



# Social Monitoring Report

---

Project Number: 47229-001  
April 2017  
Period: July 2016 – December 2016

## IND: Uttarakhand Emergency Assistance Project (UEAP)

Submitted by

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

This report has been submitted to ADB by the Project implementation Unit –UEAP (Civil Aviation Program), Dehradun and is made publicly available in accordance with ADB's Public Communications Policy (2011). It does not necessarily reflect the views of ADB.

This social monitoring report is a document of the borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, Management, or staff, and may be preliminary in nature. In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.

**Asian Development Bank**

RIS

for logging pls  
SMI/AS.



**Project Implementation Unit**  
**Uttarakhand Emergency Assistance Project (Civil Aviation Program)**  
UCADA, Doon Helidrome, Sahastradhara Road,  
Village-Kulhan, Dehradun-248001  
Tel: +91-135-2608649, Fax: +91-135-2608681, E-mail: piu.ca.uk@gmail.com

Letter No-691/PIU(Civil Aviation)/UEAP/1016-17

Date 6/3/2017

TO,

Country Director,  
INRM, ADB  
4, San Matrin Marg,  
Chankyapuri  
New Delhi 110021, India

Reference- ADB Loan no. 3055-IND

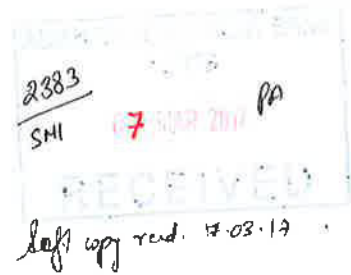
Subject:-Submission of Semi Annual Social Safeguard Monitoring Report of Civil Aviation under Uttarakhand Emergency Assistance Project.

Sir,

Please find enclosed herewith Semi Annual Social Safeguard Monitoring Report for the duration of July to December 2016 of Civil Aviation for your kind perusal and approval.

Enclosure:-

- 1. Semi Annual Social Safeguard Monitoring Report.



Yours Sincerely

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

Copy to:-

- 1- Project Director, PMU, UEAP, Dehradun

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**



**(Period July to December 2016)**

**Submitted by**

**Project Implementation Unit  
(PIU)-Civil Aviation, Dehradun  
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
Subject	Semi Annual Social Safeguard Monitoring Report for the construction/ Up gradation of 30 Helipads or Heliports of different phases with associated facilities in 12 District of Uttrakhand
Sites	Narendra Nagar, Chamba, Auli, Augustmuni Dwarahat Chaukutiya, Kapkot, Khati, Champawat, Kashipur, Kotdwar, Barkot, Mori, Sahastradhara Garud, Sosa, Banbasa, Chaukori, Bageswar, Petshal, Yamkeswar, Dhumakot, Almora, Jageswar, kotdwar, Munsyari, Dasjula, Jollygrant, ,Laksar, Shikarpur and Lohjung
Duration	July to December 2016
Implementation Agency	Project Implémentation Unit- PIU Civil Aviation
Executing Agency	State Disaster Management Authority, State of Uttarakhand
IR & IP Category	C ( No Impact)

**CONTENTS**

BACKGROUND OF THE PROJECT .....2

BENEFIT OF THE PROJECT .....2

PROJECTIVE OBJECTIVE.....2

PROJECTIVE PURPOSE.....3

PROJECT BENEFICIARIES.....3

SUB PROJECT SUMMARY .....4-7

LAND ACQUISITION AND INVOLUNTARY RESETTLEMENT.....7-9

MINIMIZATION OF PROJECT IMPACT .....17

INDIGINIOUS PEOPLE AND SCHEDULED TRIBES.....9-10

PUBLIC PARTICIPATION AND CONSULTATION.....10-11

GENDER ISSUES.....11-14

GRIEVANCE REDRESS MECHANISM (GRM).....244

INSTITUTIONAL ARRANGEMENT .....24

FOLLOW UP ACTIONS, AND RECOMMENDATION .....25

CONCLUSION ..... 16

ANNEXURE-1 LAYOUT PLAN

ANNEXURE-2 SAILENT FEATURES

ANNEXURE-3 PHOTOGRAPH PUBLIC CONSULTATION

ANNEXURE-4 PHOTOGRAPH WORKSHOP ON EMERGENCY EVACUTION PROGRAM

ANNEXURE-5 PHOTOGRAPH GAP

ANNEXURE-6 PHOTOGRAPH IMPLEMENTATION OF PHASE - 2

## **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 Areas<sup>1</sup>” 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 JalSansthan (UJS) for urban water supply, or any successor hereto. Some other state agencies such as Forest



Department, Kumaon MandalVikas 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-section1. The main theme of PIU (CA) is to "Construction and Up gradation of Helipads, Heliports or Helidrome in the state of Uttarakhand. 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 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 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 09 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 of Phase-I. Phase- II 14 helipad covers 10 districts during this period.
- 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 would be the tourists visiting the 14 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 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 project includes construction and up-gradation of 9 helipads in Phase-I of the 7 districts and 23 helipads in 13 Districts of different Phases of Uttarakhand state. The brief description of progress of Phases below in Table-1 & 2

