



***Resettlement Action Plan (RAP) for the  
Dhanbad Road NCB-01 & NCB-02 for the  
Dhanbad Municipal Corporation (DMC)  
under Jharkhand Municipal Development  
Project (JMDFP)***



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## EXECUTIVE SUMMARY



### E 1. INTRODUCTION & BACKGROUND

The State of Jharkhand has shown consistent economic growth and financial strength over the last decade. Dhanbad being an important industrial and mining city of the State has latent demand to upgrade its key road infrastructure. To meet this demand, Comprehensive Mobility Plan of Dhanbad, 2016 has suggested improvement of road network including development of junctions and public transport. Government of Jharkhand through SHAJ intends to develop urban infrastructure of Dhanbad and strengthen, develop and beautify arterial, sub-arterial and collector streets.

The Urban Development and Housing Department (UDHD), Government of Jharkhand has designed Jharkhand Municipal Development Project (JMDP) with an objective to improve urban service delivery and urban management capacities in selected Urban Local Bodies (ULBs). JMDP entails planning and implementation of multiple sub-projects across different districts in Jharkhand. Government of Jharkhand has identified Jharkhand Urban Infrastructure Development Company Ltd. (JUJIDCO Ltd.) as the primary implementing agency for executing the JMDP.

The Government of Jharkhand is seeking financial support from the World Bank towards the cost of the JMDP and intends to apply part of the funding received for consulting services for preparing Environmental and Social Management Framework (ESMF) and conducting the necessary Environmental and Social Assessment studies for the selected priority sub projects. Dhanbad Road- NCB-01 & 02 has been selected as one of the sub-projects for implementation under JMDP.

The subproject is proposed to upgrade 2 lane road to 4 Laning with cycle track and service lane in order to improve road transport services within Dhanbad city by reducing traffic congestion and enhancing mobility within the city through roads and junction's improvement. The road will serve as a bypass route for the traffic through the town. Such improvement is expected to yield multidimensional socioeconomic benefits such as improved economic activity, efficient business operations and reduced losses in resource utilization.

### E 2. BRIEF DESCRIPTION OF THE SUB-PROJECT



The current road is of 19.991 km 2 lane road and is proposed to be upgraded to 4 Laning with Cycle Track and Service lane. The road has been divided into 2 parts – NCB-01 (0.00 KM to 11.70 km) and NCB-02 (11.70 km to 19.991 km). The predominant land use around 500m radius of the proposed road is agricultural.

### **E 3. ALTERNATIVE ANALYSIS**

The analysis of alternatives is one of the most important exercises that need to be carried out to find the feasible alternatives for the proposed project with respect to site, technology, design, and operation. For this sub-project, the analysis of alternatives has been made at two levels. Firstly, the alternative analysis was done considering the “with and without project scenarios” which considered the potential social impacts, both positive and negative, of the sub-project. Secondly, an analysis has also been made during design finalisation taking into consideration the requirement in meeting the design standards for smooth flow of traffic and also impact of the opted designs on structures along the road. The analysis concluded that in case of ‘with-out’ project scenario, the population growth, increase in traffic volumes and economic development reasonable nor a prudent course of action for the proposed project, as it would amount to failure to initiate any further improvements and impede economic development. Thus, with respect to the overall development of the area, ‘With project’ scenario is found to be most feasible.

### **E 4. PUBLIC CONSULTATION**

The consultation programme has been segregated and conducted at several levels, such as State Level, District/City/ULB level. Public Consultations were carried out at major settlements and at critical locations where PAP’s opinions/ perceptions were recorded after informing them about the initial alignment plan. Local people participated in the consultations and gave their valuable suggestions on various aspects of the project. In addition to the above specific public consultations and FGDs, the peoples were also consulted during Socio-Economic Survey conducted in project influence Area and Census Survey carried out in Corridor of Impact. As per the process of information propagation and collecting relevant information for the social requirements of the project, various government officials were also consulted.

One consultation with various important officials of Govt of Jharkhand which includes Principle Secretary Department of Drinking Water & Sanitation, Welfare Secretary, Labour Commissioner, Special Secretary Forest, Chief Engineer, Water Resources,



Director SUDA , Chairman RRDA and all were agreed that road should be constructed to provide better service to the common people because Dhanbad is one of the most populated district of the Jharkhand an traffic is very heavy so construction of road which can better the traffic condition must be done and it will also encourage the private player to invest in public transport system.

Multiple consultations were conducted before the start of survey and during survey and after the completion of survey with draft report, ULB officials, elected representative and PAPs. ULB officials and elected representatives were very happy they wanted that project construction should be started as soon as possible ,PAPs were also happy to know that better roads will be built but they had the concern regarding how they will be assisted and compensated for their losses which will occur due to the project so it was communicate to them that a better compensation package has been developed to assist them, it was also communicated them that registered vendors will be shifted to proposed vending zone of the Dhanbad Municipal corporation and if possible non registered vendors will also be adjusted in the vending zone with the consultation with ULB level vending committee.

## **E 5. SCOPE OF LAND ACQUISITION AND SOCIAL IMPACT**

The existing ROW of the projects road varies from 45 mtrs to 52 mtrs. The sub-project roads has such been designed that all the improvement activities will be carried out within the existing ROW and thus no land acquisition is involved in the sub-project. The existing ROW is encroached and thus to analyse the level of impacts on the structures and the livelihood of the families doing business within the existing ROW, a census survey of the affected families was conducted along with photography and videography of potential Project affected persons. Based on the census survey it is estimated that:

- In total, 258 private structures will be affected due to the road improvement
- All the affected families are non-titleholders i.e. either encroachers or squatter. About 91 percent of the properties affected are under commercial use.
- About 83 percent of the affected structures are either temporary or semi-permanent structure.
- In this project, 103 households will be physically displaced and 116 will be economically displaced.

## **E 6. RESETTLEMENT ACTION PLAN**



Review of National and State level policies and procedures ushers that legal and administrative procedures applicability may vary from State to State and also there are gaps between Resettlement and Rehabilitation Policies of the country and certain states and the Bank's Safeguard Policies. Hence, a specific Environment and Social Management Framework (ESMF) has been formulated for JMDP to bridge the gaps and to conform to the provisions of World Bank's operational policies related to Environment, Involuntary Resettlement and Indigenous Peoples. ESMF includes a Resettlement Policy Framework which will help to expedite the process and facilitate consistent preparation of RAPs and STPPs (if applicable) across all the sub-projects to be undertaken under JMDP.

The Resettlement Policy framework has been formulated to lay down the principles and procedures for management of resettlement impacts caused by the JMDP project and entitlements matrix for the project affected eligible Persons. This Resettlement Policy framework shall apply to all sub-project roads under JMDP, including Dhanbad Road NCB-01 & 02, whether partly or fully funded by World Bank during the entire period of loan assistance. Hence, this Resettlement Action Plan is prepared. The census survey date 02.03.2017 of potential PAPs will serve as the cut-off date for establishing eligibility for entitlements. The RAP will be implemented over a period of 24 months.

As a part of its disclosure requirement, this draft RAP shall be made available to the public in accordance with relevant provisions of the RTI Act. The draft RAP after approval of World Bank can be accessed at the website of JUIDCO [www.juidco.jharkhand.gov.in](http://www.juidco.jharkhand.gov.in) as well as in the website of Dhanbad Municipal Corporation ([www.dmcghanbad.gov.in](http://www.dmcghanbad.gov.in)) for feedback and comments from stakeholders. The revised RAP shall be disclosed again after incorporation of comments, if any.

## **E 7. Cost Estimate and R&R BUDGET**

R&R budget has been worked out for the sub-project based on impacts identified during the census survey. Since the subproject do not involve land acquisition, the R&R cost includes cost of structures and R&R assistance as per the entitlement matrix. Contingency provisions have also made to take into account any variations from estimated R&R cost. The total R&R Budget for NCB-01 and NCB-02 is Rs. 4.53 crore and Rs. 2.75 crore respectively.



## E 8. GRIEVANCE REDRESSAL



Member Administration(State Highway Authority of Jharkhand) will be responsible for ensuring that each sub-project establishes an effective multi-level GRM to handle all grievances related to sub-project activities. A Grievance Redressal Cell (GRC) will be set up at the state and ULB level. The objective is to receive and resolve the affected community's concerns, queries, complaints and grievances about the environmental and social aspects of the Project that could be encountered during implementation as well as to address other social issues pertaining to social cohesion and integration once the sub-projects are implemented. The sub-project level GRC shall be constituted with five persons including a female member.

The PAP (or his/her representative) may submit his/her complaint in by either written letter, phone, or email to the GRC or, alternatively, raise his/her voice in a public or individual meeting with project staff. A very simple grievance form in local language will also be available at each project site to be filled in by the complainant. Also complaint boxes shall be placed at ULB office, PIU office and Contractors campsite/office. One person in PIU and contractor office will be designated as complaint officer responsible for receiving all the grievances (oral or written) and maintaining the log of such complaints and action taken. This complaint officer shall facilitate filling the grievance form in case of illiterate complainants. NGO engaged for RAP implementation shall act as facilitator in ensuring that all the complaints/suggestions reach the attention of PIU head especially of the PAPs and local community. The effectiveness of the GRM shall be tracked through progress report of CSQC and NGO facilitating RAP implementation. The contact details of the registering complaints/suggestions at state level is given below:

**Grievance Redressal Cell**

**Jharkhand infrastructure Development Company Limited**

**3<sup>rd</sup> Floor, Pragati Sadan, Kutchery Chowk**

**Ranchi-834001, Jharkhand**

**Phone No: 651 2243203**

**Email: [grc.jmdp.juidco@gmail.com](mailto:grc.jmdp.juidco@gmail.com)**

**Grievance Redressal Cell(SHAJ LEVEL)**

State Highway Authority of Jharkhand

Deen Dayal Nagar, Near NH division,

Booty Road



Ranchi-834008 Jharkhand

Phone No: 0651-2361306

Email: [membertechnical.shaj1@gmail.com](mailto:membertechnical.shaj1@gmail.com)

**Project Implementation Unit(PIU) Level**

Grievance Redressal Cell

Inspection Building (PWD IB)

Road Division Dhanbad

Opposite DC Residence ,Dhanbad

Jharkhand-826001

The GRC will meet to try and resolve the matter at ULB level and make a recommendation usually within 7-10 working days from receipt of complaint. If there is no decision after 10 days, the PAP or any other aggrieved person can refer the complaint to the Member Administration (SHAJ). All submitted complaints and grievances will be registered at the sub-project level and added to a database of SHAJ-JMDP PIU, which will be monitored regularly by designated SHAJ& JUIDCO-JMDP staff. In addition to the mechanism explained above, PAPs have the right to approach the judiciary of the country.



## **E 9. IMPLEMENTATION ARRANGEMENTS FOR RAP IMPLEMENTATION**

JUIDCO will have the primary responsibility for overall Project implementation and ensuring that project objectives are achieved.

The State PMU in Ranchi at JUIDCO will be responsible for addressing all social safeguard measures. The PMU will be supported by competitively selected decentralised teams as PIU at ULB responsible for day-to-day execution of Dhanbad road project. A Social Development expert has already been hired at State PMU and is already involved in ESIA and preparation of this RAP with the support of an consulting firm independent of DPR consultants. **Social and environment specialists for SHAJPIU will also be hired by JUIDCO for RCD and transfer to project area to coordinate,** review, support and monitor all respective safeguards aspects of the Dhanbad Roads Project. The PMU and PIU will be supported by the Project Management Consultants (PMC) with additional social specialist as required. The PMU specialists will also train and strengthen the capacities of specialists in the PIUs and other implementing entities. SHAJ shall hire qualified civil society organisations/NGOs for the implementation of RAP and other social mobilisation/IEC activities for the Dhanbad Road sub project..

## **E 10. MONITORING AND EVALUATION**

The concurrent internal environment and social monitoring will be done as part of the regular monitoring by the NGO/RAP implementation Consultants, PIU, Implementing Agencies, and design and supervision consultants. Overall PIU will do the regular monitoring of implementation of RAP at sub project level. PIU will submit monthly progress report of RAP implementation to PMU. PMU, with the help of in-house Social Specialists will do the quarterly social monitoring of sub-projects for safeguards compliance. An external evaluation of the Resettlement Action Plan implementation for the subproject will also be undertaken through an audit consultant specifically hired for this purpose.





## CHAPTER 1: BACKGROUND AND INTRODUCTION

### 1.1 BACKGROUND

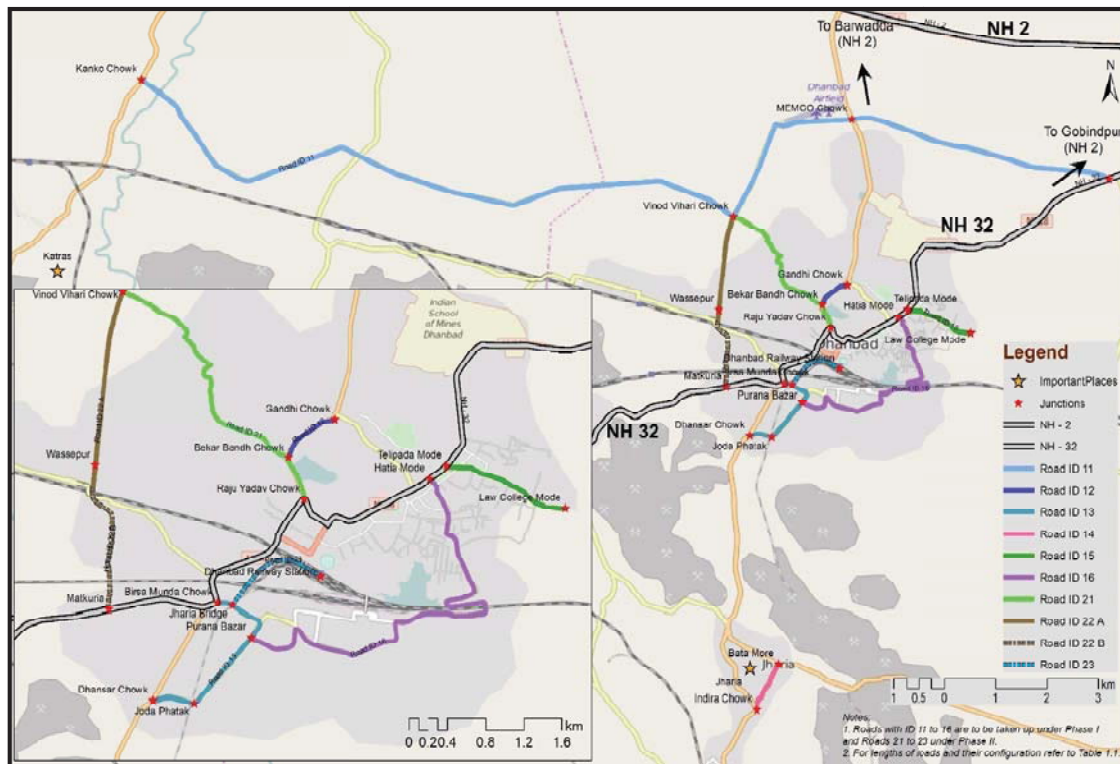
1. The State of Jharkhand has shown consistent economic growth and financial strength over the last decade. Dhanbad being an important industrial and mining city of the State has latent demand to upgrade its key road infrastructure. To meet this demand, Comprehensive Mobility Plan of Dhanbad, 2016 has suggested improvement of road network including development of junctions and public transport. Government of Jharkhand through SHAJ intends to develop and strengthen the roads from Kanko Mor to Vinod Vihari chowk via Memco Mor to GOL building total length of road is 20km.
2. The Urban Development and Housing Department (UDHD), Government of Jharkhand has designed Jharkhand Municipal Development Project (JMDP) with an objective to improve urban service delivery and urban management capacities in selected Urban Local Bodies (ULBs). JMDP entails planning and implementation of multiple sub-projects across different districts in Jharkhand. Government of Jharkhand has identified Jharkhand Urban Infrastructure Development Company Ltd. (JUIDCO Ltd.) as the primary implementing agency for executing the JMDP.
3. The Government of Jharkhand is seeking financial support from the World Bank towards the cost of the JMDP and intends to apply part of the funding received for consulting services for preparing Environmental and Social Management Framework (ESMF) and conducting the necessary Environmental and Social Assessment studies for the selected priority sub projects. Dhanbad Road- NCB-01 & 02 has been selected as one of the sub-projects for implementation under JMDP.
4. The subproject is proposed to upgrade 2 lane road to 4 Laning with cycle track and service lane in order to improve road transport services within Dhanbad city by reducing traffic congestion and enhancing mobility within the city through roads and junction's improvement. The road will serve as a bypass route for the traffic through the town. Such improvement is expected to yield multidimensional socioeconomic benefits such as improved economic activity, efficient business operations and reduced losses in resource utilization.
5. The proposed sub-project is situated within Dhanbad city, in Dhanbad district in the state of Jharkhand. Dhanbad is majorly based on coal mining activity and is one of the busiest commercial centres in India. It is the largest city and second largest urban agglomeration in

Jharkhand after Jamshedpur. Dhanbad Municipal Corporation (DMC) has been divided into five circles namely Dhanbad Municipality, Jharia Notified Area Committee (NAC), Katras NAC, Sindri NAC, and Chhatanr NAC. In total, DMC comprises 55wards with 11 wards in each circle. It is located on Golden Quadrilateral Highway (New Delhi - Kolkata, NH 2) and NH 32. It is well connected with Kolkata (270 km in south east), Jamshedpur (150 km in south), Ranchi (150 km in south east), and Gaya (220 km in North West) and Patna (330 km in North West).

## 1.2 SUB-PROJECT DESCRIPTION

6. The project road (Road ID 11) is of 19.991 km and is currently a 2 lane road. The road has been divided into 2 parts – NCB-01 (0.00 KM to 11.70 km) and NCB-02 (11.70 km to 19.991 km) and is proposed to be upgraded to 4 Laning with Cycle Track and Service lane. The predominant land use around 500m radius of the proposed road is agricultural. An airfield (chainage 13+800 km – 14-750 km) is situated alongside the Project road, However the entrance to the airfield is not on the project road. This road is only 4 km away from Barwaadda at NH2 (Grand Trunk Road) The proposed road has 1 major bridge and 2 minor bridge.

**Figure 1: Location of Sub-project**





### 1.3 SCOPE OF IMPACT

7. The available ROW for the proposed road ID 11 (the sub project) varies from 45-52 mtrs. The improvement on the sub-project roads has such been designed that all the improvement activities will be carried out within the existing ROW and thus no land acquisition is involved in this sub-project. The details of available ROW is provided in **table 1** below:

**Table 1: Details of available ROW**

SI.No	Road ID	Land Owner	Road Section (Chainage)	ROW Width (m)
1	11-A (NCB-01)	RCD	Km 0.0 to km 11.7	45
2	11-Bv(NCB-02)	RCD	Km 11.7 to km 12.3	45
			Km 12.3 to km 13.9	52
			Km 13.9 to km 20.0	45

### 1.4 OBJECTIVE AND NEED FOR RESETTLEMENT PLAN

8. The objective of the project is to augment capacity for safe and efficient movement of traffic in the project corridor, better connectivity among the settlement area, reducing the travel time and help the population to have easy accessibility of various basic facilities like health facilities, education facilities etc. The implementation of the sub-project is likely to have positive as well as negative impacts on the people. Thus, an Environmental and Social Impact Assessment (ESIA) has been conducted to identify the positive and negative impact of the sub project on the people and their socio-economic activities and any impact on the structure along the sub-project road. During the ESIA, the profiling of the project area has been done for better planning and implementation of the project. .Based on the findings of ESIA, a Resettlement Action Plan (RAP) is prepared to deal with the likely impacts due to sub-project implementation. The Resettlement Action plan aims in preparation of a plan to avoid, minimise and mitigate the negative impacts on the people.
9. This project does not involve any land acquisition, so the main impact would be on the non-titleholders in the form of loss of structures and loss of livelihood of vendors along the sub-project road. This Resettlement Action Plan provides an analysis of alternatives to minimise negative impacts, identifies the nature and types of losses and establishes an entitlement matrix based on agreed Environment and Social Management Framework (ESMF) for the



project<sup>1</sup>, which is a guiding document for payments of compensation and resettlement benefits.

