



Resettlement Planning Document

Project Number: 47229-001
March 2016

IND: Uttarakhand Emergency Assistance Project

Subprojects: UEAP/PWD/C-14, UEAP/PWD/C-37, UEAP/PWD/C-52, UEAP/PWD/C-53,
UEAP/PWD/C-54,

Submitted by

Uttarakhand Emergency Assistance Project (Roads & Bridges), Government of
Uttarakhand, Dehardun

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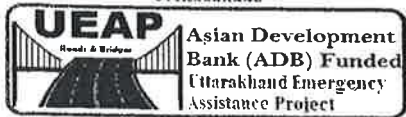
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Letter No: 383/02/UEAP/PWD/2015-16

Date: 25/02/2016

To,
Country Director,
South Asia Department,
India Resident Mission,
4 San Martin Marg, Chanakyapuri,
New Delhi 110021, India.



Subject: ADB Loan- 3055 IND, UEAP (R&B) Submission of Due Diligence Report (DDR) of Uttarkashi District for ADB's approval.

Madam,

Reference to the subject matter kindly find enclosed Due Diligence Report (DDR) for the following Sub Projects of Uttarkashi District for the ADB's approval.

- Package UEAP/PWD/C – 14: Kuwa – Kafnaul - Radhi Motor Road
- Package UEAP/PWD/C – 37: Tyuni – Mori - Purola Motor Road
- Package UEAP/PWD/C – 52: Silkyara – Bangaon - Chapda Saroth Motor Road
- Package UEAP/PWD/C – 53: Badethi – Banchora - Badrighar Motor Road
- Package UEAP/PWD/C – 54: Naugaon – Ponty - Rajgadi Motor Road

Enclosed: DDR of Uttarkashi District

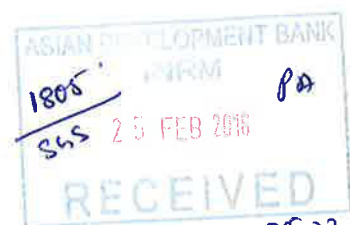
Yours Sincerely

M 25/02/16

Chief Engineer
PIU, UEAP (R&B)
Dehradun, Uttarakhand

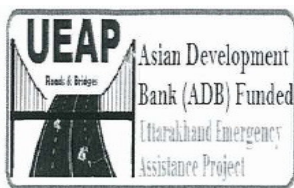
Copy to:

1. Program Director, UEAP, Govt. of Uttarakhand, Dehradun
2. Program Manager, PIU (R&B), UEAP, Govt. of Uttarakhand, Dehradun.
3. Mr. Prabhash Sahu, Associate Project Officer, ADB.
4. Dr. Sharmila Singh. Staff Consultant, Social Safeguards, ADB.



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Due Diligence Report, Uttarkashi District - February 2016, DSC – 3 PIU (R&B)



UTTARAKHAND EMERGENCY ASSISTANCE PROJECT



LOAN NO: 3055 IND.

FEBRUARY: 2016

DUE DILIGENCE REPORT (Social) INTERNAL ROADS OF UTTARKASHI DISTRICT

DESIGN & SUPERVISION CONSULTANT, DSC-3 (R&B) FOR RESTORATION OF ROAD IN DISTRICTS UTTARKASHI IN GARHWAL ZONE IN UTTARAKHAND

Package UEAP/PWD/C – 14: Kuwa – Kafnaul - Rahadi Motor Road

Package UEAP/PWD/C – 37: Tyuni – Mori - Purola Motor Road

Package UEAP/PWD/C – 52: Silkyara– Bangaon - Chapda Saroth Motor Road

Package UEAP/PWD/C – 53: Badethi – Banchora - Badrigarh Motor Road

Package UEAP/PWD/C – 54: Naugaon –Ponty - Rajghadi Motor Road



Project Fact Sheet

Funded by	ASIAN DEVELOPMENT BANK
Loan Details	3055- IND Uttarakhand Emergency Assistance Project
Sub project	Roads and Bridges (R&B), Design and Supervision Consultant (DSC-3) Garhwal Region: Subproject C- 14, 37, 52, 53, and 54of Uttarkashi District
Executing Agency	State Disaster Management Authority (SDMA), Govt. of Uttarakhand,
Implementing Authority	Project Implementation Unit (PIU)- Roads & Bridges, Department, Govt. of Uttarakhand