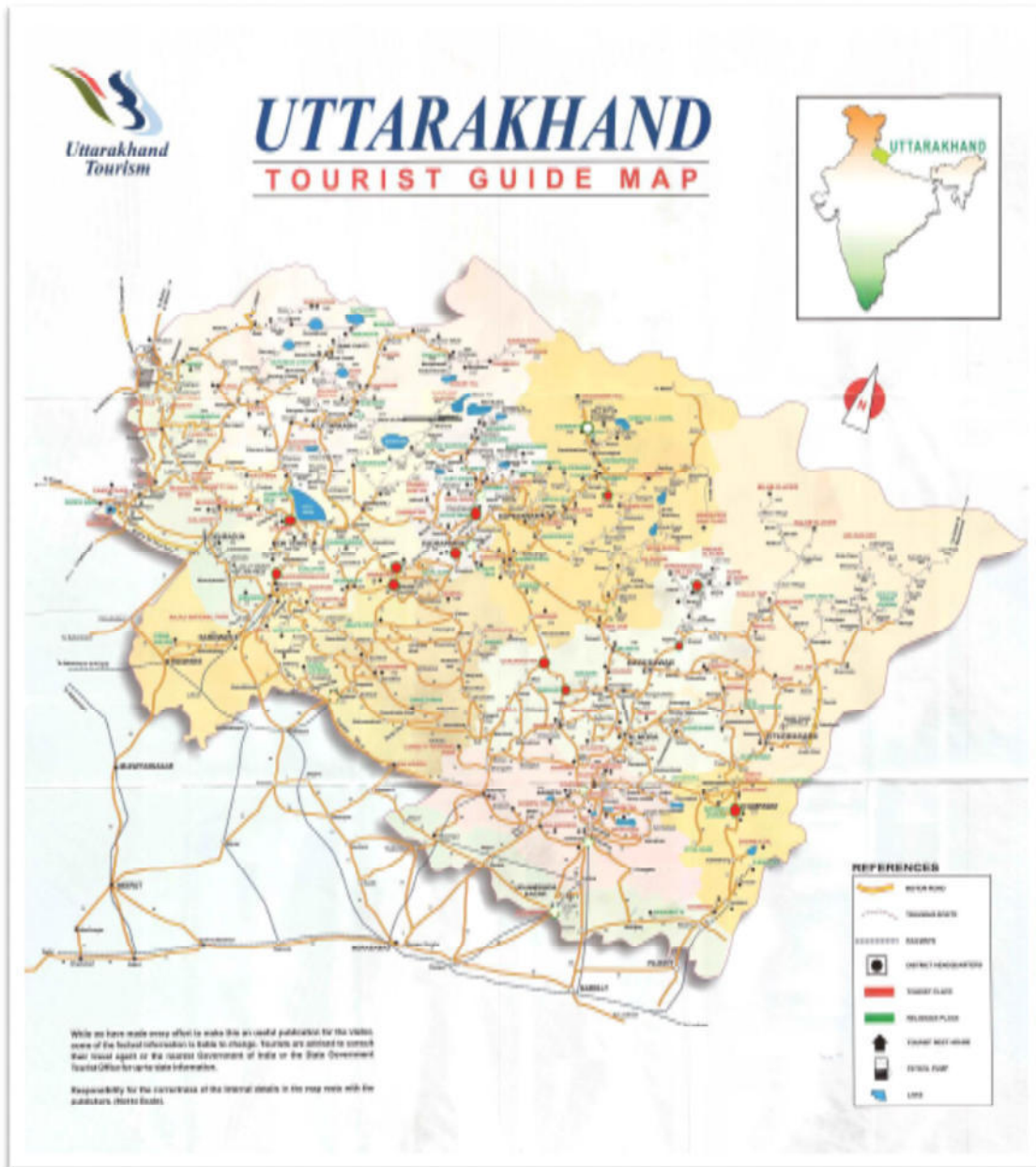
### **Implementation & monitoring of project progress**

The Sites of different Phases for helipad 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.

