

Environment and Social Due Diligence Report

January 2014

IND: Accelerating Infrastructure Investment Facility in India –ACP Tollways Pvt. Ltd.

Prepared by

India Infrastructure Finance Company Limited for the Asian Development Bank

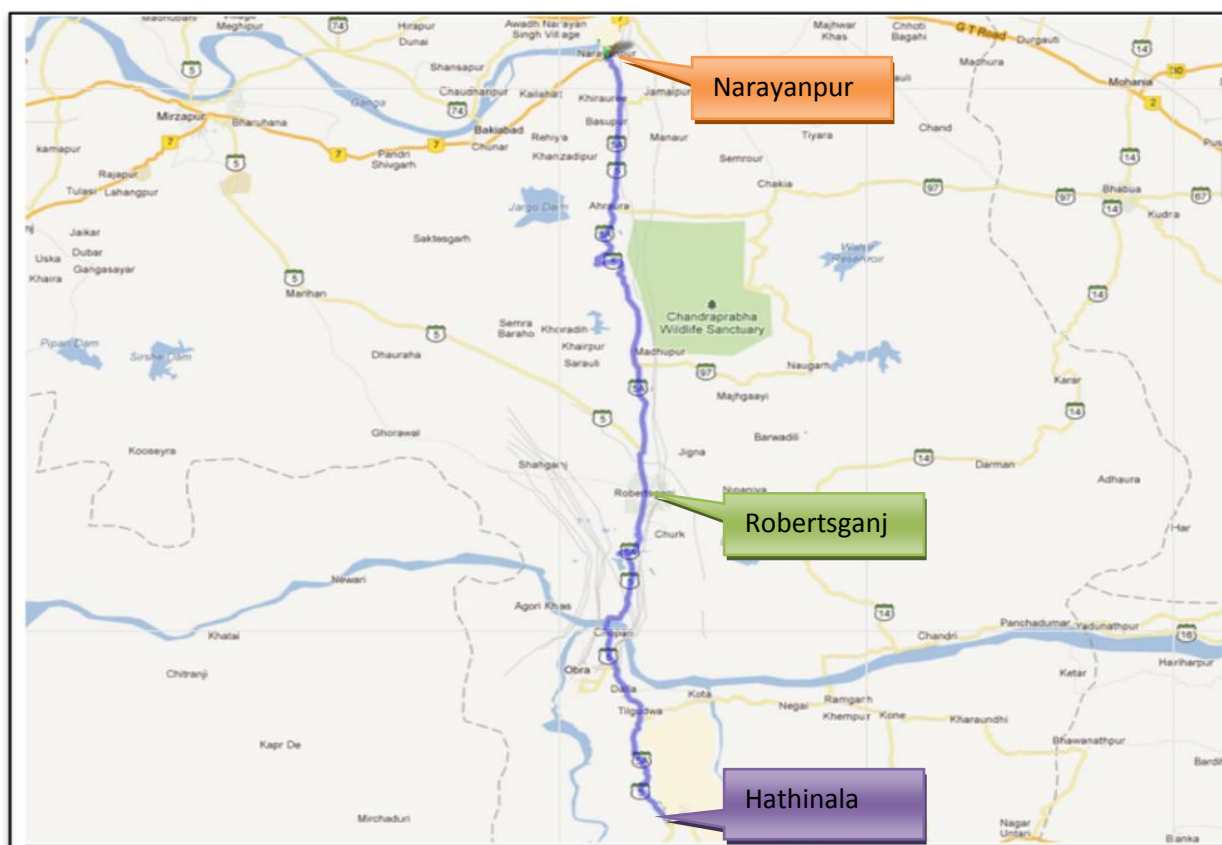
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Due Diligence Report on Environment and Social Safeguards

Sub Project: Development, maintenance and management of the State Highway No.05A including four laning from Ch.0.000 to Ch. 64.000 & from Ch. 97.000 to Ch. 115.000 and six laning from Ch. 64.000 to Ch. 97.000 of Varanasi - Shaktinagar section of NH-05A in the state of Uttar Pradesh through Public Private Partnership (the PPP) on Design, Build, Finance, Operate and Transfer (DBFOT) basis.



Sub-Project Developer: ACP Tollways Pvt. Ltd.

January 2014

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SUB PROJECT: Development, maintenance and management of the State Highway No.05A including four laning from Ch.0.000 to Ch. 64.000 & from Ch. 97.000 to Ch. 115.000 and six laning from Ch. 64.000 to Ch. 97.000 of Varanasi - Shaktinagar section of NH-05A in the state of Uttar Pradesh through Public Private Partnership (the PPP) on Design, Build, Finance, Operate and Transfer (DBFOT) basis.

Environmental and Social Safeguards Due Diligence Report

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PROJECT BACKGROUND:

1. SUB-PROJECT TITLE:

1. Four Laning (with Paved Shoulders) of Varanasi-Shaktinagar road up to Hathinala (SH-5A) in the State of Uttar Pradesh on Design, Build, Finance, Operate and Transfer (DBFOT) basis.

2. SUB-PROJECT DESCRIPTION:

2. The subproject includes development, maintenance and management of the State Highway No.05A including four laning from Ch.0.000 to Ch. 64.000 & from Ch. 97.000 to Ch. 115.000 and six laning from Ch. 64.000 to Ch. 97.000 of Varanasi - Shaktinagar section of NH-05A in the state of Uttar Pradesh through Public Private Partnership (PPP) on Design, Build, Finance, Operate and Transfer (DBFOT) basis.
3. Uttar Pradesh State Highway Authority (UPSHA) has awarded the Concession to ACP Tollways Pvt. Ltd. to augment the existing road from Km. 0.000 to Km. 115.000 for four-laning with paved shoulder of the existing two lane road on the section of State Highway No. 05A in the State of Uttar Pradesh.
4. The Right of Way (RoW) available in the project road is 25-30 M. The required RoW is 30 m except in forest area where it is restricted to 45m. In case of bypass, the proposed ROW is 40 m for 6 Km. of length.
5. Service road shall be 3.5 m to 7.0 m according to availability of land as decided by IE and UPSHA. The Chainage wise detail of service roads as given in **Table 1:**

Table 1: Service Road Details

Sl. No	Chainage (Km.)		Length (Km.)	Name of the village/town
1.	2.000	5.000	3.000	Ranibag
2.	21.000	23.000	2.000	Ahaura
3.	39.000	43.000	4.000	Sukrit
4.	44.500	47.500	3.000	Proposed vehicular Underpass
5.	60.000	64.000	4.000	Robertganj Town
6.	75.000	80.000	5.000	Markundi Village

7.	89.000	92.000	3.000	Proposed Vehicular Underpass
8.	96.000	99.000	3.000	Dala Village
Total			27.000	

Source: LIE Report: June 2013

6. The proposed widening and strengthening work mainly involve: (i) widening of existing two lane road into four lane and six lane (ii) provision of major & minor bridges, culverts, pedestrian/ cattle underpasses and ROB. The project salient features are given in **Table 2:**

Table 2: Project Salient Features

Particulars	Project Road
Concessionaire	ACP Tollways Pvt. Ltd.
Sub Project	Four Laning (with Paved Shoulders) of Varanasi-Shaktinagar road up to Hathinala (SH-5A) in the State of Uttar Pradesh on Design, Build, Finance, Operate and Transfer (DBFOT) basis.
Length	115 Km.: i) Four Lane with Paved shoulders (17.0 m) from Ch. 0.00 to Ch. 64.00, and Ch. 97.00 to Ch. 115.00 (total Km. 82); ii) Six lane – Ch. 64 to Ch. 97.00 (total Km. 33);
Bypass Length	06 Km. (Four Lane bypass)
ROW width	RoW width varies from 25m-30m.
Major Bridges	1 No. at Ch. 87.15
Minor Bridges	13 Nos.
Major Junctions	5 Nos.

