

# Social Safeguards Due Diligence Report

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June 2018

## IND: Bihar State Highways III Project

Establishment of Bihar Road Research Institute

Prepared by Bihar State Roads Development Corporation Limited, Government of India for the Asian Development Bank.

## **CURRENCY EQUIVALENTS**

(as of 8 June 2018)

Currency unit	–	Indian Rupees (INR/Rs)
INR1.00	=	\$ 0.014835
\$1.00	=	INR 67.41

## **ABBREVIATIONS**

ADB	–	Asian Development Bank
BRRRI	–	Bihar Road Research Institute
BSRDCL	–	Bihar State Road Development Corporation Limited
RCD	–	Road Construction Department
RP	–	Resettlement plan
SPS	–	Safeguard Policy Statement

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## I. INTRODUCTION

1. Bihar's vision as stated in the road master plan is, "There shall be good transport accessibility for all populations in the State of Bihar, with a high-quality, high-mobility road network available for the transport of people and goods." The government of Bihar has stepped up investments in the development of transport infrastructure using budgetary provisions and Asian Development Bank (ADB) financial assistance. Since 2008, ADB has provided four loans, amounting to \$1.43 billion, to upgrade about 1,453 km of state highways and to construct a new bridge over the Ganga River near Patna.

2. The Government of Bihar acting through Bihar State Road Development Corporation Limited (BSRDCL), Government of Bihar is planning to request ADB for another 200 million USD loan for implementation of following components:

- **Component-1:** Widening and up-gradation of 230 km of State Highways to make them all-weather standards with road safety features.
- **Component-2:** Construction of building and other infrastructure for Bihar Road Research Institute at Patna.

3. For Component-1, the project is categorized "A" per ADB Safeguard Policy Statement (2009). The project was developed with a commitment to minimize land acquisition through appropriate technical design. Road widening will occur mostly within existing rights-of-way. A full census was conducted based on detailed design. Separate resettlement plans (RPs) have been prepared for the 5 subprojects based on ADB's Safeguard Policy Statement (2009) and national and state level acts and policies. During the preparation of the RPs, meaningful consultation with project-affected persons was undertaken.

4. For Component-2, this due diligence report is prepared according to the requirement of ADB Safeguard Policy Statement (2009).

## II. DESCRIPTION OF THE PROJECT COMPONENT

5. To institutionalize and sustain technical and management capacity, the establishment of a state-level institution, the Bihar Road Research Institute (BRRRI) is proposed by Bihar State Road Development Corp. Ltd. (BSRDCL). The proposed institution would also focus on areas such as, latest road/bridge construction technology, contract management, quality assurance, improvement of marginal materials, utilization of industrial waste in road construction, ground improvements, environmental pollution, road traffic safety, and performance monitoring or evaluation of road assets. The project will include assistance in constructing facilities to house the Bihar Road Research Institute.

6. Staffing and operations of the proposed Bihar Road Research Institute will be funded by RCD. Key staff of the BRRRI will consist of one Chief Engineer, two Superintending Engineers, three Executive Engineers and four Assistant Engineers. Apart from key staff, administrative and support staff will also be provided by Road Construction Department (RCD).

7. The location of the proposed Project component is near Judicial Academy of Patna, the capital city of Bihar. The photograph of the proposed site is given in Figure-1.



**Figure-1: Photograph of the Project site**

### **III. LAND ACQUISITION, INVOLUNTARY RESETTLEMENT AND INDIGENOUS PEOPLES ISSUES UNDER THE PROPOSED PROJECT COMPONENT**

8. The proposed land of about two hectares belong to Government of Bihar and owned by Road Construction Department. Earlier this site was supposed to be a Hot Mix Plant site of the RCD and it is now abandoned as the plant has been shifted to different location. The land well protected with a boundary wall and laying vacant except some unused buildings and dumping of few scrapped vehicles and equipment of the old plant.

9. Since there is no private land acquisition required for the proposed Project component, there does not arise any issue of involuntary resettlement. One security guard, an employee of RCD, is living within the premises along with his family to watch over vehicles and equipment. It was confirmed from the discussion with the guard and BSRDCL officials that the guard will be shifted to the new plant location when the equipment is moved from the current site.

10. Being a site located within the State capital city of Bihar, no indigenous people are present in the area and therefore no impact on such community has been identified for the subproject.

### **IV. SOCIAL SAFEGUARD CATEGORIZATION AND RATIONALE**

11. On the basis of the review of project information and site observation, it is established that the Project component is categorized as "Category-C" from both Involuntary Resettlement and Indigenous Peoples safeguard point of view.

12. The rationale behind the social safeguard categorization as "C" i.e. the Project component does not require any further specific actions so far as the social safeguard point of view is because the component does not involve any involuntary acquisition of private land and does not have any impacts on people including indigenous community. The Government land used for the Project component is also free of any encumbrances and it is not serving any interest of the local people or nobody is dependent on it.

## V. CONCLUSION AND RECOMMENDATIONS

13. The social due diligence study of Project component reveals that there will not be any adverse social impact due to the intervention. The subproject is categorized as Category "C" from social safeguard point of view.

14. Based on the findings of due diligence study the Project component, it is recommended for funding under the proposed project. If any change in scope or addition of associated facilities will result in private land acquisition or loss of livelihood, the project BSRDCL will comply with the ADB SPS-2009.