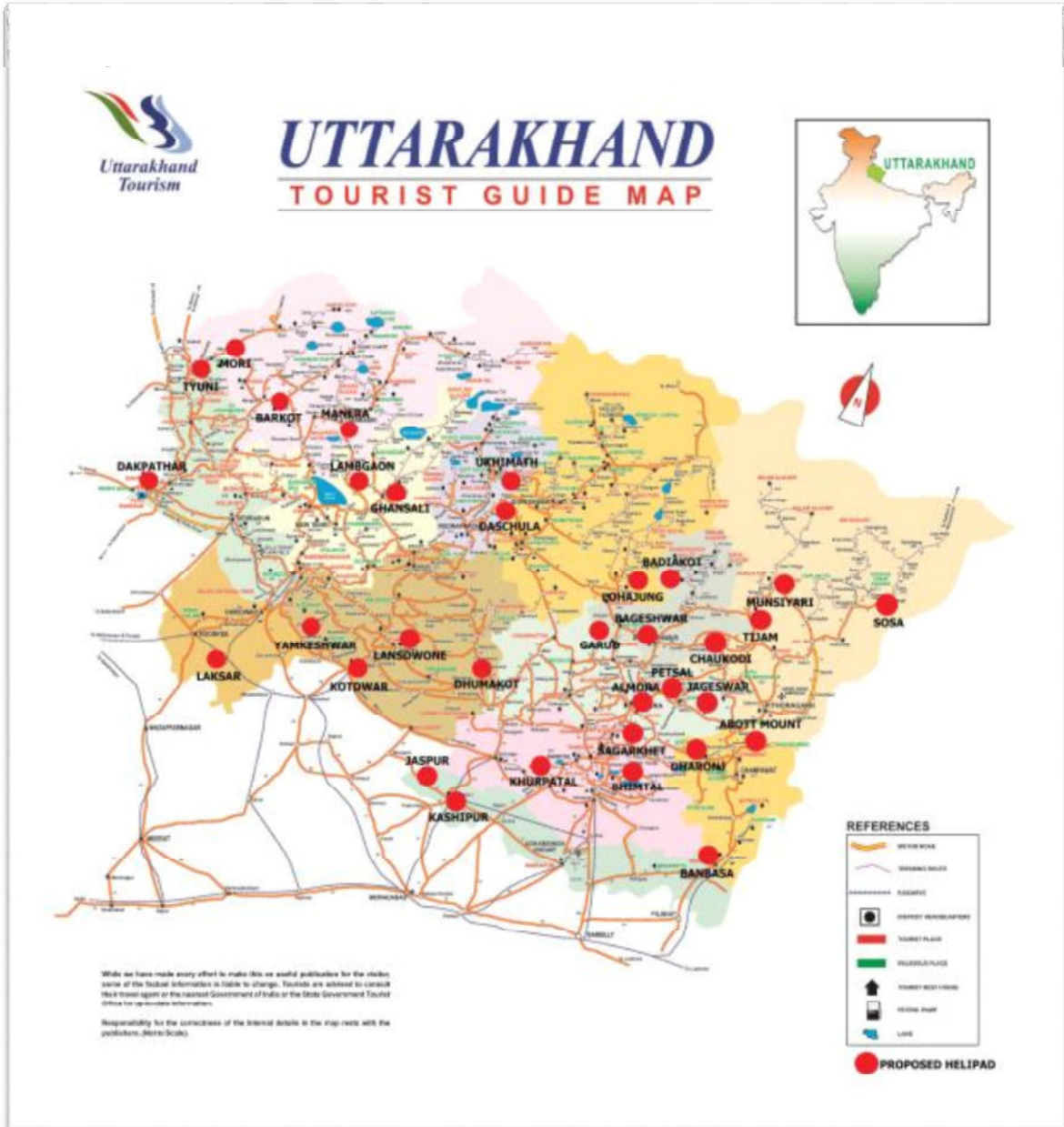
Keeping the guidelines set in the Heliport Manual by ICAO, the design of Helipad will include construction of FATO with rigid pavement as per the IRC-058, proper drainage system so that accumulation of water can be prevented, marking on helipads, construction of protection wall/boundary wall and development 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 H1, H2, H3 and H4 based on available space and keeping the need of an alternative means of transport in case of natural calamity.

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



**Map of Uttarakhand with Proposed Helipad Locations  
(Marked as Red Circles)**



Semi-Annual Social Monitoring Report (July to December 2016)

**Table-1: Detail status of progress construction work- Phase-1 during this period**

Locations	Sub-projects (Package No.)	Starting date of Implementation	Projected months of completion (as per Work Order)	Schedule date of completion	Physical progress	Remarks
Tehri Garhwal	(Narendranagar)	20 <sup>th</sup> March 2015	15	19 <sup>th</sup> June 2016 Extended till 31 May 2017	95% work completed Safety area work and H marking is to be done	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.
	(Chamba)	20 <sup>th</sup> March 2015	15		95% work completed Safety area work and H marking is to be done	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 of State government property. Government land available for construction work.
Chamoli	(Auli)	20 <sup>th</sup> March 2015	15		65% work completed DLC completed	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 till reporting period.
Rudraprayag	(Augustymuni)	20 <sup>th</sup> March 2015	15	19 <sup>th</sup> June 2016 Extended till 31 May 2017	95% work completed Safety area work and H marking is to be done	There is no land acquisition required for the development of access road & no social issues envisage till reporting period. Access road is NH-58, is ownership of National Highway property.
	(Gulabrai)	20 <sup>th</sup> March 2015	15			Dropped
Pauri Garhwal	(Ransi)	20 <sup>th</sup> March 2015	15			Dropped
	(Srinagar)	20 <sup>th</sup> March 2015	15			Dropped