Minor Junctions	49 Nos.
Toll Plaza	3 Nos.
VUP	9 No.
ROB	5 Nos.
Box/Slab Culverts	111 Nos.
HP Culverts	53 Nos.
Service Road	27 Km.
Truck Lay Bays	3 Nos.
Bus Bays	15 Nos.

Source: LIE Report: June 2013

7. The debt component of the proposed project is being financed by a syndication of loan with lead Bank as Punjab National Bank. ACP Tollways Pvt. Ltd. has signed a Common Rupee Loan Agreement with a consortium of other lenders. The consortium of Lenders comprises of India Infrastructure Finance Company Limited (IIFCL), Dena Bank, Bank of India, Central Bank of India, Corporation Bank, Oriental Bank of Commerce, and Vijaya Bank. The total cost of the project is Rs. 1757.39 Cr. and the total debt component of the project is Rs. 1250.00 Cr. out of which IIFCL has sanctioned of term loan of Rs.240 Cr.

3. SUB PROJECT SCOPE:

8. The project's scope for the concessionaire includes the design, building, engineering, financing, procurement, construction, operation and maintenance of the SH-05A section between km 0.000 and km 115.000, in the state of Uttar Pradesh. The scope of subproject includes:
 - Rehabilitation/improvement of existing road/carriageway;
 - New pavement construction for additional lanes, service/slip roads and entry/exit ramps;

- Construction of drainage system;
- Construction of Major/Minor Bridges, ROBs, Flyovers and other structures as PUPs/CUPs;
- Widening/reconstruction of culverts;
- Major/minor junction improvement;
- Construction of temporary traffic diversion, if required;
- Traffic management during construction as per requirement;
- Supply and erecting traffic signs and providing road marking;
- Construction of toll plazas, truck lay byes and bus bays;
- Illumination as per provisions;
- Maintenance of existing road during construction & operation as per maintenance norms.

4. PROJECT ADMINISTRATIVE AND FINANCIAL DETAILS:

9. The administrative and financial details of the project as follows in the below **Table 3:**

Table 3: Administrative details of the project

Sl. No.	Description	Project Data
1	Client	Uttar Pradesh State Highways Authority (UPSHA)
2	Concessionaire	ACP Tollways Pvt. Ltd.
3	Independent Engineer	CMEC Consulting Engineers Pvt. Ltd.
4	Project Cost	1757.39 Cr.
5	EPC Contractor	M/s Apco Infratech Pvt. Ltd.

6	EPC Cost	Rs. 1509.60 Cr.
7	EPC Agreement	23rd March 2012.
8	Date of Concession Agreement	8th December 2011
9	Date of Financial Closure	2nd June 2012
10	Appointed Date	05th February 2013
11	Construction period	900 days
12	Concession Period	20 Years (Including the construction period)
13	Lenders Engineer	Feedback Infrastructure Services Pvt. Ltd.

Source: LIE Report: June 2013

5. **CONCESSIONAIRE:**

10. Uttar Pradesh State Highways Authority (UPSHA) has appointed M/s. Baharampore Farakka Highways Ltd. as the concessionaire for this sub-project. The Concession Agreement signed on 8th December 2011 between UPSHA and M/s. ACP Tollways Pvt. Ltd.

6. **EPC CONTRACTORS:**

11. M/s ACP Toll ways Pvt. Ltd has appointed M/s APCO Infratech Ltd., Lucknow as the Engineering, Procurement and Construction (EPC) Contractor and in order to Share the work Patel Engineering Ltd., Mumbai and Chetak Enterprises Ltd., Nimbahera have been deployed as sub EPC for the subproject.

7. **INDEPENDENT ENGINEER:**

12. M/s. CMEC Consulting Engineers Pvt. Ltd. has been appointed as the independent Engineer for the project.

8. **LENDER'S ENGINEER:**

13. M/s Feedback Infrastructure Services Pvt. Ltd. has been appointed as Lenders' Independent Engineer by the Lending agency Punjab National Bank to assist the Bank by providing the services of technical support and assistance and in aiding to release payments.

DUE DILIGENCE ON ENVIRONMENTAL SAFEGUARDS

9. AVAILABILITY OF EIA/EMP REPORTS:

14. As per observation of State Level Environment Impact Assessment Authority, Uttar Pradesh, this sub-project does not come under the purview of EIA Notifications, 2006, as amended in April 2011. Copy of the letter is attached as **Appendix-I**. Although EIA is not required, the concessionaire has developed an Environment Management Plan (EMP) to address construction related issues on environment. Copy of the EMP is attached as **Appendix IA**.

10. ENVIRONMENTAL SENSITIVITY AND DUE DILIGENCE:

15. The environmental sensitivity of the Four-laning with paved shoulder of Varanasi – Shaktinagar Road of SH-05A from km 0.00 to 115.00 in the State of Uttar Pradesh has been assessed. The sub-project was visited by the Environmental Specialist of IIFCL during 13th to 14th of August, 2013 for field verification of environmental safeguards and consultation with the concessionaire. The site visit photographs are given in Photo Plate-I. The environmental sensitivity assessment is given below:
 - The project is for widening and strengthening of existing 2 lane to 4/6 laning with paved shoulder of Varanasi – Shaktinagar Road of SH-05A from km 0.00 to 115.00 in the State of Uttar Pradesh. This Road will be an important access to States of Madhya Pradesh, Jharkhand, Chhattisgarh and Bihar;
 - The project road section of SH 05A passes through Mirzapur and Sonbhadra districts in the State of Uttar Pradesh. Mirzapur is located at 25°09'N 82°35'E / 25.15°N 82.58°E / 25.15; 82.58. It has an average elevation of 80 metres (265 feet). The District of Mirzapur lies between the parallels of 23.52 & 25.32 North Latitude and 82.7 and 83.33 East Longitude. It forms a portion of the Varanasi Division. On the north and north-east it is bound by the Varanasi district; on the south bound by district Sonbhadra on the south west by the district of Allahabad;
 - The land use along the project road is predominantly Agricultural, barren, builtup & forest. The terrain of the project road is in Plain, Rolling & Hilly terrain. The profile of the carriageway is close to the natural ground profile. There are some small rivers running through the area and the major river Son that eventually merges with the river Ganga just before Patna. There are 70 major/minor junctions on the project road;
 - The general condition of the roadside drains is satisfactory. Sufficient chamber is provided to drain off the water from carriageway surface. There are numerous number of CD structures across the project alignment. The existing road has proper provision of longitudinal drains on both sides. Pucca drains were observed at some locations within villages and towns and

kuchha drains (earthen) were observed in cut sections. The natural drains on both sides at some locations were observed. The general condition of the pucca drains is fair;

