

Social Monitoring Report

2nd Semestral Report
December 2015

Period: July 2015 - December 2015

IND: Kolkata Environmental Improvement Investment Program (Tranche 1)

Prepared by Project Management Unit, Kolkata Environmental Improvement Investment Program, Kolkata Municipal Corporation, Government of West Bengal for Asian Development Bank and is made publicly available in accordance with ADB's public communications policy (2011). It does not necessarily reflect the views of ADB.

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**KOLKATA ENVIRONMENTAL IMPROVEMENT
INVESTMENT PROGRAM (KEIP) – PROJECT 1**

PROJECT MANAGEMENT UNIT

**SEMI ANNUAL SOCIAL SAFEGUARD MONITORING REPORT
TRANCHE 1
ADB Loan 3053-IND
(Period July to December 2015)**



KOLKATA MUNICIPAL CORPORATION

Semi-Annual Social Safeguard Monitoring Report

ADB Loan Number 3053-IND
Period Covered: July to December 2015

IND: KOLKATA ENVIRONMENTAL IMPROVEMENT INVESTMENT PROGRAM (KEIP) – Project 1

Prepared by Project Management Unit, Kolkata Environmental Improvement Investment Program, Kolkata Municipal Corporation, Government of West Bengal for Asian Development Bank

ABBREVIATIONS

| | | |
|-------|---|--------------------------------------|
| AAI | — | Airport Authority of India |
| ADB | — | Asian Development Bank |
| AP | — | Affected Person |
| C&P | — | Consultation and Participation |
| CBO | — | Community-Based Organization |
| CSTC | — | Calcutta State Transport Corporation |
| CTC | — | Calcutta Tramways Company |
| DMA | — | District-Metered Area |
| DSC | — | Design and Supervision Consultant |
| EMP | — | Environmental Management Plan |
| FGD | — | Focus Group Discussion |
| GAP | — | Gender Action Plan |
| GIS | — | Geographic Information System |
| GOI | — | Government of India |
| Govt. | — | Government |
| GoWB | — | Government of West Bengal |
| GRM | — | Grievance Redress Mechanism |

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| | | |
|-----------------|---|--|
| HH | — | Household |
| IPP | — | Indigenous Peoples Plan |
| KEIIP | — | Kolkata Environmental Improvement Investment Program |
| KEIP | — | Kolkata Environmental Improvement Project |
| Km | — | Kilometer |
| Km ² | — | Square Kilometer |
| KMC | — | Kolkata Municipal Corporation |
| KMDA | — | Kolkata Metropolitan Development Authority |
| LAA | — | Land Acquisition Act |
| LHS | — | Left-Hand Side |
| M/F | — | Male/Female |
| m | — | Meter |
| M ² | — | Square Meter |
| MLD | — | Million Liters Per Day |
| MM | — | Maheshtala Municipality |
| Mm/mm | — | Millimeter |
| MS | — | Mild Steel |
| NA | — | Not Applicable |
| NGO | — | Non-government Organization |

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| | | |
|------|---|---|
| No. | — | Number |
| NRRP | — | National Rehabilitation And Resettlement Policy |
| NRW | — | Non Revenue Water |
| OBC | — | Other Backward Classes |
| PAF | — | Project Affected Family |
| PAH | — | Project Affected Household |
| PCB | — | Pollution Control Board |
| PD | — | Project Director |
| PDS | — | Public Distribution System |
| PHE | — | Public Health Engineering |
| PID | — | Project Implementation Director |
| PMU | — | Project Management Unit |
| PS | — | Pumping Station |
| PST | — | Pre-Setting Tanks |
| R&R | — | Resettlement and Rehabilitation |
| RHS | — | Right-Hand Side |
| ROW | — | Right-of-Way |
| Rs. | — | Rupees |
| S&D | — | Sewerage and Drainage |

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| | | |
|-------|---|-------------------------------------|
| SC | — | Scheduled Caste |
| SDU | — | Social Development Unit |
| SIA | — | Social Impact Assessment |
| SPS | — | Safeguard Policy Statement |
| SSU | — | Social Safeguard Unit |
| SSC | — | Social Safeguard Cell |
| ST | — | Scheduled Tribe |
| STP | — | Sewerage Treatment Plant |
| WBPCB | — | West Bengal Pollution Control Board |

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Executive summary

The Kolkata Environmental Improvement Investment Program (KEIIP): 2014 – 2022 is a key urban infrastructure initiative of the Kolkata Municipal Corporation (KMC), closely following the implementation of the Kolkata Environment Improvement Project (2002-2013). The completed Kolkata Environmental Improvement Project (KEIP) is a multi-agency endeavor to arrest environmental degradation and improve the quality of life in Kolkata. The works under KEIP has been completed by 30 June 2013, the closing date of the ADB KEIP loans (1813-IND and 2293-IND). Both KMC and ADB wish to continue their combined efforts to improve the urban environment and living conditions in Kolkata, building on results achieved and experience gained. Therefore, a continuation of the KEIP has been proposed, which is named the Kolkata Environmental Improvement Investment Program (KEIIP). The ADB has expressed its willingness to support this program by providing a multi-tranche financing facility (MFF). KEIIP Tranche 1 will be implemented in the period 2014 to 2018; KEIP Phase 3 in the period 2014-2020 and Phase 4 in period 2016-2022, meaning that the various phases overlap each.

ADB requires the consideration of social safeguard issues in all aspects of the Bank's operations, and the requirements for involuntary resettlement are described in ADB's Safeguard Policy Statement (SPS), 2009.

The proposed KEIP phase 2 sewerage and drainage (S&D) subproject components includes,

1. S&D pipe laying works along Diamond Harbour Road catchment in parts of Borough XIV;
2. Construction of trunk sewer along Diamond Harbour Road;
3. Construction of pressure main between Santoshpur Main Pumping Station and Garden Reach Sewerage Treatment Plant (STP);
4. Construction of Begore pumping station in Maheshtala municipality,
5. Construction of Churial pumping station within the premises of Joka tram depot in Joka II panchayat area;
6. Geographic Information Systems (GIS) Mapping of S&D Networks.

Apart from the works which have been taken up under Tranche1, two additional works as mentioned below need to be addressed for better functioning of the S&D system and providing better benefits to the locality related to the water logging issue. The two additional works are :

- 1) Interventions required for better functioning of the Behala Flying Club Pumping station(BFC PS) including augmentation of SWF capacity
- 2) Laying of rider sewers along Upen Banerjee Road

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The overall project is classified as Category B in accordance with ADB's Safeguard Policy Statement (SPS). ADB's SPS covers both temporary and permanent impacts.

There is no land acquisition required for the S&D subproject as the components will be located in properties held by KMC and within public right-of-way (ROW) of existing roads. The surveys and assessments undertaken indicate that construction and location of facilities will not entail any severe resettlement impacts like,

- 1) Demolition of structures
- 2) Physical displacement of people.

Components located within the public ROW may have short term impacts like limited access and livelihood disruption during the construction stage.

Socio-economic surveys and rapid assessment of businesses/shops within the subproject impact area have been conducted. Based on the assessments an entitlement matrix has been developed to address the probable short term temporary impacts during construction phase. Businesses facing income loss due to disruption of access during construction phase will be compensated for lost income. Mobile hawkers and vendors will be assisted in moving to alternative locations during the period of construction and entitled to return once works are declared complete by the contractor. Compensation eligibility is limited by a cut-off date as set for this project on the day of the income survey prior to commencement of civil works.

The subproject's Grievance Redress Mechanism will provide the citizens with a platform for redress of their grievances and describes the informal and formal channels, time frame and mechanisms for resolving complaints about environmental performance.

PROJECT DESCRIPTION

Background

The city of Kolkata is the seventh largest metropolis in India, and had 4.5 million residents in 2011. It is the largest city in the state of West Bengal, and has been the biggest contributor to West Bengal's gross state domestic product, which was ranked sixth largest among all states in India in 2010. The continuous improvement in the city's urban environment is necessary to increase labor productivity through better health status of the urban population, especially when it has been experiencing lower population growth. There have been, however, geographical disparities in access and quality of the water supply and sewerage services, because the Kolkata Municipal Corporation (KMC), an urban local body with a mandate to provide these services under the KMC Act (1980), has an aging water

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supply system, and has inadequate sewer coverage in the city's peripheral areas.¹ The Asian Development Bank (ADB) loans have assisted KMC in the expansion of the sewerage coverage through the Kolkata Environmental Improvement Project² (KEIP) since 2000. The Kolkata Environmental Improvement Investment Program (KEIIP) will help KMC not only to continue sewer network expansion on a larger scale, but also to gradually improve efficiency in water supply operations, which will enable KMC to generate operating surplus for capital investment in water supply and sewerage.

On successful execution of KEIP under 2 Loans (1813-IND and 2293-IND) KMC has decided to secure further loan from ADB in multi-tranche financing facility (MFF) for infrastructural development. KMC plans to establish and upgrade essential infrastructure and service levels to develop an efficient S&D system. The specific objectives of the S&D subproject are (i) to improve the overall sanitary conditions in the subproject area; (ii) to improve environmental conditions in the subproject area to reduce health risks and economic loss to the citizens directly and indirectly; and (iii) to provide quick relief from waterlogging conditions in the subproject area. This subproject will have poverty reduction impacts and benefits due to increased service levels of basic amenities. S&D subproject under KEIIP Tranche 1 includes: (i) S&D network within Diamond Harbour (DH) Road catchment 1; (ii) micro-tunnelling work on sewer line along DH Road; (iii) micro-tunneling work on pressure main between Santoshpur main pumping station (PS) and Garden Reach sewage STP; (iv) construction of pumping stations at Begore Khal near Behala Airport and Joka tram depot.