Semi-Annual Social Monitoring Report (July to December 2016)

Locations	Sub-projects (Package No.)	Starting date of Implementation	Projected months of completion (as per Work Order)	Schedule date of completion	Physical progress	Remarks
Almora	(Dwarahat)	20 <sup>th</sup> March 2015	15	19 <sup>th</sup> June 2016 Extended till 31 May 2017	85% work completed cleaning of joint cutting is to be started	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 of Revenue department property.
	(Chaukhatiya)	20 <sup>th</sup> March 2015	15		95% work completed Safety area work and H marking is to be done	Structure has been constructed on Govt land and there is available track root for access to Helipad & no social issues envisage during reporting period. Access road is village road is ownership revenue department property ,
Bageshwar	(Kapkot)	20 <sup>th</sup> March 2015	15		95% work completed Safety area work and H marking is to be done	There is no land acquisition required for the development of access road & no social issues envisage during reporting period. Ownership of Access road is State government
	(Khathi)	20 <sup>th</sup> March 2015	15		25 % work completed Sub grade work completed	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	(Champawat)	20 <sup>th</sup> March 2015	15	19 <sup>th</sup> June 2016 Extended till 31 May 2017	40 % work completed GSB laid	There is no land acquisition required for the development of access road & no social issues envisage during reporting period. Access road is ODR road is ownership revenue department property.

**Table-2: Detail status of Progress construction work- of different Phase- during this period**



## Semi-Annual Social Monitoring Report (July to December 2016)

Locations	Sub-projects (Package No.)	Starting date of Implementation	Projected months of completion (as per Work Order)	Schedule date of completion	Physical progress	Remarks
Uttarkashi	Barkot	7 <sup>th</sup> October 2016	6	April 2017	10 % completed Excavation Completed, Sub-grade is in progress	There is habitation situated outside of the boundary of project site. Approach road is already existed and is connected to State Highway. No any social issue envisaged during the reporting period
Uttarkashi	Mori	7 <sup>th</sup> October 2016	6	April 2017	10 % completed Excavation in progress	The site is in the field of Inter college, there is no habitation situated in the project site and nearby areas. Approach road is under construction and is connected to State Highway There is no land acquisition required for the development of access road & no social issues envisaged during reporting period.
PauriGarhwal	Kotdwar	4 <sup>th</sup> October 2016	6	April 2017	10% work completed Layout Completed	There is no habitation situated nearby to the project site. The helipad is constructed aside of the State Highway
PauriGarhwal	Lansdowne	4 <sup>th</sup> October 2016	6	April 2017	Dropping of site is under consideration	The site is in the playground of Inter college, there is no habitation situated in the project site and nearby areas. The helipad is constructed aside of the State Highway.
Pauri Garhwal	Dhumakot	24 Dec 2016	6	July 2017	NTP to be issued	Till date no any issue found Site is approachable by motor road
Pauri Garhwal	Yamkeswar	24 Dec 2016	6	July 2017	NTP to be issued	Approach road is under construction and is connected to State Highway Till date no any social issue found Site is approachable by motor road
Pithoragarah	Sosa	10 <sup>th</sup> Nov.2016	6	May 2017	50% work completed, DLC Work in progress	There is no habitation, the site is approachable by motor road
Pithoragarah	Choukori	15 <sup>th</sup> Dec.2016	6	June 2017	5% work completed Layout completed	The site is in the playground of Inter college, there is no habitation situated in the project site Approach road is under construction and is connected to State Highway highway and no any social issue found at site
Pithoragararh	Munsyari		6	July 2017	NTP to be issued	There is no habitation, the site is approachable by motor road
Chamoli	Lauhjung	-	6	-	NTP to be issued	There is no habitation, the site is approachable by motor road