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Figure 1: Arial map of sub projects of Uttarkashi District

CURRENCY EQUIVALENTS

Currency unit – Indian Rupees (INR)

(As of Feb. 2016)

INR1.00 = \$ 0.01
\$1.00 = INR 67.99

ABBREVIATIONS

ADB:	Asian Development Bank
CREDA:	Centre for Rural and Ecological Development
DP:	Displaced Person
DPR:	Detailed Project Report
DSC:	Design and Supervision Consultant
EA:	Executive Agency
GoU:	Government of Uttarakhand
GRC:	Grievance Redressal Committee
IA:	Implementing Agency
IRC:	Indian Road Congress
MDR:	Major District Road
MoRTH:	Ministry of Road Transport and Highways
NGO:	Non-Governmental Organisation
PIU:	Project Implementation Unit
PMU:	Project Management Unit
PWD:	Public Works Department
RF:	Resettlement Framework
RP:	Resettlement Plan
RoW:	Right of Way
SH:	State Highway
SPS:	Safeguard Policy Statement
UEAP:	Uttarakhand Emergency Assistance Project

I. Introduction

A. Background

1. The State of Uttarakhand suffered from major cloud bursts, incessant rains and major floods in the upper valleys during 15-17 June 2013 that resulted in severe damages in several parts of Uttarakhand. The districts of Chamoli, Rudraprayag and Pauri were directly affected by this disaster. These regions are among the country's most important pilgrimage centres and the calamity occurred during the peak pilgrimage season. Several roads and bridges have been washed away by the unprecedented flash floods and landslides. A large number of houses, public buildings, roads and bridges, urban and rural infrastructure has been damaged. To restore and rebuild the damaged infrastructures, especially the road connectivity network in the state, the Uttarakhand Emergency Assistance Project (UEAP) has been taken up which envisages rehabilitation and reconstruction of state roads and bridges, tourism infrastructure (including construction of helipads and trekking routes), urban roads and buildings.
2. Through the implementation of the UEAP the expected outcome will be economic and social recovery from the disaster in Uttarakhand State.
3. Broadly, the works in Garhwal region comprise restoration of the road to its original shape with the clearance of slip and construction of retaining and breast walls, drains, crash barriers and improvement of riding surface by resurfacing through cement concrete and BM/SDBC. These will be constructed as per Ministry of Road Transport and Highways (MORD/ MoRTH) Specifications and as per the Indian Road Congress (IRC) guidelines. The Program will improve road connectivity and will improve the quality of life of the poor in the project influenced areas. The strengthening and rehabilitation of road will be restricted to affected lengths and alignments of proposed subprojects.

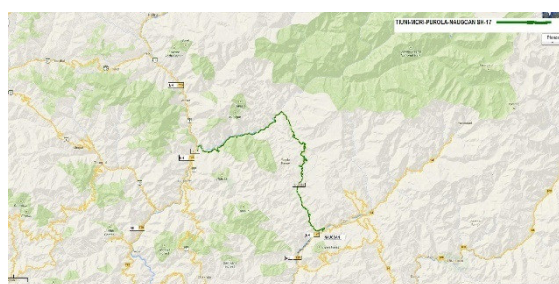
B. Need of the Sub-project

4. The subprojects of Uttarkashi district under consideration has been taken up for restoring the damaged road network within the rural limits of Uttarkashi district. This road subprojects provides connectivity to internal areas of Uttarkashi district and after its restoration people from various packages will be well connected with the mainstream.
5. Uttarkashi district of Uttarakhand is situated on the banks of Bhagirathi at an altitude of 1352 m above the sea level. Most of the terrain is hilly and becomes inaccessible during landslides and snowfall. The Yamuna and The Ganga are the biggest rivers in Uttarkashi district. The incidents of Natural disaster like Cloud bursts, flash flood has happened before in this district. In the year 1978 and 1980 the district got affected by the could burst, followed by an earth-quake in the 1991 which took 2000 lives, and 2002-03 major land slide tormented the people in the district.
6. Restoration and reconstruction of affected roads is the need of connectivity between affected villages and towns where people and pilgrims can safely move. The connectivity also help in restoring livelihood of local people.