- As per the proposal, four-laning will commence from Km 0.000 to Km 64.000 & from Km 97.000 to Km 115.000, whereas six-laning will commence from Km 64.000 to Km 97.000. Besides, a bypass has also been proposed at Adalhat the length of the bypass is 6.000 km;
- The stone metal quarry for the proposed road have been located near Chiriya village (4.5 km from the main road and at Obra Mode near village Billi Markundi (0.80 km from the main road) and the sand quarry are located near Kota Village (10 km from the main road) and at Duddi Nagar (20 km from Hathinala);
- The project road passes through 21 small and medium size villages. No archeological /historical sites exist within the ROW. There are some cultural properties as well as other facilities within the RoW that are likely to be affected due to widening and up-gradation of project road. As informed by the concessionaire, measures are being taken to relocate them during the construction stage;
- Occurrence of rare and/or endangered (both flora and fauna) species has not been reported along this section.
- Although no EIA required, the concessionaire has undertaken the implementation of project environmental management measures as per Environmental Management Plan prepared for the project.
- The job of environmental monitoring has been outsourced to a Delhi based Environmental Laboratory i.e. ITL Labs Pvt Ltd. The Quarterly Environmental Monitoring is being conducted regularly.
- The EPC contractor also has Health, Safety and Environment (HSE) Management system for managing the OHSE issues under the project.
- As informed by the subproject developer, the project road is not passing through the Chandraprabha Wild life Sanctuary. A map, showing the location of Sanctuary and road alignment (nearest to Sanctuary), is provided at **Appendix XI**. As shown in the map, Sanctuary (core area) lies about 13 km away from the existing road. Further, the State Level Environment Appraisal Assessment Authority (SEIA) has also observed that proposed project does not come under the preview of EIA notification, 2006 as amended on April, 2011.

11. CATEGORIZATION OF SUB-PROJECT:

16. The sub-project can be classified as **Category-B** based upon ADB's EA requirements as per their Safeguard Policy Statement (2009). This classification is based on the review of the available documents and field observations with respect to the environmental sensitivity due to project activities.

12. STATUS OF REGULATORY CLEARANCES:

17. It is required that the sub-project meets the requirements of appropriate Indian legislations by considering appropriate obligations and guidelines of Regulatory Authorities. The sub project should have necessary national and local environmental clearances as well as permits and approvals for project implementation and suitable environmental management plan has been applied. The statutory clearances required as part of the proposed widening and strengthening of Varanasi – Shaktinagar Road of SH-05A from km 0.00 to 115.00 in the State of Uttar Pradesh was assessed and current status of availability of such clearances are given in **Table 4:**

Table 4: Status of Regulatory Clearances Obtained

Sl. No.	Clearances Required	Statutory Authority	Current Status of Clearance
1	Environmental Clearance under the Environmental Impact Assessment Notifications 2006	State Level Environment Impact Assessment Authority (SEIAA), Uttar Pradesh	The State Level Expert Appraisal Committee (SEAC) observed that this sub-project does not come under the purview of EIA Notifications 2006 (Amended in April 2011) of MoEF, Government of India (Ref 1641/Env/SEAC/784/2011/JDCA dated 05.07.2011)
2	Consent to Operate	District Industries Centres, Sonbhadra & Mirzapur, UP	<p>a) Consents to operate Stone Grits, Hot Mixing Work, RMC and WMM (5,40,000 MT) at Billi Markundi, Sonbhadra (Memo No. 09070120078 Part I dated 10.05.2012);</p> <p>b) Consent to operate Stone Grits, Hot Mixing Work, RMC and WMM (5,40,000 MT) at Belkhara,</p>

			<p>Ahraura, Chunar, Mirzapur (Form No. 00470 dated 01.06.2012);</p> <p>c) Consent to operate Stone Gritts (3,60,000 MT) at Chiriya, Chunar, Mirzapur (Form No.00474 dated 23.07.2012);</p>
3	Consent to Establish	Uttar Pradesh Pollution Control Board	<p>a) Consent to establish Hot Mix Plant has been received at Village Belkhara, Ahraura, Mirzapur vide Letter No. 1972/Chetak (HM)/NOC/2012 dated 07.06.2012;</p> <p>b) Consent to establish Hot Mix Plant has been received at KM 93 vide letter no. 2937 dated 10.05.2013;</p> <p>c) Consent to establish Batching Plant has been received at Ahraura vide letter no. 2942 dated 10.05.2013;</p> <p>d) Consent to establish Batching Plant has been received at KM 72 vide letter no. 2938 dated 10.05.2013;</p> <p>e) Consent to establish Batching Plant has been received at KM 93 vide letter no. 2936 dated 10.05.2013.</p>
4	Consent to Operate	Uttar Pradesh Pollution Control Board	<p>Consents for operation have been received from UP Pollution Control Board for works/production at Village Belkhara, Ahraura, Mirzapur under section 25 & 26 of the Water (Prevention and Control of Pollution) Act, 1974 vide consent letter No. 2944/Chetak/Consent Water/2013 Sonbhadra dated 10.05.13 (Valid up to 31.12.2013) & Air (Prevention and Control of Pollution) Act, 1981 vide consent letter no. 2942/Chetak/Consent Air/2013</p>

			Sonbhadra dated 10.05.2013 (Valid up to 31.12.2013).
5.	Quarry Approval & Stone Crusher Approval	Dept. of Mines, Mirzapur, UP UP PCB	a) Lease deeds have been signed for road metal quarrying at Chiraiya Quarry; b) Obtained via PCB letter no. 2943 dated 10.05.2013 (Valid up to 21.12.2013).
6.	Tree-cutting Permission	UP Forest Department Office of District Collector	a) Letter No. 1215/Sonbhadra/15/Robertsganj/dated December 27 2012; b) Letter No. 1742/Mirzapur/33/Robertsganj/dated October 2012; c) Letter No. 1016/Mirzapur/33/Robertsganj/dated December 24, 2012; d) Letter No. 708/Mirzapur/37/Robertsganj/dated Aug 25, 2012; e) Letter No. 1741/Mirzapur/33/Robertsganj/dated Oct 18, 2012; f) Letter No. 583/Sonbhadra/33/Robertsganj/dated Sept 22, 2012; g) Letter No. 1424/07/SH 5A/2013-13, Dec 04, 2012.
6.	Explosive & Blasting permission	Office of the Mine Safety Directorate, Varanasi, UP	Permission of mine blasting in Chiraiya Stone Mine of M/s Kapil Associates by deployment of HEMM under regulation 106 (2) (b) of the Metaliferrous Mines Regulations, 1961
7.	Labour License	Office of Assistant	Licence obtained under Sec. 12 (1) of the Contract labour (Regulation and

		Labour Commissioner, Mirzapur, UP	Abolition Act 1970) vide Licence No.1 dated 01/07/2013 (valid up to 14.04.2014)
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18. Copies of all relevant clearance, consent/ approvals and permits are given in **Appendix- II.**

19. Copies of Tree-cutting Permission are attached as **Appendix- III.**

13. PUBLIC CONSULTATION AND INFORMATION DISCLOSURE:

20. The sharing of information is essential for sustainable development. It stimulates public debate on and broadens understanding of development issues, and enhances transparency and accountability in the development process. It also strengthens public support to improve the lives of people, facilitates collaboration among the many parties involved in development, and makes an important contribution to efforts to reduce poverty and promote sustainable development. In this project the disclosure of project information (during the feasibility stage) to the public in general and to the people, who are likely to be impacted negatively in particular have been done by way of consultation process.