## Semi-Annual Social Monitoring Report (July to December 2016)

Locations	Sub-projects (Package No.)	Starting date of Implementation	Projected months of completion (as per Work Order)	Schedule date of completion	Physical progress	Remarks
Almora	Petshal	22 <sup>nd</sup> Dec.2016	6	June 2017	Layout Completed	The site is in the playground of Inter college, there is no habitation situated in the project site Approach road is under construction and is connected to State Highway and no any social issue envisaged at site
	Almora Police line				NTP to be issued	There is habitation situated outside of the boundary of project site. Approach road is already existed and is connected to State Highway. No any social issue envisaged during the reporting period
	Jageshwar		6		NTP to be issued	There is habitation situated outside of the boundary of project site. Approach road is already existed and is connected to State Highway. No any social issue envisaged during the reporting period
Champawat	Banbasa	10 <sup>th</sup> Nov.2016	6	May 2017	60% work completed Excavation Completed	There is no habitation, the site is approachable by motor road
Rudrapur	Kashipur	04 <sup>th</sup> Oct. 2016	6	April 2017	Yet to be started	There is no habitation, The helipad is constructed aside of the State Highway.
Rudraprayag	Dasjhula	-	6	-	NTP to be issued	There is habitation situated outside of the boundary of project site. Approach road is already existed and is connected to State Highway. No any social issue envisaged during the reporting period
Rudraprayag	Ukhimath	10 <sup>th</sup> Nov.2016	6	May 2017	Dropping of site is under consideration	The site is in the playground of Inter college. There is no habitation, the site is approachable by motor road
Bageshwar	Garud	10 <sup>th</sup> Nov.2016	6	May 2017	30% work completed Excavation in progress	There is no habitation, The helipad is constructed aside of the State Highway.
Bageshwar	Bageshwar	19 <sup>th</sup> Dec.2016	6	June 2017	20% work completed Excavation in progress	The site is in the playground of Inter college, there is no habitation situated in the project site the site is approach state highway
Dehradun	Sahstradhara	28 <sup>th</sup> Oct.2016	6	April 2017	50 % completed Excavation in progress	The site is near to existing Sahatradahara Helidrome, the site is approachable by city road.
Dehradun	Jollygrant	-	6	-	NTP to be issued	There is habitation situated outside of the boundary of project site. Approach road is already existed and is

## Semi-Annual Social Monitoring Report (July to December 2016)

Locations	Sub-projects (Package No.)	Starting date of Implementation	Projected months of completion (as per Work Order)	Schedule date of completion	Physical progress	Remarks
						connected to State Highway. No any social issue envisaged during the reporting period
Haridwar	Laksar	31 <sup>st</sup> Oct.2016	6	April 2017	NTP issued	To be dropped due to technical issue
Haridwar	Rurkee	31 <sup>st</sup> Oct 2016	6	April 2017	NTP issued	To be dropped due to land is not suitable for the construction of Helipad

### SAR APPROVAL DURING THIS PERIOD

SAR for the construction of Helipad and MPH at Jolly-grant (Helipad-MPH) has been approved by ADB.

### LAND ACQUISITION AND INVOLUNTARY RESETTLEMENT

As all Phases for 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 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 road connect to the helipad site, and there is no land acquisition required for the development of access road & no social issues envisage during reporting period.

## Semi-Annual Social Monitoring Report (July to December 2016)

---

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 almost of the sites of different Phases. DSC has conducted site visits of various sites during this semi-annual period (July -December 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.

**MINIMIZATION OF PROJECT IMPACT**

The project aimed is the construction and up gradation of helipads/Heliports/ Helidromes in different sites of Utrkhand 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 proposed by the DPR consultant for a particular location was based on the available space without changing and disturbing the current land use.

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 to reduce the corridor of impact in habitation and community area. To avoid temporary disruption of livelihood of project side vendors/Squatters, and to control the increasing ambient noise level in public places as construction activities and other mechanical devices Noise pollution Rules 2000 has been enacted by the Govt of India in exercise of its powers conferred under the Environment act 1986.

Rule 5 restricts the use of loud speakers/public address system and sound producing equipments. A written permission is necessary for using such equipment So It is decided that the construction work will not implemented in project site between the duration of 10.00pm to 6.00am to avoid Noise Pollution/environmental 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 under Social Safeguards**

Public consultation is a continuous process for the formulation and implementation of the project; in this sequence PIU officials have organized lot of public consultation at nearby locations of the project. In this duration many public consultation/ meetings have been organized with community. The objective of such activities is and to make aware and give detail information to community regarding the project In order to make them aware about safety and security measures, employment opportunity, policy of equal payment for similar work by male and female workers, and similar issues. One disclosure brochure has been prepared in local language for distribution among the community to make them aware about 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. Also sensitize to community for core labour laws, PPEs and GAP activities.

After knowing the information of project community is pleased by upcoming such project in their locations.

This has been organized time to time in nearby locations of the project. In this duration many pre and during construction public consultation/ meetings have been organized with community.

2 state level consultations have been organized by Project Implementation Unit Civil Aviation for the orientation of Contractors and FPIU staff.

