process is going on |  |
| Phase -7   | Construction of 1 Helipad in Ravigram with associated facilities in 1 district of Uttarakhand of PIU CA –                                      | Submitted to ADB for approval on 1 April 2016 | 1              | C               | Approval of SAR awaited    |  |
| Phase-8    | SAR for the construction of 1 Helipad and MPH at Jollygrant in District Dehradun district of Uttarakhand                                       | submitted to ADB for approval on 22 June 2016 | 1              | C               | Approval of SAR awaited    |  |
| MPH PKG-01 | Construction of Multi-Purpose Hall cum Rescue Centers at helipads in 12 Districts of Uttarakhand   | 27.11.2015                                    | 30             | C               | Tender process is going on |  |
|            | construction of 5 MPH cum Rescue centers at Helipads/  | 7-3-2016                                      | 5              | C               | Tender process is going on |  |

|              |   |              |    |   |  |
|--------------|---|--------------|----|---|--|
| MPH<br>PKG-2 | Airstrip as associated facility in state of Uttarakhand Approved                                    |              |    |   |  |
| -            | Procurement and Installation of equipments at Helipads in 13 Districts of Uttarakhand               | 21.12.2015   | 43 | C | Procurement of goods through Shopping method Under process             |
| -            | Construction of Hangars at 3 airstrips cum Helipads in 03 district of Uttarakhand – Approved by ADB | 22 June 2016 | 3  | C | Tender process is going on last date of Bid Submission is 30 July 2016 |
|              |   |              |    |   |  |

## LAND ACQUISITION AND INVOLUNTARY RESETTLEMENT

As Phase-1 the construction and up gradation of helipads or heliports do not envisage the permanent land acquisition and resettlement impacts hence, the subproject is categorized as “Category C” for involuntary resettlement (IR). The sites for proposed helipads are selected on government land and currently under the possession of different government departments. In this context no objection certificate as per has already been procured from concerned government departments. The proposed designs for all sites do not necessitate additional private land and hence no impact on people and community or involuntary resettlement is envisaged. Approach access road connects to the helipad site, and there is no land acquisition required for the development of access road & no social issues envisage during reporting period.

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. No impact to foreseen to lose access to natural resources, communal facilities and services.

### 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         | No loss of agricultural area/ cropland.  |
| 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 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. |

Construction work is being carried out in Phase-1. DSC has conducted site visits of various sites during this semi-annual period (January-June 2016). It was observed that the construction was being done within minimum requirement of land for different categories of helipads. The sites were found free from any encroachment or encumbrances. Hence there is no impact on title holder and nontitle holder. Therefore, no action is required as far as preparation of Resettlement Plan (RP) is concerned. A description of land availability, ownership and related social issues is given in table-5 below:

| <b>Table-4 Availability of Land and Social Issues of Phase-1)</b> |                 |                 |                                       |                      |
|---|-----------------|-----------------|---------------------------------------|----------------------|
| <b>Sl. No.</b>  | <b>Location</b> | <b>District</b> | <b>Area of Available land (Sq.mt)</b> | <b>Social Issues</b> |
| 1   | Pauri (Ransi)   | Pauri           | -                                     | NIL                  |
| 2   | Srinagar        | Pauri           | -                                     | NIL                  |
| 3   | Chamba          | Tehri           | 2,500                                 | NIL                  |
| 4   | Narendra Nagar  | Tehri           | 2500                                  | NIL                  |
| 5   | Auli            | Chamoli         | -                                     | NIL                  |
| 6   | Agastymuni      | Rudraprayag     | 6,400                                 | NIL                  |
| 7   | Rudraprayag     | Rudraprayag     | 11,700                                | NIL                  |
| 8   | Dwarahat        | Almora          | 2600                                  | NIL                  |
| 9   | Chaukhutia      | Almora          | 4000                                  | NIL                  |
| 10  | Kapkot          | Bageshwar       | 6,250                                 | NIL                  |
| 11  | Khati           | Bageshwar       | 2,000                                 | NIL                  |
| 12  | Champawat       | Champwat        | 6,000                                 | NIL                  |

## **MINIMIZATION OF PROJECT IMPACT**

The project aimed is the construction and up gradation of helipads/Heliports/ Helidromes in 53 sites of Uttarakhand state. The construction of all selected sites will be on available government lands, which are currently under the possession of different Govt. departments. The purpose of selecting only government land for construction and up-gradation of helipads was to reduce the adverse social impact in its immediate environment to the maximum extent possible. Further, In order to minimize the impacts the government decided to construct/strengthen the helipads at the minimum construction requirement. The design and category of helipads Phase-1 proposed by the DPR consultant for a particular location was based on the available space without changing and disturbing the current land use.

