



Social Monitoring Report

Project Number: 47229-001
February 2016
Period: July 2015 – December 2015

IND: Uttarakhand Emergency Assistance Project (UEAP)

Submitted by

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

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Asian Development Bank

SGS/AS

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Ref: 304/PIU (CA)/UEAP/2015-16

Date: 03/02/2016

To,
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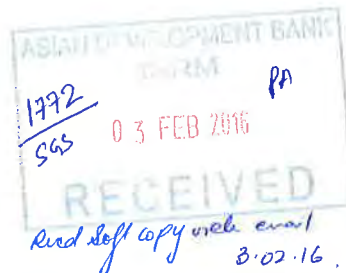



Subject:- ADB Loan no. 3055-IND Submission of "Semi Annual Social Safeguard Monitoring Report- July to December 2015 " (SASSMR) of Design, Planning and Supervision of Construction Works of (Helipads, Heliports and Helidroms with associated facilities, and Amenities like Multipurpose Halls/ Shelters, etc) of Civil Aviation sector under Uttarakhand Emergency Assistance Project.

Dear Sir/Madam,

This is in Reference of above cited subject, kindly find ~~Revised~~ Semi Annual Social Safeguard Monitoring Report- July to December 2015 " (SASSMR) of Design, Planning and Supervision of Construction Works of (Helipads, Heliports and Helidroms with associated facilities, and amenities like Multipurpose Halls/Shelters, etc.) of Civil Aviation Sector under Uttarakhand Emergency Assistance Project for your kind approval.

Enclosed:
SASSMR



Your's Sincerely

(Dr. R Rajesh Kumar)
I.A.S.
Program Manager

Copy to:-

- 1- Project Director, PMU, UEAP
- 2- Deputy Project Director, PMU, UEAP

Program Manager

SEMI-ANNUAL SOCIAL SAFEGUARD MONITORING REPORT- CIVIL AVIATION

under

Uttarakhand Emergency Assistance Project (UEAP)

Government of Uttarakhand

(Funded by ADB)

(Loan Number: 3055-IND)



**Project: Design, Planning and Supervision of Construction Works for
Civil Aviation Sector towards Disaster Preparedness(Helipads,
Heliports or Helidroms with associated facilities, and Amenities like
Multipurpose Halls/Shelters, etc.)**

(Period 1 July 2015 to 31 December 2015)

**Prepared by :Design and Supervision Consultant (DSC)
Assisted by Project Implementation Unit-Civil AviationUttarakhand**

ABBREVIATIONS

ADB	Asian Development Bank
DOT	Department of Tourism
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
IRC	Indian Road Congress
LA	Land Acquisition
MDR	Major District Roads
NRRP	National Rehabilitation and Resettlement Policy
PIU	Project Implementation Unit
PMU	Project Management Unit
PRA	Participatory Rural Appraisal
PWD	Public Works Department
RF	Resettlement Framework
RP	Resettlement Plan
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 Program
UJS	UttarakhandJalSansthan
VFR	Visual Flight Rules

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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 in total (helipads, heliports and Helidroms) 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 Civil Aviation component of the UEAP, envisages to undertaking up-gradation/ construction of about 37 Helipads, 19 Heliports and 4 Helidroms. 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 12 Helipads and 7 Heliports, to be executed through 3 DPRs/Contract Packages covering 19 locations spread over 9 districts (Chamoli, Rudraprayag, PauriGarhwal, TehriGarhwal, Nainital, Udham Singh Nagar, Almora, Bageshwar, and Champawat) initially planned for phase- I.

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,

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

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 JalSansthan (UJS) for urban water supply, or any successor hereto. Some other state agencies such as Forest Department, KumaonMandalVikas Nigam Limited, and GarhwalMandalVikas 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, Rudraprayag, 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.). The nature of civil work would be construction of 11 new helipads in 6 Districts, and up gradation of 1 helipad in 1 District (existing Helipad at Auli in District Chamoli)

PROJECT PURPOSE

The purpose of the project is to improve, restore and reconstruct basic 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 KumaonMandalVikas Nigam Limited,(KMVNL) and GarhwalMandalVikas Nigam Limited (GMVNL)for tourism infrastructure, Uttarakhand Civil Aviation Development Authority (UCADA) for helipads; and UttarakhandJalSansthan (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 effect of climatic mishaps in Garhwal part of Uttarakhand is maximum, and the current priority list of 20 helipads sites covers majorly the districts of Garhwal Region, including some helipads in the Kumaon Region as well.
- 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 Kumaon Region being Nainital. This priority list of 20 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.
- 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 upgradation) 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.