## 1.5 APPROACH AND METHODOLOGY

10. This report is largely based on primary data collected during field survey and is well supported by a review of available secondary data for preparation of baseline information. The field research includes census survey of the project affected persons and properties within the proposed ROW. Public consultations were also conducted with various stakeholders which included affected people, government agencies, implementing agencies etc.

### 1.5.1 Data Collection from Primary Source

11. Sub-project specific Questionnaires were administered to assess the potential social impacts with the objectives to address the social aspect of the sub-project. An asset inventory was also carried out to assess the type and extent of loss on properties, enumeration of structures/properties within the corridor of impact together with their area, their construction type, uses of properties, and its ownership status. The Census survey was conducted in the Direct Project Impact Area based on a structured Questionnaire (attached as **Annexure 1**) which covered 100% properties and vendors found within the ROW of the sub-project.

12. **Cut-off date:** A cut-off date is the date disclosed as the deadline for entitlement eligibility. Up to and including that date, assets in the Project Impact Area are eligible for entitlement compensation. Persons who encroach on the area after the cut-off date are not entitled to compensation or any other form of resettlement assistance. Normally, this cut-off date is the date the census begins. For this sub-project, the start date of census survey has been considered as cut-off date. The cut-off date for the project was informed to the people before the start of census survey by the survey team. Also, in stakeholder consultations, the cut off date was communicated to the people. The census of project affected was started on 2nd March, 2017 and therefore the **cut-off date is 2nd March, 2017**.

### 1.5.2 Data Collection from Secondary source

13. Relevant baseline data on socio-economic and cultural conditions were collected from various available secondary source and Provisional Census data for 2011 from Jharkhand government website, to understand the socio-economic context of the proposed project and for providing necessary inputs for social analysis of the project area.

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<sup>1</sup> An Environment and Social Management Framework (ESMF) has been prepared and agreed with JUIDCO in October 2017 for Jharkhand Municipal Development Project (JMDP). This sub-project is a part of JMDP.



## 1.6 REPORTING REQUIREMENTS

14. The Resettlement plan requirement is to assess and analyze the impact on the properties, people and key stakeholders. It also requires identification of broad categories of affected properties and project-affected people (PAPs) including assessment of beneficial and adverse social impacts. To meet the above requirement, this report has been organized in following Chapters:

- Chapter 1: Introduction and Methodology
- Chapter 2: Analysis of Alternatives
- Chapter 3: Evaluation of Social Impact
- Chapter 4: Stakeholder Consultation
- Chapter 5: R&R principal, Resettlement Framework and Entitlement Framework
- Chapter 6: Institutional Arrangements for RAP Implementation
- Chapter 7: Estimated Costs and R&R Budget
- Chapter 8: Implementation Schedule
- Chapter 9: Grievance Redress Mechanism
- Chapter 10: Monitoring and Evaluation



## CHAPTER 2: ANALYSIS OF ALTERNATIVES

### 2.1 INTRODUCTION

15. The analysis of alternatives is one of the most important exercises that need to be carried out to find the feasible alternatives for the proposed project with respect to site, technology, design, and operation. While finalising the most feasible alternative, the intensity of its potential social impact is an important parameter to be considered.
16. For this sub-project, the analysis of alternatives has been made at two levels. *Firstly*, the alternative analysis was done considering the “with and without project scenarios” which considered the potential social impacts, both positive and negative, of the sub-project. *Secondly*, an analysis has also been made during design finalisation taking into consideration the requirement in meeting the design standards for smooth flow of traffic and also impact of the opted designs on structures along the road. Both the analysis is detailed in the below section:

### 2.2 “WITH” AND “WITH-OUT” PROJECT SCENARIO

17. Dhanbad city has a population of 11,62,472 (2011) and has the total registered vehicle population of 4,62,000 (2011). With the normal growth rate of population at 2.5% per annum, vehicle growth is expected at 5% per annum, leading to an addition of about 100,000 vehicles by 2020. In the case of ‘with-out project’ scenario, the existing roads will be considered as it is. The road network is narrow and unable to cater to heterogeneous traffic movement. The proposed roads have deteriorated in many parts and the current roads attract incremental costs in repairs. Frequent maintenance and gravel quarrying poses financial and environmental costs. Due to the bad road, road safety is low, travel times are unduly long and journeys cumbersome and uncomfortable. Below table 2 presents details of impacts in two scenarios (i) “with project” and (ii) “with-out project”.

**Table 2: Overview of positive and negative impacts in ‘with project’ and ‘with-out project’ impacts scenarios**

SI. No	Impacts in “With Project” Scenario		Impacts in “With-out Project” Scenario	
	Positive	Negative	Positive	Negative
1	<ul style="list-style-type: none"><li>• Reduction in wastage of fuel and in emissions from the vehicles, as the</li></ul>	<ul style="list-style-type: none"><li>• Minor changes in land use</li></ul>	Nil	<ul style="list-style-type: none"><li>• Increase in travel time.</li></ul>



	<p>movement of trucks is expected to minimise with the improvement of Road No.11.</p> <ul style="list-style-type: none"> <li>• The improvements to Road No. 11 will also reduce the traffic congestion within Dhanbad.</li> <li>• Smooth movement of commercial vehicles due to improved roads.</li> <li>• Better level of service in terms of improved riding quality and smooth traffic flow.</li> <li>• Reduction in accident rate.</li> <li>• Reduction in transportation costs.</li> </ul>	<p>pattern</p> <ul style="list-style-type: none"> <li>• Loss of structures and livelihood.</li> <li>• Short term increase in dust due to earth work during construction at micro-level.</li> </ul>		<ul style="list-style-type: none"> <li>• Increase in fuel consumption.</li> <li>• Increase in dust pollution and vehicular emissions.</li> <li>• Increase in accident rate.</li> <li>• Further deterioration of the Road No. 11.</li> <li>• Traffic congestion due to movement of trucks within the city.</li> </ul>
2	<ul style="list-style-type: none"> <li>• Better access to services.</li> <li>• Improved quality of life.</li> </ul>	<ul style="list-style-type: none"> <li>• Increase in speed may lead to accidents in congested areas.</li> </ul>	Nil	<ul style="list-style-type: none"> <li>• Dust pollution.</li> <li>• Bad road conditions delay access to services including emergency response services.</li> </ul>
3	<ul style="list-style-type: none"> <li>• Employment to local workers during the execution of the project.</li> </ul>		Nil	<ul style="list-style-type: none"> <li>• Overall slowing of economic growth.</li> </ul>
4	<ul style="list-style-type: none"> <li>• Strengthening of local economy.</li> </ul>		Nil	<ul style="list-style-type: none"> <li>• In absence of the project, it is extremely difficult to generate funds for such a massive improvement of the road infrastructure from its own resources.</li> </ul>

18. As reflected in the above table, in case of 'with-out' project scenario, the population growth, increase in traffic volumes and economic development will exacerbate the already critical situation. Therefore, the no-action alternative is neither a reasonable nor a prudent course of action for the proposed project, as it would amount to failure to initiate any further improvements and impede economic development. Thus, with respect to the overall development of the area, 'With project' scenario is found to be most feasible.





## 2.3 PROJECT DESIGN ALTERNATIVE

19. With the finalisation of 'with project' scenario, the next level of analysis was carried out to decide the most feasible design which will have meet the design standards and will also have minimum environmental and social impacts. The project involves only up-gradation of the existing infrastructure and does not involve construction of any structure. As per the recommendations provided by Indian Road Congress (IRC), higher Right of Way is needed for the proposed sub-project. However, several consultations have been undertaken to avoid acquisition of additional land to ensure minimum negative impacts on the society. Two design options with different cross-sections and facilities were considered before finalising the design. Both these options along with their proposed specifications have been detailed in **table 3** below.

**Table 3: Alternative design options considered**

<b>Option – I</b>	The typical cross section comprised of a) RoW – 45 m b) Number of Lane – 4 c) Service Road – present d) Cycle Tracks – present
<b>Option –II</b>	The typical cross section comprised of a) RoW – 35 m b) Number of Lane – 4 c) Service Road – absent d) Cycle Tracks – absent

20. Option I and Option II can have a range of social impacts both positive and negative. Although impact on Non-titleholders (258 PAH) is higher for the selected option 1, the advantages to the roadside communities will be more from pollution, safety and convenience point of view. The chosen option allows for segregation of slow moving traffic, from high speed vehicles and heavy vehicles such as trucks by providing for separate service lane, cycle lane and footpath along with street light facilities. The selected option will also lead to impact on 7 religious structures out of which three would require to be fully relocated.





## CHAPTER 3: EVALUATION OF SOCIAL IMPACTS

### 3.1 INTRODUCTION

21. The Social Impact Assessment at this stage aims to document the impact of the project on the community and settlement, in order to prepare the resettlement and rehabilitation framework and provide detailed information about the social impact. Though the proposed project will bring substantial social and economic development in the region but it will also adversely affect the assets along the project road falling within the proposed ROW. Following sections discuss both the positive and negative impacts of the project.

### 3.2 POSITIVE IMPACTS OF THE PROJECT

22. The proposed sub-project is likely to have many positive impacts as discussed below:
- **Work opportunities:** It would bring employment opportunities to the local communities especially for those who work as wage labourers, daily wagers etc. People can travel to distant places for work in construction, factories, business as well as domestic works.
  - **Improved linkage:** It would provide better links between villages, communities and urban areas and, wider access to market facilities, health centres, education, etc.
  - **Attract investment:** It would encourage urban entrepreneurs to invest in far and remote areas in commercial farming and industrial activities.
  - **Improved access to services:** It would help access essential and emergency services quickly such as schools, health centre, public distribution system, etc.

### 3.3 ADVERSE IMPACTS OF THE PROJECT

23. The project will also induce certain adverse effects as well on local communities. Some losses will be direct. Direct losses likely to be experienced by the people are-
- Impact on structures – residential, commercial, residential-cum-commercial
  - Impact on Livelihood
  - Loss of Common property resources and religious structures.
24. There is no land acquisition in the sub-project and the Structures within the PROW are belonging to non-titleholders. In Dhanbad Road NCB-01 and NCB-02, 258 structures affected due to construction of proposed road from Kanko chowk to Vinod Bihari chowk via Memco mode to GOL building. The adverse social impacts of the project are broadly given below:



- Due to this project 258 structure which are situated on the Right of Way will be demolished.
- Construction of new road will affect the day to day movement of the people.
- Access to common properties will be difficult for the time being.
- Traffic congestion will increase due to construction diversion.
- Economic activities may be affected for sometimes

25. The census socio-economic survey was started on 2nd March, 2017 and therefore the cut-off date is **2nd March, 2017**.

### 3.4 HOUSEHOLDS LIKELY TO BE AFFECTED DUE TO SUB-PROJECT

26. The details of properties likely to be affected by the proposed road improvement in this project was recorded, using structured questionnaires. In general the social assessment of the impact has been done within the existing ROW (which is also the proposed ROW). The census findings reveal that there are about 258 affected households (**Annexure 2**) having assets and/or pursuing livelihood within the existing ROW, out of which 163 affected households are along NCB-01 and 95 households are getting affected along NCB-02. In total 9 Cultural Property Resources (CPRs), will be affected due to the project activities. All these CPRs are on NCB-01. Out of 9 CPRs, 7 are temples and 2 are statues. The following sections deals with the details of the affected structures along the project roads. The number of affected properties along NCB-01 and NCB-02 is given in below table.

**Table 4: Project Affected Households**

Sl. No.	Particulars	NCB-01	NCB-02	Total
1.	Properties	163	95	258
2.	CPRs	09	0	09
<b>Total</b>		<b>172</b>	<b>95</b>	<b>267</b>

Source: Census Survey, JUIDCO, March 2017

#### 3.4.1 Type of properties likely to be affected

27. Of the total affected private properties, 236 are commercial in nature (91 percent). Most of these commercial properties (149 out of 236 structures) are along NCB-01. Type of private properties along the project roads NCB-01 and NCB-02 is given in below table.

**Table 5: Type of use of affected properties**

Sl. No.	Type of Possession	NCB-01	NCB-02	Total	(%)
1	Residential	8	3	11	4.26



2	Commercial	149	87	236	91.47
3	Res-cum-commercial	1	2	3	1.16
4	Abandoned	1	2	3	1.16
5	Boundary Wall	4	1	5	1.94
<b>Total</b>		<b>163</b>	<b>95</b>	<b>258</b>	<b>100.00</b>

Source: Census Survey, JUIDCO, March 2017

### 3.4.2 Type of construction of the affected structures

28. Most of the structures likely to be affected along the project road, are temporary and semi-permanent in nature (about 47% and 36% respectively). The detail of type of constructions of the structures is summarized in the table 6.

**Table 6: Type of Construction along NCB-01 and NCB-02**

Sl. No.	Type of construction	NCB-01	NCB-02	Total	(%)
1	Permanent	30	13	43	16.67
2	Semi-Permanent	75	18	93	36.05
3	Temporary	58	64	122	47.29
<b>Total</b>		<b>163</b>	<b>95</b>	<b>258</b>	<b>100.00</b>

Source: Census Survey, JUIDCO, March 2017

### 3.4.3 Ownership of properties

29. The census survey also establishes that all the affected structures are either encroachers or squatters (142 and 116 in numbers respectively). Few of the affected structures are occupied by tenants. The property falling within the corridor of impact as per its type of ownership has been documented in Table 7.

**Table 7: Ownership of properties**

Sl. No.	Type of Possession	NCB-01	NCB-02	Total	(%)
1	Encroachers	74	37	111	43.02
2	Squatter	61	51	112	43.41
3	Tenant (Encroacher)	26	5	31	12.02
4	Tenant (Squatter)	2	2	4	1.55
<b>Total</b>		<b>163</b>	<b>95</b>	<b>258</b>	<b>100.00</b>

Source: Census Survey, JUIDCO, March 2017

30. Out of the encroachers likely to be affected by the project, around 91 percent are involved in commercial activities as shown in Table 8. Few of the structures are rented out by the owners of the structures (26 in numbers) and all the tenants are also involved in commercial activities.

**Table 8: Type of encroached structures**



Sl. No.	Type of Structure	Encroacher		Total	Percentage
		NCB-01	NCB-02		
1	Residential	4	1	5	3.52
2	Commercial	92	37	129	90.85
3	Res-cum-Commercial	0	3	3	2.11
4	Boundary Wall	4	1	5	3.52
<b>Total</b>		<b>100</b>	<b>42</b>	<b>142</b>	<b>100.00</b>

Source: Census Survey, JUIDCO, March 2017

#### 3.4.4 Physical and economic displacement

31. The structures which are fully within the proposed ROW will be physically displaced as entire RoW will be utilised for the civil works. In addition to this, if any of them are commercial in nature then this will lead to their economic displacement also. As per the census survey, out of total affected 258 project affected households, 116 are squatters which are located fully within the ROW. Out of these 116 squatters 13 are street vendors with no structures and sell their things in baskets or moving carts. 13 street vendors who would not be physically relocated. Thus, in this project, 103 households will be physically relocated and 116 will be economically relocated.

### 3.5 SOCIO ECONOMIC PROFILE OF THE PROJECT AFFECTED PERSONS

32. The purpose of census survey was to create a broad database of the affected properties as well as the project-affected persons (PAPs) in order to understand the social profile of the project-affected area. It helps in appraise the positive as well as negative change in the life style of the communities in the project influence area due to implementation of the project as an external intervention. Based on the primary data collected during census survey, an assessment of the socio-economic profile of the affected population has been outlined in the following paragraphs.

#### 3.5.1 Religious categories of PAHs

33. Social customs and tradition play a major role in determining the socio- economic development as well as occupational pattern in any region. Keeping this in mind the religious profile of the PAHs within the corridor of impact was collected. In the project road majority of the PAHs are Hindus, i.e. 84.88%. This is also reflected in the type of religious structures, as all the affected religious structures (total 7 nos.) are temples. Table 9 delineates the religious cluster of the affected Households.



**Table 9: Religious Categories of PAHs along the Project Road**

Sl. No.	Religious group	NCB-01	NCB-02	Total	% Age
1	Hindu	139	80	219	84.88
2	Muslim	9	4	13	5.04
3	Not Known	15	11	26	10.08
<b>Total</b>		<b>163</b>	<b>95</b>	<b>258</b>	<b>100.00</b>

Source: Census Survey, JUIDCO, March 2017

### 3.5.2 Social categories of PAHs

34. The data indicate that most of the affected households belong to General category. Out of total PAHs, 21.71 % belong to OBC category followed by 3.10% of SC households. Only two ST households along NCB-02 are getting affected due to the project. However, the Scheduled Tribe population is now in main stream population and is having no indigenous characteristics. The detail has been given in **Table 10**.

**Table 10: Social stratification of PAPs along the Project Road**

Sl. No.	Social Category	NCB-01	NCB-02	Total	% Age
1	General caste	97	69	166	64.34
2	OBC	44	12	56	21.71
3	SC	7	1	8	3.10
4	ST	0	2	2	0.78
5	Not known	15	11	26	10.08
<b>Total</b>		<b>163</b>	<b>95</b>	<b>258</b>	<b>100.00</b>

Source: Census Survey, JUIDCO, March 2017

### 3.5.3 Vulnerable groups

35. An assessment was made to bring out the vulnerable PAHs (Below Poverty Line families, Women-headed Households (WHH), Lonely old aged and Physically challenged) headed households. Their distribution on the stretch in terms of absolute numbers and percentage are given below. The data reveals that out of 258 affected households, only 15 are BPL households and only 1 household is WHH. Two Schedule tribe families are also getting affected due to the project activities, who are now in main stream population and is having no indigenous characteristics.

36. As of now only those PAH has been considered as vulnerable who has shown the supporting document during the census survey but PAH who had claim that they fall under vulnerable category is 47 in NCB-01 and 42 in NCB-02. Such PAH has said that they will show the document at later stage.



**Table 11: Vulnerable Groups along the Project Road**

Sl. No.	Vulnerability	NCB-01	NCB-02	Total	(%)
1	BPL	6	9	15	5.81
2	ST	0	2	2	0.78
3	WHH	0	1	1	0.39
<b>Total</b>		<b>6</b>	<b>12</b>	<b>18</b>	<b>6.98</b>

*Source: Census Survey, JUIDCO, March 2017*

### 3.6 PROVISIONS TO UPDATE INFORMATION

37. The information, related to the affected households, collected during the preparation of this report will further be verified during the project implementation. A joint verification would be conducted by the SHAJ official, NGO appointed for implementation of RAP and representative of the local community, in the presence of affected households. Any required modification (addition/ deletion of the eligible/non-eligible households) noted during the joint verification will be referred to the Grievance Redressal Committee (GRC) for decision making. Once the requested modification is approved from GRC, the revised list of the eligible households will be included in the micro-plan to be prepared by the NGO during RAP implementation.

### 3.7 CONCLUSION

38. The Socio-economic analysis of the project affected persons reveal that most of the affected structures falling under the corridor of impact of both the roads are commercial in nature. With the implementation of the projects, there would be impact on their livelihood. To address this, adequate measures would be required to be included in RAP and provisions for livelihood support/ assistance for the affected households, who are non-titleholders, is needed to be included in the entitlement matrix for the projects.