The success of a project depends to a large extent on the improvement that it brings about in the living standards of the people, both in the short and the long term. While preparing the engineering design, the prime consideration has been to minimize the social negative impacts within the



limitations of technical requirements and cost effectiveness and to enhance the benefits. Despite the best efforts to minimize the negative social impact.

## **INDIGENOUS PEOPLES AND SCHEDULED TRIBES**

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.

In all subproject not a single household or person of indigenous community will be negatively impacted. 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) was prepared. However, an Indigenous Peoples Planning Framework (IPPF) is in place to suggest mitigation measures for negative impacts, if any seen during construction period on indigenous people.

## **PUBLIC CONSULTATION**

Public consultation and information disclosure is an integral part of the project implementation. During the project formulation stage and designing of Phase-I consultation were held with all the stakeholders for incorporating their views. Considerable dialogue was held with the EA/IA during project preparation 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 construction sites during monitoring visits. 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.

As public consultation is a continuous process for the formulation and implementation of the project. This has been organized time to time in nearby locations of the project. In this duration many public consultation/ meetings have been organized with community. The objective of organization of such activities is to aware and give detail information to community regarding the project and if any dispute/ issues and query of the community for the project, the official tries best effort to resolve the issues on the spot. After public consultation/ meeting community is very pleased by upcoming such project in their locations. There was no opposition for this sub-project.

The brief description of the of consultations which have been carried out with community by the PIU officials is given below in table no-5

| <b>Consultations/<br/>trainings/workshops/<br/>awareness<br/>programs/campaigns</b> | <b>Date</b> | <b>Venue</b>            | <b>Total<br/>participant<br/>s</b> | <b>Total number<br/>of total<br/>Women<br/>participants</b> | <b>List Topics covered</b>         |
|---|-------------|-------------------------|------------------------------------|---|------------------------------------|
| 02 Public consultation  | 28/3/2016   | Dwarahat &<br>Chakutiya | 39                                 | 31  | GAP, Emergency & Social Safeguards |

|                        |            |                       |    |    |  |
|------------------------|------------|-----------------------|----|----|--|
| 01 Public consultation | 16/03/2016 | Dwarahat              | 17 | 0  | GAP, Emergency & Social Safeguards & Environmental Safeguard & safety  |
| 01 Public Consultation | 16/03/2016 | Chakutiya             | 11 | 0  | GAP, Emergency & Social Safeguards & Environmental Safeguard & safety<br>Protection wall near river side and proper caretaker for maintaining of Helipad       |
| 01 Public Consultation | 17/03/2016 | Kapkot                | 14 | 0  | GAP, Emergency & Social Safeguards & Environmental Safeguard & safety<br>MPH, protection wall near river side and proper caretaker for maintaining of Helipad  |
| 01Public Consultation  | 19/04/2016 | Ratura                | 12 | 0  | GAP, Emergency & Social Safeguards & Environmental Safeguard & safety  |
| 01 Public Consultation | 22/04/2016 | Shikarpur             | 20 | 0  | Regarding the benefits of project was explained to Mr. Shiv Kumar (Grampradhan) by the representative of CA and DSC.   |
| 01 Public Consultation | 17/05/2016 | GPG college Dakpathar | 11 | 02 | GAP, Emergency & Social Safeguards & Environmental Safeguard & safety issue<br>Disclosure of NOC   |
| 01 Public Consultation | 18/05/2016 | Jollygrant            | 04 | 0  | GAP, Emergency & Social Safeguards & Environmental Safeguard & safety issue<br>Disclosure of NOC   |
| 01 Public Consultation | 18/05/2016 | Narendra Nagar        | 09 | 02 | GAP, Emergency & Social Safeguards & Environmental Safeguard & safety issue<br>Disclosure of NOC<br>No land available construction of MPH                      |
| 01 Public Consultation | 01/06/2016 | Chinyalisour          | 10 | 02 | GAP, Emergency & Social Safeguards<br>Environmental Safeguard , safety of MPH, protection wall near river side and proper caretaker for maintaining of Helipad |
| 01 Public consultation | 02/6/2016  | Gauchar               | 20 | 04 | GAP, Emergency & Social Safeguards & Environment safety  |
| 01 Public consultation | 04/06/2016 | Auli                  | 09 | 0  | GAP, Emergency & Social Safeguards<br>Environmental Safeguard , safety   |
| 01 Public consultation | 17/06/2016 | Sahastradhara         | 30 | 05 | GAP, Emergency & Social Safeguards<br>Environmental Safeguard , safety of MPH, protection wall near river side and proper caretaker for maintaining of Helipad |

Health & Hygiene are also the major issues among labours at camp site and also among the community officials awake the general community and the labours in the camp on these issues.