21. During the survey, public consultations took place in which Panchayat members and people from all sections were consulted.

14. ANALYSIS OF ALTERNATIVES

22. Sound and sustainable highway project involve the consideration of two types of alternatives. These are usually referred to as alternative solutions to the transportation problem and alternative designs for a selected project. The first is an early planning period where general environmental impact from alternative solutions to a road transportation problem are identified and compared, resulting in the selection of an environmentally acceptable project option. The second stage is at the project design level, where the optimal or preferred project design is selected in terms of alignment, grade, pavement treatment, median type etc. Since the current project alignment is to follow the existing 4 lane highway; hence there is no other alternative option. Therefore the analysis of alternative has been carried out 'with project' and 'without project' scenarios for the only one possible alternative i.e. to follow the existing alignment with optimal or preferred project design.

23. **Without Project Scenario:** The condition and capacity of the present highway is insufficient for handling increasing volume of traffic over time. It will impact on traffic movements resulting in lowered traffic speed and increase in accidents due to less traffic safety. Although in "no project scenario", there won't be any land acquisition,

and no cutting of trees but the population growth, increase in traffic volumes and the economic development along the corridor would continue to occur and will exacerbate the already critical situation. The existing unsafe conditions and the adverse environmental consequences, in terms of environmental quality along the highway, would further deteriorate in the absence of the proposed improvements.

24. **With Project Scenario:** The proposed road design will consider the provisions of Geometric standards in plain terrain, corresponding to ruling speed of 100 km/hr have been adopted, Eccentric widening to 4 lanes in rural areas with provision for future 6 laning with service roads on both sides, Eccentric widening to 4 lanes in rural area without service road with land width limited to 45 m to accommodate future 6 laning, Concentric widening of 6 lanes in urban areas with service road plus footpath on both sides with land width limited to 45m, 4 lanes bypass without service road and provision for 6 laning with land width limited to 60m, In section of high embankment, the standard median of 4.5 m will have to be compromised or earth retaining structure will be constructed and adequate signage viz overhead gantry signs, direction, information boards will be provided.. These options will improve the capacity of the highway of traffic movement for future and no congestion envisaged. Traffic speed will increase at a uniform rate and no future bottlenecks are envisaged. Traffic safety will improve substantially due to widened road, median and proper design of intersections etc.
25. An analysis of “With” and “Without” Project scenario reveals that the positive impacts outnumbered the negative impacts due to the proposed development. The negative impacts are envisaged only during the construction period which will be temporary in nature and of short duration. Further, mitigation measures will be adopted to limit the impacts during the construction phase. The proposed expansion will aid in infrastructure development and will act as a catalyst to boost the economic progress. The safety aspect will be enhanced considerably with the provision of service lanes, pedestrian crossings, street lights, additional systematically designed bus stands, rest areas, bus bays and truck lay byes, service roads which are the significant part of the project.

15. ENVIRONMENTAL AND SAFETY CLAUSES IN CONCESSION AGREEMENT:

26. As per Article 18 under obligations of Concessionaire in concession agreement, Clause 18.1.1, “the concessionaire shall comply with the provisions of this agreement, applicable laws and applicable permits and conform to good industry practice for securing the safety of users. In particular, the Concessionaire shall develop, implement and administer a surveillance and safety programme for providing a safe environment on or about the project highway, and shall comply with the safety requirements set forth in Schedule L (the Safety Requirements)).” Under Article 18 1.2 of the agreement, the Authority shall appoint an experienced and qualified firm or organization (the Safety Consultant) for carrying out safety

audit of the project highway in accordance with the safety requirements, and shall take all other actions necessary for securing compliance with the safety requirements. As per Article 18.2 of the agreement, all costs and expenses arising out of or relating to safety requirements shall be borne by the Concessionaire to the extent such costs and expenses form part of the works and services included in the scope of the project shall be undertaken in accordance with the provisions of Article 16 (Change of Scope). Copy of the Concession Agreement (CA) for this project is attached as **Appendix -IV**.

27. Under Schedule E, compliance with applicable permits, as required, relating to environmental protection and conservation shall have been procured by the authority as a condition precedent. As per the Schedule- L of CA (safety requirements) 1.3, safety requirements apply to all phases of construction, maintenance with emphasis on identification of factors associated with accidents, consideration of the same, and implementation of appropriate remedial measures. Under 1.4, safety requirements include measures associated with traffic management and regulations such as road signs, pavement markings, traffic control devices, roadside furniture, highway design elements, enforcement and emergency response.
28. Under Schedule L (2), the concessionaire shall abide with applicable laws and applicable permits; manual for safety in road design issued by MORTH; relevant standards/guidelines of IRC relating to safety in accordance with the provisions of CA and good industry practices relating to safety of users. Under Schedule L (3), the Authority shall appoint an experienced and qualified firm or organization as a safety consultant for the project for carrying out safety audit of the project highway in accordance with the safety requirements.

16. ENVIRONMENTAL AND SAFETY CLAUSES IN EPC CONTRACT:

29. M/s. APC Tollways Private Limited has awarded the EPC contract for this project to M/s APCO Infratech Limited. EPC Contract document of the project is attached as **Appendix- V**. As per EPC Conditions of Contract, under Section 14.1, the EPC contractor shall comply with all environmental requirements stipulated in the design requirements and other requirements under Applicable Permits and Applicable Laws, including but not limited to all environmental laws and regulations having application to the project, and including but not limited to standards for noise and vibration levels and airborne and waterborne pollutants. It also states that regulations shall be understood to include, but are not limited to any environmental report approved for the project. In the event of conflict or inconsistency among the standards stipulated in applicable laws and regulations and those stipulated in the Agreement, the more stringent of such standards shall apply.

30. Under Clause 14.2 of the Concession Agreement, the EPC Contractor shall designate a suitably qualified and experienced person at the project site to act as Environment Compliance Manager and shall from time to time provide such other personnel and resources as may be required to ensure effective implementation of the Environmental Management Plan (EMP).
31. As per Conditions of Contract under 14.4 (importance of safety), the EPC Contractor shall establish a safety programme to ensure that all activities required to undertake and complete the design and execution of the works in accordance with the agreement are carried out in a safe manner and comply with all laws and regulations, codes of practice and other things relevant to safety which may from time to time apply to the works. As per Conditions of Contract under 14.5 (project site safety plan), the EPC Contractor shall, all times during the execution of the works prepare and comply with a project site safety plan as set out in Schedule L.
32. As per Schedule L (2) of EPC contract, the EPC Contractor shall abide by all Applicable Laws & Applicable permits; Manual for safety in road design issued by MORTH; relevant standards/guidelines of IRC relating to safety, road geometries, bridges, culverts, roads sign, pavement markings and roadside furniture; and good industry practice. Under Schedule L (3), the authority shall appoint a safety consultant from time to time to undertake safety audit of the project.
33. As per provision 5.3 of Schedule L of the EPC Contract, concessionaire shall make adequate arrangements during the construction period for the safety of workers and road users in accordance with the guidelines of IRC for safety in construction zones and notify the authority and the independent engineer about such arrangements. As per 6.1 of Schedule L, the Concessionaire shall develop, implement and administer a surveillance and safety programme for users including correction of safety violations and deficiencies and all other action necessary to provide a safe environment in accordance with this agreement.