## CHAPTER 4: STAKEHOLDER CONSULTATION

### 4.1 INTRODUCTION

39. The stakeholder involvement in the form of public consultation and disclosure is defined as the two-way communication between the project team and the targeted and affected groups. The goals of such stakeholders participation is primarily to promote public understanding and acceptance of a developmental activity or a project by minimising potential perceived environmental and social impacts through education and open discussion. It can be best done through adopting a planned public communication and disclosure strategy. Public / community consultation, focus group discussion, key informant interviewing, etc., are required to be done. In return, public feedback can be used as constructive input into improving the project design. This is necessary for smooth implementation of the project. It is a continuous process throughout the project, both during preparation, implementation, and monitoring stages. This is a process in the project cycle in which an attempt is made to involve the public as stakeholders in project preparation and implementation through consultation and focus group discussion meetings.
40. There are no land acquisition but ROW is occupied by encroacher/squatters/vendors and these will be affected by the proposed road. These project affected persons and others along the project road were properly informed and consulted about the project, their concerns and preferences. This shall serve to reduce the insecurity and opposition to the project.

### 4.2 METHOD OF CONSULTATION

41. Consultations related to R & R issue in the project area, are held at various levels. Various techniques had been used during consultation with stakeholders, viz., interviews, public meetings, group discussions etc. The objectives of the consultations are as follows:
- To create project awareness among the affected population.
  - To provide information to PAPs about the adverse impacts on private properties, economic resources, livelihoods and mitigation measures considered in the RAP.
  - To take cognizance of PAP's and other stakeholder's views about the project and also to request for their suggestions for better implementation of the project



### 4.3 STAKEHOLDER IDENTIFICATION MATRIX

42. The project adopted a Stakeholder Identification Matrix formulated by analysing the relevance of stakes in the form of influences and interests of all identified persons / groups directly or indirectly related to the project. Table 12 provides the Stakeholder Identification Matrix formulated for the project.

**Table 12: Stakeholder Identification Matrix**

Stakeholder Category	Interest	Influence	Potential / Probable impacts
<b>Primary Stakeholders</b>			
Project affected people	Supportive: Access to the facility, Project entitlement, Time-bound delivery of benefits, enhanced quality of life	Critical: Social and Political Influence	Positive and/or Negative
Dhanbad Municipal Corporation and JUIDCO	Committed: The DMC and JUIDCO are committed to the implementation of the Project with the ESIA including RAP and physical cultural resources Plan.	Critical: JUIDCO is committed on the time-bound delivery of benefits, enhanced quality of life DMC is a partner in project implementation.	Positive
Beneficiaries	Committed: Access to the facility, Project entitlement, Time-bound delivery of benefits, enhanced quality of life	Desirable: Social and Political Influence	Positive
<b>Secondary Stakeholders</b>			
Line departments such as Revenue, Water resource, Forest, Labour etc.	Supportive: Additional Departments for Permission and implementation	Critical	Positive and /or Negative
NGOs, CSOs, Research institutes	Supportive: Development, Community participation, and Community welfare	Desirable	Positive and /or Negative
Associations, Citizen's forum	Neutral: Community welfare, community leaders, vendor associations etc..	Critical	Positive

Source: Assessment studies.

### 4.4 PARTICIPANTS AT PUBLIC CONSULTATION AT DIFFERENT LEVEL

43. The consultation programme has been segregated and conducted at several levels, such as State Level, District/City/ULB level as detailed below:

- **State Level**

- a) Secretaries of different Ministries and Departments of Government of Jharkhand (GoJ) including the following:
  - i. Principal Secretary, Urban Development and Housing Department





- ii. Director, State Urban Development Agency
  - iii. Principal Secretary, Drinking Water and Sanitation Department
  - iv. Principal Secretary, Department of Environment, Forest and Climate Change
  - v. Secretary, Welfare and Tribal Development Department
  - vi. Member Secretary, Jharkhand State Pollution Control Board
- b) Labour Commissioner, Department of Labour, Employment Training and Skill Development.
  - c) Chief Engineer, Water Resource Department
- **City /ULB Level**
    - a) Mayor/Chairman
    - b) Municipal Commissioner
    - c) Councillors
    - d) Representatives of following departments:
      - Road Construction Department
      - Public Works Department
      - Public Health and Engineering Department
      - Traffic Police
      - Forest Department
      - Irrigation Department
      - Electricity Department
      - Telephone Department
  - **Location/Site Level**
    - a) Heads and members of the households likely to be impacted
    - b) Clusters of PAPs- Vendors, Traders, etc
    - c) Other residents along the project roadLocal Community Based Organisations (CBOs)

## 4.5 COMMUNITY CONSULTATION

44. Public Consultations were carried out at major settlements and at critical locations where PAP's opinions/ perceptions were recorded after informing them about the initial alignment plan. Local people participated in the consultations and gave their valuable suggestions on various aspects of the project. In addition to the above specific public consultations and FGDs, the peoples were also consulted during Census Survey. The summary of such consultations along with their suggestions and the output of the discussion relevant to the technical team of the project, if any, is presented in the below **table 13**:

**Table 13: Findings of Community consultation**



Date / Place	Summary of Discussion	Consensus and Suggestions	Mitigation Measures - Input to technical Design
<p>Place : <b>Dhanbad</b> <b>Kanko Chowk</b></p> <p>Date: <b>13/03/2017</b></p> <p>Time: <b>10.30 am</b></p> <p>Place :Shakti Chowk Dhanbad Date : 11-03-2017 Attendant : 5 Women</p>	<ul style="list-style-type: none"> <li>• A detailed public consultation was organized with the potential project affected persons, people's representatives, shopkeepers, businessmen, and others regarding the project benefits and vis-à-vis estimated loss.</li> <li>• During discussion it has been observed that the benefits of the proposed project area were acknowledged by the local people but they stressed that the Executing Agency, need to incorporate proper traffic safety measures to reduce accidents, once the road is operational.</li> <li>• The most important topic of discussion was the alignment which passes through the one big temple and a statue, which will be fully impacted due to the project.</li> <li>• On 09.06.2017 consultation was held with owner of temple Mr.Dilip Agarwal and he informed us that they are ready relocate the temple and identifying the suitable land for construction of temple. Discussion with the women informants revolved around their opinion about women's dignity, honour and safety. The women were afraid of road accident and menace like trafficking and Hooliganism. Some of them also put the demand of Public transport facilities in the proposed road. The women of the area also want a proper drainage system for protection of the low lying areas where there is a probability of water logging with the construction of the new road which might hindrance in the natural flow of water.</li> <li>• Combined effort of the local authorities with the JUIDCO officials as well as the other stake holders mainly Dhanbad Municipal Corporation (DMC) would ensure street lighting</li> </ul>	<ul style="list-style-type: none"> <li>• The local people had agreed in the view of the proposed road project which will bring some development of the area but apprehend about the dust pollution.</li> <li>• The female participants apprehend about the increase in the number of road accidents and would be dangerous to the children and students who usually not careful using the roads.</li> </ul>	<ul style="list-style-type: none"> <li>• While the Designs have incorporated safety measures, The Government officials District traffic Police, municipal commissioner, Mayor had agreed to take special care for traffic safety. It has been suggested to make traffic safety awareness campaign at the schools and localities.</li> <li>• Mr. Dilip and Anish Agarwal, owner of the Petrol Pump was consulted for relocation of the temple. Though some people were against the demolishing of religious structures, but it was finally decided that if similar structure would be constructed by the implementing agencies only, then they have no objection for relocation. As part of the consultation, the local people had identified a plot for relocation and the verification of Khasra and other details with the NOC from the owner are still under process.</li> <li>• The DPR Consultant was advised to incorporate the</li> </ul>



Date / Place	Summary of Discussion	Consensus and Suggestions	Mitigation Measures - Input to technical Design
	<p>and other safety measures like CCTV for safety of the women. The DMC also suggested for introduction of new bus route in consultation with the transport department.</p>		<p>three legged Junction development plan at the starting point of the proposed road and also have considered the provision to relocate the statue of Tilka Majihi at the island of the Junction. Three legged junction has been designed at the Kanko chowk and Tilka Manjhi statue will be set up at the island of the Junction.</p>
<p><b>Place : Shakti Chowk Dhanbad</b></p> <p><b>Date: 11/03/2017</b></p> <p><b>Time: 6.30 pm</b></p>	<ul style="list-style-type: none"> <li>• The existing alignment passes through semi urban area. It is also a junction and many goods vehicles passes through this junction. There are both commercial and residential establishments along the alignment. Question were raised on road accident and menace like anti-social activities that may happen due to contractor and labour.</li> <li>• Three schools are in the proposed alignment of the the road and the people requested that adequate safety measures should be incorporated to reduce the risk of accident,</li> <li>• As the area is still semi urban there are some places where the cattle cross the road regularly .Provisions for cattle crossing were discussed to reduce any accidents</li> <li>• People were of the opinion that 2 temples that would be partially impacted should be avoided.</li> </ul>	<ul style="list-style-type: none"> <li>• Combined effort of the local authorities with the JUIDCO officials as well as the other stake holders mainly DMC assured that mitigation measures will be incorporated in the project for the issues raised</li> </ul>	<ul style="list-style-type: none"> <li>• The DPR Consultants was advised to incorporate the following provisions in the DPR to mitigate the apprehensions of the local people.</li> <li>• On 09.06.2017 another round of consultations were held and people were ready to relocate the temple.</li> <li>• Contractor will organize the Road safety awareness campaignat schools at regular interval.</li> <li>• Budget provision for further Consultations and restoration of affected structures of the temples is kept in the RAP to make people understand the importance of the road and</li> </ul>



Date / Place	Summary of Discussion	Consensus and Suggestions	Mitigation Measures - Input to technical Design
			measures that will be taken to relocate the temple.
<p><b>Place: Vinod Behari Chowk Dhanbad</b></p> <p><b>Date: 13/03/2017</b></p> <p><b>Time: 1.00 pm</b></p>	<ul style="list-style-type: none"> <li>• Most of the people impacted were squatters (residential/commercial/residential cum commercial).</li> <li>• DMC has already carried out the survey and are in a process of developing a plan on to relocate them. As per DMC, 14 places have been identified, where the vendors can be relocated. To perform the relocation of the vendors the Nagar Nigam, consents were taken from the relevant vendor associations.</li> <li>• People raised concern about the impact to nearby ponds due to construction activity</li> </ul>	<ul style="list-style-type: none"> <li>• In both the roads the available RoW will be utilized and there will be no land acquisition</li> <li>• The Squatter and the Encroachers mainly Hawker, Kiosk and other commercial entities would be provided compensation for affected structures and Temporary loss to income would also be considered for entitlements.</li> </ul>	<ul style="list-style-type: none"> <li>• The DPR Consultants were asked to include COI and Property Line in their drawings, IT has been incorporated in the drawings.</li> <li>• Budget allocation for relocation of CPR has been provided in RAP.</li> <li>• Provision for compensation for affected structures, loss of income and skill development for PAF have been considered in the entitlement framework</li> <li>• Mitigation measures to lessen the impacts on the ponds near road side have been suggested in the EMP that will be provided to the contractor.</li> </ul>
<p><b>Place: Birsa Munda Park Chowk Dhanbad</b></p> <p><b>Date: 12/03/2017</b></p> <p><b>Time: 12.30pm</b></p>	<ul style="list-style-type: none"> <li>• The locals welcomed the road strengthening projects.</li> <li>• The main point of discussion was to realign the proposed alignment because of the boundary wall of the Airport.</li> <li>• Relocation of one small temple was also discussed</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed project road is the only feasible option for development as it will help in reducing the movement of trucks within Dhanbad city Local people has agreed to find a land for the relocation of the temple</li> </ul>	<ul style="list-style-type: none"> <li>• The people has agreed to cooperate and help to implement the project</li> <li>• Discussion with the DPR Consultant resulted in customising the cross section along the airfield so that the proposed road is constructed within the available RoW.</li> <li>• Budget provision is kept for</li> </ul>



Date / Place	Summary of Discussion	Consensus and Suggestions	Mitigation Measures - Input to technical Design
<b>Place : Gol Building Chowk Dhanbad</b>  <b>Date: 13/03/2017</b>  <b>Time: 5.30pm</b>	<ul style="list-style-type: none"> <li>The city is the Coal City of India as well as a trading hub. Though the town lacks in many infrastructural facilities but the locals are of the opinion that with better communication there would be better economic development their prosperity.</li> <li>People also discussed the mitigation measures that should be incorporated to reduce dust and noise level that may arise during the construction period.</li> <li>People stressed that the period of construction to be reduced to avoid nuisance that can be created due to prolong construction period</li> </ul>	<ul style="list-style-type: none"> <li>People agreed to the proposal like installing batching plants away from residential areas, and DG sets with proper acoustic enclosures.</li> <li>People stressed that proper mitigation measures should be identified and should be implemented during construction activity to reduce environmental impacts.</li> </ul>	relocation of the temple in RAP.  <ul style="list-style-type: none"> <li>The road is expected to complete within 2 years.</li> <li>The ESMP have been prepared to mitigate environmental and social impacts due to the construction activity and is being incorporated in the bid document for the contractor to follow.</li> </ul>

#### 4.6 CONSULTATION FOR IMPACT ON RELIGIOUS STRUCTURES

45. As per the initial design for the sub-project, seven temples were getting affected due to the road improvement activities and would require relocation. Relocation of religious structure is a sensitive issue and thus needs to be discussed with the local people before finalising the road design. In this context, further Consultation in respect of all the seven religious places were undertaken on 9 June 2017 by JUIDCO, the detail of which is depicted in the table 14.

**Table 14: Findings of consultation for impact on religious structures in NCB-01 & NCB-02**

SNo.	Location of Temple	Name & Mobile No of Contact Person	Importance & Size of the Temple	Key point discussed	Risk Assessment
1	Temple No-1 (Hanuman Mandir) Chainage- 11+000  Place- Nawadih(Bhuli Basti)  Date-	Talo Pandit  Mob- 7050131394	<ul style="list-style-type: none"> <li>Small Statue is placed within the ROW.</li> <li>There is no roof on the statue and only local people worship during the festival time</li> </ul>	<ul style="list-style-type: none"> <li>Discussed importance and benefits of road widening project and disclosed to the local people that temple will be impacted as it is in the proposed RoW and have to be relocated before</li> </ul>	As the chief patron of the temple is ready to shift the temple on his personal land allowing for the road widening project, no major risk has been identified pertaining to



SNo.	Location of Temple	Name & Mobile No of Contact Person	Importance & Size of the Temple	Key point discussed	Risk Assessment
	09.06.2017		like Ramnavmi, Hanuman Jayanti etc.	starting of the construction. <ul style="list-style-type: none"> <li>Further, the Patron informed that he is aware about the project and agreed to shift the temple on his land behind the current location temple, given that some compensation is provided for construction and relocation of the temple.</li> </ul>	relocation of temple.
2	Temple-2 (Hanuman Mandir)  Chainage-9+500  Place-Dhajori (Infront of Gifford Icecream factory)  Date-09.06.2017	Ganesh Chandra  Mob no.7209478386	<ul style="list-style-type: none"> <li>Statue is placed within the ROW.</li> <li>There is no roof on teh statue. Only pillar was erected in past however the temple was not constructed.</li> </ul>	<ul style="list-style-type: none"> <li>Discussed the proposed alignment and benefits of the project in detail.</li> <li>The local people were informed about the shifting of temple. The people agreed to cooperate and not create any hurdle in the development project. They also agreed for the relocation of temple. The local people are in the process of identification of land for the temple relocation.</li> </ul>	Patron of temple were very much aware about the road widening project and they agreed to relocate the temple, So no major risk identified in relocation of temple.
3	Temple-3 (Hanuman Mandir)  Chainage-7+100  Location-Baua kalan  Date-	Bhushan Ravani	<ul style="list-style-type: none"> <li>Temple and house of the chief priest is built outside of the ROWbutthe asbestos shed and garden is coming on ROW</li> </ul>	He was not available on the site to comment on the relocation.	As per local people, the local community is aware about the proposed project and that available ROW will be utilized. Main Temple structure will not be



SNo.	Location of Temple	Name & Mobile No of Contact Person	Importance & Size of the Temple	Key point discussed	Risk Assessment
	09.06.2017		<p>hence affected</p> <ul style="list-style-type: none"> <li>The temple is small in size and the chief priest, Bhushan Ravani himself looks after the temple and worships in the temple.</li> </ul>		demolished only encroached part of the garden within the RoW will be affected.
4	<p>Temple-4</p> <p>Chainage-2+700</p> <p>Loaction-Ganduba</p> <p>Date-09.06.2017</p>	<p>Shri. Matukdhari Ravani</p> <p>Mob No-7870621332</p>	<ul style="list-style-type: none"> <li>Small size Shiv Mandir built on ROW of road is looked after by Shri Matukdhari Ravani.</li> <li>The village people of Chhota nagri visit there in the month of Shravan and other festivals to worship.</li> </ul>	<ul style="list-style-type: none"> <li>Discussed the importance and benefits of the proposed road widening project and informed about the relocation of temple, Villagers were well aware of the proposed road widening project.</li> <li>Villagers and chief patron of the temple Shri Matukdhari Ravani have agreed for the relocation of temple on the land available with him, provided the proposed project gives appropriate compensation for relocating and building the temple.</li> </ul>	Villagers and chief patron of the temple agreed to shift the temple on the personal land of the Shri Matukdhari Ravani, so there is minimal risk in relocation of Temple.
5	<p>Temple-5</p> <p>Chainage-0+900</p> <p>Location-khamargoda</p> <p>Date-</p>	<p>Pravin Mandal</p> <p>Ranjeet Mandal</p> <p>Mob-7979782725</p>	<ul style="list-style-type: none"> <li>This is newly built medium size temple and large number of people worship in the temple.</li> <li>During the visit of</li> </ul>	Special Puja was going on 09.06.2017. Due to non-availability of local community members, consultations could not be held.	Multiple consultations will be required to convince the local people for relocation of the temple which is falling in the ROW before





SNo.	Location of Temple	Name & Mobile No of Contact Person	Importance & Size of the Temple	Key point discussed	Risk Assessment
	09.06.2017		consultants and project proponents, special puja was being held by large number of local people.		starting the construction in this section. The risk identified as moderate.
6	Temple-6 (Kali Mandir)  Chainage - 0+700  Location- Jamuatand  Date- 09.06.2017	Public	<ul style="list-style-type: none"> <li>• Only Bedi (donation box) which is constructed on the opposite side of the temple is coming on the ROW.</li> <li>• However, the temple is not within the proposed ROW and prayers are being offered during holy days.</li> </ul>	<ul style="list-style-type: none"> <li>• Discussed with local people.</li> <li>• The community members informed that the decision will be taken based on the consensus amongst the community members.</li> </ul>	As agreed with the people, Bedi may be shifted in front of temple which is out of ROW. No impact on main structure of the temple. So, the risk identified is minimal.
7	Temple-7  Chainage-000  Location-Kanko Chowk  Date- 09.06.2017	Dilip Agrawal  Mob- 9835595480  Anish Agrawal	<ul style="list-style-type: none"> <li>• Temple is built within the proposed ROW and managed by the Saraswati Petrol Pump's owner Shri Anish and Dllip Agrawal</li> </ul>	<ul style="list-style-type: none"> <li>• The owner is well aware about the construction of road and relocation of temple due to continuous interactions.</li> <li>• Further, he confirmed that all the members of the committee have no objection in relocation of temple. Also, he informed that land has been identified for relocation of the temple. NOC for the identified land is under process.</li> </ul>	There is no risk in relocation of temple.





## 4.7 CONSULTATION WITH GOVERNMENT OFFICIALS

46. As per the process of information propagation and collecting relevant information for the social requirements of the project, various government officials were also consulted. The summary of consultations is presented in the following **Table 15**.