Following topics were also explained during campaigns-

1. Safe drinking water
2. Healthy Cooking Habits
3. Good sanitations Habits
4. Types of diseases and their spread due to unhealthy conditions
5. HIV/ AIDS awareness
6. Importance of first-aid box

The photographs of public consultations are attached as Annexure-1.

### Good Practices

1. Labour camps are constructed with toilets, cooking and living facilities.
2. First-aid box found at all construction sites.
3. Cautionary boards are well displayed at almost construction sites.
4. Women labours are getting Equal Wage for equal work.

## GENDER ISSUES

The helipads in Phase-1 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. In duration several activities were conducted in the project area with community and women labour. During campaigns especially women are invited from the community to participate in program. The detail activities are given in table- 6.

| Table 6: Details of Awareness Program |                             |           |  |                        |                     |
|---------------------------------------|-----------------------------|-----------|--|------------------------|---------------------|
| Sl. No                                | Name of Sub-Project         | Date      | Location                               | Number of Participants | Women participation |
| 1                                     | Community Awareness and GAP | 26.5.2016 | Nagar Palika Pithoragarh               | 129                    | 72                  |
| 2                                     | Community Awareness and GAP | 30.6.2016 | SWARAJ BHAWAN<br>Nagar Palika Bageswar | 210                    | 170                 |
| 3                                     | Community Awareness and GAP | 29.1.2016 | Maneri                                 | 14                     | 04                  |
| 4                                     | Community Awareness and GAP | 28.3.2016 | Chakutiya                              | 29                     | 26                  |
|                                       | Community Awareness and GAP | 28.3.2016 | Dwarahat                               | 10                     | 05                  |

### Gender Action Plan

Gender Mainstreaming is an important issue, which has been made part of this project work as per ADB initiative within project preview. The Uttarakhand society is, by and large, conservative and follow patriarchal pattern of family in which male head the family and controls the social, economic and religious affairs despite women's important role in social and economic activities within and outside the family.

Gender mainstreaming initiative, hereby, is important for promoting gender equality as well as ensuring the effective achievement of sector goals. Failure to take into account the contributions, potentials, needs and priorities of all stakeholders – women as well as men - leads to sartorial inefficiencies as well as increased inequality between women and men.

Gender mainstreaming is not about establishing separate programmes for women. It concerns bringing relevant gender perspectives to the Centre of attention in all relevant areas of work.

### Successful Strategy used for implementation of GAP

Civil Aviation is successfully implementing the gender mainstreaming activities in its project with an aim to update and put in action for gender equality, safety and women's empowerment:

- A systematic Implementation arrangement under Civil Aviation to implement the Gender Action Plan.

- PIU implementing the GAP with the help of CREDA (NGO) under DSC for the duration of project implementation
- CREDA NGO helps PIU in overall implementation of GAP including incorporation of the GAP into project implementation and monitoring and evaluation,
- The PIU ensures that reporting of GAP activities is included in regular progress reports on quarterly basis and submitted to ADB
- Consultation with Panchayat Head, ANM in Health Centres, Women's organizations, Anganbadi Centres, School Teachers and Key Persons of the project area etc. to ensure the participation of women and Children in Awareness Campaign and Workshop on Gender Issues
- The main thrust on gender sensitization is focused, but not limited to, following issues: for the ADB funded project Loan number-3055:
- Awareness on Women's involvement in project, protection of Girl Child and violence Against Women, Human Trafficking and potential Interventions
- Awareness on Health Issues including highways related diseases, i.e., HIV/AIDS. The involvement of USACS (Uttarakhand State AIDS Control Society) was also ensured during the awareness programme. The Technicians of USACS also conducting on spot AIDS test of participants
- Awareness on no use of Child Labour