Tranche 1 S&D subproject and its components are to comply with relevant safeguard requirements of the loan agreement, the Government of India, the state government of West Bengal, and the ADB Safeguards Policy Statement (SPS), 2009. This resettlement plan for the S&D subproject under Tranche 1 aims to (i) provide critical facts and significant findings; (ii) present the national and local legal and institutional framework within which the social impact assessment has been carried out; (iii) identify mitigation measures and any residual negative impacts that cannot be mitigated; (iv) describe the set of mitigation measures to be undertaken to avoid, reduce, mitigate, or compensate for any resettlement impacts; (v) describe the grievance redress mechanism for resolving complaints; and (vi) describe the implementation arrangements, monitoring measures, and reporting procedures

Execution of S&D subproject package SD05 construction activities will be located in the following areas (i) in part of DH road catchment area (in Borough XIV) that is mostly affected by flooding. The lanes selected are within residential area and pipes will be laid within the ROW of existing roads; (ii)

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construction of pressure main from Joka Tram Depot to Churial canal. (iii) Construction of pumping stations at Joka Tram depot and Behala airport land (Begore Khal PS).

Table 1 : Tranche – 1 Contract Packages & Description of its Components

| Package No. | Description |
|--------------|--|
| WS - 01 | Performance based Water Loss Management at Cossipore Ward 1 to 6 |
| WS - 02 | Rehabilitation and Refurbishment of Water Works at Palta and Garden Reach |
| WS - 03 | Supply and installation of Pumps and Motors at Tallah Palta and Garden Reach systems |
| WS & SD - 04 | Laying of Water Trunk Main from Garden Reach Water Works to Taratala Valve Station and laying of Sewer Line along Diamond Harbour Road by Micro tunnelling method |
| SD - 05 | Construction of Pumping Station at Begore Khal and Joka Tram Depot and Construction of Swersage and drainage network within Diamond Harbour Road Catchment |
| SD - 06 | Micro Tunnelling work on Pressure Main between Santoshpore MPS and Garden Reach STP. |
| SD - 07 | Construction of S&D Network and Pumping Station in Borough - XIII (Ward 122) including Replacement of GAP Sewer Line in Borough-XV. Laying of Pumping Main and Rehabilitation of SSE STP including operation & Maintenance of the Pumping Station(s) and STP (Contract Package No. KEIIP/ICB/TR-1/SD07/2015-16 |
| BR - 08 A | Interior Renovation of KEIIP Office at Business Towers, 206 AJC Bose Road, Kolkata 700 017 including Electrical Works and Air-Conditioning Works (Contract Package No. KEIIP/NCB/TR 1/BR-08A/2015-16 |

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| | |
|----------|--|
| PK - 08B | Supply & Installation of Hardware and Software for Project Accounting System of Kolkata Environmental Improvement Investment Program (KEIIP) LOT 1 And Supply and installation of Geographical information System (GIS) Software - Lot 2 (Contract Package No. KEIIP/NCB/TR-1/BR-08B/2015-16/Lot 1/2) |
|----------|--|

Project Components

Tranche 1 S&D subproject components include (i) S&D network within Diamond Harbour Road catchment 1; (ii) Micro-tunneling work on Sewer line along Diamond Harbour Road; (iii) S&D subproject package SD05

Description of component locations is provided below:

a. Micro tunneling work on pressure main between Santoshpur MPS and Garden Reach STP; (iv) Construction of pumping stations of Begore khal at Behala Airport and Joka Tram Depot in KMC area. This updated RP covers packages SD04 and SD06, with the following components: (i) SD04 covers sewer works along Diamond Harbor Road; and (ii) SD06 covers micro-tunneling works on pressure main for Santoshpur-Garden Reach.

b. Through this subproject, KMC plans to establish and upgrade essential infrastructure and service levels to develop an efficient S&D system. The specific objectives of this subproject are (i) to improve the overall sanitary conditions in the subproject area; (ii) to improve environmental conditions in the subproject area to reduce health risks and economic loss to the citizens directly and indirectly; and (iii) to provide quick relief from water logging conditions in the subproject area. This subproject will have poverty reduction impacts and benefits due to increased service levels of basic amenities.

c. The subproject components are located within the Monikhali and Churial basins. These basins are located in the southern and southwestern part of Kolkata. Churial Basin serves a present population of 132,504, and Monikhali basin, a population of 56,878. Churial Basin is moderately populated but currently growing very fast, while Monikhali is a developed area and has higher population densities than Churial. With the metro being routed through these basins, a project currently under implementation, coupled with the recent improvements in road connectivity to the core city, these two basins are expected to grow at a rapid pace. This rapid growth in population with grossly inadequate S&D infrastructure will definitely put the citizens at great risk and discomfort. Therefore, there is a need to provide an organized S&D system in these areas in line with the existing system in

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the core city areas.

d. Execution of S&D subproject packages SD04 and SD06 construction activities will be located in the following areas i) S&D pipe-laying works along Diamond Harbour Road catchment in parts of Borough XIV; ii) construction of trunk sewer along Diamond Harbour Road; and iii) construction of pressure main between Santoshpur main pumping station and Garden Reach STP.

e. SD04 and SD06 locations are in Churial basin and description of the location is provided below.

Trunk sewer along Diamond Harbour Road from Sakher Bazaar in the north to Churial Canal in the south on the western alignment within public ROW, which has very heavy traffic and is lined with shops and commercial structures on both sides. Presently the metro construction is also underway along this stretch;

The pressure main between Santoshpur main pumping station and Garden Reach sewerage treatment plant was planned to be constructed as part of the KEIP project, but could not be taken up. It is the only missing link in a system that is otherwise completely operational after completion of KEIP. Construction of this sewer main will ensure that the S&D system constructed by the KEIP in this area will become fully operational, and all anticipated benefits will be achieved. In view of the difficult site conditions, the construction will be by micro-tunneling with only two entry pits, of which one will be within the premises of Santoshpur pumping station. The other will be located in a waterlogged area on KMDA land that is under transfer to KMC

- (i) **Churial Basin:** The components of this subproject located in this basin include:
- a) 7-km S&D network (600 mm and above) within DH Road catchment area (in Borough XIV) that is mostly affected by flooding. The lanes selected are within residential area and pipes will be laid within the ROW of existing roads.
 - b) Construction of new S&D Pumping Station at Joka Tram depot. 3,037.8 sq.mt. Of land required for establishment of this PS possession of which has already been taken over by KMC from CTC on 24.06.2014 on long term lease (renewable). This land is vacant and surrounded by walls.
 - c) 0.3 km pressure main from Joka Tram depot to Churial Canal along DH road by open cut method; this stretch is almost unencumbered and on the ROW.
- (ii) **Monikhali Basin:** This subproject component is a spillover from KEIP. The subproject activities for the Monikhali basin entail construction of a S&D pumping station at Begore on land (1,400 m²) located within the Behala Flying Club Area and owned by the Airport Authority of India (AAI). The possession of the land has already been take over by KMC on

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18.06.2014 on long term lease (renewable). The land is vacant and there are no squatters or hawkers. Parcels of private land measuring 262.19 sq. mt. required for access road to this PS and laying of underground pipes to connect the PS has been arranged by outright purchasing the same from 9 owners at a negotiated price. This land also includes 7 non timber trees and 1 defunct structure.

The Kolkata Environmental Improvement Project (KEIP) Phase 2 aims to improve the urban environment and quality of life in parts of Kolkata Municipal Area mainly through the delivery of improved water supply, sewerage, drainage and sanitation. The Project will be implemented over a 6-year period from 2012 to 2018

Under Kolkata Environmental Improvement Project (KEIP), development of S&D system in Borough XIV was taken up and almost all the works related to the S&D system were completed except few works i.e. construction of Begore Khal PS, re-sectioning of Begore Branch Canal and other allied works. The said Project was physically closed on 30th June 2013. The unfinished works, which could not be completed, have been taken up under KEIP, Tranche 1 and finalized for execution under package SD 05. Apart from the works which have been taken up under Tranche1, two additional works as mentioned below need to be addressed for better functioning of the S&D system and providing better benefits to the locality related to the water logging issue:

The two additional works

- 1) Interventions required for better functioning of the Behala Flying Club Pumping station(BFC PS) including augmentation of SWF capacity
- 2) Laying of rider sewers along Upen Banerjee Road

A) Proposal

Proposal for modification of the existing PS has been framed in such way that two SWF pumps already installed could be operated in parallel for providing relief to the basin during heavy rainfall. Further, a proposal has also been conceptualized for augmentation of SWF pump capacity.

Modification of the inlet arrangements of the PS has been proposed to feed storm water to the PS adequate to ensure running of all the SWF pumps in parallel (already installed 2 nos. of SWF pumps& proposed 1 no. additional SWF pump). For augmentation of the pumping station, one additional SWF pump of capacity 750 lps will be installed in the wet well. Capacity of the SWF pump has been adopted in such way that all the three nos. SWF pumps can be operated in parallel, giving a total SWF discharge of 2250 lps, keeping minimum interferences to electrical components and

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retaining the existing SWF common header of 1000mm diameter discharging to the Parnashree canal.