**Table 15: Findings of Consultation with Government Officials**

Date / Place	Summary of Discussion	Consensus	Mitigation Measures - Input to technical Design
<b>State Level</b>			
<p><b>Special Secretary, Department of Environment and Forests</b></p> <p><b>Place: Nepal House ,Ranchi</b></p> <p><b>Date: 18.01.2017</b></p>	<p>Discussion was held on the JMDP and proposed sub-projects in water supply, storm water drainage and road sectors and suggestions were sought on environmental issues to be addressed in Environmental and Social Management Framework.</p> <p>For road projects, Special Secretary suggested alignment of projects in such a way that tree cutting will be minimized.</p> <p>Team was informed about the Order No: 3503/2014 passed by Jharkhand High Court that contains guidelines on tree cutting. He informed that application needs to be submitted to High Power Committee headed by Chief Conservator of Forests, Ranchi for tree cutting purpose for linear projects</p> <p>He told that environmental parameters monitored in municipal areas can be collected from JSPCB</p> <p>He also stressed on the necessary mitigation measures that needs to be adopted to minimize air emissions from construction sites/ due to transport of construction material</p>	<ul style="list-style-type: none"> <li>• ESMF and ESIA would be shared.</li> <li>• All statutory Guidelines and order to be followed</li> <li>• Environmental parameters in municipal areas were collected.</li> <li>• ESMP would be shared with the Department</li> </ul>	<ul style="list-style-type: none"> <li>• Minimizing Environmental Impacts by consultation with the DPR Consultant.</li> <li>• ESMP would be a part of the Bid Documents</li> </ul>
<p><b>Sanjay Kumar Suman, IFS, Member Secretary, Jharkhand State Pollution Control</b></p>	<p>Team appraised Member Secretary on JMDP and proposed sub-projects in water supply, storm water drainage and road sectors and sought suggestions on environmental</p>	<p>CTE &amp; CTO is not required for road beautification, but is required for batching plant, hot mix plant</p>	<p>ESMP to be added in the BOQ.</p>



Date / Place	Summary of Discussion	Consensus	Mitigation Measures - Input to technical Design
<b>Board</b>  <b>Place:JSPCB office ,Ranchi</b>  <b>Date:18.01.2017</b>	issues to be addressed in Environmental and Social Management Framework.	and DG set.	
<b>Smt. Himani Pandey, IAS, Secretary, Welfare Department</b>  <b>Place: Project Building</b>  <b>Date: 14.01.2017</b>	<p>Meeting team appraised Secretary on Jharkhand Municipal Development Project (JM DP) and proposed sub-projects in water supply, storm water drainage and road sectors and sought her suggestions on environmental and social issues to be addressed in Environmental and Social Management Framework.</p> <p>For road projects , she suggested to validate the ROW and stressed that the vendor compensation should be carried out as per the national /state laws.</p>	<p>ESMF and ESIA would be shared.</p> <p>The RAP and ESMP would be displayed in the Welfare Office Notice Board. The GRC committee Contact Details would also be displayed.</p>	<p>DPR Consultant was asked to review the RoW details. Initiation for formation of GRC.</p>
<b>Praveen Kumar Toppo,</b>  <b>Labor Commissioner &amp; Prabhat Kumar, Labor Commissioner, Dhanbad,</b>  <b>Place: Shram Bhavan, Doranda, Ranchi</b>  <b>Date: 23.01.2017</b>	<p>The meeting team appraised Labour Commissioner and Joint Labour Commissioner on Jharkhand Municipal Development Project (JM DP) and proposed sub-projects in water supply, storm water drainage and road sectors. The team sought the suggestions on environmental issues.</p> <p>The team was informed about the licenses that are required and the facilities to be provided to the workers.</p>	<p>ESMF and ESIA would be shared.</p> <p>The ESMP would be available in public domain.</p>	<p>ESMP to be added in the BOQ. All the Labour Rules would also be part of the BOQ.</p> <p>Guidelines for labour camps to be incorporated in ESIA and the contractor have to provide facilities as provided in the guideline.</p>
<b>Amarinder Pratap Singh, IAS, Principal Secretary, Ministry of Drinking Water and Sanitation</b>  <b>Place:Nepal</b>	<p>The meeting team appraised Principal Secretary on Jharkhand Municipal Development Project (JM DP) and proposed sub-projects in water supply, storm water drainage and road sectors and sought their suggestions on environmental issues to be</p>	<p>ESMF and ESIA would be shared.</p> <p>The ESMP would be available in public domain.</p>	<p>Necessary permits for water withdrawal to be obtained for construction purpose .</p>



Date / Place	Summary of Discussion	Consensus	Mitigation Measures - Input to technical Design
<p><b>House, Ranchi</b> <b>Date:23.01.2017</b></p>	<p>addressed in Environmental and Social Management Framework.</p> <p>Related to road project he discussed issues related to water pollution due to construction activities.</p> <p>He also recommended the facilities to be provided to the labours in labour camps and also stressed that proper drinking water facility and toilet facilities should be made available in the labour camps. It was also suggested that proper mitigation measures should be incorporated to avoid water pollution during the construction phase.</p>		
<p><b>Ashok Kumar / Yogender Sharma , Chief Engineer / Member, Monitoring Cell - Water Resources Department</b></p> <p><b>Place: Nepal House Ranchi</b> <b>Date: 25.01.2017</b></p>	<p>The meeting team appraised Chief Engineer and his team on Jharkhand Municipal Development Project (JM DP) and proposed sub-projects in water supply, storm water drainage and road sectors and sought their suggestions on environmental issues to be addressed in Environmental and Social Management Framework.</p> <p>Regarding the road project, chief engineer stressed that as Dhanbad is a water stress location, proper measures should be implemented to mitigate any high impacts on water availability due to the project</p>	<p>ESMF and ESIA would be shared.</p> <p>The EMP would be available in public domain.</p>	<p>Mitigation measures to reduce impacts on water availability will be provided in EMP and the contractor has to implement the same.</p>
<b>CITY Level</b>			
<p>RRDA Building, Dhanbad, Various department</p>	<ul style="list-style-type: none"> <li>• Provisions of toilets/ urinals should be kept at labour camps during the construction activity</li> <li>• Trees should be planted as</li> </ul>	<ul style="list-style-type: none"> <li>• As per provision of EMP Trees should be planted. All CPRs, Waiting Sheds, Public</li> </ul>	<ul style="list-style-type: none"> <li>• ESMP to be reviewed to accommodate all aspects of Environment and Safety.</li> <li>• The DPR Consultants were asked to include COI in their</li> </ul>



Date / Place	Summary of Discussion	Consensus	Mitigation Measures - Input to technical Design
<p>of Dhanbad municipality</p> <p>Councillors, Ward Councillors</p> <p>Date: 31.01.2017</p> <p>Place: Dhanbad</p>	<p>per national and international rule &amp; guidelines. Survey for trees to be felled should be undertaken</p> <ul style="list-style-type: none"> <li>• Parking facilities should be provided where roads were being widened.</li> <li>• For dust reduction sprinkler system should be installed</li> <li>• DPR should consider 6 lanes road instead of 4 lanes</li> <li>• Foot-over bridges or junctions should be constructed at specific positions for pedestrian to cross.</li> <li>• Proper identification of people directly affected by the project should be undertaken and stressed on proper compensation for the PAP.</li> </ul>	<p>Toilets would be provided.</p> <ul style="list-style-type: none"> <li>• No scope of Land Acquisition and the construction will be within the available RoW.</li> <li>• Safety measures would be a part of EMP and BOQ.</li> <li>• Temporary Impacts will be a part of RAP which would be disclosed in websites and other media.</li> </ul>	<p>drawings.</p>

## 4.8 DISCLOSURE OF PROJECT INFORMATION

47. The impacts of the project, both positive and negative, were disclosed to the local people who will be affected. During public consultation sessions, the local people accepted that they were aware of the project as it was disclosed from time to time through local newspaper.
48. It was made known to the people that a resettlement information leaflet containing information on compensation, entitlement and resettlement management adopted for the project will be made available in the local language (Hindi) before mobilization of the contractor. The detailed information would also be available on the website of SHAJ and the World Bank after approval of the World Bank.

### 4.8.1 Disclosure of Draft ESIA and RAP report

49. As part of disclosure requirement, the draft ESIA was disclosed to the local community, stake holders, PAPs and ULB members on 6<sup>th</sup> October 2017. The impacts arising due to the project, the mitigation measures and ESMP were discussed in details during the disclosure meeting.



## **CHAPTER 5: R&R PRINCIPAL, RESETTLEMENT FRAMEWORK AND ENTITLEMENT FRAMEWORK**

### **5.1 INTRODUCTION**

50. This Resettlement Plan document describes the principles and approach to be followed in minimizing and mitigating negative social and economic impacts by the projects. The resettlement framework is prepared for addressing the issues limited to the sub-project road for the PAPs. This chapter of the report discusses about the existing laws and regulations of the country and those applicable to the proposed sub-project. It is imperative to analyse the Acts and by laws to understand the legalities and procedures in implementing project and identifying the gaps and area where there is a need for strengthening to comply with World Bank policy on involuntary resettlement and indigenous people. The following subsections summarize the legislative framework in which the projects will be implemented with respect to the social issues as well as World Bank policy on resettlement & rehabilitation and indigenous population.

### **5.2 REGULATORY FRAMEWORK**

51. The regulatory framework and principles adopted for addressing resettlement and rehabilitation issues in the Project have been guided by the existing legislation and policies of the GOI, the Government of Jharkhand, World Bank Safeguard Policies. Regulatory Framework is the guiding document for the project and all the decision is taken on the basis of the listed rules and laws and it became mandatory for implementing agency to follow these rules and laws. Prior to the preparation of the Resettlement Plan, a detailed analysis of all applicable legal and policy frameworks of the country and the World Bank safeguard policy requirements was undertaken and a resettlement frame work has been prepared for JMDP. The section below provides details of the various national and state level legislations studied and their applicability within this framework.

### **5.3 APPLICABLE NATIONAL & STATE POLICIES, ACTS AND REGULATIONS**

52. An overview of the applicable social laws and regulations for this sub-project is provided in the table below:

**Table 16: Applicable National and State Policies**

S. No	Act/Rules	Purpose	Applicable Yes/ No	Remarks on Applicability/ Non-Applicability	Regulatory Authority
<b>Resettlement and Rehabilitation</b>					
1	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act -2013 and Jharkhand Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules-2015	Fair compensation for acquisition of: (i) Land and other immovable assets; (ii) resettlement of displaced population due to LA and (iii) economic rehabilitation of all those who are affected due to land acquisition.  The Act also covers the Lease Holders, Share Croppers and Tenant.	No	No land acquisition will be undertaken for the sub-project.	Revenue Department of respective under the District Collector.
2	The Scheduled Tribes and other Traditional Forest Dwellers (Recognition of Forest Rights) Act	Grants legal recognition to the rights of traditional forest dwelling communities.	No	The sub-project does not have forest dwellers and, no forest land will be used for the infrastructure components	Ministry of Tribal Affairs, Gol and Department of Tribal Welfare of various State Government and Panchayati Raj
4	The Street	The Act aims	Yes	The projects are likely	ULBs and



S. No	Act/Rules	Purpose	Applicable Yes/ No	Remarks on Applicability/ Non-Applicability	Regulatory Authority
	Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014. Jharkhand street vendor (Protection of livelihood and regulation of street vending), Rules 2014.	to protect the rights of urban street vendors and to regulate street vending activities. It provides for Survey of street vendors and protection from eviction or relocation; issuance of certificate for vending; provides for rights and obligations of street vendors; development of street vending plans; organizing of capacity building programmes to enable the street vendors to exercise the rights contemplated under this Act;		to impact 13 street vendors, Kiosk and hawkers.	State Government
5	Chota Nagpur Tenancy Act, 1908.	The Act provides for rights of tribal communities/ Indigenous people in the State of Chota Nagpur plateau area. The basic objective of the Act was to restrict the transfer of tribal land to non-tribal. .But	No	The sub-project is located in tribal belt of the Chota Nagpur area of Jharkhand. The proposed sub-project has avoided any transfer of Tribal land by restricting the Design within available RoW.	Land Revenue Department, District Commissioner



S. No	Act/Rules	Purpose	Applicable Yes/ No	Remarks on Applicability/ Non-Applicability	Regulatory Authority
		in case of development project, section 46 allows for transfer of land only with permission of District Commissioner			

#### 5.4 WORLD BANK SAFEGUARD POLICIES

53. The objective of the World Bank's environmental and social safeguard policies is to prevent and mitigate undue harm to people and their environment during the development process. These policies provide guidelines for World Bank and borrower staff in the identification, preparation and implementation of programs as well as projects. Safeguard policies provide a platform for the participation of stakeholders in project design, and are an important instrument for building ownership among local populations (World Bank, 2006).

**Table 17: Applicability of WB Safeguard Policies for the Project**

WB Safe Guard Policy	Key Features	Applicability
OP 4.12 - Involuntary Resettlement	<ul style="list-style-type: none"> <li>Implemented in projects which displace people</li> <li>Requires public participation in resettlement planning as part of SA for project</li> <li>Identification of “those who have formal legal rights to land (including customary and traditional rights recognized under the laws of the country.</li> <li>Intended to restore or improve income earning capacity of displaced populations in addition to their resettlement.</li> <li>Intended to provide compensation for lost assets and other resettlement assistance to “those who have no recognizable legal right or claim to the land they are occupying.</li> <li>Some project interventions are likely to trigger issues such as those related to land acquisition, loss of assets and impact on livelihood sources. Identification of any potential impacts and mitigation measures to address likely impacts is</li> </ul>	Applicable. Based on the social survey data, a total of 258 households would be affected due to the improvement of Road Number 11.





WB Safe Guard Policy	Key Features	Applicability
	<p>proposed.</p> <ul style="list-style-type: none"> <li>Transfer of Government land under different tenure systems could trigger adverse impacts such as loss of access to natural resources – firewood, fodder, water etc and loss of sources of income/ livelihood/ shelter/ homestead.</li> </ul>	
OP 4.11 Physical Cultural Property	<ul style="list-style-type: none"> <li>Purpose is to assist in the preservation of cultural property, such as sites having archaeological, paleontological, historical, religious and unique cultural values.</li> <li>Generally seeks to assist in their preservation and avoid their elimination. Discourages financing of projects that may damage cultural property.</li> </ul>	<ul style="list-style-type: none"> <li>Applicable due to presence of 7 temples and 2 statue present in NCB-01 &amp; 02.</li> </ul>

## 5.5 GAP ANALYSIS BETWEEN COUNTRY LAWS AND WORLD BANK SAFEGUARD POLICIES

54. The gap between countries laws and World Bank safeguards policy is detailed out in the table below.

**Table 18: Gap between Country Laws and World Bank Safeguards Policy**

Country law	World Bank	Gap analysis
The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RFCTLARR Act, 2013)	World Bank's Operational Policy 4.12	RFCTLARR Act, 2013 recognises the right of the titleholders along with the tenant, rural artisans and sharecroppers residing or depending on land for 3 years or more preceding land acquisition. Whereas World Bank policy recognises the rights of all project affected persons irrespective of their legal rights as on the date of agreed cut off date.
The Street Vendors(Protection of Livelihood and Regulation of Street Vending) Act, 2014	World Bank's Operational Policy 4.12	The Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014 is an umbrella act for overall development of the urban street vendors but differentiate between licensed/registered and non-licensed/non registered vendors. The World Bank Safeguard Policies do not differentiate between any impacted persons and requires commensurate support for loss of income and assets.



## **5.6 RESETTLEMENT POLICY FRAMEWORK (RPF) FOR JHARKHAND MUNICIPAL DEVELOPMENT PROJECT (JMDP)**

55. Review of these policies and procedures ushers that legal and administrative procedures applicable may vary from State to State and also there are gaps between Resettlement and Rehabilitation Policies of the country and certain states and the Bank's Safeguard Policies. Hence, JUIDCO Ltd felt the need to understand the critical elements of the existing legal and policy framework and agree on a mechanism that will address the key social issues. A specific Environment and Social Management Framework (ESMF) has been formulated for JMDP to bridge the gaps and to conform to the provisions of World Bank's operational policies related to Environment, Involuntary Resettlement and Indigenous Peoples. ESMF includes a Resettlement Policy Framework which will help to expedite the process and facilitate consistent preparation of social management plans which will include RAPs and TDPs (if applicable) across all the sub-projects to be undertaken under JMDP.

## **5.7 OBJECTIVE AND SCOPE OF RPF FOR JMDP**

56. The framework has been formulated to lay down the principles and procedures for management of social impacts caused by the JMDP project. It guides the social impact assessment report, works out mitigation plans including Resettlement Action Plans for the overall project. This framework shall apply to all project roads under JMDP, including Dhanbad Road NCB-01 & 02, whether partly or fully funded by World Bank during the entire period of loan assistance. This framework includes a Overall objective of this framework is to guide the preparation and implementation of various sub-project implemented under JMDP, based on the following principles:

- Take due precautions to minimize disturbance to human habitations, tribal areas and places of cultural significance.
- Ensure that the Project Affected Persons (PAPs) are not negatively affected by the project.
- Involve affected people from inception stage to operation and maintenance.
- Consult affected people in issues of ROWs, land acquisition or loss of livelihood



- Encourage consultation with communities in identifying environmental and social implications of projects.
- Pay special attention to marginalized and vulnerable groups and secure their inclusion in overall public participation.
- Provide compensation and assistance to PAPs prior to any displacement or start of civil works.
- Guarantee entitlements and compensation to affected people as per the R&R policy. This would ensure compensation and assistance sufficient to improve or at least restore livelihoods to levels experienced before the project.
- Share information with local communities about environmental and social implications.
- Broad community support is ascertained based on free, prior and informed consultation.

## 5.8 REVISION/ MODIFICATION OF RPF

57. RPF will be an “up-to-date” or a “live document” enabling revision, when and where necessary. Unexpected situations and/or changes in the project or sub-component design would therefore be assessed and appropriate management measures will be incorporated by updating the Resettlement Policy Framework to meet the requirements of country’s legislations and Bank safeguards policies. Such revisions will also cover and update any changes/modifications introduced in the legal/regulatory regime of the country/ state. Also, based on the experience of application and implementation of this framework, the provisions and procedures would be updated, as appropriate in consultation with the World Bank and the implementing agencies/departments.
58. Considering the social impacts of the sub-project, there is a need to manage the potential social impacts under the legal frameworks both at national and state level which shall also meet the requirements of the World Bank social safeguard requirements. The entitlement matrix for this sub-project, as presented in table 23 below, is guided by the Environment and Social Management Framework (ESMF) prepared for JMDP, of which this sub-project is a part.



## 5.9 DEFINITIONS FOR ENTITLEMENT FRAMEWORK

59. For the purpose of the RAP under the ESMF of JUIDCO, the following definitions will be applicable:

- a) **Affected area:** Such area as may be notified by the appropriate Government Authority for the purposes of land acquisition and which land will be acquired under RFCTLARR Act, 2013 through declaration by Notification in the Official Gazette by the appropriate Government or for which land belonging to the Government will be cleared from obstructions.
- b) **Agricultural land:** Land used for the purpose of: (i) agriculture or horticulture; (ii) dairy farming, poultry farming, pisciculture, sericulture, seed farming breeding of livestock or nursery growing medicinal herbs; (iii) raising of crops, trees, grass or garden produce; and (iv) land used for the grazing of cattle.
- c) **Below poverty line (BPL) or BPL family:** As defined by the Planning Commission of India (*now restructured as the Niti Ayog*), from time to time and those included in the BPL list for the time-being in force.
- d) **Building:** House, out house or other roofed structure whether masonry, brick, wood, mud, metal or any other material whatsoever but does not include a tent or other portable and temporary shelter.
- e) **Corridor of impact (Col):** Refers to the minimum land width required for construction of project infrastructure and laying of pipes including embankments, facilities and features such as approach roads, drains, utility ducts and lines, fences, green belts, safety zone, working spaces etc.
- f) **Cut-off date:** In the cases of land acquisition affecting land holders the cut-off date would be the last date of publishing Notification for land acquisition u/s 11 (1) of RFCTLARR Act, 2013 in the local newspaper. Those without any legal right, the cut-off date would be the start date of the Census and Socio-Economic survey for temporary impacts, the cut-off date would be the date of joint inspection by contractor and PIU representative before initiating construction.
- g) **Encroacher:** A person who has extended their building, agricultural land, business premises or work places into public/government land without any authority.
- h) **Income:** Income of the PAP shall mean the amount prior to the cut-off date from all occupations taken together captured either through the socio economic/ census survey or calculated by an objective assessment<sup>33</sup> or as available through secondary research for a similar occupation.