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.

SCOPE AND METHODOLOGY

The scope and objective of social Monitoring Report 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. In order to identify the Resettlement Impacts, if any, due to the subproject implementation, the PIU officials have carried out sufficient site visits and consultative inspections in the project areas during the Social Impact assessment. Based on the site visit by DSC expert a DDR has been prepared incorporating discussions held with the local community during the site visit, it has been confirmed that the implementation of the above subprojects would not have any Involuntary Resettlement (IR) impact at any stage. Hence all the

sub projects with respect to Involuntary Resettlement impact would be *under 'Category C'*. However, periodic site visits and discussion with local public will be continuing during the project implementation to confirm that no resettlement issues remain unnoticed or unaddressed.

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 etc.

In review meeting held at Dehradun, some of the issues have been raised by the contractor. In two location Agastyamuni & Gulabrai sites, the contractor was stopped to work by the local community. It was decided to hold a meeting again with the community in presence of Sub District Magistrate, Rudraprayag.

It was discussed during the meetings that the proposed helipad location should be shifted from center to any side area of the sport ground. In the consultation meeting, Local Community said that they don't have any other ground in surrounding of 10-12 kms area, so they were not agreed for the helipad construction in center location of the ground & minimize the helipad size.

After discussion between SDM, Consultants & local communities, all were agreed to construct the helipad in side area of the ground & to minimize the helipad size.

PROJECT DESCRIPTION

The Phase-I of the project includes construction and up-gradation of 12 helipads in 7 districts of Uttarakhand state. Phase 2, 3, construction of MPH and Installation of Instruments SAR has been approved by ADB. The selection process of bidder is under progress.

Phase-1 Sites for helipads/ Heliports / Helidromes 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.

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 Phase-I				
Sl. No.	Category	Capacity	No.	Requirement of Land (Sq. m)
1	Helicopter (H2)	1 MI-17 plus parking for 2 light choppers	1	6700
2	Helipad (H3)	1 MI-17 or 2 light choppers	5	5400
3	Helipad (H4)	1 light chopper	6	2500/1600
Total Proposed Helipads			12	

Source: Detailed Project Report (are includes Safety Area)

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 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.

Table-2: Description of Proposed Site, Phase-1

Sl. No.	Location	District	Proposed Category of Helipad	Area of Land Required (Sq. Mt)	Scope of Work
1	Pauri (Ransi)	Pauri	H4*	1600	Construction
2	Srinagar	Pauri	H2	6700	Construction
3	Chamba	Tehri	H4	2500	Construction
4	Narendra Nagar	Tehri	H4	2500	Construction
5	Auli	Chamoli	H3(earlier H2)	5400	Up gradation
6	Agastyamuni	Rudraprayag	H4* (earlier H3)	1600	Construction
7	Gulabrai	Rudraprayag	H4* (earlier H2)	6000	Construction
8	Dwarahat	Almora	H4 (earlier H3)	250	Construction
9	Chaukhutia	Almora	H3	2500	Construction
10	Kapkot	Bageshwar	H3**	4200	Construction
11	Khati	Bageshwar	H4	900	Construction
12	Champawat	Champwat	H3 (earlier H2)	6000	Construction