B) Scope of works:

- ✓ Installation of a new SWF pump of capacity 750 lps (head 7.5 m)
- ✓ Modification of different units of Behala Flying club PS matching with SWF flow

C) Laying of rider sewers along Upen Banerjee Road:

Under KEIP, trunk S&D network has been developed in Borough XIV utilizing existing sewers, particularly sewer laid under the GAP. Almost all the major roads have been covered by sewer lines for systematic conveyance of storm water flow (SWF) and dry weather flow (DWF) under KEIP. But no sewer line has been laid along one of the major road, i.e. Upen Banerjee Road, since the exiting sewer line, laid under GAP and existing drains were utilized to cater combined flow.

It is observed that the road experiences frequently water logging even at a rainfall of moderate intensity. It is also found that the entire road is not covered by the drains and it is found that existing drain at most of the places is open and not in good condition to cater the SWF.

In this situation, rider sewers along the road are proposed to cater to the combined flow generated from the road.. The proposal of rider sewer not only reduces water logging at the road, but also widens the road by providing closed conduit in place of open drain.

D) Scope of works

- ✓ Laying of rider sewers (ranging from 250 mm to 500 mm)for a length totaling 2.3 km.

Tranche 1 S&D subproject and its components are to comply with relevant safeguard requirements of the loan agreement, the Government of India, the state government of West Bengal, and the ADB Safeguards Policy Statement (SPS), 2009. This resettlement plan cover S&D subproject package SD05. It aims to (i) provide critical facts and significant findings; (ii) present the national and local legal and institutional framework within which the social impact assessment has been carried out; (iii) identify mitigation measures and any residual negative impacts that cannot be mitigated; (iv) describe the set of mitigation measures to be undertaken to avoid, reduce, mitigate, or compensate for any resettlement impacts; (v) describe the grievance redress mechanism for resolving complaints; and (vi) describe the implementation arrangements, monitoring measures, and reporting procedures.

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Presently, the particular Report has been prepared for Behala Flying Club Pumping station to understand the augmentation of the capacity of storm water. It is the unfinished work, which could not be completed in Tranch-1, have been taken up by KEIIP

Project Components of The two additional works

Table – 2: Project Components

| SI No | Components |
|-------|--|
| 1 | Inlet pipe from 1000 mm dia. to 2000 mm dia. to run 2 / 3 pumps simultaneously at BFC PS |
| 2 | Augmentation of screen chamber capacity at BFC PS |
| 3 | The size of sluice gate to be increased at BFC PS |
| 4 | 3 SWF pumps from previous no 2 to be installed at BFC PS |
| 5 | New rider's sewer 250-500 dia along Upen Banerjee Road |

The impacts envisaged:

- ✚ Limited mobility and access to business activities during construction;
- ✚ Temporary shifting of vendors and hawkers during construction works within ROW where open cut methods are used.

The Findings:

It has been found that no additional land will be required for this subproject and no structure will be affected; hence there it is neither any land acquisition issue nor any resettlement issue involved in

Resettlement impact of additional work

An effort was made to observe the situation in the project area along the supply systems and also probe into the resettlement impact in various locations by a reconnaissance visit. The following situation was found at/around place

Table 3 : Resettlement Impacts

| Compo nents | IR Impacts | IP Impacts | Mitigation measures |
|---------------|---|------------|---|
| S & D network | Temporary disturbances. No IR impact anticipated | None | Contractors to manage traffic flow in consultation with local authorities. It would be their responsibilities to minimize the disturbances which may |

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| | | | |
|--|--|--|--|
| | | | likely to occur during laying of pipes |
|--|--|--|--|

The Subproject will involve no physical displacement. Though pipes will be laid along the road there will be temporary disturbances and not of permanent nature like displacement and relocation

Risk and assumptions

Due to construction activities local people, shop owners, vendors may object for the temporary disturbances. It will have to be mitigated through communication and consultation with the communities if needed.

Permission will have to be taken from Traffic Authority for diversion of traffic. Approval for shifting of utilities will have to be taken as well.

Field Work, Surveys And Public Consultations (FGD)

Stakeholders' consultations have been in progress from the inception stage of the project and the same will be continued during the entire project cycle, i.e., preparation, implementation and post implementation. During the preparatory stages, consultations have been carried out with various concerned government officials and local communities as part of the social and resettlement study in order to gather their views on the proposed program. All the affected persons were also consulted on a one to one basis through questionnaire surveys for the tranche – I subproject activities. Additionally, focused group discussions are also in progress at the project influence areas.

Table- 4: Summary of consultations

| Date of Consultation | Location | No of participants | Participants | Issues raised | Suggestions given |
|----------------------|-----------------------|--------------------|--|--|---|
| 13.08.15 | Behala Flying Club PS | 4 | 1 local resident, 3 staff members of contractor's office | Problems discussed like Water logging is a problem though it is less now-a – | 2 SWF pumps could not be operated simultaneously during intense rain fall Incase of heavy shower and clogged water local people are advised to inform the situation in local borough office of KMC |

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| | | | | | |
|----------|--------------------|---|--------------|--|--|
| | | | | days. | The local opined that people will get benefit out of this intervention |
| 13.08.15 | Upen Banerjee Road | 5 | Local youths | Water logging is a recurring problem though now intensity is less. | Local residents are suggested to contact the concerned Exe. Engineer of KMC or they may inform their problems at local borough office. |

The Due Diligence Report (2015) confirms that the subprojects will have no unfavorable social impacts associated with land acquisition and resettlement (LAR) and that the project is expected to be very much beneficial for the locality at large in the long run.

The summary of impacts for the S&D subproject package SD05 summarized in Table 5

Table 5 : Summary of Impacts for Tranche 1 S&D Subproject (Package SD 05)

| Impact | Sewerage and Drainage |
|-----------------------------------|--------------------------------------|
| Permanent land acquisition (sq m) | 262.19 |
| Permanently affected structures | 1 shop (within land to be acquired) |
| Affected trees/crops | 7 trees (within land to be acquired) |
| Affected Households (AHs) | 9 owners |
| Titled AHs | 9 owners |
| BPL AHs | none |
| Female-headed AHs | none |
| IP/scheduled caste AHs | none |

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| Impact | Sewerage and Drainage |
|--|-----------------------------------|
| Affected common structures | none |
| Income sources of permanently affected persons | various (businesses, income, etc) |
| Temporarily affected businesses | 32 (along DH Road) |
| Average daily profit of affected businesses | Rs. 300 |

Impact on Vulnerable Persons

While this package (SD05) is not a targeted poverty intervention program, it will have poverty reduction impacts and benefits through increased service levels of basic amenities. It is expected that an improved S&D system will help improve the overall hygiene, resulting in improved health and reducing time and expenses spent on maintaining hygienic conditions. This will further help reduce the burden of expenditure on health and time spent on caregiving, as well as allowing more time to pursue economic activities. This subproject will especially be of benefit to women, who spend considerable time on their household chores and looking after children and family, as well as pursuing some economic activity to help contribute to the household's finances. Educational standards will also get a boost, with children leading healthier lives and being able to attend school regularly.

Impact on Indigenous People

The subproject area is a highly urbanized area, and statistics show that less than 10,000 people belonging to scheduled tribes (STs) are found within KMC area. None of the proposed subproject facilities are located on land belonging to scheduled tribes. Also, scheduled tribes in Kolkata speak the same language as the majority of the population, do not have traditional rights and/or access to land resources, and do not follow any distinct cultural practices. One can safely conclude that the ST population in KMC has been assimilated in mainstream society. Rapid assessments transect walks and socioeconomic surveys did not indicate the presence of indigenous people (IP); therefore, no impacts are envisaged.

Gender Considerations

The project is expected to benefit women. In addition to the measures provided for addressing the gender concerns of the affected households, the resettlement plan will be implemented in consonance with the gender action plan (GAP) for the project.

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Women-headed households: There are no women headed households among the surveyed population.

Literacy: While all women are found have some level of literacy; it is found that the level of education achieved was higher among men than women. There is still some difference in the literacy between male and female.

Economic activity. A total of 77% of the women in the surveyed households were housewives. Only 12.5% women were involved in income-earning activities compared to 87.5% of the men. It has been reported that in addition to the economic activities outside the home, women are extensively involved in household activities like cooking and cleaning, washing clothes, child care, care of the elderly, etc.

Decision-making. The respondents were also asked about the involvement of women in decision-making on household matters, and it was found that women were indeed involved. About 68% of the HHs reported that decisions were made by both spouses, 30% of HHs stated that decisions were made by men, and 2% that decisions were made by women.

Gender division of housework. During the survey, the respondents were also asked about the gender division of household work. Most of the household chores were left to the women. The men helped in chores like shopping, teaching children, etc.