17. EMP IMPLEMENTATION BUDGET:

34. As part of EMP implementation, a budget of Rs. 6.788 Crore (Approx.) has been allocated for implementing the same. The EMP budget includes the following activities: For details please see **Appendix-VI**.
- Dust management;
 - Environmental monitoring (air, water and noise);
 - Treatment of embankment slopes;
 - Rehabilitation works on ponds;

- Provision of pedestrian/cattle underpass;
- Health & safety;
- Training & awareness programmes

18. ENVIRONMENTAL MANAGEMENT PLAN (EMP) IMPLEMENTATION:


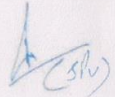
35. Although preparation of EIA report not mandatory for this sub-project, as environmental clearance for this sub-project is not required as under EIA Notifications, as amended in April 2011, the Concessionaire has prepared an Environment Management Plan (EMP) to address construction related environmental issues. Copy of the environmental management plan is attached as **Appendix-IA**. Implementation status of environmental management plan (EMP) as discussed with the developer and observed during the site visit is presented in **Table 5**:

Table 5: EMP Implementation Matrix

Table 1: EMP Implementation Matrix

Environment Compliances Monitoring Status:

Sl No	Particular of Works	Compliance		Remark
		Yes	No	
1.	Monitoring of Ambient Air Quality, Water Quality & Noise Level at all the construction camps (Quarterly basis)	✓		
2.	Permission of tree cutting from Competent Authorities like Forest Department (as applicable)	✓		
3.	Permission for Diversion of Forest land from Competent Authorities like Forest Department (as applicable)	✓		
4.	Status of Site Clearance from MoEF	✓		
5.	Sources of water for construction	N.A.		
6.	Have you obtained permission from the government, if you are using river water	N.A.		
7.	Are any water bodies / water sources being affected? Give details for each case	N.A.		
8.	Permission for operation of Quarrying and Borrowing	✓		
9.	Quarry: The contractor shall obtain materials from quarries only after the consent of the Department of Mining / GPCB / District Administration or will use existing approved sources of such materials	✓		
10.	Road side utility relocation plan (Detailing / Permission and reestablishment schedule etc.)	✓		
11.	NOC from State Pollution Control Board (SPCB) under Water (Prevention and Control of Pollution) Act – 1974 and the Air – Act 1981 and the environmental (protection) Act 1986	✓		
12.	Status of dust control at crusher and along the road where construction is under progress	✓		
13.	Traffic Safety / Road side signage	✓		
14.	Are the warning signs sufficient in number	✓		
15.	Are the warning signs adequately clear	✓		
16.	Noise Pollution : Noise from Vehicles, Plants and Equipments:- i) All plants and equipment used in construction will strictly conform to the MoEF/ CPCB/ GPCB noise standards; ii) All vehicles and equipment used in construction will be fitted with exhaust silencers; iii) Servicing of all construction vehicles and machinery will be done regularly and during routine servicing operations, the effectiveness of exhaust silencers will be checked and if found defective will be replaces.	✓		
17.	Emission from Construction Vehicles, Equipment and Machineries:- i) Contractor will ensure that all vehicles, equipment and machinery used for construction are regularly maintained and confirm that pollution emission levels comply with the relevant requirements of GPCB/CPCB. The Contractor will submit PUC (Pollution under Control) certificates for all vehicles/equipment/machinery used for the project.	✓		

Sl No	Particular of Works	Compliance		Remark
		Yes	No	
18	Status of dust control during construction activities	✓		
19	Dust Pollution: i) The contractor will take every precaution to reduce the level of dust from crushers/hot mix plants, construction sites involving earthwork by sprinkling of water, encapsulation of dust source and by erection of screen/barriers; ii) The contractor will provide necessary certificate to confirm that all crushers used in consultation confirm to relevant dust emission control legislation.	✓		
20	Drainage: Contractor will ensure that no construction materials like earth, stone, ash or appendage is disposed off in a manner that blocks the flow of water of any water course and cross drainage channels. Contractor will take all necessary measures to prevent any blockage to water flow.	✓		
21	License of labour: Insurance Policy for all labour force	✓		
22	Does the labour / construction have the First Aid	✓		
23	Has the contractor provided and maintaining temporary living accommodation and ancillary facilities for labour to the standards and scale approved.	✓		
24	Supply of safety equipments and safety devices (helmet / shoe / goggles etc.) to the workers	✓		
25	Does the contractor have a safety plan during construction	✓		
26	Labour Camp Management: i) Accommodation- maintained necessary living accommodation and ancillary facilities in functional and hygienic manner; ii) Potable Water- Supply of sufficient quantity of potable water (as per IS) in every workplace/labour campsite at suitable and easily accessible places and regular maintenance of such facilities; iii) Sources of water for the camp; iv) Sanitation and Sewage System- the sewage system for the camp are designed, built and operated in such a fashion that no health hazards occurs and no pollution to the air, ground water or adjacent water courses take place, separate toilets/bathrooms, wherever required, screened from those from men (marked in vernacular) are to be provided for women, adequate water supply provided in all toilets and urinals and all toilets in workplace are with dry-earth system (receptacles) which are to be cleaned and kept in a strict sanitary condition.	✓		
27	Are the garbage bins provided in the camps and regularly emptied and the garbage disposed of in a hygienic manner, to the satisfaction	✓		
28	General cleanliness of camps area	✓		
29	Name and location of each hot mix plant under operation	✓		Two HMP UNDER ERECTION
30	Good house-keeping practices for various work places of projects e.g. Worker's Camp, Crusher, Construction area of Road etc.	✓		

Sl No	Particular of Works	Compliance		Remark
		Yes	No	
31	Safety arrangements for worker, public and associated environment – during construction	✓		
32	Is the storage of fuel/lubrication done satisfactorily?	✓		
33	Are you using blasting material, if you please provide the – permissions obtained, storage facility and location	N/A		DESIGNATED SUB CONTRACTOR HANDLING THE SAME
34	Drinking water facility in camps and work site	✓		
35	Water: No ground water shall be tapped for the construction of the project. Water for construction works shall not be drawn from community water sources.	✓		
36	Air: i) Water sprinkling shall be carried out at mixing sites, temporary diversions, unpaved roads as well as haulage roads to control dust emission; ii) The gaseous emissions and particulate matter from the project construction shall confirm to the standards prescribed by the UPPCB. At no time, the emission levels shall go beyond the stipulated standards; ii) Concessionaire shall obtain the requisite permissions for Asphalt plant, Hot-Mix Plants, Wet-Mix Plants and Concrete Batching Plants from the statutory authority before commencing any activity; Occupational health surveillance of the workers shall be carried out on a regular basis and proper records shall be maintained for the same; Pre-employment and periodical medical examination for all workers shall be undertaken as per statutory requirements.	✓ ✓ ✓ ✓ ✓		
37	Occupational health surveillance of the workers shall be carried out on a regular basis and proper records shall be maintained for the same. Pre-employment and periodical medical examination for all workers shall be undertaken as per statutory requirement.	✓ ✓		
38	Oil interceptors shall be provided wherever petroleum, oil, lubricants are handled / utilized / stored to avoid soil contamination.	✓		
39	Training shall be given to all workers on safety and health aspects.	✓		
40	It shall be ensured that no water bodies are affected due to the project.	✓		
41	At no time, the emissions shall exceed the prescribed limits. In the event of failure of any pollution control system adopted by the unit, the unit shall be immediately put out of operation and shall not be restarted until the desired efficiency has been achieved.	✓		
Specific conditions enforced by the State Level Environmental Impact Assessment Authority will be strictly followed. The specific conditions of SEIAA is attached herewith as an Annexure-I.				