Source: Detailed Project Report (DPR),*FATO size reduced to 20m x20m

** Apron removed (26m x26m)

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

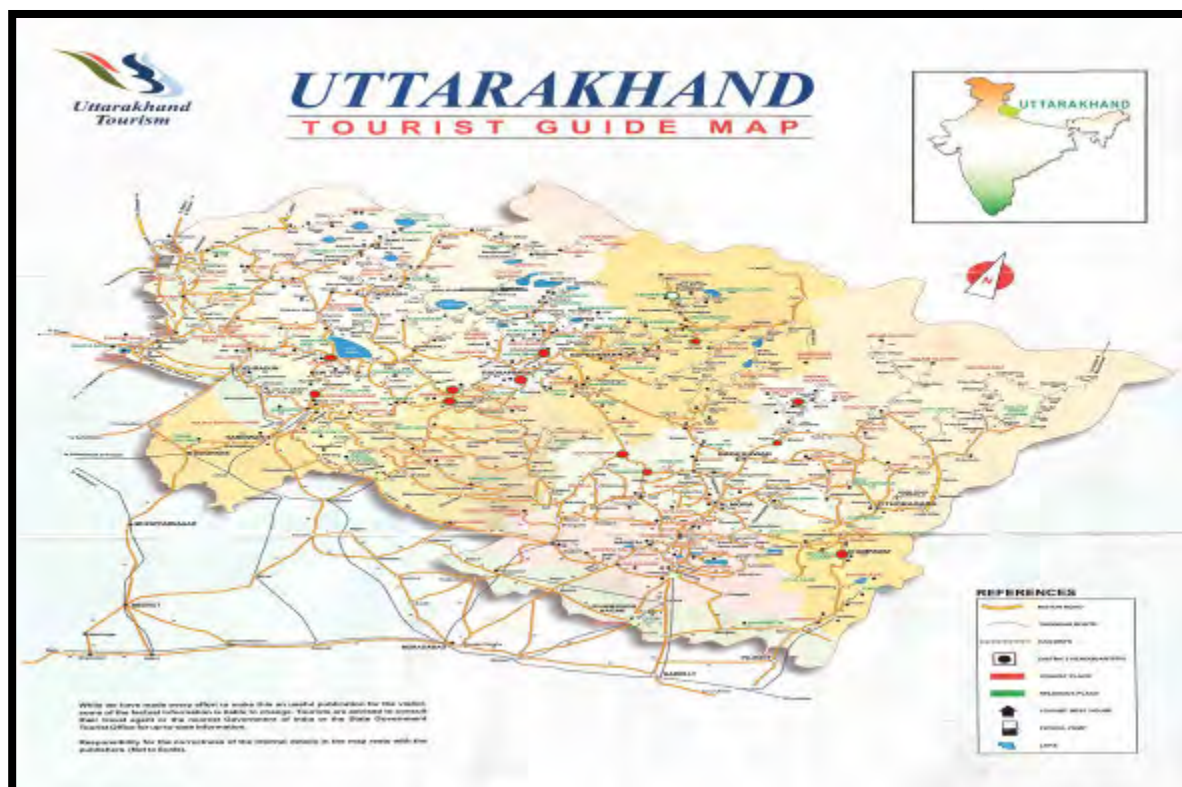


Table-3 Details and status of construction work- Phase-1

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	15	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	PQC completed
	UK/UEAP-CA/DSC-01(R) (Chamba)	20th March 2015	15	19th June 2016	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	Excavation completed
	UK/UEAP-CA/DSC-01(R) (Chaukhutiya)	20th March 2015	15	19th June 2016	PQC is completed
Bageshwar	UK/UEAP-CA/DSC-01(R) (Kapkot)	20th March 2015	15	19th June 2016	PQC is in progress

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
	UK/UEAP-CA/DSC-01(R) (Khathi)	20th March 2015	15	19th June 2016	Cutting completed
Champawat	UK/UEAP-CA/DSC-01(R) (Champawat)	20th March 2015	15	19th June 2016	Cutting in progress