The survey indicates that 50.5% of the adult population was engaged in some form of economic activity; 25.5% was engaged in trading and 2.4% was in government service. The strip maps indicate that Diamond Harbour road stretch is major business center with lots of shops dealing with various kinds of products. While the main Diamond Harbour Road is not prone to flooding during rains, the laterals face waterlogging frequently during heavy rains, making access and sanitation a major problem for this area covered by open drains. This has adverse impacts on the income potential of the businesses located within this area. Waterlogging also impacts the earning potential of the roadside hawkers and street side markets. Discussions with respondents during the survey revealed that most of them felt that construction works within the ROW always leads to transportation problems and traffic jams. They were of the opinion that traffic management should be given priority to minimize traffic congestion, and that information sharing would help people in managing the disturbances faced during road works.

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A total of 24.7% of the respondent HHs spend amounts ranging from Rs.100 to Rs. 2,000 per annum on sanitation. A moderate amount of money is also spent on health care. While all illnesses are not attributable to sanitation levels, improved service levels are expected to reduce the burden on caregivers, who are mostly the women in the household..

Table- 6: Summarized Activities – at a glance (Excluding the two new additional work).

| Sl.No. | Activities | No. | Frequency | Schedule |
|--------|--|-----|-----------|---|
| 1 | Project Orientation Workshop for Officials (Half-day) | 1 | Annual | Sept / Oct, 2014 |
| 2 | Project Orientation Seminar for household heads (half-day) | 1 | Annual | August / Sept, 2014. |
| 3 | Project Orientation Seminar for women only (half – day) | 1 | Annual | August / Sept, 2014 |
| 4 | Consultation Workshop for academe, NGOs & Civil Society Organization (Full-day) | 1 | Annual | Nov' 2014 |
| 5 | Strategic and action planning workshop for Councillors, KMC officials and Engineers (Half-day) | 5 | Annual | April – May (in every year for 5 years) |
| 6 | Strategic action planning workshop for ADB Project Team (half-day) | 4 | Annual | May (in every year for 4 years) |
| 7 | Participatory monitoring meetings for community watchdogs (half-day) | 8 | Biannual | June & Dec. (in every year for 4 years) |

GAP Implementation

1. A training Programme was arranged at SSC UNIT in October 2015 for SSC Staffs headed by Sasswati Beliappa from ADB & Dr.Manjari De, Social Safe Guard Specialist, KEIIP.KMC. The subject matter of the Training programme was the methodology to acquire the information on gender issues.

2. An in-house training programme was arranged at SSC UNT on 14th October, headed by Administrative Officer, KEIIP Mrs. Debaroti Ghosh.The discussion was on Gender issues and several simple methods for collecting data/information.

3. An in-house training programme was arranged at SSC UNIT on 16/11/ 2015, headed by Administrative Officer, Social Safeguard Specialist, and Social Expert. Discussion was on the

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condition of different ongoing packages of our projects of Tranch1 and the Impotance ofgender issues in every phase of the project

Focus Group Discussion in the different Packages of our Project (tranch 1)

1. TR-1/SD – 05

A Focus Group Discussion was held at Joka Tram Depot site of KEIIP on 15th December 2015. The discussion was carried out by Social Expert & the team members of Social Safeguard Cell of KEIIP in presence of Project Manager, Safety Officers and site Engineers of Tantia Construction Group. The workers at Project site, Road side shop keepers and passersby of Diamond Harbour Road were consulted regarding safeguard issues related to the construction work at the mentioned location. There is no adverse report from road side shops or from any passerby.

2. WARD NO 129 (SD - 05)

A Focus Group Discussion was conducted on 17th December 2015 at Begore Canal, Behala, for ongoing project work of Package SD-05 under Tranche- I for development of underground Sewerage & Drainage network in entire Behala catchment area.

The discussion programme with the local people was conducted by the Staffs of Social Safeguard Cell, KEIIP in presence of Sri Akhilesh Kr Singh Safety officer of Tantia Construction Group and Mr. Sukanta Dey, Site Engineer (DSC).

The programme took place at the construction site of Begore pumping station at Ward No 129

Discussion revealed the following matters :

- No adverse impact due to construction work was found during the discussion.
- Safeguard of the workers are maintained properly at the site arrangements of safety equipments like Helmet, Gloves, Shoes are made by the contractor and regular monitoring is done on that issue.
- Arrangements of First Aid and facility of shifting to nearest Hospital in case of any medical emergency is available.
- Maintain safety measures like tape, guard rail in and around the construction spots.
- Grievance Redressal Register is available for proper monitoring and records.
- Traffic hazards have been avoided at the site.
- Local people appreciated the initiatives of KEIIP and no disputes or annoyance due to construction work has been reported to the concerned authority till date.

3. TR-1 / SD – 06

A Focus Group Discussion was held at Garden Reach STP of KEIIP on 21st December 2015. The discussion session was carried out by the team members of Social Safeguard Cell of KEIIP in presence of Mr. Mishra, the site supervisor of Simplex Construction Group. The workers and few local people at the site were consulted regarding the safeguard issues related to the construction work at the mentioned location. The construction work of SD-06 is going on under the Micro Tunneling process, starting from Garden Reach STP compound to Garden Reach Water Works, it didn't affect any population / structures and thus there is no question of any resettlement impact

4. TR – 1 / SD 04

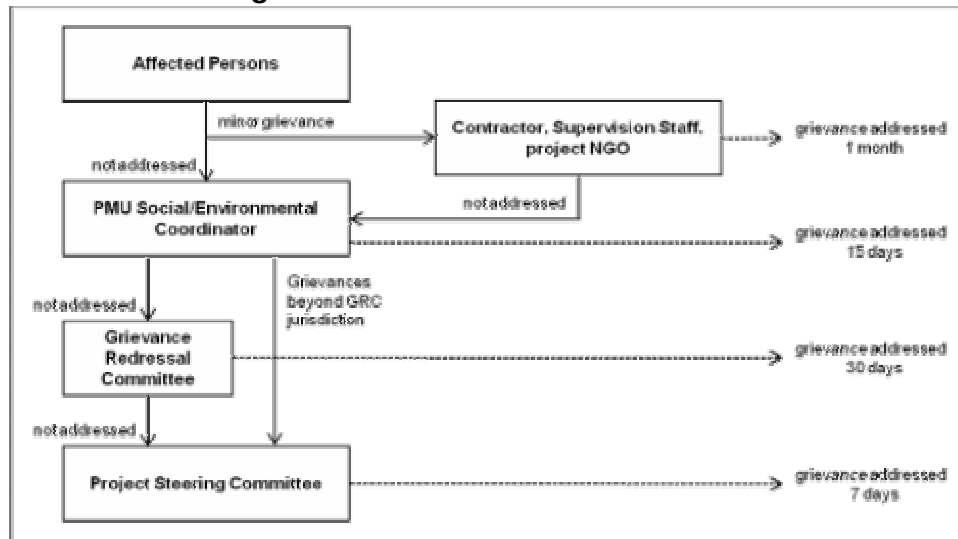
Two Focus Group discussions were conducted under the Tranche – 1 Subproject SD – 04 of KEIIP, at Diamond Harbour Road on 15th December and at Taratala Road on 23rd December 2015. Local people, passersby and the road side shop owners shared their views on Project work in presence of Safety Officers and concerned engineers. Both the discussion programme was carried out at the nearby location of the Pit where the Micro Tunneling work is in progress. During the discussion session, it was disclosed by the local people that due to Micro Tunneling work no economical or structural impact has created in local area

All the pictures of FGD have been annexed.

Common GRM.

A common GRM will be in place for social, environmental, or any other grievances related to the project; the RP and IEE will follow the grievance redress mechanism described below, in the following Flow chart which is developed at a multi-stakeholder meeting involving the contractor, PMU, APs, DSC, environmental consultant, and local environment authority. The multi-tier GRM for the project is outlined in the Flowchart below, each tier having time-bound schedules and with responsible persons identified to address grievances and seek appropriate persons' advice at each stage, as required.

Figure 1 : Grievance Redress Process



Information dissemination methods of the GRM. Grievances received and responses provided will be documented and reported back to the APs. The number of grievances recorded and resolved and the outcomes will be disclosed in the offices of the different boroughs of KMC and on the web. The phone number where grievances are to be recorded will be prominently displayed at the construction sites.

1. **Periodic review and documentation of lessons learned.** PMU will periodically review the functioning of the GRM and the effectiveness of the mechanism, especially on the project’s ability to prevent and address grievances.

2. **Recordkeeping.** Records will be kept by the PMU of all grievances received, including contact details of complainant, date the complaint was received, nature of grievance, agreed corrective actions and the date these were effected and the final outcome. The number of grievances recorded and resolved and the outcomes will be disclosed in the offices of the PMU

KEIP office, area engineer’s office, and on the web, as well as reported in monitoring reports submitted to ADB on a semiannual basis.

3. **Costs.** All costs involved in resolving the complaints (meetings, consultations, communication, and information dissemination) will be borne by PMU.

Policy and Legal Framework

The resettlement plan is designed to deal with the limited impacts during the construction stage. The project policy and framework strategy is based on the applicable legal and policy frameworks at the national and state level, and as per ADB SPS 2009 requirements.