- i) **Land:** 'Land' includes benefits to arise out of land, and things attached to the earth or permanently fastened to anything attached to the earth.
- j) **'Land acquisition' or 'acquisition of land':** Acquisition of land under the RFCTLARR, 2013.
- k) **Non-agricultural labour:** A person who is not an agricultural labour but is primarily residing in the affected area as on cut-off date or for a period of not less than three years immediately before the declaration of the affected area and who does not hold any land under the affected area but who earns his livelihood mainly by manual labour or as a rural artisan immediately before such declaration and who has been deprived of earning his livelihood mainly by manual labour or as such artisan in the affected area.
- l) **Notification:** Notification issued from time to time by appropriate government for land acquisition under the provisions of RFCTLARR, 2013.
- m) **Project Affected Family (as defined in RFCTLARR Act 2013):** It includes:
- A family whose land or other immovable property has been acquired.
  - A family which does not own any land but a member or members of such family may be agricultural labourers, tenants including any form of tenancy or holding of usufruct<sup>34</sup> right, share-croppers or artisans or who may be working in the affected area as on cut-off date whose primary source of livelihood stand affected by the acquisition of land.
  - The STs and other traditional forest dwellers who have lost any of their forest rights recognised under the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 due to acquisition of land.
  - A family whose primary source of livelihood on cut-off date or for three years prior to the acquisition of the land is dependent on forests or water bodies and includes gatherers of forest produce, hunters, fisher folk and boatmen and such livelihood is affected due to acquisition of land.
  - A member of the family who has been assigned land by the State Government or the Central Government under any of its schemes and such land is under acquisition.
  - A family residing on any land in the urban areas for preceding three years or more prior to the acquisition of the land or whose primary source of livelihood for three years prior to the acquisition of the land is affected by the acquisition of such land.
- n) **PAP:** Any person affected either directly or indirectly by the project and/or project related activity, irrespective of the legal status and would include:
- Title holders



- Encroachers
  - Squatters
  - Tenants, leaseholders, sharecroppers
  - Employees, landless labourers
- o) **Project affected household (PAH):** A social unit consisting of a family and/or non-family members living together, and is who are affected by the project negatively and/or positively.
- p) **Rent:** Whatever is lawfully payable in cash or in kind, partly in cash and partly in kind, whether as a fixed quantity of produce or as a share of the produce, on account of the use or occupation of land or on account of any right in land (which may not be a legal) but shall not include land revenue.
- q) **Replacement cost:** A replacement cost/value of any land or other asset is the cost/value equivalent to or sufficient to replace/purchase the same land or other asset and other applicable taxes to be incurred by the affected person; As per the new RTFCLARR Act 2013, computation of all compensation with additional solatium is more than the replacement cost or market value of affected assets.
- r) **Shop:** Any premises where any trade or business is carried on and where services are rendered to customers.
- s) **Squatter:** A person who has settled on public/government land, land belonging to institutions, trust, etc and or someone else's land illegally for residential, business and or other purposes and/or has been occupying land and building/asset without authority.
- t) **Registered vendors:** All vendors surveyed and registered for issuance of vending licence under the Street Vendors Act 2013.
- u) **Temporary impact:** Impact expected during construction phase of the project in the form of earth spoil, tremors and vibrations, loss of access and disruption of income.
- v) **Tenant:** A person who holds/occupies land-/structure of another person and (but for a special contract) would be liable to pay rent for that land/structure. This arrangement includes the predecessor and successor-in-interest of the tenant but does not include mortgage of the rights of a landowner or a person to whom holding has been transferred; or an estate/holding has been let in farm for the recovery of an arrear of land revenue; or of a sum recoverable as such an arrear or a person who takes from the Government a lease of unoccupied land for the purpose of subletting it.



- w) **Vulnerable households:** Vulnerable PAPs: Vulnerable PAPs are those living below poverty line, SC / ST families, women headed households, physically challenged persons; elderly persons above the age of 60 years.
- x) **Wage earner:** Wage earners are those whose livelihood would be affected due to the displacement of the employer. The person must be in continuous employment for at least six months prior to the cut-off date with the said employer and must have reliable documentary evidence to prove his/her employment.

## 5.10 METHODS FOR ASSESSMENT OF REPLACEMENT COST

60. The methods for assessment of replacement cost and determination of compensation for loss of structure and other assets are discussed in the notes provided below:

### A. Replacement cost of houses, buildings and other structures

61. The replacement cost of houses, buildings and other immovable properties will be determined on the basis of replacement cost by referring to relevant Basic Schedule of Rates (BSR) as on date without depreciation. In case of partial impact, if the residual structure is rendered structurally unsafe or unviable the entire structure to be considered affected and compensated accordingly. In case of displacement and the valuation amount is less than the amount provided under PMAY/IAY as applicable, compensation equivalent to provisions under PMAY/IAY shall be provided.

### B. Compensation for Trees/Crops

62. Compensation for trees will be based on their market value. Loss of timber trees will be compensated at their replacement cost while the compensation for the loss of fruit bearing trees will be calculated as annual produce value calculated for the number of years (as per standard procedure followed by concerned department) depending on the nature of trees/crops.

## 5.11 ENTITLEMENT MATRIX AND RESETTLEMENT MEASURES

63. To address the social impacts of the project, an entitlement matrix has been prepared which includes the packages of compensation for the loss of assets and livelihood and other resettlement measures as per the eligibility of the affected households. The entitlement matrix for this sub project in table 19 is alignment to the Environment and



Social Management Framework prepared for JMDP. For any additional impact category the ESMF for JMDP shall apply.





**Table 19: Entitlement Matrix and Resettlement measures**

Category (PAP)	Asset impacted	Number affected	Entitlement	Any other reference
Non- Titleholder (Squatter)	Loss of residential structure	5 nos.	<ul style="list-style-type: none"> <li>• One-month advance notice to demolish the affected structure</li> <li>• Maximum of <ul style="list-style-type: none"> <li>○ the replacement cost of residential structure, or</li> <li>○ alternative house with minimum area as per Government norms under PMAY/IAY to homeless PAHs.</li> </ul> </li> <li>• or (iii) Financial assistance equivalent to PMAY/IAY (as per state norm) all those who have to relocate and do not have a house as on cut-off date.</li> <li>• One-month subsistence allowance as per prevalent minimum wage for a semi- skilled worker</li> <li>• One-time financial assistance of Rs.5,000 as transportation cost for shifting of the family, belongings and cattle.</li> </ul>	<p>The value of residential structures and other immovable properties will be determined by a third-party government approved valuation agency or a government approved chartered engineer or a valuation officer from the Revenue department.</p> <p>As the project is not displacing PAPs in groups, so resettlement sites is not be required for this project. The project affected properties are scattered throughout the road alignment. The affected households will be compensated at replacement cost to rebuild their assets in their own land close to the project site. In case, any of the households wants to relocate to a new location then the PIU through its RAP implementation agency will help PAPs in identification of alternative location and necessary land registration process.</p> <p>Resettlement Assistance will also be provided as per provision before displacement.</p>
	Loss of Commercial Structure and Vendors/Kiosks	1116 nos.	<ul style="list-style-type: none"> <li>• One-month advance notice to demolish the affected structure</li> <li>• Compensation at market value for the affected commercial structure, or</li> <li>• For non registered vendors: In consultation with ULB, PAPs may be resettled in the vending zone. As per Street Vendor Act 2014 vending zone has to be provided to registered vendor. If it is not possible then one time financial assistance will be provided to</li> </ul>	<p>The value of commercial structure and other immovable properties will be determined by a 3rd party government approved valuation agency or a government approved chartered engineer or a valuation officer from the Revenue department.</p> <p><b>Note: Non registered vendors will get all assistance, which are provisioned for registered vendors except the allotment of place in</b></p>



				<p>them as decided by vending committee of the concerned ULB.</p> <ul style="list-style-type: none"> <li>One-time financial assistance of Rs. 5,000 as transportation cost for shifting.</li> <li>One month subsistence allowance as per prevalent minimum wage for a semi-skilled worker</li> <li>Right to salvage the affected materials.</li> </ul>	<p>vending zone because it depends upon the availability of the place and consent of concerned ULB and town vending committee.</p>
Non-Title holder (Encroacher)	Loss of Residential cum/ Commercial Structure	3 nos.		<ul style="list-style-type: none"> <li>One-month advance notice to demolish the affected structure</li> <li>Compensation at market value for the affected residential/ commercial structure</li> <li>Right to salvage the affected material</li> </ul>	The value of commercial structure and other immovable properties will be determined by a third-party government approved valuation agency or a government approved chartered engineer or a valuation officer from the Revenue department.
	Loss of residential structure	5 nos.			
	Loss of commercial structure	129 nos.			
Loss of Livelihood (Income)- Permanent		239 nos.		<ul style="list-style-type: none"> <li>Subsistence allowance equivalent to monthly minimum wage for three months for permanent impact,</li> <li>One adult member of the affected household, whose livelihood is affected, will be entitled for skill development training</li> <li>Registered vendors: In -consultation with ULBs PAPs may be shifted to vending zone.</li> </ul>	Those dependent full time on the economic activity affected, will be eligible for this assistance. A training needs assessment in consultations with the PAPs will be carried out so as to develop appropriate training programmes suitable to the PAPs skill.
Temporary Loss of Livelihood (Income)		0		<p>For temporary disruption of livelihood during construction period, disruption allowance is paid for the number of months of disruption calculated on the monthly subsistence allowance equivalent to prevalent monthly minimum wage for semi-skilled.</p>	Those dependent full time on the economic activity affected, will be eligible for this assistance. This will be provided for a maximum of three months during the construction phase of the project depending on the actual duration of disruption during construction period.
Vulnerable PAH		18 nos.		<ul style="list-style-type: none"> <li>The assistance is over and above other assistance to Vulnerable PAH.</li> <li>One time assistance of Rs 10,000 to</li> </ul>	The PIU with support from the NGO during joint verification will identify the number of eligible vulnerable project affected persons. A



			<p>vulnerable PAHs who have to relocate.</p> <ul style="list-style-type: none"> <li>• Priority will be given to vulnerable PAHs during resettlement process in vending zone, in PMAY housing</li> <li>• One adult member of the affected household, whose livelihood is affected, will be entitled for skill development training.</li> </ul>	<p>training need assessment in consultations with the PAPs will be carried out so as to develop appropriate training programmes suitable to the PAPs skill.</p>
CPRs	Impact to CPRs such as places of worship, statues, etc	9 nos.	Relocation or restoration, if feasible, or compensation at replacement cost to set up such similar structures in the vicinity	The PIU will ensure that compensation is handed over to trustee, association, organisation or individual as the case may be.



## CHAPTER 6: INSTITUTIONAL ARRANGEMENTS FOR RAP IMPLEMENTATION

### 6.1 GENERAL

64. Suitable institutional arrangements will be made to manage and implement Resettlement Action Plan. JUIDCO will have the primary responsibility for overall Project implementation and ensuring that Project objectives are achieved. A three-tier management structure is envisaged to enable effective communication and distribution of responsibilities between the three primary stakeholders namely:

- a) At the highest level is the Project Review Committee (PRC)
- b) The second level is a Central-PMU at the state level
- c) The third level is a SHAJ-PIU at the ULB level

65. The project management structure has been envisaged to enable effective communication and distribution of responsibilities amongst different participants of the JM DP at all the different levels and has been discussed below in detail along with their roles and responsibilities.

#### **A. Empowered Committee:**

66. At the highest level, the project will be directed by Project Review Committee (PRC), which will provide oversight and policy decisions. The Committee will be chaired by Additional Chief Secretary/Secretary/Principal Secretary, UDHD, and will include Principal Secretary of Planning and Finance Department, Principal Secretary of Drinking Water and Sanitation Department, CEO SHAJ and Director SUDA, who will be the Member Secretary of the Committee. The PRC will meet Quarterly. However, the PRC can meet as frequent as possible based on need and requirement.

#### **B. Project Management Unit (PMU)**

67. The Project Management Unit (PMU) will have the overall responsibility for project management and execution. The PMU will assume direct responsibility for day-to-day project management, coordination and implementation. It will take the lead role in preparing, implementing, and monitoring of project performance in line with the project implementation schedule and the Project Operations Manual (OM). The PMU will prepare annual work programs, budgets, procurement plans; disburse funds; review fund execution and accountability; safeguard document preparation and oversee quarterly review meetings, as well as contract and supervise project staff and



consultancy assignments, prepare reports and other documents, and provide quality control. JUIDCO will procure a PMC to support the PMU for meeting all project management requirements of the proposed Project.

68. The PMU has hired Environment and social specialists who have been working throughout the preparation phase of the JMDP project to support preparation of safeguards documentation for JMDP. The PMC firm will also have a dedicated environment and social specialist (see Figure 10 below) to support the PMU. The PMU will be responsible for following:

- Stakeholder consultations and public engagement
- Approval of DPR, ESIA, designs, preparing of bidding documents, tendering schedules, etc.
- Preparation of TOR for ESIA
- Preparation of sub-project DPR ESIA and ESMPs
- Site visits and inspection of projects under implementation
- Implementation of RAP
- Appointment of technical assistance consultants and others safeguards management support to the implementing agencies
- Quality assurance through third-party audits
- Maintaining MIS and quarterly reporting
- Progress reporting, financial management, monitoring and reporting
- Ensuring compliance with agreed implementation procedures and other World Bank requirements, etc
- Attaining all NOCs and clearances needed for sub-projects

### **C. Project implementing unit (PIU)**

69. In addition to the Central PMU, SHAJ will set up PIUs at ULB level, which jointly with the PMU will be primarily responsible for implementation supervision at the ULB level, as well as for providing O&M quality assurance support to ULBs. PIUs will be fully operational before the sub projects at the ULB level begin civil works activities. The ULBs will be primarily responsible for the O&M of project investments.

70. The PIUs will comprise of Project manager, members of the ULB's engineering team, which will facilitate on-the-job training of ULB engineers on developing, supervising and managing large infrastructure projects, Environment specialist and Social



specialist. JUIDCO will provide formal mentoring support to ULBs on both project execution and O&M. The project will also hire the services of a project management consultant firm to support implementation and strengthen capacity for environment and social due diligence. To support the PIU, during the implementation level, a CSQC consultant firm will be hired. The PIUs will be responsible for the following:

- Carry out inspection visit of sub-project sites under implementation.
- Submit to PMU Monthly progress reporting on ESMP implementation.
- Safeguards compliance reporting during JMDP implementation phase.
- Progress and expense reporting of ESMP to the PMU.
- Coordination with district level coordination committees, ULBs etc.

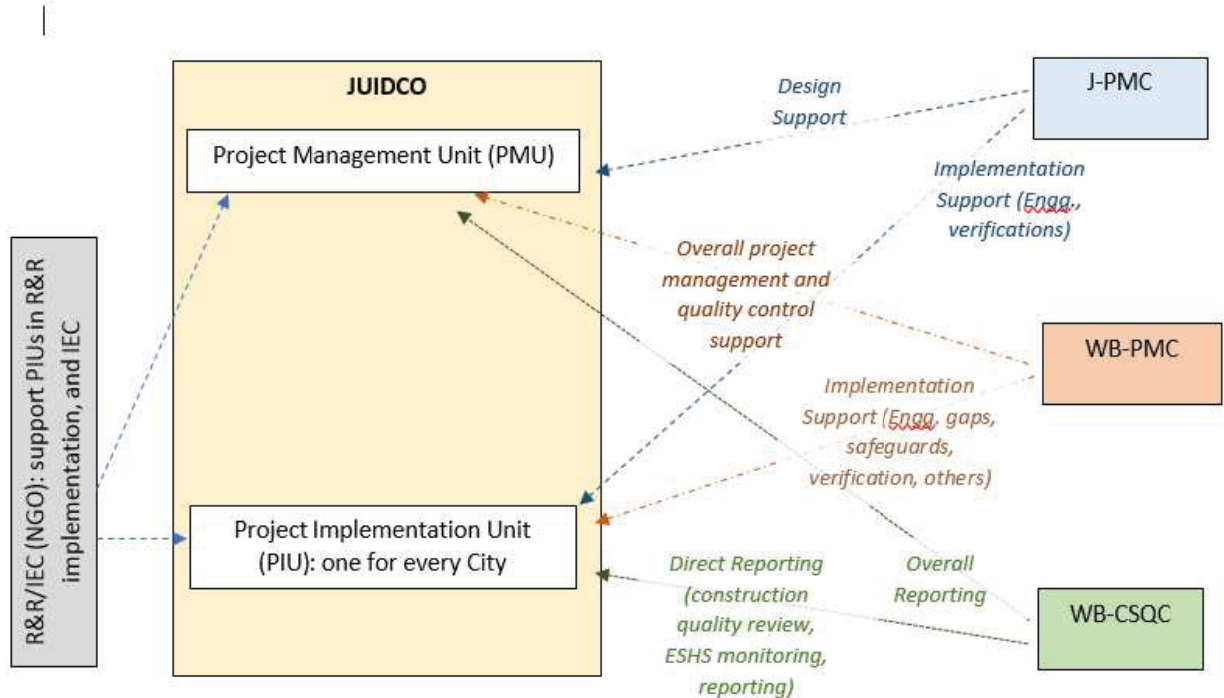
71. The ULBs and PIUs will be responsible for the following:

- Monitoring ESMP during operations and maintenance of urban infrastructure created under JMDP, and address all ESMP non-compliance issues.
- Support contractors in formulation and implementation of traffic management control plans, utility shifting plans and any special arrangements during festivals and pilgrimages for ensuring safety measures.
- PIU E&S specialists will visit project sites, and compile ESMP inspection checklists
- For water supply projects, ULB-PIU will carry out the necessary environmental quality monitoring and EHS monitoring during the operational phase.
- Assistance in obtaining necessary government approvals/permits/licenses and orders for implementation of project.
- Supervision of Contractors waste management and borrow area management plans.
- Take part in the implementation of all community awareness and participation activities.
- Ensure site safety, PPE, EHS arrangements are being implemented appropriately.
- Complaint handling and resolution.



- Maintain account with provisional sums for R&R activities
- Carry out the social outreach and necessary Information, education and communication (IEC) activities to ensure adequate social acceptability through citizen participation, community engagement and will set up a mechanism for consumer grievance redressal and attend to consumer complaints in a timely manner. It shall also obtain timely feedback of citizens on the services provided and keep updated JUIDCO from time to time and take due care of needs of the urban poor and minorities.