The brief description of the consultations which have been carried out by the PIU officials are given below in table no-3:

**Table no. 3 State level orientation program for FPIU and contractors-**

<b>Consultations/ trainings/workshops/ awareness programs/campaigns</b>	<b>Date</b>	<b>Venue</b>	<b>Total participants</b>	<b>Total number of total Women participants</b>	<b>Officials</b>
Orientation/ Training program for FPIUs & Contractor	03/09/20 16	GMVN Hall Dehradun	38	2	Project Brief by PMU, Asian Development Bank helped the state to restore the infrastructure in Water Supply, Tourism, Road and Civil aviation sectors and so under the different Implementing agencies four different projects are under operation in the state under

## Semi-Annual Social Monitoring Report (July to December 2016)

					<p>Uttarakhand Emergency Assistance Program</p> <p>Scope of work of UEAP, Helipad, MPH and Hangar general salient features, Technical Specification of MPH, Technical Specification of Hangar, Guidelines for Site engineers, Environmental Safeguards issues, Social safeguard issues &amp; ADB guidelines, Accounts and billing information explained to FPIUs &amp; Contractor by concerned Expert</p>
Orientation/training program for FPIUs & Contractor staff	18/11/2016	GMVN Hall Dehradun	29	03	<p>Project Brief by PMU, Asian Development Bank helped the state to restore the infrastructure in Water Supply, Tourism, Road and Civil aviation sectors and so under the different Implementing agencies four different projects are under operation in the state under Uttarakhand Emergency Assistance Program</p> <p>Scope of work of UEAP, Helipad, MPH and Hangar general salient features, Technical Specification of MPH, Technical Specification of Hangar, Guidelines for Site engineers, Environmental Safeguards issues, Social safeguard issues &amp; ADB guidelines, Accounts and billing information explained to FPIUs &amp; Contractor by concerned Expert</p>

### Public Consultation for community -

Consultations/trainings/workshops/awareness programs/campaigns	Date	Venue	Total participants	Total number of total Women participants	Officials / Topic Covered
Consultation with Administrative Officials	19/08/2016	Roorkee	5	01	Meeting with Mr.Mayur Dixit (ADM Roorkee) & Mr.Shiv Kumar Gram Pradhan Shikarpur and Community , Ms.Pallavi Joshi (Social Safeguard PIU- CA & Tourism ), Mr. Dipankar (Environmental Safeguard , Mr. Satya Vrat Pandey (Social Safeguard Specialist ) Discussion has been made to remove public issues on land
Public Consultation	05/08/2016	Jolly grant	15	01	Explained the project and programme scheme & project benefit. Social Safeguards & Environmental Safeguard & safety issue discussed with local villagers Ms.Pallavi Joshi (Social Safeguard PIU- CA and Mr. S.C Khanduri Environmental Safeguard Expert DSC
Public consultation for demystify about the issue of encroachers at proposed Helipad	17/10/2016	Banbasa Helipad site	05	01	Explained the project and program scheme & project benefit. Social Safeguards & Environmental Safeguard & safety issue discussed with local villagers 1 issue regarding encroachment was found when site visit for consultation has been conducted.

## Semi-Annual Social Monitoring Report (July to December 2016)

/ MPH site, at Banbasa site					<p>Somebody was trying to encroach the govt land while there was no any social issue found at the time of the preparation of Involuntary Resettlement plan and SAR. In this regard meeting was held with Revenue department and with support of department encroachers have vacated the site and shifted to other place.</p> <p>Ms.Pallavi Joshi (Social Safeguard PIU- CA &amp; Tourism ), Mr. Dipankar (Enviromental Safeguard , Mr. Satya Vrat Pandey (Social Safeguard Specialist ) Mr. Prabash Srivastav J.E. FPIU</p>
Public consultation for the Project information	25/10/2016	Barkot Helipad site	06	01	<p>Explained the project and program scheme &amp; project benefit.</p> <p>Social Safeguards &amp; Environmental Safeguard &amp; safety issue discussed with local villagers</p> <p>The issue regarding the use of the site discussed in details with the people present at the site and has been resolved, as they all were aware about the proposed construction of the Helipad and MPH at the site.</p> <p>Local administration assured that they will fully cooperate with construction agency.</p> <p>), Mr. Dipankar (Enviromental Safeguard , Mr. Satya Vrat Pandey (Social Safeguard Specialist )</p>
Public consultation for the Project information	26/10/2016	Mori Helipad site	09		<p>Explained the project and program scheme &amp; project benefit.</p> <p>Social Safeguards &amp; Environmental Safeguard &amp; safety issue discussed with local villagers</p> <p>All were aware about the NOC being issued by the Inter-College administration/ Government about the proposed construction of the Helipad at the site.</p> <p>School administration assured that they will fully cooperate with construction agency.</p> <p>Mr. Dipankar (Enviromental Safeguard , Mr. Satya Vrat Pandey (Social Safeguard Specialist )</p>
Public consultation for the Project information	22/12/16	Lansdowne Helipad site	07	01	<p>The site is presently being used as a playground. Presently the work has been stopped due to some public disputes on playground as the playground has been proposed as stadium and the local community has wished to construct mini stadium there.</p> <p>The Principal of GIC and Gram Pradhan informed that the site has also been awarded for proposed mini stadium. So local community has objection to construct helipad there.</p> <p>NOC is still awaited from education department at the level of administration. As local administration has sent letter to education department.</p> <p>Ms.Pallavi Joshi (Social Safeguard PIU- CA &amp; Tourism ), Mr. Dipankar (Enviromental Safeguard , Mr. Satya Vrat Pandey (Social Safeguard Specialist )</p>

Following topics were also explained during campaigns as Health & Hygiene are also the major issues among labours also among the community officials aware the general community and the labours in the camp on these issues too-



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-3.