Based on the above, the core involuntary resettlement principles applicable for this RP are: (i) land acquisition and other involuntary resettlement impacts will be avoided or minimized by exploring all viable alternative project designs; (ii) where unavoidable time bound resettlement plans for temporary impacts will be prepared and affected persons will be assisted as per entitlement matrix and RP; (iii) consultations and information disclosure will be carried out with affected persons, local communities and other stakeholders as required during the project period; (iv) vulnerable groups will be identified and their concerns addressed as per the entitlement matrix; (v) provision of income restoration activities and temporary rehabilitation activities; and (vi) disclose resettlement plan, including documentation of the consultation process in a timely manner, in an accessible place and form in languages understandable to affected persons and other stakeholders, (vii) addressing grievances as per the GRM outlined, (viii) assistances to be provided prior to beginning of construction, and (ix) monitor and assess resettlement outcomes and impact to see whether the objectives of the resettlement plan have

Determination of Compensation

Income. Businesses will be compensated for income loss, if any, due to loss of access (full/partial, permanent/temporary). The SDU (SSC) will identify, in collaboration with the contractor the road sections where the construction activities will hinder access, resulting in income loss for permanent business structures. An income survey of businesses along the relevant sections will be carried out. All affected businesses identified in the subproject-impacted areas (sections ready for construction) on the cut-off date will be entitled to compensation for their loss of income based on the tax record or, in its absence, comparable rates from registered businesses of the same type with tax records. Shops which are not qualifying under these categories (hawkers, vendors, etc.), there is the option of using the actual income based on survey, followed by a verification of the income data based on comparable incomes in the subproject area.

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Institutional and Implementation Arrangements

Table 7: Organizational Procedures/Institutional Roles and Responsibilities for Resettlement Plan Implementation

| Activities | Agency Responsible |
|--|--------------------|
| Subproject initiation stage | |
| Finalization of sites/alignments for the subproject | PMU |
| Disclosure of proposed subproject details and proposed entitlements/mitigation measures by issuing public notice | PMU |
| Meetings at community/household level with affected persons of property | PMU/SSU(SSC) |
| Disclosure of GRM process | PMU/SSU (SSC) |
| Report (resettlement plan) preparation stage | |
| Conducting census of all affected persons | PMU/SSU (SSC) |
| Conducting FGDs/meetings/consultations/workshops during social impact assessment surveys | PMU/SSU (SSC) |
| Formulating compensation and rehabilitation | PMU/SSU (SSC) |
| Conducting discussions with APs/stakeholders | PMU/SSU (SSC) |
| Finalizing entitlements and rehabilitation packages | PMU/SSU (SSC) |
| Disclosure of entitlements and rehabilitation | PMU/SSU (SSC) |
| Approval of resettlement plan | PMU/ADB |
| Delivery of entitlements | PMU/SSU (SSC) |
| Implementation stage | |

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| Activities | Agency Responsible |
|--|--------------------|
| Implementation of proposed rehabilitation measures | PMC/SSU (SSC) |
| Consultation workshop | PMC/SSU (SSC) |
| Grievance redress | SSU (SSC) |
| Internal monitoring | PMU/SSU (SSC) |
| External monitoring | External agency |

The Social Safeguard Unit (SSU/SSC) will be responsible for implementation of the resettlement plan if any. The Social Safeguard consultant will undertake surveys and record observations throughout the construction period to ensure that safeguards and mitigation measures are provided as intended. The PMU through the SSU/SSC will ensure implementation and monitoring of safeguards compliance activities, public consultation activities, gender mainstreaming activities and community participation activities. It will also arrange for obtaining statutory clearances and obtaining no objection certificates from government agencies and/or other entities, if required. It will also coordinate for obtaining ROW clearances with related state and national agencies. The Social Safeguard consultant will arrange for data collection for future resettlement plan preparation and implementation and prepare progress reports with respect to the resettlement plan implementation.

Anticipated Social Impacts:

The following table indicates the category of anticipated impacts, based on site visits, census and confirmation of project engineers.

Table 8: Anticipated Social Impacts – Water Supply Project

| Project Components | Involuntary Resettlement Impacts | Mitigation Measures |
|--------------------|----------------------------------|---------------------|
| | | |

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| | | |
|---|---|---|
| A. Palta Water Works | | |
| (i) Renovation and refurbishment of WTP | None (within walled compound) | N/A |
| (a) Construction of 81.8 MLD rapid gravity filter unit for the old 454.6 MLD WTP | | |
| (ii) Rehabilitation of Intake jetty (272.8 MLD) | None (within walled compound) | |
| (iii) Supply and Installation of pumps and motors at Tallah Palta system | None (within walled compound) | |
| (a) Replacement of worn out pumping unit | | |
| B. Garden Reach Water Works | | |
| (i) Rehabilitation of existing jetty | None (within walled compound) | |
| (a) Rehabilitation of old raw water intake system (273 MLD) | | |
| (ii) Supply and Installation of pumps and motors at Garden Reach WTP | None (within walled compound) | |
| (a) Replacement of worn out pumping units | | |
| (iii) Rehabilitation and augmentation of existing clear water transmission main system for Garden Reach Service zone. | | |
| (a) Laying of 4.3 km transmission main between | - Minor potential for temporary impact on | Use micro-tunnelling for pipe laying to reduce the overall impact of pipe |

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| | | |
|--|---|---|
| <p>Garden Reach WTP and Taratala crossing</p> | <p>access and livelihood opportunities at locations directly near micro-tunneling pits.</p> | <p>laying works. Careful selection of location of micro-tunnelling pits and alignment to minimize impacts</p> <p>During construction it will be ensured that a pathway is left for access to the houses and commercial establishments.</p> <p>The contractors will also be required to maintain access to shops to avoid and limit the disturbance to the extent possible.</p> <p>Mitigation measures will be incorporated into contracts and monitored by the construction supervision consultants.</p> <p>Mobile hawkers and vendors if any, including those with stalls and temporary structures, will be assisted by contractors in moving to alternative locations during the brief period of construction and allowed to return once the area is declared complete of construction.</p> |
| <p>C. Water Loss Management / Reduction of UFW</p> | <ul style="list-style-type: none"> - Within ROW but no significant impacts are envisaged. - may cause temporary disruption in water supply if pipes are replaced. | <p>The local community will be provided 1 day advance notice regarding construction activities, including duration and type of disruption.</p> <p>Timely information sharing and</p> |

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| | | |
|--|--|--|
| | | <p>coordination amongst agencies during implementation of the subproject.</p> <p>Techniques and design will ensure existing utilities are not affected or care is taken to ensure that services are restored at the earliest through proper co-ordination with relevant agencies.</p> <p>Alternate access routes will be provided and vehicular traffic will be rerouted.</p> <p>Contractors will be required to provide advance road signage indicating the road detour and alternative routes and sign boards for pedestrians to inform nature and duration of construction works and contact numbers for concerns/complaints.</p> |
|--|--|--|

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Table- 9

Results of the Income Loss Survey for Affected Persons along the stretch of Taratala Valve Station to Garden reach water works (WS & SD – 04)

| Sl. No. | Position (LH/RH) | Structure | Type of Business | Status of Ownership | Average Profit per Day | No of Empolyees | Remarks |
|--|-------------------|--|------------------|---------------------|------------------------|-----------------|---------|
| Taratala Valve Station to opposite Stone India | | | | | | | |
| 1 | RH | Temporary | HOTEL | OWNER | 400 | 4 | |
| Stone India to Brace Bridge (Taratala State Garage) | | | | | | | |
| 2 | LH | Temporary | PAN | OWNER | 150 | NIL | |
| 3 | LH | Temporary | PAN | OWNER | 150 | NIL | |
| 4 | LH | Temporary | TEA | OWNER | | | CLOSED |
| 5 | LH | Temporary | HOTEL | OWNER | 300 | 3 | |
| 6 | LH | Temporary | TYRE | OWNER | 100 | NIL | |
| 7 | LH | Temporary | CYCLE REP | OWNER | 100 | NIL | |
| 8 | LH | Temporary | | | | | CLOSED |
| 9 | LH | Temporary | | | | | CLOSED |
| 10 | LH | Temporary | HOTEL | OWNER | 400 | NIL | |
| 11 | LH | Temporary | HOTEL | OWNER | 300 | 2 | |
| 12 - 21 | LH | 10 RESIDENTIAL STRUCTURE (made of Bamboo fencing and either plastic or Clay tiles roof cover) | | | | | |
| 22 | LH | Temporary | HOTEL | OWNER | 250 | NIL | |
| 23 | LH | Temporary | BATTERY | OWNER | | | CLOSED |
| 24 | LH | Temporary | MOBILE REP | OWNER | 200 | NIL | |
| 25 | LH | Temporary | | | | | CLOSED |
| 26 | LH | Temporary | HOTEL | OWNER | 300 | NIL | |
| 27 | LH | Temporary | | | | | CLOSED |
| 28 | LH | Temporary | TEA | OWNER | 250 | NIL | |
| 29 | LH | Temporary | | | | | CLOSED |
| 30 | LH | Temporary | PAN | OWNER | 150 | NIL | |
| 31 | LH | Mobile | JUICE | OWNER | 100 | NIL | |
| 32 | LH | Temporary | BARBER | OWNER | 200 | NIL | |