Table-4 Description of Proposed Site

S. N.	Location/ District	Category	Area in sq.m	Ownership	IR/ IP Category
1	Dakpathar, District- Dehradun	H3	69750	GIC, Dakpathar	C
2	Tyuni, District- Dehradun	H3	11000	GIC, Tyuni	
3	Kotdwar (BEL ground), District- Dehradun	H4	3000	Revenue land	
4	Lansdown (GIC, Zaharikhhal), District- Pauri	H4	5325	GIC, Zaharikhhal	
5	Dhumakot, District – Pauri	H4	900	GIC, Doomakot	
6	Yamkeshwar (TalliBadoli), District – Pauri	H4	900	Govt. Land	
7	Lambgoan, District – TehriGarhwal	H4	3000	Govt. PG College	
8	Ukimath, District – Rudraprayag	H4	2000	GIC, Ukimath	
9	Haridwar (BHEL), District – Haridwar	H2	10000	BHEL, Haridwar	
10	Barkot, District – Uttarkashi	H2	11930	CA Deptt.	
11	Bhatwari, District – Uttarkashi	H4	1000	Govt. Inter College	C
12	Manera Sports Ground, District – Uttarkashi	H4	8030	Sports Deptt	
13	Mori, District – Uttarkashi	H4	900	GIC, Mori	
14	Ramgarh, District – Nainital	H4	800	Horticulture Deptt.	
15	Jageshwar (Sokhiyathal), District – Almora	H4	2250	J.Inter College	
16	Munsyari (GIC Ground), District – Pithoragarh	H3	8030	Education Deptt.	
17	Sosa, District – Pithoragarh	H4	980	Govt. Land	
18	Tejam, District – Pithoragarh	H4	2210	Govt. Land	
19	Chaukari, Pithoragarh	H4	2500	Govt. Land	
20	Abott mount, Champawat	H4	1000	UTDB	
21	Garud (Meladhungari), Bageshwar	H3	7620	CA Deptt.	
22	Bageshwar (Govt. PG)	H4	5000	Govt. PG	

	College Ground), District – Bageshwar			College	
23	Sidcul (Kashipur), District – Udhamshinghnagar	H2	50690	SIDCUL	
24	Sugar Mill, Jaspur, District – Udamsinghnagar	H4	10000	Sugar Mill, Jaspur	
25	Bhimtal, District – Nainital	H4	900		
26	Harsil, District – Uttarkashi	H2	6050	PWD	

Phase – 3

Approval date- 27-11-2015

SAR Sub - Construction/Up gradation of 12 helipads/heliports with associated facilities in 08 districts of Uttarakhand

Table-5 **Description of Proposed Site**

1	Petshal, District- Almora	H2	11170	Police Dept.	C
2	Badiyakot, District- Bageshwar	H4	1500	Govt.	
3	Banbasa, District- Champawat	H4	1900	Govt.	
4	Dharonj, District- Champawat	H4	2000	Govt.	
5	Khurpatal, District- Nainital	H3	6022	Govt.	
6	Sargakhet, District- Nainital	H4	900	Govt.	
7	Daschula, District- Rudraprayag	H4	1500	Govt.	
8	Ghansali, District- Tehri	H4	1600	Govt.	
9	Lohjung, District- Chamoli	H4	900	Gram Sabha	
10	Laksar, District- Haridwar	H3	5600	Govt.	
11	Roorkee, District- Haridwar	H2	6000	Gram Sabha	
12	Almora District Almora	H4	4100	Gram Sabha	

SAR MPH,

Approval date- 27-11-2015

Sub - Construction of Multi-Purpose Hall cum Rescue Centers at helipads in 12 Districts of Uttarakhand
Package No : SAR/MPH/01

Table-6 **Description of Proposed Site**

Sn	Location	District	MPH Category	Required land area (Sqm)	Ownership	Category
1	Auli	Chamoli	MPH 5	110	Tourism	C
2	Agastyamuni	Rudraprayag	MPH 10	196	Civil Aviation	
3	Gulabrai	Rudryaprayag	MPH 5	110	Government	
4	Srinagar	Pauri	MPH 20	272	Government	
5	Dwarahat	Almora	MPH 5	110	Government	
6	Chaukhutia	Almora	MPH 5	110	Government	
7	Kapkot	Bageshwar	MPH 10	196	Government	