## **GENDER ISSUES**

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

### **Gender Action Plan**

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 sectorial 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:

In duration PIU and CREDA have conducted several activities with community and women labour- As public consultations, HIV AIDS Awareness Campaign Women Health Checkups camps and Emergency evacuation training program. During campaigns

especially women are invited from the community to participate in program. The detail activities are given in table- 6.

<b>Table 6: Details of Awareness Program</b>					
<b>Sl. No</b>	<b>Name of Sub-Project</b>	<b>Date</b>	<b>Location</b>	<b>Number of Participants</b>	<b>Women participation</b>
1	Public Consultation	24-10-2016	Nagar Palika Gauchar Chamoli	169	120
2	Awareness compaign on HIV/AIDS	24-10-2016	Nagar Palika Gauchar Chamoli	169	120
3	Awareness compaign on HIV/AIDS	26-12-2016	Sahastradhara Helidrome Tarla Nagal	20	04
4	Community Awareness and GAP	24-10-2016	Nagar Palika Gauchar Chamoli	169	120
	Orientation of Contractors and labours on GAP and Core labour law	26-12-2016	Sahastradhara Helidrome Tarla Nagal	20	04
5	Emergency evacuation / Workshop	24-10-2016	Nagar Palika Gauchar Chamoli	169	120

The Photograph for workshop on emergency evacuation is attached as Annexure-6

#### **Challenges in implementing GAP**

- Low turnout of women in workshop and awareness campaign despite rigorous attempts of the project implementation unit .
- Low participation of women in project construction work and apathy of women for labour work due to they have so much domestic work.

#### **Impact of GAP**

- 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)

### **Best Practices**

- Labour camps are constructed with toilets, cooking and living facilities. (Pictures attached)
- First-aid box found at construction sites.
- Information boards in Hindi and English are well displayed at almost construction sites. (Pictures attached )
- Women are also engaged in construction work
- Women labours are getting Equal Wage for equal work.
- Personal productive equipments are being used by labours as for safety.
- Crèche facility for labours has been provided by contractor at site.
- Site Visit register and labour attendance register has been maintained by Contractor and FPIU

IEC material as Brochure of project has been prepared and now in stage of printing which should be distributed between the communities so that the project information must be share to them. The photographs for GAP are attached as Annexure-7.

### **Grievance Redress Mechanism**

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. In civil Aviation sector there is no DPs/ APs though project beneficiaries can register their complaints, issues and grievances.

This information has been shown in Hindi and English on information board which is being installed at every site. The aim to install the information board at site is give brief information regarding project to community. This is the 1<sup>st</sup> project implementation unit where installation of information board has been installed. The pictures of information board is attached as annexure- 4

#### **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), reviewed the internal monitoring and progress reports. The expert conducted site visits and held meetings with stakeholders on project construction sites of Phase-1& 2. 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
- 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

### **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, and State PWD, 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.

Approach Road access detail also attached as Annexure- 1 &2

**ANNEXURE-1 - Approach road**

**Pictures of Approach Road**



Approach village road connect Jollygrant site



Approach village road connect to Kotdwar site



Approach vilage road connect to Lakshar site



Approach SH road connect to Lansdowne site



Approach village road connect to Banbasa site



Approach village road connect to Choukudi site



Approach road connect to Mori site



Approach road connect to Tyuni site





Approach road connect to Gaud site



Approach road connect to Kashipur site



Approach road connect to Daschula site



Approach road connect to Chakuri site



Approach road connect to Petshal site

**ANNEXURE-2 -Approach Road Access Detail**

S.N.	District	Location	Technical details of the Helipad		Remarks about the encumbrances on approach road
			Cate gory	Approach access Road	
				Available & ownership	
1	Uttarkashi	Barkot	H-2	Approach access road is already constructed and is connected to State Highway.	There is no land acquisition required for the development of access road
2	Uttarkashi	Mori	H-4	Approach road is under construction and is connected to State Highway	Under construction
3	Pauri Garhwal	Kotdwar	H-4	The helipad is constructed aside of the National Highway	There is no land acquisition required for the development of access road
4	Pauri Garhwal	Lansdowne	H-4	The helipad is constructed aside of the State Highway	There is no land acquisition required for the development of access road
5	Pauri	Dhumakot	H-4	The Helipad site is approach state highway	There is no land acquisition required for the development of access road
6	Pauri	Yamkeswar	H-4	The Helipad site is approach state highway	There is no land acquisition required for the development of access road
7	Pithoragarah	Sosa	H-4	The Helipad site is approachable by motor road	There is no land acquisition required for the development of access road
8	Pithoragarah	Choukudi	H-4	The Helipad site is approach state highway	There is no land acquisition required for the development of access road
9	Pithoragarh	Munsyari	H-3	The Helipad site is approach state highway	There is no land acquisition required for the development of access road
10	Rudrprayag	Ukhimath	H-4	The Helipad site is approachable by motor road	There is no land acquisition required for the development of access road
11	Rudraprayag	Dasjhula	H-4	The Helipad site is approachable by motor road	There is no land acquisition required for the development of access road
12	Almora	Petshal	H-2	The Helipad site is approachable by motor road	There is no land acquisition required for the development of access road
13	Almora	Jageswar	H-4	The Helipad site is approachable by motor road	There is no land acquisition required for the development of access road
14	Almora	Almora	H-4	The Helipad site is approachable by motor road	There is no land acquisition required for the development of access road