### Challenges in implementing GAP

- Low turnout of women in workshop and awareness campaign despite rigorous attempts of NGO, Contractor, NGO of DSC and the Executing Agency
- Low participation of women in project construction work and apathy of Contractors to employ the women workers
- Nonexistence of Budgetary provision in DSC and NGO contracts for implementing the GAP activities
- Lack of professional Training to Gender Focal Persons

### GAP AWARENESS PROGRAM

The NGO namely CREDA has been engaged for the implementation for GAP, awareness activities on HIV/ AIDS and the workshop for the emergency evacuation. In this duration NGO has organized 3 activities. The participation of women was fabulous in program. This program has been organized by CREDA and the DDMOs of districts have been participated and shared their experiences and discussed how the community would be evacuated if the disaster can forecast in future. The detail summary of program is given below-

| Table 7: Details of Awareness Program |                               |           |                                       |                        |                     |
|---------------------------------------|-------------------------------|-----------|---------------------------------------|------------------------|---------------------|
| Sl. No                                | Name of Sub-Project           | Date      | Location                              | Number of Participants | Women participation |
| 1                                     | Emergencyevacution / Workshop | 26.5.2016 | NagarPalikaPithoragarh                | 129                    | 72                  |
| 2                                     |                               | 30.6.2016 | SWARAJ BHAWAN<br>Nagar Palika Bageswa | 210                    | 170                 |

| Table 7: Details of Awareness Program |                     |           |                          |                        |                     |
|---------------------------------------|---------------------|-----------|--------------------------|------------------------|---------------------|
| Sl. No                                | Name of Sub-Project | Date      | Location                 | Number of Participants | Women participation |
| 3                                     |                     | 29.3.2016 | Community Hall<br>Almora | 200                    | 145                 |

the Photograph for workshop on emergency evacuation is attached as Annexure-2 & the photographs for GAP are attached as Annexure-3.

### Impact of GAP

- The awareness activities for GAP has been organized in Phase 1 the impact on Gender Data from the field revealed that in the during the reporting periods more than 30% women labours have participated in the construction activities,
- Due to the various domestic & socio-cultural constraints such as distance of the construction site from the nearest habitations and engagement of the women in other agro-economic and household chores has restricted the number up to this level only.
- Despite of above the women has shown keen interest towards the participation in the project and have found the working environment in the project conducive due to following factors;
- Payment of equal wages to women labours,
- Safety and security and humane behaviour to women at various work places.
- Enthusiasm to attain the Safety and security after execution of the project works,
- Promotion of the sense of equality among male and female work force,
- Sensitivity towards the gender specific requirements such as provision of separate Toilets, Drinking water, and crèche for the children of lactating mothers Availability of Safe labour camps,
- Have access to knowledge, awareness and training on HIV- AIDS, water borne diseases, use of the safety gears and other aspects of GAP,
- Opportunity to participate in awareness and training program on emergency evacuation with the support of DDMOs of DMMC- GOUK
- And as overall impact there is a welcoming scenario for all the project activities and there is a flawless, dispute free construction phase for UEAP (CA)

### GRIEVANCE REDRESS MECHANISM (GRM)

A robust and efficient GRM has been established to assist DPs in resolving their quarries and complaints at PMU level and a dedicated phone no for registering the grievances and complaints from any stakeholders or individuals is also in operation. The dedicated no. is 0135-708376 and email-id is greivancepmu@gmail.com. The DPs/ APs can also register complaints/inquiry/ grievances online through the web link: [www.ukdisasterrecovery.co.in](http://www.ukdisasterrecovery.co.in). In civil Aviation sector there is no DPs/ APs though project beneficiaries can register their complaints, issues and grievances.

### INSTITUTIONAL ARRANGEMENT

The Department of Civil Aviation, Government of Uttarakhand is the Executing Agency (EA) of the project. The PMU is headed by a Program Director. The Project Implementation Unit (PIU) UCADA has a separate Program manager and Deputy Program Manager particularly to look after project activities under Civil Aviation component of UEAP. The civil aviation component of UEAP has a dedicated Staff called Social and Community Development and Gender Specialist (SCDGS) within the Project Implementation Unit for handling the social issues. All aspects of resettlement and rehabilitation and the delivery of entitlements are managed by SCDGS.

The expert conducted site visits and held meetings with the Social Expert of Design & Supervision Consultant (DSC), mobilized in March 2015 reviewed the internal monitoring and progress reports. The expert conducted site visits and held meetings with stakeholders on project construction sites of Phase-1. Besides the review of reports and data, meetings were also held with the SCDGS officer in PIU.