8	Khati	Bageshwar	MPH 5	110	Government
9	Champawat	Champawat	MPH 5	110	Government
10	Garud	Bageshwar	MPH 5	110	Civil Aviation
11	Abbott mount	Champawat	MPH 5	110	Tourism Department
12	Ukhimath	Rudraprayag	MPH 5	110	Govt. Inter College
13	Barkot	Uttarkashi	MPH 10	196	Civil Aviation
14	Bhatwari	Uttarkashi	MPH 5	110	Government Inter college
15	Manera	Uttarkashi	MPH 5	110	Sports Department
16	Tijam	Pithoragarh	MPH 5	110	Government
17	Sosa	Pithoragarh	MPH 5	110	Government
18	Munsiyari	Pithoragarh	MPH 5	110	Government
19	Jageshwar	Almora	MPH 5	110	JIC,Sokhiatal
20	Bageshwar	Bageshwar	MPH 10	196	PG College
21	Kashipur	US Nagar	MPH 10	196	SIIDCUL
22	Jaspur	US Nagar	MPH 5	110	Sugar Mill
23	Chaukodi	Pithoragarh	MPH 5	110	Government
24	Harsil	Uttarkashi	MPH 5	110	Government
25	Tyuni	Dehradun	MPH 5	110	Govt. Inter College
26	Bhimtal	Nainital	MPH 5	110	Government
27	Kotdwar	Pauri	MPH 5	110	Bharat Electronics Limited
28	Lansdowne	Pauri	MPH 5	110	G.I.C Jaiharikhal
29	Yamkeshwar	Pauri	MPH 5	110	Government
30	Haridwar	Haridwar	MPH 10	196	BHEL

SAR Helipad Equipment-

Approval date- 21-12-2015

SAR Sub –Procurement and Installation of equipment at Helipads in 13 Districts of Uttarakhand

Table-7 **Description of Proposed Site**

S.N.	Location	District	Category	Ownership	Dimension	Category
1	Dwarahat	Almora	H4	Government	30x30	
2	Chaukhutia	Almora	H3	Government	50x40	
3	Kapkot	Bagewar	H3	Government	50x40	
4	Khati	Bageshwar	H4	Forest Department	30x30	
5	Champawat	Champawat	H3	Van Panchayat	50x40	
6	Agastyamuni	Rudraprayag	H4	Govt.	20x20	
7	Gulabrai	Rudraprayag	H4	Revnue Dep.	20x20	

8	Pauri	Pauri	H4	Nagar Palika	30x30	C	
9	Srinagar	Pauri	H2	ITI Srinagar	50x40		
10	Narendra Nagar	TehriGarh.	H4	Police Training Institute	30x30		
11	Chamba	TehriGarh.	H4	Govt.	30x30		
12	Auli	Chamoli	H3	Tourism	50x40		
	Phase-II Pkg-1						
13	Garud	Pithoragarh	H3	Govt.	50x40		
14	Abbot Mount	Champawat	H4	Govt.	30x30		
15	Ukhimath	Rudraprayag	H4	GIC	20x20		
16	Barkot	Uttarkashi	H2	Civil Aviation	50x40		
17	Mori	Uttarkashi	H4	GIC	20x20		
18	Manera	Uttarkashi	H4	Sports Dept.	30x30		
19	Dakpthar	Dehradun	H4	Govt. Degree College	30x30		
20	Tijam	Pithoragarh	H4	Govt.	20x20		
21	Sosa	Pithoragarh	H4	Govt.	20x20		
22	Munsiyari	Pithoragarh	H3	Govt.	50x40		
	Phase-II Pkg-2						
23	Jageshwar	Almora	H4	Inter College	30x30		
24	Bageshwar	Bageshwar	H4	P.G. College	30x30		
25	Kashipur	U.S. Nagar	H2	SIIDCUL	50x40		
26	Jaspur	U.S. Nagar	H4	Sugar Mill	30x30		
27	Chaukudi	Pithoragarh	H4	Govt.	30x30		
28	Tyuni	Dehradun	H3	GIC	50x40		
29	Bhimtal	Nainital	H4	Govt.	30x30		
30	Kotdwar	Pauri	H4	Govt.	30x30		
31	Lansdowne	Pauri	H4	GIC	30x30		
32	Dhumakot	Pauri	H4	GIC	30x30		
33	Yamkeshwar	Pauri	H4	Gram Panchayat	30x30		
Phase-III & other existing locations							
34	Laksar	Haridwar	H2	Gram Sabha	50x40		
35	Haldwani	Nainital	H2	Civil aviation	50x40		
36	Sahastradhara	Dehradun	H1	Civil aviation	50x40		
37	Sitarganj	U.S. Nagar	H2	Civil aviation	50x40		
38	Banbasa	U.S. Nagar	H3	Govt.	50x40		
39	Chakrata	Dehradun	H3	Civil aviation	50x40		
40	Hathipaon	Dehradun	H3	Tourism	50x40		
41	Naini- Saini Air Strip	Pithoragarh	Air Strip	Civil aviation	50x40		
42	Chinyalisaur Air Strip	Uttarkashi	Air Strip	Civil aviation	50x40		
43	Gauchar Air Strip	Chamoli	Air Strip	Civil aviation	50x40		