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| Sl. No. | Position (LH/RH) | Structure | Type of Business | Status of Ownership | Average Profit per Day | No of Empolyees | Remarks |
|---|-------------------|-----------|------------------|---------------------|------------------------|-----------------|---------|
| Brace Bridge along side upto Hemanta Basu Market | | | | | | | |
| 33 | LH | Temporary | HOTEL | OWNER | 300 | NIL | |
| 34 | LH | Temporary | GARAGE | OWNER | 500 | 3 | |
| 35 | LH | Temporary | AUTO REP | OWNER | 350 | 1 | |
| 36 | LH | Temporary | WELDING | TENANT | 350 | NIL | |
| 37 | LH | Temporary | GARAGE | OWNER | 400 | 6 | |
| 38 | LH | Temporary | BATTERY | | | | CLOSED |
| 39 | LH | Temporary | SCRAP | TENANT | 250 | NIL | |
| 40 | LH | Temporary | AUTO REP | OWNER | 300 | 1 | |
| 41 | LH | Temporary | GARAGE | OWNER | | | CLOSED |
| 42 | LH | Temporary | GARAGE | OWNER | 500 | 6 | |
| 43 | LH | Temporary | HOTEL | OWNER | 200 | 1 | |
| 44 | LH | Temporary | | OWNER | | | |
| 45 | LH | Temporary | MINERAL WATER | OWNER | 200 | 2 | |
| 46 | LH | Temporary | PAN | OWNER | 150 | NIL | |
| 47 | LH | Temporary | TEA | OWNER | 100 | NIL | |
| 48 | LH | Permanent | CAR REP. | TENANT | 200 | 1 | |
| 49 | LH | Permanent | SPRAY PAINT | TENANT | 100 | NIL | |
| 50 | LH | Temporary | GARAGE | TENANT | 300 | 1 | |
| 51 | LH | Temporary | | | | | CLOSED |
| 52 | LH | Temporary | | | | | CLOSED |
| 53 | LH | Temporary | SPRAY PAINT | TENANT | 350 | 2 | |
| 54 | LH | Temporary | CAR REP. | OWNER | 250 | NIL | |
| 55 | LH | Temporary | | | | | CLOSED |
| 56 | LH | Temporary | WELDING | TENANT | 200 | NIL | |
| 57 | LH | Temporary | HOTEL | OWNER | 200 | NIL | |
| 58 | LH | Permanent | TEA | OWNER | 170 | NIL | |

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| Sl. No. | Position (LH/RH) | Structure | Type of Business | Status of Ownership | Average Profit per Day | No of Empolyees | Remarks |
|--|-------------------|-----------|---------------------|---------------------|------------------------|-----------------|---------|
| Brace Bridge opposite Hemanta Basu Market (Nissan Service Centre) to Public Latrine | | | | | | | |
| 59 | RH | Temporary | GROCERY | TENANT | 300 | NIL | |
| 60 | RH | Temporary | FALSE CELLING | TENANT | 270 | 3 | |
| 61 | RH | Temporary | CYCLE REP + PARKING | OWNER | 150 | 1 | |
| 62 | RH | Temporary | HOTEL + PARKING | TENANT | 250 | NIL | |
| 63 | RH | Temporary | TEA WHOLE SELLER | OWNER | 180 | 6 | |
| 64 | RH | Temporary | CYCLE PARKING | OWNER | 125 | NIL | |
| Opposite Hemanta Basu Market Public Latriene to Hemanta Basu Market Credit Society Ltd. | | | | | | | |
| 65 | RH | Permanent | PUBLIC LATRINE | | | 6 | CLOSED |
| 66 | RH | Temporary | CAR PARTS | | | 1 | CLOSED |
| 67 | RH | Temporary | CAR PARTS | | | | CLOSED |
| 68 | RH | Temporary | CAR REP. | TENANT | 250 | 2 | |
| 69 | RH | Permanent | FALSE CELLING | TENANT | 350 | NIL | |
| 70 | RH | Temporary | TYRE REP | TENANT | 150 | NIL | |
| 71 | RH | Temporary | HOTEL | OWNER | 250 | 1 | |
| 72 | RH | Temporary | GARAGE | TENANT | 320 | NIL | |
| 73 | RH | Temporary | CAR PARTS | OWNER | 180 | 1 | |
| 74 | RH | Temporary | GARAGE | OWNER | | 2 | CLOSED |
| 75 | RH | Temporary | AUTO PARTS | | | NIL | CLOSED |
| 76 | RH | Temporary | CAR REP. | OWNER | 270 | 2 | |
| 77 | RH | Temporary | CYCLE PARKING | OWNER | 230 | NIL | |
| 78 | RH | Temporary | BATTERY REP | OWNER | 180 | NIL | |
| 79 | RH | Temporary | TEA WHOLE SELLER | OWNER | 200 | 1 | |
| 80 | RH | Temporary | HOTEL | | | NIL | CLOSED |

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| Sl. No. | Position (LH/RH) | Structure | Type of Business | Status of Ownership | Average Profit per Day | No of Empolyees | Remarks |
|---|-------------------|-----------|---------------------------|---------------------|------------------------|-----------------|---------|
| Opposite Hemanta Basu Market Credit Society Ltd. To Brace Bridge Check Point | | | | | | | |
| 81 | RH | Temporary | SALOON | OWNER | 300 | 2 | |
| 82 | RH | Temporary | TEA STALL | OWNER | 500 | NIL | |
| 83 | RH | Temporary | CAR REP. | OWNER | 350 | NIL | |
| 84 | RH | Temporary | AUTO PARTS | TENANT | 350 | NIL | |
| 85 | RH | Temporary | SHANI MANDIR | OWNER | 400 | NIL | |
| 86 | RH | Temporary | | TENANT | 250 | | CLOSED |
| 87 | RH | Temporary | CYCLE PARKING | OWNER | 300 | 2 | |
| 88 | RH | Temporary | COOKING UNIT (SWEET SHOP) | OWNER | 500 | NIL | |
| 89 | RH | Temporary | CYCLE REP | OWNER | 200 | NIL | |
| 90 | RH | Temporary | HOTEL | OWNER | | 1 | |
| 91 | RH | Temporary | HOTEL | OWNER | 200 | NIL | |
| 92 | RH | Temporary | GROCERY | OWNER | 150 | 1 | |
| 93 | RH | Temporary | GODOWN | OWNER | 100 | 2 | |
| Brace Bridge Check Point to Jinjira Bazar Crossing | | | | | | | |
| 94 | RH | Temporary | SALOON | OWNER | 320 | NIL | |
| 95 | RH | Temporary | MOBILE REP | OWNER | 180 | 1 | |
| 96 | RH | Temporary | TEA SHOP | OWNER | 270 | 1 | |
| 97 | RH | Temporary | HOTEL | OWNER | 230 | 4 | |
| 98 | RH | Temporary | BEDDING MATERIAL | OWNER | 200 | 1 | |
| 99 | RH | Permanent | HOTEL | OWNER | 1000 | 5 | |
| 100 | RH | Temporary | GARAGE | OWNER | 200 | 3 | |
| 101 | RH | Permanent | HOTEL | OWNER | 1000 | 6 | |

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| Sl. No. | Position (LH/RH) | Structure | Type of Business | Status of Ownership | Average Profit per Day | No of Empolyees | Remarks |
|--|-------------------|-----------|----------------------|---------------------|------------------------|-----------------|---------|
| Jinjira Bazar Crossing to Railway Track | | | | | | | |
| 102 | RH | Temporary | CYCLE REP | OWNER | 150 | 1 | |
| 103 | RH | Temporary | CLAY MODELLER | OWNER | 250 | NIL | |
| 104 | RH | Temporary | WOOD FENCING | | | | CLOSED |
| 105 | RH | Temporary | WOOD FENCING | OWNER | 150 | 2 | |
| 106 | RH | Temporary | MOTOR CYCLE REP SHOP | OWNER | 300 | 1 | |
| 104 | RH | Temporary | | | | | CLOSED |

Table 9: Summary of Impacts for KEIIP Tranche 1 Water Supply Subprojects (WS & SD – 04)

| Impact | Water Supply |
|---|--------------|
| Permanent Land Acquisition (ha) | None |
| Permanently Affected Households (AHs) | None |
| Temporarily AHs | 126 |
| Titled AHs | 100% |
| Non-titled AHs | n/a |
| BPL AHs | None. |
| APL AHs | 100% |
| IP/Schedule Caste AHs | None |
| Affected Trees/Crops / trees | None |
| Affected Common Structures | None |
| Income Sources Permanently Affected Persons | n/a |

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| | |
|---|---------|
| Temporarily Affected Businesses | 4 |
| Average Daily Profit of Affected Businesses | Rs. 235 |

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Mitigation Measures:

The sites or locations for the water supply subproject components have been carefully selected to avoid and minimize resettlement impacts. Most of the works are proposed on existing WTP locations or within the ROW thereby avoiding land acquisition, demolition of structures and displacement of people. The overall impacts will be further minimized through careful routing of pipelines within the ROW during detailed design stage. Micro tunneling method will be used for laying of pipelines, further reducing the adverse impacts due to construction activities. The following mitigation measures are proposed in the subproject's Environmental Management Plan to avoid and/or reduce the impacts during linear pipe works:

- (i) Maintain access to avoid disturbance to residents and businesses by providing planks and leaving spaces for businesses and residents to maintain access;
- (ii) Provide at least 1-week advanced notice to community along the construction Manage traffic flows as per traffic management plan prepared by the contractor in coordination with local authorities and communities;
- (iii) Limit amount of time of open trenches and complete works quickly where lots of businesses are located;
- (iv) Avoid full street closure to extent possible;
- (v) Contractors to provide employment opportunity to the affected people where possible; and
- (vi) Contractors to assist vendors and hawkers in shifting to alternative location

The engineering designs adopted will ensure that routing of pipelines and mains within the ROW are through stretches where there are no structures, thereby having on impact on access and livelihood opportunity for the local community. However, if in the unlikely event during construction it is found that construction activities is causing loss of income and livelihood to any businesses they would be entitled to livelihood assistance. In order to determine the_scale of temporary impacts during the construction phase and to come up with a budget for compensation, a rapid sample survey of businesses was undertaken to determine the daily income from different types of hawkers and businesses in the different project component locations.