The Project is not Covered under EIA

15

19. EPC CONTRACTOR'S HEALTH, SAFETY AND ENVIRONMENT (HSE) PLAN:

36. The EPC contractor has developed a HSE Plan for this sub-project. The main objective behind developing such a plan is to safeguard people and workers' health & safety and protection of surrounding environment from pollution and other related disaster. Under the HSE Management system, the EPC contractor has been implementing all aspects of safety and recording the proceedings through a weekly reporting system of H&S compliances.

37. Apart from this, the Contractor is also observing Road safety week to create awareness among workers and public. Copy of the HSE Plan is attached as **Appendix-VII**.

20. ENVIRONMENTAL MONITORING:

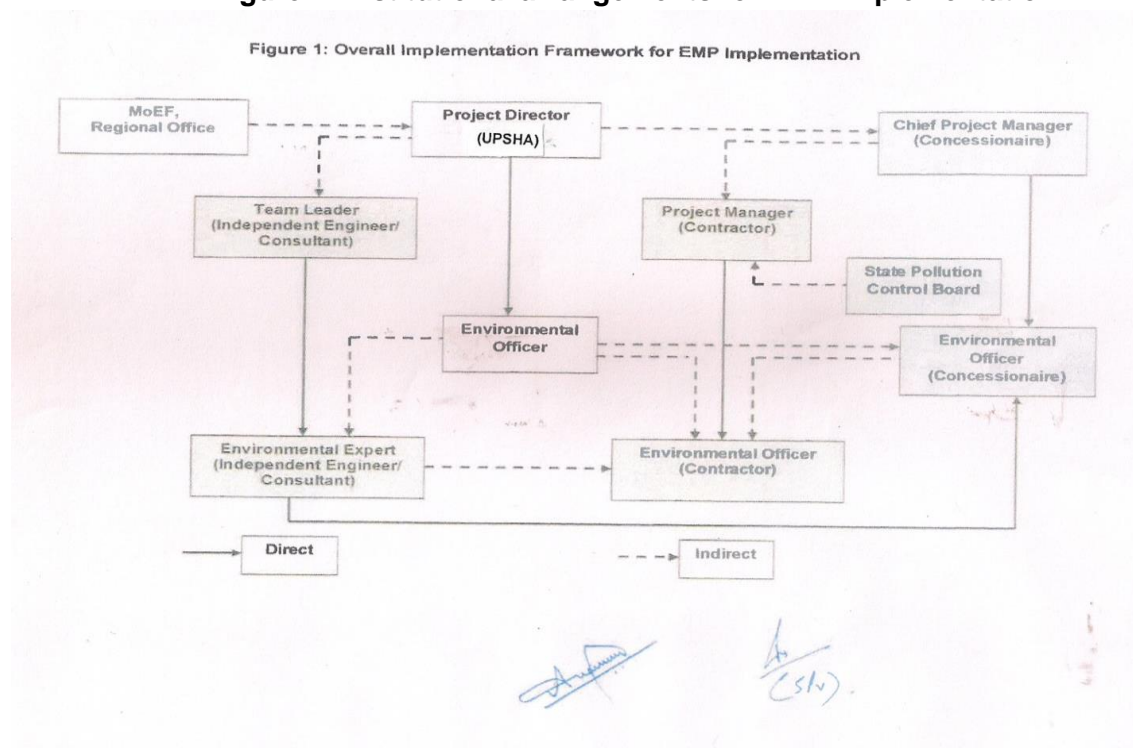
38. It is necessary for projects which have the potential to cause detrimental changes in air, noise and water quality to undertake monitoring programmes to measure environmental quality during construction phase. Such monitoring programmes are undertaken to provide data to ensure that a major infrastructure development initiative such as the proposed road project is in compliance with the regulatory standards and to define the thresholds that would signal the need for corrective

actions. During the construction phase, the primarily responsibility of environmental monitoring lies with the EPC contractor. The EPC Contractor has quarterly monitoring and measurement plan. The contractor has outsourced the job of environmental monitoring to a Delhi based Environmental Laboratory i.e. ITL Labs Private Limited. The Quarterly Environmental Monitoring reports from the sub-project sites are attached as **Appendix-VIII**. As per the report attached, the levels of environmental quality parameters are found to be within the permissible limits at plant locations, as per Indian standards.

21. INSTITUTIONAL FRAMEWORK FOR EMP IMPLEMENTATION:

39. The project institutional framework as given in the project EMP indicates that the overall implementation responsibility of the EMP lies with the Project Director of UPHSA. The Environmental Expert from the Independent Engineer and the Environmental Officer from the Contractor's side oversee the implementation of safeguards aspects. The Environmental Officer of the Contractor provides key inputs to the project implementation. The EMP compliance will be monitored with the engagement of a supervision consultant, who will interact with Environmental Officer of contractor on a regular basis. The compliance report and monthly progress report will be prepared by environmental specialist of supervision consultant. The institutional arrangement as mentioned for EMP implementation is given in **Figure 1**.

Figure 1: Institutional arrangements for EMP Implementation



22. SITE VISIT:

40. A site visit was undertaken by IIFCL's Environmental and Social Safeguard specialists during 13th to 14th of August, 2013 to review the implementation of the project environmental safeguards. Following observations were made during the site visit.

- Regular water sprinkling is being done in high dust generation areas like road construction sites and crushing operation areas;
- During site visit, it was observed that road construction work was in progress in the road stretch;
- Periodic Project Safety Performance and Monthly HSE analysis has been carried out at the plant & road locations during construction phase;
- At present roadside plantation work has not been started but cutting of tree is in progress. Tree plantation at construction site offices has been initiated;
- Median drainage work has been started to construct at some of the stretches of road length;
- Necessary barricading and safety precautions for deep excavations are also being ensured. Work safety signages have been provided throughout the project highway and also at Construction site offices;
- Staff accommodation facility at camp site has been provided with adequate drinking water, mess and sanitation facilities;
- As reported by concessionaire, Regular Traffic awareness programs are being conducted.