LAND ACQUISITION AND INVOLUNTARY RESETTLEMENT

The construction and up gradation of 50 helipads or heliports under Phase 1,2,3, Installation of equipment and Construction of MPH of this subprojects 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 50 helipads in 13 districts are selected on government land currently under the possession of different government departments. In this regard no objection certificate as per (table

no.4 to 7)has already been procured from concerned government departments. The proposed designs for all 50sites do not necessitate additional private land and hence no impact on people and community or involuntary resettlement is envisaged.

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

Construction work is being carried out in Phase-1. During site visit of DSCconducted different spell in December 2015, it was observed that the construction is being done within minimum requirement of land as suggested in table-2 above for different categories of helipads /heliports. 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-8 below:

Table-8 Availability of Land and Social Issues of Phase-1)					
Sl. No.	Location	District	Area of Available land (Sq.mt)	Ownership of land	Resettlement Impacts
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	NIL
7	Rudraprayag	Rudraprayag	11,700	ZA Category 4	NIL
8	Dwarahat	Almora	4,000	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

In Phase 2, Phase-3, Construction of MPH and Installation of equipment the selection process of Bidder is under progress.

MINIMIZATION OF PROJECT IMPACT

The project is aimed at construction and up gradation of existing helipads/helidromes/ Heliports within the available government land, 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. This all led to minimization of resettlement impacts in all of the 12 sites of Phase-1 upto 100 percent of level.

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.

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'.

In allsubproject 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.

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 labor by CREDA. During campaigns especially women are invited from the community to participate in program .Though the participation of women seems lacking in the activities as they self-told that they are busy in domestic work, agricultural activities and to collect fodder for their animals. So they are not able to participate in all activities. Even though workshop on GAP has been organized in project sites as given detail in table-9. Whenever the orientation program has been organized women empowerment their education and health & hygiene issues have been focused on programs. Further Consultation will be a continuing activity during implementation of the project.

HIV/AIDS/ GAP AWARENESS PROGRAM

Participation of women is being ensured at all levels by involving them in consultation, training and awareness programs. The NGO namely CREDA involved in resettlement implementation under different components of UEAP has distributed IEC material where awareness activity was performed and two awareness campaigns on HIV/ AIDS&GAP at Narendra Nagar and Chamba sites in TehriGarhwal. as per given in Table-5. Awareness material on HIV/ AIDs also provided to participants during the orientation program. The photographs, attendance sheet and Pamphlet of these awareness programs are attached as Annexure-2.

Table 9: Details of HIV/AIDS Awareness Program				
Sl. No	Name of Sub-Project	Date	Location	Number of Participants
1	Orient contractors on gender and core labor standards	28.9.215	Chamba	04
2	Mitigate the gender related risks associated with infrastructure development through IEC and awareness campaigns	27.9.2015	Chamba	23
3	Conduct awareness-raising campaigns on HIV AIDS	27.9.2015	Narendra Nagar	12

Health & Hygiene are also the major issues among labors at camp site and also among the community CREDA awake the general community and the labors in the camp on these issues. Following topics were 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

Through awareness campaigns CREDA has focused on above topics too.

CAPACITY BUILDING

Training on Social Safeguard Issues was held on August 18, 2015 at Conference room of Civil Aviation a parted from the Senior Officers of PIU/PMU, Experts from DSC's Consultant and the CREDA 'representatives& contractor attended the training. around 12 participants participated In this program. An important feature of the training was participation of different Stakeholders. Dr. Kaul Social Expert DSC, gave a presentation on preparedness of the State and procedures followed for ADB Social Safeguard Issues. He further explained the steps taken for Social screening of the projects and steps on Social Safeguard issues during Construction. He stressed that the Social Safeguard is an essential ingredient aligned with the project cycle and is to be followed through the entire project cycle such as; Site identification, Screening & review, Implementation, Monitoring and outcomes.