Social Safeguard Compliances in the different Packages of our Project (tranch 1)

1. TR-1/SD – 05 (15th December 2015)

By discussion it was revealed that approximate 30 workers are currently engaged at the site and are staying at the labour quarter within the premises. Special care has been adopted for the workers to avoid any awkward incident. Safety items (as prescribed by the Project Guidelines) such as Helmet, Safety Shoes, Jackets, Gloves, Safety Harness (Belt) etc. is procured to each worker for their personal safety during the working hours and at the same time they are supervised regularly by the labour contractors and site engineers. Till date no unanticipated incident occurred at the site which can be considered as a potential threat in context to the safeguard of any person involved to the construction job.

By interviewing different person of that locality, we came to know that, the entrance way to the site is always maintained properly by sprinkling water on dry dust and enough space is left for commutating vehicles. One guard is posted at the main gate to control the exit and entrance of any vehicle at the project site to avoid road congestion. There are few temporary shops situated beside the entrance gate, As per their opinion no disturbance is caused due the project work.

2. WARD NO 129 (SD - 05) ,17th December 2015

No adverse impact due to construction work was found. Safety equipments are maintained by the workers- like Helmet, Gloves, and Shoes properly at the project working site. Regular monitoring is done by the contractor as per social safeguard policy. First Aid arrangements are maintained properly. Safety measures like tape, guard rail are maintained at the project site . Traffic hazards have been avoided. Local people appreciated the initiatives of KEIIP and no disputes or annoyance due to construction work has been reported.

3. TR-1 / SD – 06, 21st December

Special care has been adopted for the workers to avoid any awkward incident. Safety items (as prescribed by the Project Guidelines) such as Helmet, Safety Shoes, Jackets, Gloves, Safety Harness (Belt) etc. is procured to each worker for their personal safety during the working hours and at the same time they are supervised regularly by the labour contractors and site engineers. Till date no unanticipated incident occurs at the site which can be considered as a potential threat in context to the safeguard of any persons involved to the construction job.

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4. TR-1 / SD – 04, 23rd December

The pit area is well protected by means of metal barricade to avoid any accidents. With the help of Traffic Police Traffic Diversion has been made at different places to avoid unnecessary road congestion. In question of safeguard of the workers, adequate methods have been adopted by the concerned contractors for proper air circulation & sufficient lighting at the tunnels. Usage of safety equipments during working hours at site is mandatory for each workers and site engineers. Regular monitoring is done at working sites to avoid any unwanted hazards.

All the pictures of Social Safeguard Compliance have been annexed in the annexure

Physical Progress Report of Tranche - 1

Summary of KEIIP – Tranche 1

| Summary (Component wise) | | | | | | | |
|--|---|--|----------------------------------|--|--|----------------------------|--------------------------------|
| Sl. No. | Work Components of KEIIP | No. of Packages in Planning & Design Stage | No. of Packages in Bidding Stage | No. of Contracts in Implementation Stage | No. of Contracts in Post -Construction Stage | No. of Contracts Completed | Total No. of Contract Packages |
| A. Main Packages: | | | | | | | |
| 1 | Water Supply | 1 | 0 | 2 | 0 | 0 | 3 |
| 2 | Sewerage and Drainage | 0 | 0 | 2 | 0 | 0 | 2 |
| 3 | Combined (Water Supply and Sewerage & Drainage) | 0 | 0 | 1 | 0 | 0 | 1 |
| B. Additional Packages : | | | | | | | |
| 1 | Sewerage and Drainage | 0 | 1 | 0 | 0 | 0 | 1 |
| C. Miscellaneous Packages (Additional): | | | | | | | |
| 1 | Renovation of KEIIP Building | 0 | 1 | 0 | 0 | 0 | 1 |
| Total | | 1 | 2 | 5 | 0 | 0 | 8 |

1.1 Water Supply

1.1.1 Planning & Design Stage

None

1.1.2 Bidding Stage

| Water Supply | | | | Bidding Stage | | | | | | | | |
|--------------|-------------|--|------------|---|-----------------|--------------------|-----------------|-----------------|-----------------|------------------------------------|-----------------|-----------------|
| Sl. No. | Package No. | Package Name | | Outline Design | | Preliminary Design | | Detailed Design | | Bidding Documents & Tender Drawing | | |
| | | | | Submitted | Approved by TFC | Submitted | Approved by TFC | Submitted | Approved by TFC | Submitted | Approved by TFC | Approved by ADB |
| 1 | WS-01 | Performance Based Water Loss Management Works at Cossipore Service Zone, Ward No. 1 to 6 | Target | | | | | | | | | |
| | | | Actual | Draft bid document submitted on 30.10.2015. | | | | | | | | |
| | | | Days Delay | | | | | | | | | |
| 2 | WS-02 | Rehabilitation & Refurbishment of Water Works at Palta and Garden Reach | Target | - | - | - | - | - | - | - | - | - |
| | | | Actual | - | - | - | - | - | - | - | - | - |
| | | | Days Delay | - | - | - | - | - | - | - | - | - |
| 3 | WS-03 | Installation of Pump and Motors at Tallah Palta System and Garden Reach System. | Target | - | - | - | - | - | - | - | - | - |
| | | | Actual | - | - | - | - | - | - | - | - | - |
| | | | Days Delay | - | - | - | - | - | - | - | - | - |

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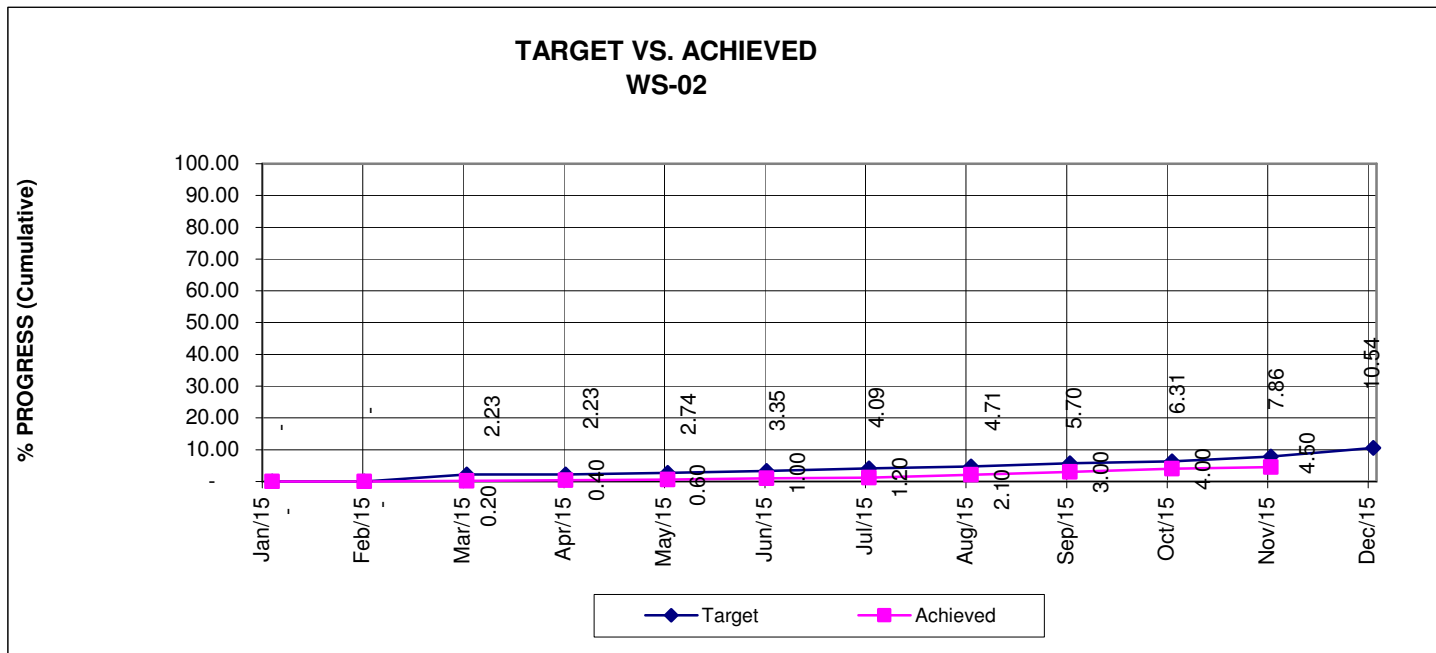
1.1.3. Implementation Stage 1.1.3.1. Project Key Information