23. CONCLUSIONS AND RECOMMENDATION:

41. Based upon the available documents and site visit, it is concluded that the concessionaire through their EPC contractor has undertaken adequate environmental safeguard measures. The conclusions for the sub-project are given below:

- The sub-project has been prepared by UPSHA as per its own funding requirement and not in anticipation to ADB operation;

- The sub-project has necessary national and local level environmental clearance as well as permits and approvals for project implementation as given in **Appendix- II**;
- The sub-project does not affect any eco-sensitive zones as declared by MoEF. Also the project does not pass through any national park or wild life sanctuary area. No historical or archaeologically important monuments are affected due to this road project;
- Tree-cutting is in progress. Stage I forest clearance is also in progress;
- Concessionaire has confirmed that continued compliance is being carried out with terms and conditions stipulated for according statutory environmental clearances /approvals /consents by the facility owner and the civil works contractors;
- Periodical environmental management and monitoring during the project implementation is being carried out by the concessionaire;
- The sub project may also have a positive GHG emission reduction due to less fuel consumption for the same traffic density;
- As observed during site visit, EPC Contractor is taking mitigation measures/precautions to safeguard environment and ensure safety;
- Based on the due diligence findings, the sub-project developer has taken adequate measures for environmental management so it can be deduced that the sub-project has no significant environmental safeguard issues;
- The current sub-project therefore does not appear to involve any kind of reputational risk to ADB funding on environmental safeguards and recommended for funding under the proposed project.
- All statutory environmental clearances /approvals /consents are obtained /renewed as the case may be;
- Continued compliance by the facility owner and the civil works contractors with the terms and conditions stipulated while according statutory environmental clearances /approvals /consents.

24. MONITORING BY IIFCL:

42. The job of environmental monitoring for ACP Tollways Pvt. Ltd. road project has been outsourced to an Environmental Laboratory namely M/s. ITL Labs Pvt. Ltd. As informed by concessionaire, Periodic Environmental monitoring is being carried out on regular basis for entire stretch. The field reports of various environmental components will be received at quarterly basis.

DUE DILIGENCE ON SOCIAL SAFEGUARDS

25. SOCIAL SAFEGUARDS COMPLIANCE REVIEW:

25.1. METHODOLOGY ADOPTED FOR SOCIAL COMPLIANCE REVIEW:

43. The Social Safeguards Compliance review was carried out for the sub-project with the information and documents provided by the concessionaire and as observed during the site visit to ACP Tollways Pvt. Ltd. Social due diligence for the subproject was initiated by IIFCL to understand the salient features of the project and various social and resettlement concerns.

26. MINIMIZATION OF SOCIAL IMPACTS:

44. Appropriate engineering designs have been adopted while finalizing the road alignment to minimize the resettlement impact on the existing structure and for additional land acquisition. To minimize displacement and to reduce disruption of livelihood, concentric widening in village sections and bypasses in urban/congested area has been proposed. Public consultations and field visits were conducted for better planning and designing inputs towards minimizing negative social impacts. To reduce the social impact of the proposed development work, different options were also considered. Following efforts have been undertaken to minimize negative social impact:

26.1. BYPASS:

45. To avoid displacement of structure and disruption of life along the city which is more congested due to the connectivity of the other villages along the stretch, one bypass have been proposed, totalling of 6 km long from Ch. 5.050 to Ch. 11.050 at Adalhat town.

27. PUBLIC CONSULTATIONS:

46. Public consultation has been carried out during the project planning stage to take opinion and suggestions of the local people which later on were considered during the design finalization. In this regard, public consultations were conducted at six locations along the project stretch. The various issues as raised by the local people have been summarized in the following **Table 6**.

Table 6: Issues rose during public consultation

Sl. No.	Location	Date	Issue discussed during the consultation	Response from the Concessionaire

1.	Magurahi	29/04/2013	<ul style="list-style-type: none"> • Construction of village drain; • Road Safety followed during the construction; • Shifting of Electricity Pole 	<ul style="list-style-type: none"> • The construction of drain work has been started. • During the construction proper safety procedure will be followed by the concessionaire. • The Concessionaire assured during the meeting that the shifting of electric pole will be taken care.
2.	Madhupur	30/04/2013	<ul style="list-style-type: none"> • Construction of village drain; • Shifting of Bore well; • Road Safety followed during the construction 	<ul style="list-style-type: none"> • The construction of village drain work has been taken care by the concessionaire. • With prior consultation with the local people the shifting of bore well will be taken care. • During the construction proper safety procedure and safety sign boards will be followed to avoid accidents..
3.	Aamdiha	03/05/2013	Employment opportunity created by the Concessionaire for the unemployed villagers	<ul style="list-style-type: none"> • Concessionaire will provide employment opportunity and training to the local people.

5.	Bahuara	01/05/2013	Construction of bridge at Bahuara village so that irrigation facility should not hamper.	• Concessionaire is hope full to complete the construction of bridge work before the start of rainy season.
6.	Hinaita	02/05/2013	Employment opportunity created by the Concessionaire for the unemployed villagers	• Concessionaire will provide employment opportunity and training to the local people.
4.	Sukruit	28/05/2013	Employment opportunity created by the Concessionaire for the unemployed villagers	• Concessionaire will provide employment opportunity and training to the local people.

Source: Concessionaire

28. LAND ACQUISITION IN THE SUB-PROJECT:

48. During the site visit it was informed by the concessionaire that the land acquisition has been carried out by UPSHA after the Gazette notification were published. The notification has published in the Vernacular language in the national daily newspapers "The under sub-section (1) of Section 4 of the Land Acquisition Act 1894 (Act-1 of 1894). The Gazette notification for acquisition of land for construction of by-pass and construction of toll plaza has been published in "The Hindustan", "The Dainik Jagran", "The Amar Ujala", "The Jag Prakash", the local language daily newspaper. The copy of the Gazette Notification is given in **Appendix - IX**.
49. The total length of the project road is 115 Km and the proposed ROW for the project road stretch is 30 Mts. and the existing ROW varies from 25 to 30 Mts. Thus, the total 169.0132 Ha of land is required for the project road. Out of the total land required 27.1852 Ha of land is private land, 129.251 Ha is forest land and 2.027 Ha of land is Government land. The details of land required for the project is given in **Table 7** and the purpose wise land acquisition is given in **Table 8**:

Table 7: The details of land required for the sub-project

Sl. No.	Ownership Of Land	Type of of Land	Land required in Hectare
1.	Government Land	Forest Land	129.251
2.		Revenue Land	2.027
3.		Irrigation Dept. Land	10.55
Sub Total			141.828
4.	Private Land	Private Land	27.1852
TOTAL			169.0132

Source: information received from Concessionaire

Table 8: The purpose wise land acquisition

Sl. No.	Purpose	Land in Hectare (Ha.)
1.	Widening of Existing Road	134.263
2.	Realignment	5.538
3.	Bypass	24.7672
4.	Toll Plaza & Truck lay bye	4.445
Total		169.0132

Source: information received from Concessionaire

50. Land acquisition is being done by UPSHA as per the applicable policy of Land Acquisition Act 1894 (Act-1 of 1894). The compensation for the loss of properties has been decided by competent authority.
51. The proposed ROW is 30mtrs except for Bypass where it is 45mtrs. It is envisaged that no families or habituated structures will be affected, except 61 No's of Religious structures which are encroachments and will be removed from RoW. Cost of rehabilitation will be borne by UPSHA for which estimate for relocation is under preparation. After prior discussion with the villagers, the Concessionaire is also helping the local people in the relocation of these structures.