**Figure 2: institutional arrangement**



## 6.2 RAP IMPLEMENTATION SUPPORT AGENCY AT SUB-PROJECT LEVEL

72. To implement RAP, the SHAJ will engage the services of one or multiple agencies which can be NGO/Consultancy firm having experience in resettlement and rehabilitation issues through standard bidding process. The implementation agency will work in close co-ordination with RRO and report to PIU. Financial matters related to services of the RAP implementation agency will be dealt by CentralPMU and PMU. Broad roles and responsibilities of implementation agency would be as:



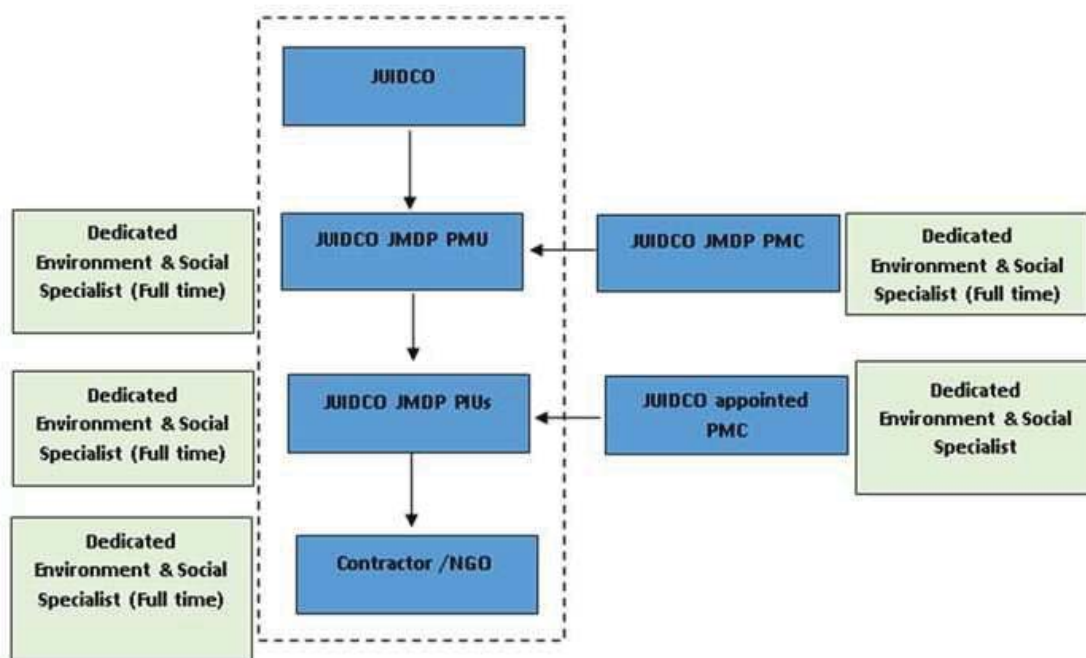


- The RAP implementation agency will be the main link between the Central-PMU and PAPs,
- Shall be responsible for conducting detailed survey of PAPs with respect to COI and verification of PAPs data as prepared by the ESIA consultants,
- Undertake public information campaign along with RRO at the commencement of the RAP ,
- Develop rapport with PAPs,
- Distribute pamphlets of R&R Policy to PAPs, Panchayat Raj Institutions, and concerned Govt. offices in the project area, etc.
- Include PAPs who could not be enumerated during census cum socio-economic survey and certification or approval from R&R Officer/ GRC,
- Prepare format for making identity cards for PAPs and approval from the - PMU, JUIDCO/SHAJ
- Preparation and distribution of photo identity cards,
- Preparation of micro-plan,
- Submission of micro-plan to RRO for approval from Central PMU,
- Pursue approval of micro-plan at the Central-PMU,
- Organize consultations at regular interval with PAPs with regard to resettlement and rehabilitation,
- Organize training program for skill up gradation of the PAPs,
- Assist PAPs in all matters related to compensation and R&R,
- Assist and facilitate aggrieved PAPs (for compensation and assistance) by bringing their cases to GRC,
- Facilitate in opening of joint account of PAPs,
- Generate awareness about the alternative economic livelihood and enable PAPs to make informed choice,
- Consultations with PAPs regarding the choice of resettlement (i.e. self or assisted), development of resettlement site, if any and participation of women, etc.
- Identify training needs of PAPs for income generation and institutions for imparting training,
- Consultations with local people and Panchayat Raj Institutions with regard to relocation, rehabilitation, reconstruction of affected CPRs as well as availability of new facilities under the project,
- Participate in various meetings,
- Submit monthly progress report, and



- Any other activities that may be required for the implementation of RAP etc.
73. The institutional arrangement of JUIDCO-JMDP safeguards implementation is explained in Error! Reference source not found.3 below.

**Figure 3: Organogram of JMDP**



**Implementation Arrangement for World Bank Aided Jharkhand Municipal Project's Dhanbad Road Project Executed by SHAJ.**

**WORLD BANK PROJECT REVIEW COMMITTEE(W-PRC)**

	<b>W-PRC MEMBERS</b>		<b>Roles &amp; Responsibilities</b>
i)	SEC/PS/ACS, UDHD – CHAIRMAN	1)	PROJECT OVERSIGHT
ii)	SEC/PS/ACS, Finance & Planning Dept. –MEMBER	2)	POLICY DECISION
iii)	SEC/PS/ACS, Road Construction Department (RCD) – Cum- CEO, SHAJ MEMBER	3)	REVIEW PHYSICAL & FINANCIAL PROGRESS OF THE PROJECT
iv)	DIRECTOR (SUDA) – MEMBER SECRETARY		

**Committee will Meet Once in Every Quarter**



**CENTRAL PROJECT MANAGEMENT UNIT MEMBERS**

	<b>MEMBERS</b>		<b>ROLES &amp; RESPONSIBILITIES OF THE COMMITTEE</b>
i)	PD (EAP)	1)	REVIEW FUND EXECUTION
ii)	DPD (EAP)	2)	REVIEW & MONITOR SAFEGUARD ACTIVITIES
iii)	SOCIAL SPECIALIST (EAP)	3)	REVIEW PROJECT MANAGEMENT
iv)	ENVIRONMENT SPECIALIST (EAP)	4)	OVERSEE WB'S QUARTERLY REVIEW
v)	PROCUREMENT SPECIALIST (EAP)	5)	SUBMIT QUARTERLY INTERIM UNAUDITED FINANCIAL REPORTS (IUFrs)
vi)	FINANCIAL MANAGEMENT SPECIALIST (JUIDCO/EAP)	6)	ACCOUNTING , VERIFICATION OF BILLS RAISED BY PIU
VII)	EXECUTIVE ENGINEER(SHAJ)		PROJECT EXECUTION, IMPLEMENTATION
VIII)	ASSISTANT ENGINEER(SHAJ)		CONTRACT & PROCUREMENT SUPERVISION
			MONITORING PHYSICAL & FINANCIAL PROGRESS OF THE PROJECT & PREPARE REPORTS FOR JUIDCO & WORLD BANK

**DAY TO DAY**

- PMU WILL BE SUPPORTED BY THE CENTRAL PROJECT MANAGEMENT CONSULTANCY HIRED BY JUIDCO BASED ON WORLD BANK PARAMETERS
- SAFEGUARD AT THIS LEVEL WILL BE MANAGED BY JUIDCO PMU(EAP) SOCIAL & ENVIRONMENT SPECIALISTS.
- JUIDCO EAP PMU SPECIALISTS FOR PROCUREMENT, SOCIAL & ENVIRONMENT AND FINANCIAL MANAGEMENT TO PROVIDE SERVICES TO SHAJ ALONG WITH OTHER JMDP SUB-PROJECTS.

**PROJECT IMPLEMENTATION UNIT (PIU), AT DHANBAD**

	<b>PIU MEMBERS</b>		<b>ROLES &amp; RESPOSIIBILITIES OF PIU</b>
i)	PROJECT MANAGER ( ASSISTANT ENGINEER RANK)	1)	DAY TO DAY IMPLEMENTATION & SUPERVISION
ii)	SOCIAL & ENVIRONMENT SPECIALIST	2)	SAFEGUARD MONITORING, REVIEW, VERIFICATION & REPORTING
		3)	REPORT PREPARATION
iii)	CIVIL ENGINEER /SITE ENGINEER	4)	MEASUREMENT BOOK REVIEW
		5)	MONITOR PHYSICAL & FINANCIAL PROGRESS OF THE PROJECT



		6)	VERIFICATION OF PAYMENT CERTIFICATE
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**DAY TO DAY**

- PIU WILL BE SUPPORTED BY CENTRAL CONSTRUCTION SUPERVISION & QUALITY CONTROL (CSQC) CONSULTANCY HIRED BY JUIDCO & WB.  
THE IPC RAISED BY THE CONTRACTOR SHALL BE CHECKED BY CSQC AND SUBMITTED TO PIU.  
PIU WILL SUBMIT THE IPC TO SHAJ AFTER PROPER SCRUTINY. PAYMENT TO CONTRACTOR SHALL BE MADE BY SHAJ.

**RAP IMPLEMENTATION ARRANGEMENT**

SL No	AGENCY	RESPONSIBILITY
1	State Highway Authority of Jharkhand(SHAJ)	<input type="checkbox"/> Overall implementation of Dhanbad Road NCB-I&II <input type="checkbox"/> Hiring of RAP Implementation Agency. <input type="checkbox"/> Allocation of funds to District R&R cell for disbursal
2	RAP Implementing Agency/NGO	<input type="checkbox"/> Preparation of Micro-plan of Project affected persons(PAPs) <input type="checkbox"/> Preparation of budget for Resettlement & Rehabilitation of PAPs. <input type="checkbox"/> Work link between SHAJ and district R&R cell
3	Project Implementation Unit (PIU)	<input type="checkbox"/> Support the RAP implementing Agency in verification and preparation of Micro-Plan
4	Project Management Unit(PMU)	<input type="checkbox"/> Review and verification of data and micro-plan <input type="checkbox"/> Monitoring and evaluation of the RAP implementation and disbursal of assistance and compensation. <input type="checkbox"/> Prepare reports on the Good practices in RAP implementation.
5	District R&R cell	<input type="checkbox"/> Disbursal of compensation assistance among the PAPs <input type="checkbox"/> Maintain report and submission of report to SHAJ.

**“The disbursal of R&R compensation among the project affected households will be the responsibility of the deputy commissioner of the district. This is the current government practice for R&R payments. ”**

**ROLES AND RESPONSILITIES OF ENVIRONMENT AND SOCIAL SPECIALIST**

74. Within JUIDCO, full-time environment and social specialist will be appointed to handle all matters pertaining to environment and social management under the project,



including implementing the ESMP and compliance with it. A full time environment and social specialist will be available for JMDFP for the entire project life.

75. The key responsibilities of the environment specialist and social specialist include:
- Orientation and training of implementing agency teams and the contractors on environmental and social management.
  - Leading/ providing oversight on the ESIA process and its outputs, and approval of safeguard documents
  - Hiring of consultants to undertake ESIA and Safeguards Audit.
  - Review of monitoring reports submitted by the implementing agencies on ESMP/RAP implementation.
  - Conducting at least quarterly visits to project sites to review ESMP compliance during sub-project planning, design and execution.
  - Co-ordinate application, follow up processing and obtain requisite environmental clearances required for the project, if required, advice PIU for compliance with statutory requirements.
  - Develop, organise and deliver training programme for the PIU staff, the contractors and others involved in the project implementation, in collaboration with the environmental expert of the PIU.
  - Liaise with various government agencies on environmental and other regulatory matters.
  - Review environmental performance of the project, compile periodically environmental monitoring reports and provide a summary of the same to the project director for necessary follow-up actions.
  - Provide support and assistance to the government agencies and the World Bank to supervise the implementation of the ESMP during the construction as well as operation stages of the project.
  - Document the good practices in the project on incorporation and integration of environmental issues into engineering design and on implementing measures in the construction and maintenance programs of urban infrastructure projects, and dissemination of the same with the assistance of environment and social officers of PIUs.
  - Providing guidance and inputs to the design consultants on environment and social management aspects
  - Reporting to JUICCO Project Director, and the World Bank.



- Coordinating with the Environmental quality audit consultants.
76. The Environment and Social specialists will also deal with matters pertaining to integration of Environment and Social concerns into the sub-project design and contract documents; preparation of Terms of References for ESIA; reporting, documentation, monitoring and evaluation on environment and social aspects and will ensure overall coordination with the implementing agencies and PIUs. The PIU offices at the district and block levels will support preparation of Environment and Social screening checklist and detailed EA/SA if required, and preparation and implementation of RAP/STPP/ESMPs wherever required. The environment and social specialists of JUIDCO will be supported by full-time environment and social specialists/nodal officers positioned in the PIUs. These specialists will be available for the entire project life.

### 6.3 TRAINING SKILL AND CAPACITY BUILDING

77. The capacity building and training of all the agencies is the most vital component towards successful and timely implementation of RAP. Central PMU-PMU needs to play important role .In this section an attempt has been made to provide the broad areas of capacity building and training to be planned by the project authority in different phases/stages of implementation process are as follows:

**Table 20: Type of capacity building/Training**

Phase/Stage	Type of capacity building/Training	Organization / Agency / personnel
Inception Phase Month -1	2 day Orientation workshop on lessons learning and experience sharing - to discuss the major issues in implementation.	PMU, PIU and NGO
Inception Phase Month -1	NGO and PIU staff training on implementation process, mechanism and major issues.	PIU and NGO
Implementation Phase. Month-3	1 day Quarterly review workshop on implementation issues Note: The quarterly review workshop needs to be organized to establish a proper management information system and make the management decision as vital input for implementation decision making.	PMU, PIU and NGO
Implementation Phase. Month-6	2 day orientation workshop for supervision consultant- working out methodologies, indicators of monitoring, monitoring framework etc.	PMU, PIU, supervision consultant and NGO
Implementation	Training Need Assessment of PAPs.	PIU, NGO and



Phase/Stage	Type of capacity building/Training	Organization / Agency / personnel
Phase. Month-2	Design livelihood support Programme for PAPs. Arrange training for PAPs	Supervision consultant



## CHAPTER 7: ESTIMATED COST AND R & R BUDGET

### 7.1 INTRODUCTION

78. R&R budget has been worked out for the sub-project based on impacts identified during the census survey. Since the subproject do not involve land acquisition, the R&R cost includes cost of structures and R&R assistance as per the entitlement matrix. Contingency provisions have also made to take into account any variations from estimated R&R cost. Some of the features of this R&R cost estimate are outlined below:

- Compensation for structures at their replacement cost;
- Assistance in lieu of the loss of business/wage income;
- Assistance for shifting.

### 7.2 COMPENSATION FOR LOSS OF STRUCTURE

79. The replacement cost of immovable properties has been determined on the basis of replacement cost by referring to relevant Basic Schedule of Rates (BSR)<sup>2</sup> as on date without depreciation. In total 245 structures are getting affected due to the project implementation rest 13 have are street vendors with no structures and sell their things in baskets or moving carts. The total compensation for the loss of structure as calculated which will be provided to the affected families is Rs. 3.48 crores for NCB-01 and 2.27 crore<sup>3</sup>.

### 7.3 R&R ASSISTANCE TO THE PROJECT AFFECTED FAMILIES

80. In addition to compensation for the loss of structure, additional assistance will also be provided to the affected families as per the entitlement framework adopted for the sub-project. This includes providing shifting allowance, subsistence allowance, for livelihood loss to the project affected families depending on the applicability as per

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<sup>2</sup> as per BSR rate of Ranchi Radial project funded by ADB in 2014.

<sup>3</sup> The rate of disbursed for the permanent structures without land was Rs. 9,370/m<sup>2</sup>, semi-permanent structures was Rs. 7,192/m<sup>2</sup>, and temporary structures was Rs. 2,178/m<sup>2</sup>. in the project at Ranchi Radial Roads project funded by of Asian Development Bank at 2014. The compensation for boundary walls at per running metre is Rs. 3,608/ metre. The present rate in 2017 is calculated at a cumulative increase of 7% from the base year. The net cumulative increase for three years is 22.5%. Thus the average estimated rate for permanent structures without land has been calculated at Rs. 11,478/m<sup>2</sup>, semi-permanent structures have been calculated at Rs. 8,810/m<sup>2</sup>, and temporary structures have been calculated at the rate of Rs. 2,668/m<sup>2</sup>. . The compensation for boundary walls at per running metre is Rs. 4,420/ metre."



entitlement matrix. The total assistance as calculated which will be provided to the affected families is Rs. 0.22 crore for NCB-01 and Rs. 0.21 crore for NCB-02.

## 7.4 RELOCATION AND ENHANCEMENT OF RELIGIOUS AND COMMUNITY STRUCTURES

81. The census survey showed that 7 religious structures would be affected due to the project road. The average relocation/restoration cost of the each religious structures has been considered as Rs. 4,00,000/-/. The total relocation cost as estimated to be Rs. 40,00,000/-.

## 7.5 TOTAL R&R BUDGET

82. The total R&R budget for the proposed subproject works out to Rs. 4.53 crore for NCB-01 and 2.75 crore for NCB-02. Details of the budget estimates for NCB-01 and NCB-02 are given in table 21 and 22 respectively. Contingency provision would cover non-identified and other costs during R&R implementation.

**Table 21: Resettlement Budget for NCB-01**

<b>Package 11 A (Kanko Chowk to Vinod Bihari Chowk)</b>			
<b>I. Compensation for loss of Structure (house, shop, building or immovable property or assets attached to land)</b>			
<b>Type of Structure</b>	<b>Rs. Per Sqm</b>	<b>Area Sqm</b>	
a) Pucca	11478.00	1553.08	178,26,254.77
b) Semi Pucca	8810.00	29.55	2,60,312.24
c) Kutchcha	2668.00	6287.70	167,75,585.60
d) Boundary wall (in M)	4420.00	4.42	19,536.40
<b>Subtotal (A)</b>			<b>348,81,689.01</b>
<b>II. Assistance(Impact to Squatters/ Encroachers)</b>			
<b>a) Loss of Residence</b>			
Housing provisions for the Homeless PAHs under PAMY/IAY		7	
Shifting Assistance to DPs	5,000.00	7	35,000.00
Loss of Residential Tenant	3,000.00	4	12,000.00
<b>Subtotal (B)</b>			<b>47,000.00</b>
<b>b) Loss of Shop/trade/commercial structure</b>			
Compensation for Structure as per market vale		98	





Loss of Commercial Tenant	3,000.00	9	27,000.00
Shifting Assistance to DPs	5,000.00	107	5,35,000.00
Subsistence Allowance for 1 month	7,510.00	107	8,03,570.00
<b>Subtotal (C)</b>			<b>13,65,570.00</b>
<b>c) Loss of commercial Kiosk/vendor</b>			
Compensation for structure as per market Value		29	
Shifting assistance to DPs	5,000.00	29	1,45,000.00
Subsistence Allowance for 1 month	7,510.00	29	2,17,790.00
<b>Subtotal (D)</b>			<b>3,62,790.00</b>
<b>d) Impact to Vulnerable Household</b>			
One time Assistance who have to relocate*	10,000.00	47	4,70,000.00
<b>Subtotal (E)</b>			<b>4,70,000.00</b>
<b>III. Impact to Community Property Resource</b>			
One time Assistance to relocate Lumpsum*	40,00,000.00		40,00,000.00
<b>Subtotal (F)</b>			<b>40,00,000.00</b>
<b>IV. Impact during Construction.</b>			
Contingency of 10%			<b>41,12,704.90</b>
<b>Subtotal (G)</b>			<b>41,12,704.90</b>
<b>Grand Total (A) + (B) + (C) + (D) + (E) + (F)</b>			

83. The total R&R Budget for NCB-01 comes to Rs.4,52,39,753.91 (i.e. Rs. 4.53 crore)

**Table 22: Resettlement Budget for NCB-02**

<b>Package 11 B (Vinod Vihari Chowk to Gol Building Chowk)</b>			
<b>I. Compensation for loss of Structure (house, shop, building or immovable property or assets attached to land)</b>			
<b>Type of Structure</b>	<b>Rs. Per Sqm</b>	<b>Area Sqm</b>	
a) Pucca	11478.00	1015.68	116,58,000.52
b) Semi Pucca	8810.00	19.32	1,70,238.80
c) Kutchcha	2668.00	4112.03	109,70,884.70
Boundary wall (in M)	4420.00	0	-
<b>Subtotal (A)</b>			<b>227,99,124.02</b>
<b>I. Assistance (Impact to Squatters/ Encroachers)</b>			
<b>a) Loss of Residence</b>			
Housing provisions for Homeless PAHs under PMAY/IAY		4	
Shifting Assistance to DPs	5,000.00	4	20,000.00



Loss of Residential Tenant	3,000.00	3	9,000.00
<b>Subtotal (B)</b>			<b>29,000.00</b>
<b>b) Loss of Shop/trade/commercial structure</b>			
Compensation for Structure as per market value		106	
Loss of Commercial Tenant	3,000.00	12	36,000.00
Shifting Assistance to DPs	5,000.00	118	5,90,000.00
Subsistence Allowance for 1 month	7,510.00	118	8,86,180.00
<b>Subtotal (B)</b>			<b>15,12,180.00</b>
<b>c) Loss of commercial Kiosk/vendor</b>			
Compensation for structure as per market value		16	
Shifting Assistance to DPs	5,000.00	16	80,000.00
Subsistence Allowance for 1 month	7,510.00	16	1,20,160.00
<b>Subtotal (C)</b>			<b>2,00,160.00</b>
<b>d) Impact to Vulnerable Household</b>			
One time Assistance who have to relocate*	10,000.00	42	4,20,000.00
<b>Subtotal (D)</b>			<b>4,20,000.00</b>
<b>II. Impact to Community Property Resource</b>			
One time Assistance to relocate*	2,50,000.00	0	-
<b>Subtotal (D)</b>	<b>2,49,60,464.02</b>		-
<b>III. Impact during Construction</b>			
Contingency of 10%			<b>24,96,046.40</b>
<b>Subtotal (E)</b>			<b>24,96,046.40</b>
<b>Grand Total (A) + (B) + (C) + (D) + (E) + (F)</b>			<b>2,74,56,510.42</b>

84. The total Budget comes to Rs. 2,74,56,510 crores (i.e. Rs. 2.75 cr.).

85. The above budgets is indicative of outlays for the different expenditure categories and will be updated and adjusted to the inflation rate as the project continues and in respect of more specific information such as extra number of PAPs during the implementation, unit cost will be updated if the Basic Schedule of rates get updated.