The photographs of this conference are attached as Annexure-3

PUBLIC PARTICIPATION AND CONSULTATION

Public consultation and information disclosure is an integral part of the project implementation. During the project formulation stage and preparation of DPR of Phase-1 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. Consultation will be continued with all stake holders including the civil society during the project implementation. Further phases process is under progress.

The photographs of this public consultation are attached as Annexure-1.

Initially, the people were resisting construction of helipads in Gulabrai and Agustmuni but, after a series of discussion held with community a common consensus was made on readjusting the space for construction on the ground so that the ground can be used for other activities like sports and organizing fair festivals. The people have understood the benefits of having a helipad over there. The photographs of public consultations are given in Annexure-1.

Good Practices

1. Labor 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 labour are getting Equal Wage for equal work .

GRIEVANCE REDRESS MECHANISM (GRM)

A Grievance Redress Mechanism (GRM) has been framed following the approved Resettlement Frameworks (RF) of the project with the objective of mainly to receive and facilitate resolution of Affected Person's (APs), complains & grievances to ensure project safeguard performance.

The Grievance redresses committees were formed only in three districts viz. Rudraprayag, Chamoli, and Bageshwar so far. For other 4 districts the proposals have been submitted by concerned division of PIU to District Magistrate. The GRC is required to be constituted in each project district under the chairmanship of the District Magistrate. The mechanism was kept simple. The grievances/quarries shall be filed to the Grievance Redressal Committee through NGO.

The PMU records suggest that no grievance was reported to any of the GRCs.

In addition to above, the Civil Contractors and the Consultant have been also instructed to open one complaint/suggestion register at their site office/offices to receive/address genuine grievances of DPs.

INSTITUTIONAL ARRANGEMENT

The Department of Civil Aviation, Government of Uttarakhand is the Executing Agency (EA) of the project. The PMUs 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 EA has engaged one Non Government Organizations (NGOs) namely CREDA (Centre for Rural and Ecological Development Agency) to organize IEC and facilitate implementation of RPs under different components of UEAP. The NGOs was mobilized by EA in April, 2015. The NGOs is organizing training and awareness programs under Phase-1 of Civil Aviation and was found to be adequately staffed.

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 and NGOs representatives.

FOLLOW UP ACTIONS, RECOMMENDATION AND DISCLOSURE

Project implementation is in beginning and safeguard compliance is an important and highly valued aspect. The beginning of the project's social safeguard aspects started with review of project background documents relating to resettlement and social safeguard issues followed by preparation of safeguard documents for the phase-1 design completed subprojects and conducting & finalizing feasibility study and reports for the phase 2 subprojects.

All elements are in place for enacting an efficient safeguard framework, preparation of safeguard documents/RPs and monitoring of social safeguard issues. Social safeguard and Resettlement monitoring usually are done through using of administrative and socioeconomic methods. The former is done focusing primarily on scheduling of activities and details of compensation and payment status following the RP. Other monitoring indicators are also used, including direct one-on-one communications with APs, in connection to property valuation & compensation payment, outcomes of grievances and redresses of grievances and over all physical progress of resettlement plan implementation in a specific context.

However, up to the reporting period, none of the subprojects ready for implementation required preparation of RPs. Further work to be taken up in the next reporting period (January–June 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 staff.

Due Diligence Report for phase1 has already been submitted to ADB for approval.

Annexures Details

Photographs of Public Consultations



Public Consultation at DwarahatAlmora



Public Consultation at Chakhutiya



Consultation at Agustmuni



Consultation at Gulabrai



Consultation at Bageshwar



Consultation at Shrinagar

Photographs of Public Consultations



Awareness program on HIV/ AIDS



Community Awareness at Chamba



Community Awareness at NarendraNagar



HIV/AIDS Awareness Program at Narendra Nagar



Kitchen in Labour Camp



Livings in Labor Camp

Annexure-3