52. During the site visit and discussion with the Concessionaire it was observed that the rates for compensation of land are finalized as per District Circle Rate, which is based on average highest price of last 3 years sale/purchase in the particular district/Tehsil.
53. As information provided by the concessionaire, there is no pending litigation cases related to land acquisition and compensation.
54. During the discussion with the concessionaire it was informed that the land acquisition is going on and compensation for land and structures is under process.

29. RESETTLEMENT IMPACT IN THE SUB-PROJECT:

29.1. IMPACT ON RELIGIOUS PROPERTIES

55. During the project design phase, efforts have been made to avoid acquisition of common properties. However, in some cases common properties need to be acquired for the project. All such properties that can be replaced will be relocated at a nearest available site, in consultation with local communities. As informed by the concessionaire there are 61 No's of religious structures are being affected due to the widening of the project road. Cost of rehabilitation will be borne by UPSHA for which estimate for relocation is under preparation. The affected structures will be relocated after consultation with the local people. The details of list to religious structures affected in the existing RoW are given in **Appendix-X**.

29.2. IMPACTS ON TRIBAL COMMUNITIES, TENANTS AND VULNERABLE GROUPS:

56. As information provided by the developer, there is no tribal families are getting affected due to the sub project.

30. COMPENSATION AND ENTITLEMENT:

57. The land acquisition has been done by UPSHA and the compensation for the loss of properties is decided by the Competent Authority. Since the land acquisition is going on Compensation is being paid to all project affected families as per the applicable policy of UPSHA.
58. Rates for Compensation of land are finalized as per District Circle Rate, which is based on average highest price of last 3 years sale/Purchase in the particular district/Tehsil.
59. UPSHA has prepared this project for its own funding requirement and not in anticipation to ADB's operation, thus the land acquisition has been done by UPSHA and the compensation has been paid for loss of properties as determined by the

Competent Authority. Compensation is being paid at the circle rate considering the local market rate obtained from the district/tehsil of the state.

31. MONITORING AND EVALUATION:

60. On behalf of UPSHA the appointed Independent Consultant M/s CMEC Consulting Engineers Pvt. Ltd. is monitoring and submitting the periodic compliance monitoring report to UPSHA for the subproject which also includes the physical progress of the project.
61. On behalf of Lenders the Lenders Independent Engineer (LIE) M/s Feedback Infrastructure Services Pvt. Ltd. is monitoring the financial as well as physical progress of the project and submitting the Monthly Progress Report to the lenders which captures status of land acquisition and permit/license status, status of tree cutting, utility shifting, quality maintenance and safety aspects of the project.

32. LABOUR HEALTH, SAFETY, HYGIENE OF CONSTRUCTION WORKERS:

62. The sub EPC Contractor has obtained the Labour license for the subproject issued by office of the Assistant Labour Commissioner Govt. of Uttar Pradesh. The company has hired skilled and unskilled workers belonging to the project region. As per the labour license given by Assistant Labour Commissioner Govt. of Uttar Pradesh the maximum number of building workers are to be engaged is 250 Nos. These workers have been provided with adequate safety measures such as safety helmets, safety boots, earplugs, jackets and gloves. Facilities like onsite accommodation with basic amenities like water & toilets, transportation to work site and safety gears. Construction workers have also been provided with ready access to on- or off-site health care check-up facilities and provide first aid for minor injuries. The Labour license is given under copies of relevant clearance under **Appendix-II**.

33. EMPLOYMENT GENERATION AND INCOME RESTORATION:

63. As informed by the concessionaire they have given job opportunity to more than 200 local labours. Based on the available skill and qualification requirements, employment preference have been given to 145 skilled, 10 semiskilled and 292 unskilled labourers in the construction activity. The labour employed in the project from the project affected area is given in below **Table 9**.

Table 9: Employment generated during construction stage of the project

Component	Local Labour employed	Total
Skilled	82	82
Semi-Skilled	30	30
Unskilled	90	90
Total		204

Source: Information received from the developer

34. COMMUNITY DEVELOPMENT ACTIVITIES:

64. During the discussion it is informed that as part of community development activities, the concessionaire has been doing various activities for the locals like HIV/ celebration of worlds AIDS day and awareness among the people regarding the use of contraceptive, education, water initiatives and community development.

65. In addition to the CSR initiatives under taken by the EPC contractor the concessionaire has undertaken some of the specific initiatives to benefit the local people which is also briefed below.

- Construction and Enhancement of village/panchayat ponds;
- Enhancement of village Roads;
- Concessionaire has organized health check-up camps for the local people;
- Celebration of World Aids Day;
- Safety Week and road safety awareness in school children;
- Distribution of pamphlets to road users consisting road safety awareness information;
- Safe construction practice at site;
- Awareness camp for road users for following safe road use like safe driving, use helmet while driving motorcycle, safe speed, keeping vehicle in condition etc.

35. **SITE VISIT OBSERVATIONS:**

66. A site visit was undertaken by IIFCL's Environmental and Social Safeguard specialists during 13th -14 of August 2013 to review the implementation of the environment and social safeguards compliance status of the project. During the site visit it has been observed that:

- As informed by the concessionaire employment opportunity have been given to skilled, semiskilled and unskilled labourers at construction sites;
- Rates for Compensation of land are finalized as per District Circle Rate;
- Land acquisition is being done by UPSHA as per the applicable policy of Land Acquisition Act 1894 (Act-1 of 1894).
- Proper traffic diversions and appropriate signage are being provided at the site to prevent any disruption of life and the highway traffic;
- Construction workers have been provided with proper highway jackets, boots, helmets, hand gloves and training;
- Within the camp site the sub EPC contractor has maintained proper sanitation facilities of drainage, sewerage, hygiene messing facility, for drinking water they have established arrow plant for the workers;

67. The site visit photographs are given in **Photo plate-I**.

36. **CONCLUSION AND RECOMMENDATIONS:**

68. Based upon the available documents and site visits it appears that the concessionaire has undertaken adequate social safeguard measures for the implementation of the project. The conclusions for the sub-project is given below:

- The sub-project has been prepared by UPSHA as per its own funding requirement and not in anticipation of ADB operation;
- Land acquisition is being done by UPSHA as per the applicable policy of Land Acquisition Act 1894 (Act-1 of 1894).
- The compensation is being paid for loss of properties as determined by the Competent Authority;

- Compensation is being paid at the circle rate considering the local market rate obtained from the district/tehsil of the state.
 - The estimate of shifting of religious structures including cost of traditional rituals has been prepared by Concessionaire after consultation with local people and the same been submitted to UPSHA.
 - As information provided by the concessionaire, the cost of relocation of religious structures will be borne by UPSHA.
 - During the project planning and preparation stage a detail affected community structures have been identified and the relocation is being done with the prior discussion with the local people.
 - Measures have been adopted for the minimization of social impacts during the project planning stage of the sub-project. The design has been finalized with due consideration so that the alignment do not pass through any congested settlement area;
 - Local people's view have been given due consideration during the project planning and designing of the project;
 - Local labours are being engaged in the construction activities for skilled, semiskilled as well as unskilled activities;
 - Concessionaire has undertaken enhancement and construction of village ponds to benefit the local people;
 - The sub-project does not appear to involve reputational risk to Asian Development Bank funding on social safeguards and recommended for funding under the proposed project.
-