## Semi-Annual Social Monitoring Report (July to December 2016)

15	Champawat	Banbasa	H-4	The Helipad site is approachable by motor road	There is no land acquisition required for the development of access road
16	Udhamsingh Nagar	Kashipur	H-2	The helipad is constructed aside of the State Highway	There is no land acquisition required for the development of access road
17	Bageshwar	Garud	H-3	The helipad is constructed aside of the State Highway	There is no land acquisition required for the development of access road
18	Bageshwar	Bageshwar	H-4	The Helipad site is approach state highway	There is no land acquisition required for the development of access road
19	Dehradun	Sahastradhara	H-1	the site is approach city road	There is no land acquisition required for the development of access road
20	Dehradun	Jollygrant	H-1	The Helipad site is approach state highway	There is no land acquisition required for the development of access road
22	Chamoli	Lohjung	H-4	The Helipad site is approach state highway	There is no land acquisition required for the development of access road
23	Haridwar	Rurkee	H-3	The Helipad site is approach state highway	There is no land acquisition required for the development of access road
24	Haridwar	Laksar	H-4	The Helipad site is approach state highway	There is no land acquisition required for the development of access road

\*Detail of 9 sites of Phase -1 in has been already submitted in last SASSMR Jan to July 2016.

**Photographs of Public Consultations**



**At Banbasa Site**



**At Mori site**



**At Mori Site**



**At Barkot Site**



**At Lansdowne site**



**At Lansdowne Site**



Orientation /Workshop programme at GMVN Hall Dehradun For FPIUs Staff & Contractor

**Best Practices of Project**

**Annexure-4**



Information Board for Project



Best Practices of Civil Aviation Sector

Annexure-4





## Labor Camps

Labor Camp with other facilities at Sahastradhara which is under Construction



## Participants list

Annexure- 5

## ATTENDANCE SHEET FOR FOCUS GROUP DISCUSSION

Name of the Site: Mori Block: Mori District: Uttar Kashi

S. No.	Name	Phone Number	Subject Discussed	Suggestions	Signature of Participants
1.	Bikhan Singh Sonat	9411145474		Dissensal about Helipad Construction.	<i>[Signature]</i>
2-	प्रवीण कुमार तिवारी	9411523575			<i>[Signature]</i>
3	विभव राना	9456515303		P.ET G.L.C. Moh	<i>[Signature]</i>
4.	ANIL KUMAR KANWAL	7879113721			<i>[Signature]</i>
5-	Gyani Dew	9434781880		While construction going on	<i>[Signature]</i>
6.	Gyareesh Kumar	9456197194	for Helipad place	the school operation should not be disturbed, material should be stock in a proper designated place without disturbing the school.	<i>[Signature]</i>

इस निर्माण कार्य से विद्यालय का खेल मैदान समाप्त हो रहा है  
 पूरे में जहां विभागीय कार्रवाई में के द्वारा हमें आश्वासन दिया गया कि  
 आपका खेल मैदान बना कर दिया जाएगा कृपया निर्माण से इस  
 समेलना को ध्यान को आपका ध्यान आकर्षित किया जाता है।

Signature &amp; Date

*[Signature]*  
 Govt. Inter College  
 Morikashi

**ATTENDANCE SHEET FOR FOCUS GROUP DISCUSSION**

Name of the Site: Barkhet Block: Mau Gaun District: Uttarakashi

S. No.	Name	Phone Number	Subject Discussed	Suggestions	Signature of Participants
1.	Harpal Bhandari	9410520402	Importance of helipad,	Beautification of helipad supporting in construction of helipad	
2.	Jayprakash Bahuguna	9410595341	about the disaster,		
3.	Prakash Duri	9899198832			
4.	Manish Singh Bhatt	7579117499			
5.	Shi Mil Singh Kanat	9412007207			
6.	Piyamma Naupad	-			
7.	Manish Raut	9557848730			

Manish Singh Raut  
 10/12/16  
 Signature & Date



Progress pictures for Implementation of Phase-2

Annexure-6





GAP Activities

Annexure-6