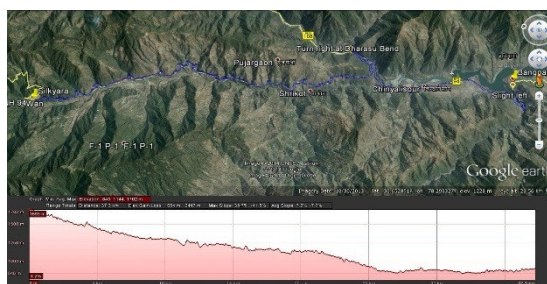
C. Location of the Sub Project

7. The subproject roads passes majorly through human settlements with a varying formation width (see **Figure 1**). At places, the roads passes through hilly terrain where landslide and slip occurs especially during monsoon season.

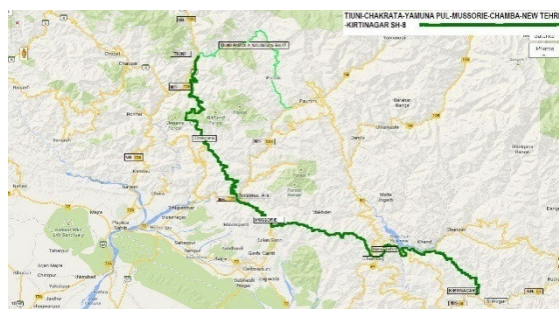
Figure 1: Arial map of sub projects of Uttarkashi District



Tiuni – Mori – Nangaun Motor Road of Uttarkashi district



Silkiya – Chapda Motor Road of Uttarkashi district



Tiuni – Chkrata Motor Road of Uttarkashi district



Badethi – Badrighar Motor Road of Uttarkashi district



Kwanu – Rahadi – Meenus Motor Road of Uttarkashi district

D. Objective of the Project

8. The main objectives of the project are as follows:

Due Diligence Report, Uttarkashi District - February 2016, DSC – 3 PIU (R&B)

- Economic and Social recovery from the disaster in Uttarakhand;
- Restoration of the road to its original shape with the clearance of slip;
- Construction of Retaining & Breast Wall, Drains, Crash Barriers and improvement of riding surface;
- To avoid involuntary resettlement wherever possible by means of adopting an appropriate technical design, which leads to minimization of the resettlement impact;
- Provide opportunities for women to access employment and livelihood through rehabilitation of roads and bridges;
- Address gender concerns and other social vulnerabilities through the project.

E. Impact and Outcome

9. The impact of the project is improved economic and social condition in Uttarakhand after 2013 disaster. The outcome of the project is basic public and social infrastructure restored disaster preparedness, project management and institutional effectiveness improved. The design and construction standards for the physical infrastructure have been raised to an appropriate level and the focus is given to build back the same or better. The revised high flood levels of the rivers, natural streams and drainage channels is also considered, while designing facilities, Geotechnical studies have been undertaken and slope stabilization measures considered for slide zones, wherever applicable.

F. Measures to Minimize Impact

10. Minimization of resettlement was achieved mainly by reducing the corridor of impact. Based on the availability of Right of Way (RoW) and likely improvement strategy, it was agreed in consultation with Public Works Department (PWD) to reduce the corridor of impact in habitation and market area.
11. To avoid temporary disruption of livelihood of road side vendors/Squatters, a circular has been issued by office of Program Manager, PWD, dated September 8, 2015 for scheduling the construction activities in market areas once shops are closed and not continued to be beyond 10:00 pm in the residential areas, near hospitals and schools.

G. Scope of the Sub-project

12. The ADB funded UEAP project covers the scope of reconstruction of the internal roads of Uttarkashi district considered as Subproject C-14, 37, 52, 53, and 54. The restoration of the affected 4.800 km is to be done within the existing ROW.
13. The scope of this subproject includes restoration of the roads with WBM (G 1,2, and 3), profile correction by BM, resurfacing by SDBC in heavily damaged blacktop portion of the roads, CC Pavement, Drainage Work including Cause ways/RCC slab Scupper, Kaccha and Pacca Drain, restoration of traffic signs, markings and appurtenances. All these need to be carried out under MORT&H/MORD specifications.
14. The salient features of the subproject of Uttarkashi District are given below table 1:

Table 1: Salient Features of sub-Projects of Uttarkashi District

Road Name	District	Length (km)	Package
Kuwa – Rahadi Motor Road	Uttarkashi	47.60	Kuwa – Kafnaul - Rahadi Motor Road (C-14)
Tyuni – Purola Motor Road	Uttarkashi	32.00	Tyuni – Mori - Purola Motor Road (C-37)
Silkyara – Chapda Saroth Motor Road	Uttarkashi	38.00	Silkyara – Bangaon - Chapda Saroth Motor Road (C-52)
Badethi – Badrigarh Motor Road	Uttarkashi	29.00	Badethi – Banchora - Badrigarh Motor Road(C-53)
Naugaon – Ponty – Rajghadi Motor Road	Uttarkashi	24.00 + 5.18	Naugaon – Ponty - Rajghadi Motor Road (C-54)

H. Objectives of Due Diligence Report

15. Objectives of this due diligence report is to: (i) determine whether the section of the subproject road is free of any resettlement impacts, e.g., land acquisition, displacement, adverse impacts on income and livelihood of both titled, non-titled Displaced Persons (DPs); and (ii) review the present field situation of this subproject in accordance with ADBs Safeguard Policy Statement (SPS) 2009.

I. Requirement of due diligence Report

16. Existing ROW was used for the purpose of restoration and reconstruction of roads affected due to disaster in 2013. In this project there was no involuntary resettlement involved and hence the preparation of Resettlement Plan (RP) for this project is not required.
17. The subproject does not entail any permanent land acquisition and resettlement. Site assessment of the entire proposed road, where works has been undertaken was taken up. Based on it: there are no expected impacts on private/public land, private properties like housing, shops, commercial buildings, religious and community infrastructure. No negative impacts on livelihood are envisaged.

J. Indigenous People

18. There is no permanent or temporary impact on any asset of Indigenous people. This subproject is definitely supporting economic growth of local communities including Tribes.

K. Scope of Land Acquisition and Resettlement

19. As mentioned earlier, no additional land is require for restoration and reconstruction of any subproject in Uttarkashi district as all proposed work is to be executed on existing ROW. Cut-Off-Date for this sub project is June 2014. After this date, any

Due Diligence Report, Uttarkashi District - February 2016, DSC – 3 PIU (R&B)
 person or group of persons constructed any structure will not be included in the list of Affected Persons.

L. Grievance Redress Mechanism

20. An efficient grievance redress mechanism has been established to assist the DPs in resolving their queries and complaints. PIU level Grievance Redress Committee (GRC) is most important mechanism for grievance redress and it is anticipated that most, if not all grievances, would be settled by the GRC at the earliest, as far as possible.

M. Gender Issues

21. There is no woman headed household affected due to restoration and reconstruction of sub projects. Awareness programs and IEC programs on Gender awareness and HIV/AIDS prevention have been planned and implemented in this sub project to mainstream women.

N. Public Consultation

22. At the initial stage public consultation was carried out by the concerned Department (PIU) and DSC-3 technical team to disseminate project information and awareness creation about the project among the road users and local communities.
23. Public Consultation was arranged in C-37 sub project on November 27, 2015 in which total 21 males and 1 woman participated. During Public Consultation, it was confirmed that there is no permanent or temporary impact on any assets due to restoration and reconstruction of sub project.
24. On November 27, 2015, Public Consultation was also arranged in I. R. Collage, Kandhari (C-54) in which total 25 males and 70 females participated. Focus of this Public Consultation was mainly given on any issues related with restoration and reconstruction of sub project.
25. Similarly, Public Consultation was arranged in C-24 on October 30, 2015, in which 18 males participated. On November 23, 2015 Public Consultation was arranged in C-54 (A) in which 11 males participated.



Public Consultation at Kandhari



Public Consultation at Naugaon

O. Conclusions

26. The results of this Due Diligence report confirm that there would be no impact on any titled or non-titled holders like squatters or encroachers in the sub project. No land acquisition is involved and there is no requirement of payment of compensation or assistance to any titled or non-titled holders, on account of sub – projects.
27. In case any claims or complaints are submitted during the remaining project implementation period, an effective and efficient Grievance Redress Mechanism, being already in place, will enhance provision of timely hearings and facilitate solutions to address the issues raised. Also these impacts, if any will be captured in the Semi Social Annual Monitoring Reports (SMRs) as well as new Involuntary Resettlement Due Diligence Reports (IR DDRs) or Resettlement Plan (RP) will be prepared as required.