## CHAPTER 8: IMPLEMENTATION SCHEDULE OF RAP

86. The RAP will be implemented over a period of 24 months. The Implementation schedule has been provided in table below.

**Table 23: Activity wise Implementation Schedule**

S.No.	Activities	Month wise																								
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
<b>A. Preparatory</b>																										
1.	Collection and review of RAP Report & other relevant documents	█																								
2.	Reconnaissance survey and rapport building with community & district	█	█																							
3.	Orientation training of project staff on the RAP	█																								
4.	Identification, Verification and Submission of eligible PAP list for NTH		█	█	█	█																				
<b>B. IEC and Awareness Campaign</b>																										
7.	Preparation and distribution of R&R policy to PAPs		█	█	█	█	█	█	█	█	█	█	█	█	█	█										
8.	Organize awareness campaigns for sharing information on RAP		█	█	█					█																
9.	Rapport building through participatory process		█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█				
10.	Consultation meetings with project staff, contractors and labours					█						█												█		
11.	Organize awareness campaigns for construction labours on HIV/AIDS					█			█			█			█			█			█			█		
<b>D. Land and Building Valuation</b>																										
13.	Measurement & valuation of land and structures (private /community etc.)			█	█	█	█	█																		
14.	Photography of EPs for distribution of entitlement-				█	█	█	█	█	█																



S.No.	Activities	Month wise																							
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
	cum- identity Cards																								
<b>E. Micro Plans &amp; Disbursement</b>																									
15.	Preparation of Micro Plans (Non-title holders)																								
16	Opening of bank account in joint names for disbursement																								
18	Disbursement of entitlement/ compensation/ assistance																								
19	Handing over of encumbrance free site																								
20	Holding of health awareness, check up camps																								
21	Information regarding jobs and provision of labour opportunities by Contractor with preference to vulnerable PAHs – Intermittently																								
<b>F. Rehabilitation Process</b>																									
23	Identification of training Needs (Training Needs Assessment)																								
25	Vocational, skill up gradation trainings based on the micro plans etc.																								
<b>G. Completion Process</b>																									
26	Submission of quarterly to WB by PMU																								
27	Submission of Completion Report																								



## CHAPTER 9: GRIEVNACE REDRESSAL MECHANISM

### 9.1 INTRODUCTION

87. GRM is a process that enables any stakeholder to make a complaint or a suggestion about the way a project is being planned, constructed or implemented. A grievance is indignation or resentment stemming due to any project related activity. In the subproject RAP implementation, there is a need for an efficient grievance redressal mechanism that will assist the PAPs in resolving queries and complaints.

### 9.2 GRIEVANCE TEDRESSAL MECHANISM FOR THE SUB-PROJECT

88. A Grievance Redressal Cell (GRC) will be set up at the state and ULB level. The objective is to receive and resolve the affected communities concerns, queries, complaints and grievances about the environmental and social aspects of the Project that could be encountered during implementation as well as to address other social issues pertaining to social cohesion and integration once the sub-projects implemented. Some means of communicating information on SHAJ's GRM includes the following:

- Distribution of leaflets to the public places
- Notice Boards
- SHAJ Website
- Telecommunication Tools

89. Member Administration(SHAJ) will be responsible for ensuring that an effective multi-level GRM is established to handle all grievances, related to the sub project activities. The GRM will function at 2 levels: at community level where every effort will be made to resolve the issue; at sub project level where Grievance Redress Committee will be established and as an appeal mechanism at State Level. Where an individual has a grievance with regard to a specific activity she or the Project level GRC shall be constituted with five persons including a female member.

- One from the ULB / Executing Agency
- Any One Elected Representative (Local Project Area)--(preferably female)
- Representative of community Based group of Women such as Mahila Samakhya/ Mahila Mandal.



- A person who is publicly known and accepted by the locals (in the project area) to speak on their behalf (to be identified by the Elected Representatives of the ULB)
- Community Development officer from PIU
- ULB level community organizer or Chief Municipal Officer's representative

90. The PAP will have to clarify the area of grievance. The grievances related to construction activities affecting the livelihood or loss of property/utility or restriction of access and the grievances regarding the quality of service during operation and maintenance period will only be entertained by the Grievance Redressal Committee (GRC). Grievances related to corruption will only be dealt under the anti-corruption laws of the Jharkhand.

91. The PAP (or his/her representative) may submit his/her complaint in a number of ways e.g. by written letter, phone, and email to the GRC or, alternatively, raise his/her voice in a public or individual meeting with project staff. A very simple grievance form in local language will also be available at project site to be filled in by the complainant. Address of Grievance cell at state level:

**Grievance Redressal Cell**

**Jharkhand infrastructure Development Company Limited**

**3<sup>rd</sup>Floor, Pragati Sadan, Kutchery Chowk**

**Ranchi-834001, Jharkhand**

**Phone No: 651 2243203**

**Email: [grc.jmdp.juidco@gmail.com](mailto:grc.jmdp.juidco@gmail.com)**

**Grievance Redressal Cell(For Dhanbad road project)**

State Highway Authority of Jharkhand

Deen Dayal Nagar, Near NH division, Booty Road

Ranchi-834008 Jharkhand

Phone No: 0651-2361306

Email: [membertechnical.shaj1@gmail.com](mailto:membertechnical.shaj1@gmail.com)

**Project Implementation Unit(PIU) Level**

Grievance Redressal Cell

Inspection Bungalow (PWD IB)

Road Division, Dhanbad

Opposite of D. C Residence, Dhanbad-826001, Jharkhand



92. The GRC will meet to try and resolve the matter at community level and make a recommendation usually within 7-10 working days from receipt of complaint. If there is no decision after 10 days the PAP can refer the complaint to the Member Administration of SHAJ. The Member Administration SHAJ person will chair an Appeals Committee, which will then examine and address the complaint within 20 days. It is recognized that some complaints may take longer to resolve due to their complexity. For example, those related to land disputes. All submitted complaints and grievances will be registered at sub project level and added to a database of SHAJ-JMDP PIU which will be updated regularly by designated SHAJ-JMDP staff. In addition to the mechanism explained above, PAPs has the right to approach judiciary of the country.



## CHAPTER 10: MONITORING AND EVALUATION

### 10.1 INTRODUCTION

93. The concurrent internal social monitoring will be done as part of the regular monitoring by the PIU, Implementing Agencies, and design and supervision consultants. PIU CSQC, and the Implementing Agencies will do the regular monitoring of implementation of RAP implementation. PIU will submit monthly progress report on RAP implementation to PMU. PMU, with the help of in-house Social Specialists will do the quarterly social monitoring of sub-projects for safeguards compliance.
94. An external evaluation of the Resettlement Action Plan implementation for the subproject will also be undertaken through an audit consultant specifically hired for this purpose. Stakeholder Consultation Workshops with the participating departments and other stakeholders at ULB level will be held once a quarter during implementation, to gather their feedback on the environmental and social issues arising out of implementation of the sub project.

### 10.2 SAFEGUARD MONITORING AND REPORTING PLAN

95. Apart from the quarterly monitoring reports submitted to The World Bank, JUIDCO will prepare an annual report on the implementation status of RAP and will submit this report to The World Bank. The PMU, through the respective PIUs will monitor all the approved investments under the JMDP to ensure conformity to the requirements of the ESMF. The monitoring will cover all stages of construction. The monitoring will be carried out through the environmental and social safeguard compliance reports that form a part of quarterly progress reports for all investments and regular visits by the social specialists of the PMU and PIUs.

**Table 24: Reporting Schedule**

Institution	Schedule of reporting
JUIDCo PMU	Quarterly reports on safeguards implementation to the World Bank
PIUs	Monthly report to PMU on ESMP implementation
CSQC	Monthly progress reporting all on all aspects of sub project ESMP compliance.





### 10.3 INDEPENDENT SAFEGUARD AUDITS

96. An independent social/compliance monitoring audit will be conducted by third party inspection agency to review implementation of ESMF of JMDP. The audit will review sub-projects in preparation and construction phase in terms of (i) screening of sub-projects, (ii) environmental and social categorisation of investments, (iii) preparation of environmental and social management plans for the respective sub-projects as per the policies and procedures agreed by the ESMF, (iv) the deviations in implementing social and environmental measures, if any, (v) positive measures taken at the sub-project level, if any, (vi) suggestions for further improvement of social and environmental management practices at the sub-project level and (vii) capacity building and training requirements for the project staff, support consultants and contractors if needed. The audit consultancy will also review the action taken by JUIDCO after the submission of the audit report, and to submit an audit compliance report. This will be conducted on a yearly basis, for a minimum of 50% of ongoing sub-projects in category E2 and S2 and 100% in category E1, S1.





C. Utility paid for

:

01 Electricity  
03 Sewerage

02 Water  
99 Others

**2.0 DETAILS OF AFFECTED STRUCTURES**

2.1 Description of Affected Structure

2.2 Type of Construction

:

01 Temporary                      02 Semi-permanent                      03 Permanent

2.3 Material of the Affected structure

: Floor

Wall

Roof

2.4 Area of structure

: Floor    Sqft

: Length along the road    Ft

: Width perpendicular to the road    Ft

2.5 Market Value of the Structure

:

2.6 Use of the Structure

:

A. Residential Structure

: 01 House

02 Hut

B. Commercial Structure

: 03 Shops  
05 Small Eatery  
07 Farm House  
09 Clinic  
11 Workshop  
13 Commercial Complex  
15 Restaurant

04 Hotel  
06 Kiosk  
08 Petrol Pump  
10 STD Booth  
12 Vendors  
14 Industry  
99 Any Other

C. Mixed Structure

: 16 Residential-cum-Commercial

D. Other Structure

: 29 Boundary Wall  
31 Gate

30 Foundation  
32 Well/ Tube

2.7 Any of the following people associated with the Structure?

A. Any Employee

:

01 Yes

02 No

(i) If yes, then how many

:

2.8 Trees within the affected area

:   Fruit                        Non-Fruit                        Total

2.9 Physical Relocation Required

Yes/  No

Temporary  Permanent

If Yes: Does PAP have alternate site

Yes/  No

2.10 Number of persons in the family losing livelihood

Remarks,



**ANNEXURE 2: AFFECTED STRUCTURES IN NCB-01 (Chainage – 00+000 to 11+700)**

Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
1	00+000	11	HL1A&B	BINOD NAYEK	Commercial		
2	00+000	11	HL2	TEWARI	Commercial		Owner Not Available
3	01+900	11	HL3	GHANSHAM RAJAK	Commercial		
4	04+800	11	HL4	GOBINDH MAHATO	Commercial		
5	10+700	11	HL5	BALAI RABBANI	Commercial		



Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
6	11+700	11	HL6	BIPIN SINGH	Commercial		Owner Not Available
7	00+000	11	HR1	ANAND KR. MANDAL	Commercial		
8	04+800	11	HR10	LACHIMAN KR. MAHATO	Commercial		1. This used by 2 owners with internal partition and understanding. 2. SREE DANODAR MAHATO Is Not Available in the time of survey
9	04+800	11	HR10	SREE DANODAR MAHATO	Commercial		
10	10+600	11	HR11A	TAPAN DEY	Commercial		



Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
11	10+600	11	HR11B	DANASH RAY	Commercial		
12	10+600	11	HR12	SUKHI RAM THAKUR	Commercial		Owner Not Available
13	11+000	11	HR13	MINA DEVI	Commercial		
14	11+000	11	HR14A	JAGDISH PANDIT	Commercial		
15	11+000	11	HR14B	SONIA DEVI	Commercial		Owner Not Available



Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
16	11+000	11	HR14C	LALIT PANDIT	Commercial		
17	11+000	11	HR14E	TOPESWAR PANDIT	Commercial		
18	11+000	11	HR14F	KALPANA DEVI	Commercial		
19	11+500	11	HR15	SARAT KUMER	Commercial		Owner Not Available
20	00+000	11	HR2	RAJ KUMER MONDAL	Commercial		



Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
21	00+100	11	HR3	PHIREN THAKUR	Commercial		Owner Not Available
22	00+100	11	HR4	MIHIR KR. TIWARI	Commercial		
23	00+100	11	HR5	FAJU MANDAL	Commercial		
24	00+100	11	HR6	AJIT THAKUR	Commercial		Owner Not Available
25	00+100	11	HR7	KISHOR KUMAR MANDAL	Commercial		





SI. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
26	00+100	11	HR8	Closed	Commercial		
27	04+800	11	HR9	AMIT KR., MONDAL	Commercial		
28	00+100	11	L1A	DIBAKAN MONDAL	Commercial		
29	00+100	11	L1B	SHIBMISTNYA BHADW	Commercial		Owner Not Available
30	00+100	11	L1C	MD. TABIB	Commercial		



Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
31	04+800	11	L10A	Closed	Boundary Wall		Owner Not Available
32	04+800	11	L10B	MUKESH KR. MAHATO	Commercial		Owner Not Available
33	04+900	11	L11	NIRMAL MAHATO	Commercial		
34	04+900	11	L12A	PARUSURAM MAHATO	Commercial		1. This structure used by Father in the morning & by Son in evening. 2. AMIT MAHATO is Not Available in the time of survey Owner Not Available
35	04+900	11	L12B	AMIT MAHATO	Commercial		



Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
36	05+000	11	L13	MAHABIR MAHATA	Commercial		
37	05+000	11	L14A	NASIB KHAN	Commercial		Owner Not Available
38	05+000	11	L14B	BAHADUR RAWANI	Commercial		Owner Not Available
39	05+000	11	L14C	TRIBENI MEHATA	Residential		
40	05+000	11	L15	RITESH MAHATO	Commercial		



Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
41	05+000	11	L15	VOLARAM MAHATO	Commercial		Owner Not Available
42	05+300	11	L16	KARTIK SHAW	Commercial		
43	05+700	11	L17	NARAYAN MAHATO	Commercial		Owner Not Available
44	06+900	11	L17	SUMAN RAWANI	Commercial		
45	08+100	11	L18	Not in use	Not in use		Owner Not Available








Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
46	00+100	11	L2A	GHANSHAM THAKUR	Commercial		Owner Not Available
47	00+100	11	L2B	MD. SIRAJUDDIN	Commercial		Owner Not Available
48	00+100	11	L2C	RAHIT KR. MANDAL	Commercial		
49	00+100	11	L2D	PANKAJ KR. MONDAL	Commercial		
50	00+100	11	L2E	MAHANLAL TIWARI	Commercial		




Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
51	08+800	11	L20	Closed	Commercial		Owner Not Available
52	09+000	11	L21	RAKESH HUMAR	Residential		Owner Not Available
53	09+100	11	L22A	Closed	Commercial		Owner Not Available
54	09+100	11	L22B	BANSAR MAHATO	Commercial		
55	09+100	11	L24	HARI MAHATA	Commercial		



Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
56	09+200	11	L25	SUSIE	Commercial		Owner Not Available
57	09+300	11	L26	PRAKASH	Commercial		Owner Not Available
58	09+300	11	L27	GOPA CH. MAHATO	Commercial		
59	09+300	11	L28	MD.PERVEZ	Commercial		Owner Not Available
60	09+400	11	L29&L32	HIRALAL	Residential		Owner Not Available





SI. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
							
61	00+900	11	L3	Closed	Commercial		Owner Not Available
62	09+300	11	L30	HIRALAL RAJAK	Commercial		
63	09+300	11	L31	SK MUKTES	Commercial		
64	09+400	11	L33	SANTU KUMAR	Commercial		Owner Not Available










Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
65	09+400	11	L34	GURKUT MAHATO	Commercial		
66	09+500	11	L35	SAILESH SINGH	Commercial		Owner Not Available
67	09+500	11	L36A	RAMPRABESH SINGH	Commercial		
68	09+500	11	L36B	LALU KR. MAHATO	Commercial		Owner Not Available
69	09+600	11	L37	JAGDISH MAHATO	Commercial		



SI. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
70	09+600	11	L38	CHANDAN SHAW	Commercial		Owner Not Available
71	00+900	11	L4	Closed	Commercial		
72	10+500	11	L40	PURAN PANDIT	Commercial		Owner Not Available
73	10+500	11	L41	SANKAR KR. PANDIT & MATILAL PANDIT	Commercial		
74	10+700	11	L42	NEPAL RABBANI	Commercial		Owner Not Available








SI. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
75	11+000	11	L43	Closed	Commercial		Owner Not Available
76	11+000	11	L44A	JITAN KUMAR	Commercial		
77	11+000	11	L44B	Closed	Commercial		Owner Not Available
78	11+000	11	L45	SANJOY PANDIT	Commercial		Owner Not Available
79	11+100	11	L46	AMIT KR. SHAW	Commercial		Owner Not Available








Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
80	11+400	11	L47	MANOJ RABBANI	Commercial		
81	11+700	11	L48	OMKAR SINGH	Commercial		Owner Not Available
82	01+100	11	L5	MAHANDAN MONDAL	Commercial		1. Used by 2 owners with internal partition and understanding 2. Both Owners was Not Available in the time of survey
83	01+100	11	L5	BADAL MONDAL	Commercial		
84	01+800	11	L6	SUDHIR MANDAL	Commercial		



Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
85	01+900	11	L8A&B	Closed	Commercial		Owner Not Available
86	01+900	11	L8C	BHOLA DUTTA	Commercial		
87	01+900	11	L9A	MANI RAJAK	Commercial		
88	01+900	11	L9B	BIKRAM KUMAR	Commercial		
89	01+900	11	L9	RATILAL RAJAK	Commercial		



Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
90	00+100	11	R1	JAGDISH SHINGH	Commercial		
91	02+000	11	R10A1	MUKTISWAN MODAK	Commercial		
92	02+000	11	R10A2	AMIT MODAK	Commercial		Owner Not Available
93	02+000	11	R10B	NAGENDRA MONDAL	Commercial		Owner Not Available
94	02+000	11	R10B	AMIT MONDAL	Commercial		Owner Not Available



Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
95	02+000	11	R10C	BHADUR MODAK	Commercial		Owner Not Available
96	02+000	11	R10C	BIMAL MODAK	Commercial		Owner Not Available
97	02+000	11	R11A&B	Closed	Commercial		Owner Not Available
98	02+000	11	R12A	SUNIL SHARMA	Commercial		Owner Not Available
99	02+000	11	R12B	MOHESH PRAMANIK	Commercial		Owner Not Available



Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
100	02+000	11	R12C	DINDAYA DEVI	Commercial		
101	02+000	11	R12D	BIJOPY RAWANI	Commercial		
102	02+700	11	R13	SRI GOPAL RABBANI	Boundary Wall		Owner Not Available
103	03+200	11	R14A	Not in use	Boundary Wall		Owner Not Available
104	03+200	11	R14B	AKHI MAHATO	Commercial		






Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
105	04+300	11	R15A	MUTAK DHARI MAHATO	Commercial		
106	04+300	11	R15B	SOMNATH MAHATO	Commercial		Owner Not Available
107	04+900	11	R16A	KORESH RAWANI	Commercial		Owner Not Available
108	04+900	11	R16B	DILAP KR. MAHATA	Commercial		
109	04+900	11	R17A	DASARATH MAHATO	Commercial		Owner Not Available







Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
110	04+900	11	R17B	KISHORE KR. MAHATO	Commercial		
111	04+900	11	R17C	JAGENDRA KUMAR	Commercial		
112	04+900	11	R17D	DILIP THAKUR	Commercial		Owner Not Available
113	04+900	11	R17E	GANGADHAR MAHATO	Commercial		
114	04+900	11	R17F	CHOTELAL MAHATO	Commercial		



Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
115	05+300	11	R18	MANTUJI MAHATO	Commercial		Owner Not Available
116	05+700	11	R19A	NARAYAN MAHATA	Commercial		Owner Not Available
117	05+700	11	R19B	KISSAN RAWANI	Commercial		
118	00+100	11	R2A	ROHIT MONDAL	Commercial		
119	00+100	11	R2B	SANJAY KR. MANDAL	Commercial		



Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
120	06+000	11	R20A	BIKRAM RABBANI	Commercial		Owner Not Available
121	06+000	11	R20B&C	KAMAL RABBANI	Commercial		
122	06+000	11	R20D	BHANU PRASAD MAHATO	Residential		Owner Not Available
123	06+000	11	R21	MANAJ THAKUR	Commercial		Owner Not Available








Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
124	06+000	11	R22	BHAGIRATH MAHATO	Commercial		
125	06+900	11	R23	MANAJ RAWANI	Commercial		
126	06+900	11	R24A	JALDHAR THAKUR	Commercial		
127	06+900	11	R24B	JOGENDEV RABBANI	Commercial		Owner Not Available
128	06+900	11	R24C	NIRANJAN RAWANI	Commercial		








Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
129	06+900	11	R24D	AJAY SINGH	Commercial		Owner Not Available
130	07+000	11	R25	JHANDU RAWANI	Residential		Owner Not Available
131	07+100	11	R26	NILESH OJHA	Commercial		Owner Not Available
132	07+500	11	R27	Closed	Boundary Wall		Owner Not Available
133	07+800	11	R28	CHERKU MAHATO	Commercial		



Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
134	09+100	11	R39	JAGISH MAHATO	Commercial		
135	00+100	11	R4	HIRAMAN SINGH	Commercial		
136	09+200	11	R42	BHUPAL CH. MAHATA	Commercial		Owner Not Available
137	09+300	11	R43	DHANEWAW MAHATO	Commercial		
138	09+300	11	R44	MITHILESH BISWAKARMA	Commercial		







Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
139	09+400	11	R45	LALU MAHATO	Commercial		
140	09+400	11	R46	SK. TAYAB	Commercial		Owner Not Available
141	09+400	11	R47A	KINU PRAMANIK	Commercial		
142	09+500	11	R47B	MANOJ KUMER MAHATO	Commercial		
143	09+500	11	R48	SURESH PRASAD	Residential		Owner Not Available








Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
144	09+600	11	R49	NIMAY RAWANI	Commercial		
145	01+000	11	R5	SUNIL MONDAL	Commercial		Owner Not Available
146	10+600	11	R50	RAJU MAHATO	Commercial		
147	10+700	11	R51	DR. ASMAT HASSAIN ANSARI	Residential		Owner Not Available
148	10+700	11	R52	MEGU PANDIT	Commercial		







Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
149	10+800	11	R53	SANTOSH RAMANI	Commercial		
150	10+800	11	R54A	RAMESH KUMAR MAHATO	Commercial		
151	10+800	11	R54B	SALIM ANSARI	Commercial		Owner Not Available
152	11+100	11	R56	CHOTU PANDIT	Commercial		1. This structure used by 2 brothers 2. KALU PANDIT is Not Available in the time of survey
153	11+100	11	R57	KALU PANDIT	Residential-cum-Commercial		








Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
154	11+300	11	R58	Closed	Commercial		Owner Not Available
155	11+400	11	R59	M. KISHORE	Commercial		
156	11+400	11	R60A	ARBIND SINGH	Commercial		Owner Not Available
157	11+400	11	R60B	NIRAJ LAL BARMAN	Commercial		
158	11+400	11	R60C	RAJESH SHAW	Commercial		Owner Not Available








Sl. No	Chainage	Road no. of DPR	Structure no	Name of the PAP	Use of the Structure	Picture	Remarks
159	11+400	11	R61A	DHANANJAY RAWANI	Commercial		
160	01+100	11	R7	VISWANATH MONDAL	Commercial		
161	01+800	11	R8	NAGENDAR KR. MODAK	Residential		
162	01+900	11	R9	Closed	Commercial		

**ANNEXURE 3: AFFECTED STRUCTURES IN NCB-02 (Chainage – 11+700 To 19+900)**



S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
1	12+100	11-B	HL10B	RAMU BARMA	5.60	Commercial	
2	12+100	11-B	HL10C	SHAMU BARMA	5.60	Commercial	
3	13+800	11-B	HL12	Closed	16.88	Commercial	
4	13+800	11-B	HL12	DALU RAM MAHATO	16.88	Commercial	
5	19+900	11-B	HL13	RAJESH KUMAR	8.90	Commercial	



S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
6	19+900	11-B	HL17	RABI YADAV	9.10	Commercial	
7	11+900	11-B	HL7B	GUNADHAR BHANDARI	5.80	Commercial	
8	12+000	11-B	HL8	MUGHLY	5.70	Commercial	
9	12+000	11-B	HL9	RAJKAMAL MEHTA	5.70	Commercial	
10	12+200	11-B	HL9&R17L, R-E&F	AMIT KR. MAHATO	5.80	Commercial	




S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
11	11+900	11-B	HR16A	KISHAN BARMA	17.12	Commercial	
12	11+900	11-B	HR16B	KALICHARAN DHIBAR	17.12	Commercial	
13	11+900	11-B	HR16C	DAYAL MANDAL	17.12	Commercial	
14	12+200	11-B	HR18A	SUJIT ROY	6.20	Commercial	
15	12+200	11-B	HR18B	DANISH ALAM	6.20	Commercial	








S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
16	12+200	11-B	HR19	BHOLA KUMAR	5.90	Commercial	
17	12+500	11-B	HR20	GOPAL PRASAD	12.20	Commercial	
18	12+700	11-B	HR21	Closed	5.80	Commercial	
19	12+800	11-B	HR22A	CHANDU GOPE	17.50	Commercial	
20	12+800	11-B	HR22B	SAHADEV MAHATA	17.50	Commercial	










S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
21	12+800	11-B	HR22C	HARILAL MAHATA	17.50	Commercial	
22	12+800	11-B	HR22D	AJAY MAHATO	17.50	Commercial	
23	12+800	11-B	HR23A	RAMESH GOP	16.90	Commercial	
24	12+800	11-B	HR23B	BINOD GOP	16.90	Commercial	
25	12+800	11-B	HR23C	SUNIL GOP	16.90	Commercial	








S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
26	13+100	11-B	HR24	RAM LAXMAN SINGH	8.90	Commercial	
27	19+900	11-B	HR25	SANJSY PRASAD CHOWRASIA	6.50	Commercial	
28	11+900	11-B	L50	HUKUM SINGH	20.05	Commercial	
29	12+000	11-B	L51A	BHUAL ROY	9.49	Commercial	
30	12+000	11-B	L51B	JAYNARAYAN MONDAL	9.49	Commercial	



S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
31	12+000	11-B	L51C	DHARMENDHAR DOVI	9.49	Commercial	
32	12+500	11-B	L52	RAKESK KUMAR	12.30	Commercial	
33	12+500	11-B	L53	SANI KR. SAW	9.55	Commercial	
34	12+600	11-B	L54	ASHOKE KR VERMA	18.64	Commercial	
35	12+900	11-B	L55	RANJIT SINGH	19.63	Commercial	



S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
36	15+000	11-B	L56	SAMRESH SINGH	18.32	Commercial	
37	15+300	11-B	L57A	SUNIL	9.76	Commercial	
38	15+300	11-B	L57B	RANJIT KR. RAJAK	9.76	Commercial	
39	15+300	11-B	L57C	CHANDI BANRAI	9.76	Commercial	
40	15+300	11-B	L57D	SHIV KUMVAKAR	9.76	Commercial	








S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
41	16+300	11-B	L58A	MAHENDRA SAHAB	17.64	Commercial	
42	16+300	11-B	L58B	UDAY KUMAR SINHA	17.64	Commercial	
43	16+300	11-B	L58C	SUNIL KR. RAM	17.64	Commercial	
44	16+300	11-B	L59A	SUDIST KUMAR	5.93	Commercial	








S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
45	16+300	11-B	L59B	TOTAN DASGUPTA	5.93	Commercial	
46	16+600	11-B	L60	Closed	9.60	Commercial	
47	16+700	11-B	L61	Closed	17.10	Commercial	
48	18+200	11-B	L62	Not in use	20.04	Not in use	
49	18+600	11-B	L63A	SRIMOTI DEVI	18.62	Residential	








S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
50	18+600	11-B	L63B	JOYPAL MUNDA	18.62	Commercial	
51	18+600	11-B	L63C	RAJAN MODI	18.62	Commercial	
52	19+600	11-B	L64	RAM DABASH BHARTI	19.82	Commercial	
53	18+800	11-B	L65A	MAHABIR MANDAL	20.85	Commercial	
54	18+800	11-B	L65B	AMARNATH SINGH	20.85	Commercial	








S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
55	19+900	11-B	L66	GANESH MONDAL	21.32	Commercial	
56	19+900	11-B	L78	BIDHYACHAR	21.27	Residential	
57	19+900	11-B	L79	SURAJ CHAWHAN	21.27	Commercial	
58	12+000	11-B	R62A	SUNIL KUMAR RAWANI	14.40	Commercial	
59	12+000	11-B	R62B	RAJESH GOP	14.40	Commercial	










S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
60	12+100	11-B	R63A	MD. HAYADER	14.93	Commercial	
61	12+100	11-B	R63B	RAM WATER JADAV	14.93	Commercial	
62	12+600	11-B	R64A	MD. KURBAN	6.99	Commercial	
63	12+600	11-B	R64B	ARJUN MAHATO	6.99	Commercial	
64	12+600	11-B	R65	GUNJAN KUMAR	13.31	Commercial	








S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
65	12+700	11-B	R66A	GITA DEVI	4.45	Commercial	
66	12+700	11-B	R66B	Closed	4.45	Commercial	
67	15+100	11-B	R67	ANAND SHA	7.01	Commercial	
68	15+100	11-B	R68	SANI KUMAR	10.33	Commercial	
69	15+100	11-B	R69	MUKHESH KESHRI	6.27	Commercial	








S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
70	15+100	11-B	R70	RAM KRISIAN SINGH	6.96	Commercial	
71	15+200	11-B	R71	MANOJ RAWANI	7.07	Commercial	
72	15+200	11-B	R72A	MANVARAN SINGH	6.38	Commercial	
73	15+200	11-B	R72B	MD. JAHANGIR	6.38	Commercial	
74	15+200	11-B	R72C&D	RANU MANDAL	6.38	Commercial	








S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
75	15+200	11-B	R73A	RAJA RAM MAHATO	5.95	Commercial	
76	15+200	11-B	R73B	RAJU PARAMANIK	5.95	Commercial	
77	15+200	11-B	R74A	MANOJ PRASAD SAHOO	10.24	Commercial	
78	15+200	11-B	R74B	SANJIB PRAMANIK	10.24	Commercial	
79	15+200	11-B	R74C	KHEDU MODAK	10.24	Commercial	



S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
80	16+300	11-B	R75	BIJU MANDAL	7.64	Commercial	
81	15+400	11-B	R76	DEBENDU THAKUR	9.46	Commercial	
82	15+400	11-B	R77A,B&C	Not in use	5.95	Not in use	
83	15+800	11-B	R80A&B	PRADIP MODI	19.31	Commercial	
84	15+800	11-B	R80C	RAMA SANKAR	19.31	Commercial	




S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
85	15+800	11-B	R80D	SYAM SUNDAR KUMAR	19.31	Residential-cum-Commercial	
86	16+700	11-B	R81	KANSHINATH MAHATO	20.41	Commercial	
87	17+200	11-B	R82	Closed	19.28	Commercial	
88	18+900	11-B	R83	Closed	17.46	Boundary Wall	
89	18+900	11-B	R84	RAJESH MAHATO	11.02	Residential-cum-Commercial	



S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
90	19+000	11-B	R85	Closed	10.09	Commercial	
91	19+000	11-B	R86	BHUKAR KARMAKER	8.38	Commercial	
92	19+000	11-B	R87	Closed	6.07	Commercial	
93	19+100	11-B	R88C	SUNIL YADAV	17.31	Commercial	
94	19+100	11-B	R88D	MUNNA YADAV	17.31	Commercial	










S. No	Chainage	Road no.	Structure no	Name of the PAP	Distance from center line (m)	Use of the Structure	Picture
95	11+900	11-B	LH7A	KALICHARAN RAWANI	9.14	Commercial	














**ANNEXURE 4: COMMON PROPERTY RESOURCES IN NCB-01 (Chainage – 00+000 To 11+700)**

S. No.	Chainage	Side	Type of Structure	Picture
1	00+000	Left	Waiting Shed + TilkaManjhi Statue (20 years old)	
2	00+000	Left	Temple (15 years old)	
3	00+700	Left	Kali Temple (12 years old)	
4	00+900	Left	Shaheed MnaindraNath Mandal Statue (10 years old)	
5	00+900	Left	Newly built Temple (6 month old)	
6	00+900	Right	Waiting Shed	
7	01+900	Left	Waiting Shed	
8	02+700	Right	Waiting Shed	




S. No.	Chainage	Side	Type of Structure	Picture
9	02+700	Right	Temple at Ganduba (8 years old)	
10	03+200	Right	Abandoned Shed	
11	04+800	Right	Waiting Shed	
12	05+700	Right	Waiting Shed	
13	07+100	Right	Temple (22 years old)	
14	08+100	Right	Waiting Shed	
15	08+700	Left	Waiting Shed	
16	09+500	Left	Hanuman Mandir (16 years old)	



S. No.	Chainage	Side	Type of Structure	Picture
17	11+000	Right	Hanuman Temple (9 years old)	
18	11+400	Left	Waiting Shed	



**ANNEXURE 5: COMMON PROPERTY RESOURCES IN NCB-02 (Chainage – 11+700 To 19+900)**

S.No	Chainage	Side	Type of Structure	Picture No.	Picture
1	18+900	Right	Waiting Shed	1178-RK	

**ANNEXURE:6**

**Minutes of the Stakeholders consultation for World Bank aided Dhanbad Road from Kanko chowk to GOL building via Memco More NCB-I&II under Jharkhand Municipal Development Project(JMDP)**

Venue: Conference Hall, Dhanbad Municipal Corporation, Dhanbad

Date : 04.08.2018

Time: 11:30AM

Attendance is marked separately in the attendance sheet:-

Stakeholders consultation organised on 4<sup>th</sup> August 2018 in Dhanbad Municipal Corporation, Dhanbad for the road project proposed from Kanko Chowk to GOL building via Memco More, in the presence of Ward members, social worker of the area, common people, Urban Local body officials, SHAJ representative and JUIDCO Ltd.

The consultation was started with the welcome speech by Honourable, Mayor of Dhanbad.

In the first session Darashaw Pvt Ltd presented the detail project report(DPR)of the proposed road project and shown the cross section, road width ,main carriage way, public utility available along the roads cost and construction periods.

In the second half JUIDCO and E&Y LLP presented the Environment & Social Impact assessment (ESIA) and Resettlement Action Plan(RAP) of the above mention project. We discussed the various provisions of environment and social impact, implementation arrangement, entitlement matrix and various provisions for the project affected households.

SL No	Questions	JUIDCO's Response/Comments
1	How many trees will be affected, cut and transplanted due to this project?	8322 total trees will be affected due to the proposed road project out of which 6753 trees will be transplanted and 1569 trees will be felled.
2	What are the provisions for the	Priority will be given to the local people



	employment for the local people in project during construction?	during the construction as per willingness, skill and requirements.
3	Compensation and assistance should be paid in the presence of public representative.	DPR consultant will explore the possibility.
4	Can we do landscaping at the airport site where land is available along with road?	It will be explored by the DPR consultant who is also PMC for the proposed project.
5	What is the cut of date?	Cut off date is the day after which if any body move into the project affected area will not be eligible for the Assistance / compensation. The cut off date for the Dhanbad Road Project NCB-I&II is 02.03.2017
6	How entitlement was calculated for PAPs?	Data was taken from the Ranchi Radial road project which was implemented in 2014 and added the 7.5% annually and made calculation for the structures, for livelihood and other, standard norms of state have been taken.
7	People who moved in area after cut of date will get the compensation?	Peoples who have moved in the are after cut of date, will not be eligible for the compensation & assistance
8	How many bridge, culverts are proposed on this road?	1 major bridge, 2 minor bridge and 43 culverts will be constructed in the road.
9	Foot over-bridge should be provided in the proposed road project at school site.	There are two Foot over-bridge proposed on the proposed road at school sites.







S.No	Name	Designation	Mobile Number	Organisation	Signature
1.	C.S. Agarwal	Mayor	94311-24467	DMC	
2.	J.K. SINHA	C.E(I)	9008801161	DMC	
3.	Nenu Raju	Team Leader	9989161116	Darasha	
4.					
5.	Chandran Kumar	C.M.N (Amul)	9661121799	DMC	
6.	Rajesh kumar	Exec. Eng	9123257124	DMC	
7.	Dr. Raj Kishore Sharma	S.E.	9431326275	Nagar Nigam Bhubaneswar	
8.	Santosh Kumar	City Mayor	9472036519	DMC	
9.	Arindita Das	Ward 21	9122816664		
10.	Prashant - FOPPO	Ent. Spl. (SUNO)	9546035633		
11.	Ramesh Raju	SS. GAP	8651986921		
12.	शतो एन एन	Ward 17	9709200836		
13.	Taranum Warri	Ward 217	7209326822	Taranum Warri	
14.	UTKARSH MISHRA	DG. PROJECT DIRECTOR (SUIDCO)	9973768183	Utkarsh	
15.	Mukulak Kumar	Reporter	9155882826		
16.	Sarfraz Ahmad	A.E. (SHAJ)	9431104883		
17.	Dilip Kr. Sahu	E.E (RD) Bhubaneswar	9470920444		
18.	Nitin Bhatt	Reporter	9430374491		
19.	Km. Kaushal	(Kansad Pratinidhi)	9430145679		
20.	Amir	Reporter	9771448955		
21.	Sheavan	Reporter	9835336795		
22.	Rajesh Chinthala	Associate	8074195625	Darashaw ko.	
23.	Antit Dwivedi	Coordinator (Darashaw)	7409072842	Darashaw ko.	