### **FOLLOW UP ACTIONS AND RECOMMENDATION**

Up to the reporting period, none of the subprojects is required for the preparation of RPs. Further work to be taken up in the next reporting period (July–December 2016) focusing on a system for monitoring implementation of mitigation measures; public involvement in social safeguards; resettlement planning and implementation; enactment of the grievance redress mechanism, disclosure of safeguard documents and training of PIU officials, contractor and staff.

#### *Follow up Action:*

- Participation of Women labour at construction period
- Employment should be local women for skilled and unskilled labour by civil works contractors.
- Provisions for equal wages for work for equal value and basic facilities like water, toilet safe labour camp etc.
- Social security should be required
- Existing facility should be maintain
- Health facility properly check –up & insurance policy should be required
- Child labour not to be employed by project
- Women employed by project fully informed about labour rights
- Priority given to women for livelihood & income restoration training should be provided by NGO

### **RECOMMENDATIONS FOR PROPER AND TIMELY IMPLEMENTATION:**

As indicated above a system of random assessment was followed to permits qualitative reporting on performance and effectiveness in the resettlement, compensation, and livelihood restoration on the participation of community and concerned authorities, and on the overall performance of grievance/ complaints resolution etc.

### **Conclusion**

During the reporting period the construction/ up gradation of all Helipad and Heliports do not envisage the permanent land acquisition and resettlement impacts because the proposed Helipad is constructed on available government land. There are no habitations situated in the project sites and nearby areas. As per the information from the local administration and site visits, the entire access roads are belong NH, State PWD, and ODR /MDR road. There is no land acquisition required for the development of access road. Social safeguard specialist is also monitoring any impact occurring during construction work on priority.

Lay out plan & Road access detail also attached as Annexure- 1 & 2

## ANNEXURE-1 Layout Plan Attached

### Pictures of Approach Road



August Muni



Auli



Dwarahat





Chakutiya



Chamba



Champawat



Kapkot



Narendar Nagar



Khati

**ANNEXURE-2**

| Road Access Detail |             |               |                                  |                                      |                               |  |  |
|--------------------|-------------|---------------|----------------------------------|--------------------------------------|-------------------------------|--|--|
| Phase              | District    | Location      | Technical details of the Helipad |                                      |                               |  | Remarks about the encumbrances on approach road              |
|                    |             |               | Category                         | Area of land for construction (Sqm.) | Ownership of Land for Helipad | Approach Road<br>Available & ownership |  |
| 1                  | Chamoli     | Auli          | H3                               | -                                    | Tourism Dept.                 | Track available of defence             | Track available its Defense area.                            |
| 1                  | Rudraprayag | Agastyamuni   | H4                               | 6400                                 | Revenue Dept.                 | Yes, NH-58                             | Guarikund-Rudraprayag NH-58                                  |
| 1                  | Tehri       | Narendranagar | H4                               | 2500                                 | Police Training Centre        | Yes                                    | Police line road, State government property                  |
| 1                  | Tehri       | Chamba        | H4                               | 2500                                 | Police Training Centre        | Yes                                    | Police line road, State government property                  |
| 1                  | Bageshwar   | Kapkot        | H3                               | 6250                                 | Revenue Dept.                 | Yes, on State Highway                  | Track Route No social issue                                  |
| 1                  | Bageshwar   | Khati         | H4                               | 2000                                 | Revenue Dept.                 | No                                     | No motor able road only tracking route , No any social Issue |
| 1                  | Champawat   | Champawat     | H3                               | 6000                                 | Van Panchayat                 | Yes, ODR                               | No social issue  |
| 1                  | Almora      | Dwarahat      | H4                               | 2600                                 | Revenue Dept.                 | Yes, Village Road                      | No social issue  |
| 1                  | Almora      | Chaukhutiya   | H3                               | 4000                                 | Revenue Dept.                 | Yes , village road                     | No social issue  |



**Photographs of Public Consultations**



Public Consultation at Shikarpur site



Public Consultation at Shikarpur site



Public consultation at site Ratura



Public Consultation at Dakpathar site



Public Consultation at Narendra Nagar site



Public consultation at site Jollygrant



Emergency Evacuation Training Program Almora & Bageswar



### GAP Activities Progress Pictures





## Annexure-6

### Progress pictures for Implementation of Phase-1



Safety area work in progress at Kapkot



Joint cutting at Dwarahat



Safety area work in progress at Kapkot



Earthwork in progress Auli Helipad site



Earthwork at Khathi