1.1.3. 2. Physical Progress

| Water Supply | | | Physical Progress Percentage (Cumulative) upto the month end No.:..... | | | | | | | | | | | PMIS Format | |
|--------------|-------------|---|---|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------------|--------|
| Sl. No. | Package No. | Package Name | | Upto Jan-15 | Feb-15 | Mar-15 | Apr-15 | May-15 | Jun-15 | Jul-15 | Aug-15 | Sep-15 | Oct-15 | Nov-15 | Dec-15 |
| 1 | WS-02 | Rehabilitation & Refurbishment of Water Works at Palta and Garden Reach | Target | - | - | 2.23 | 2.23 | 2.74 | 3.35 | 4.09 | 4.71 | 5.70 | 6.31 | 7.86 | 10.54 |
| | | | Actual | - | - | 0.20 | 0.40 | 0.60 | 1.00 | 1.20 | 2.10 | 3.00 | 4.00 | 4.50 | |
| 2 | WS-03 | Supply & Installation of Pump and Motors at Tallah Palta System and Garden Reach System | Target | 37.73 | 44.40 | 51.13 | 55.65 | 60.17 | 64.69 | 69.21 | 72.74 | 76.30 | 80.51 | 84.72 | 88.93 |
| | | | Actual | - | - | 48.81 | 52.61 | 56.41 | 62.53 | 62.70 | 62.70 | 64.10 | 64.50 | 64.80 | |

.1.3.2.A. Rate of Progress Graphs
 1.1.3.2. A (i) Graph –WS02

PHYSICAL PROGRESS GRAPH (Cumulative %)

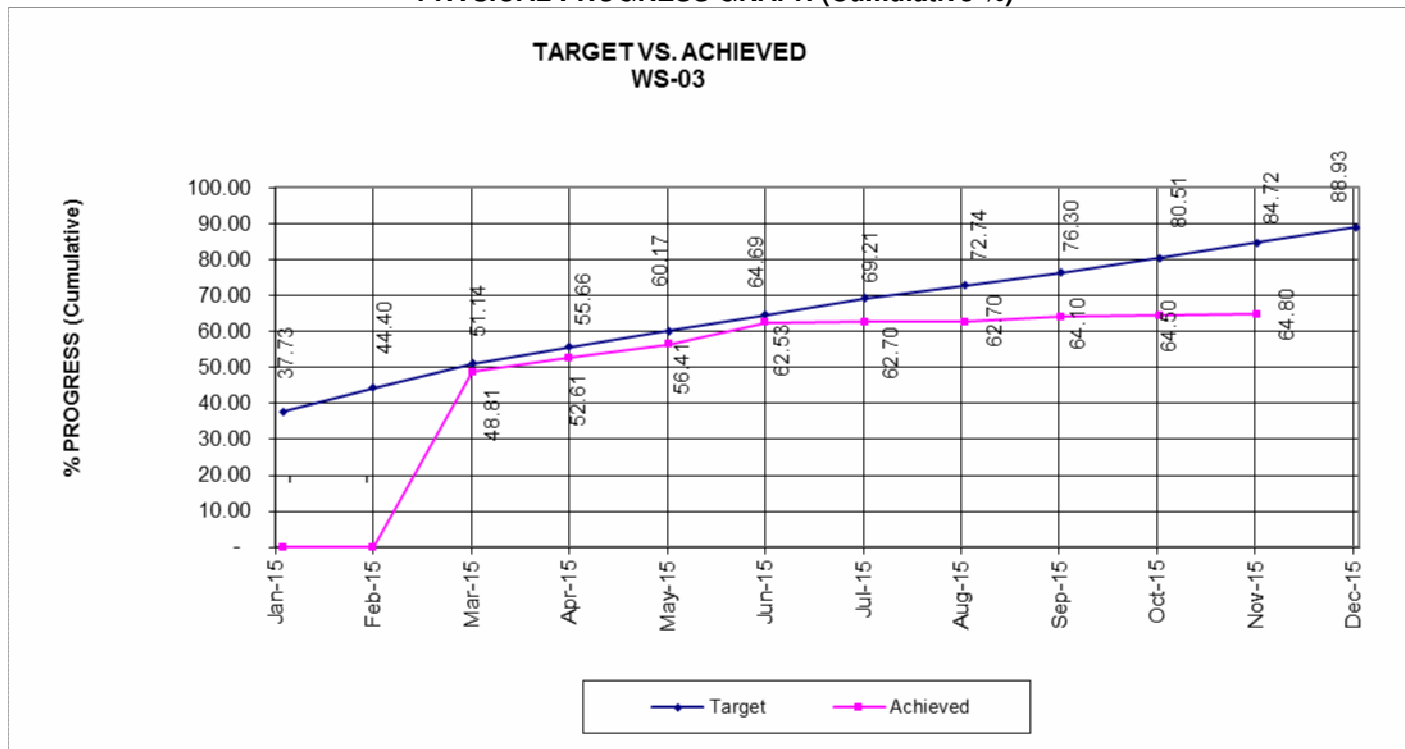


Semi Annual Social Safeguard Monitoring Report

1.1.3. 2.B. Rate of Progress Graphs 1.1.3.2.B (i) Graph – WS 03

| Water Supply | | Implementation Stage | | | | | Format No. | | |
|--------------|--|--------------------------|-----------|-------------------|--------------------------|-----------------|-------------------|--------|-------|
| Package No. | Package Name | Contract Cost (In Rs. M) | Duration | Commencement Date | Schedule completion date | Reporting Month | Physical Progress | | Plate |
| | | | | | | | Required | Actual | |
| WS-03 | Installation of Pump and Motors at Tallah- Palta System and Garden Reach System. | 321 | 24 months | 19. 05. 2014 | 18. 05. 2016 | Nov 2015 | 84.72 | 64.80 | --- |

PHYSICAL PROGRESS GRAPH (Cumulative %)



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1.1.4 Post Construction Stage - None

| Water Supply | | | | Post- Construction Stage | | | | | | | |
|--------------|-------------|--|-------------|--------------------------|----------------------------------|-------------------------|---|--|--------------------------------|-----------------|------------------------------------|
| SI No. | Package No. | Package Name | | Completion of Work | Issue of Taking-over Certificate | Statement at Completion | Completion of Remedying Defects, if any | Issue of Defects Liability Certificate | Return of Performance Security | Final Statement | Issue of Final Payment Certificate |
| 1 | WS-02 | Rehabilitation & Refurbishment of Water Works at Palta and Garden Reach | Target | - | - | - | - | - | - | - | - |
| | | | Actual | - | - | - | - | - | - | - | - |
| | | | Weeks Delay | - | - | - | - | - | - | - | - |
| 2 | WS-03 | Installation of Pump and Motors at Tallah- Palta System and Garden Reach System. | Target | - | - | - | - | - | - | - | - |
| | | | Actual | - | - | - | - | - | - | - | - |
| | | | Weeks Delay | - | - | - | - | - | - | - | - |

1.1.5 Completed Contracts - None

| Water Supply | | | Completed Packages | PMIS Format No.:..... |
|--------------|-------------|--|--------------------|------------------------------------|
| SI. No. | Package No. | Package Name | | Issue of Final Payment Certificate |
| 1 | WS-02 | Rehabilitation & Refurbishment of Water Works at Palta and Garden Reach | | - |
| 2 | WS-03 | Installation of Pump and Motors at Tallah- Palta System and Garden Reach System. | | - |

Semi Annual Social Safeguard Monitoring Report

1.1.6. Summary and Status of Packages

| Water Supply | | Summary and Status of Packages | | | | | | | | | | PMIS Format No.:..... | |
|--------------|-------------|---|----------------|---------------------------|----------|---------------------|--------------|----------------------|---------------------------|------------------------------------|----------------------------|-----------------------|--|
| Sl. No. | Package No. | Package Name | Status | Planning and Design Stage | | Bidding Stage | | Implementation Stage | | | | Completion Cost (Rs.) | |
| | | | | Start Date | End Date | Bid Submission Date | Issue of LOA | Date of Commencement | Scheduled Completion Date | Issue of Final Payment Certificate | Contractor | | |
| 1 | WS-01 | Performance Based Water Loss Management Works in Cossipore Service Zone Ward 1 to 6 | Bidding | - | - | - | - | - | - | - | - | - | |
| 2 | WS-02 | Rehabilitation & Refurbishment of Water Works at Palta and Garden Reach | Implementation | - | - | 24.02.2014 | 14.10.2014 | 07.11.2014 | 06.11.2018 | - | ITD – CEM INDIA JV | - | |
| 3 | WS-03 | Supply & Installation of Pumps & Motors at Tallah-Palta System and Garden | Implementation | - | - | 01.08.2013 | 16.01.2014 | 19.05.2014 | 18.05.2016 | - | KIRLOSKAR BROTHERS LIMITED | - | |

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1.2 Sewerage & Drainage

1.2.1 Planning & Design Stage **None**

1.2.2 Bidding Stage **None**

1.2.3 Implementation Stage

1.2.3.1 Project Key Information

| Sewerage and Drainage | | | Project Key Information Summary (Contract-wise) | | | | | | | | | | PMIS Format No.:..... | |
|-----------------------|-------------|--|---|--------------------------|-----------------|--------------------------------|----------------------|-----------------------------|----------------------------|--------------------------------|-------------------------|--------------------------|-----------------------|-------------------|
| Sl. No. | Package No. | Package Name | Contractor | Contract cost (Rs. in M) | Variation (Rs.) | Revised/ Completion Cost (Rs.) | Date of commencement | Schedule date of completion | Scheduled Duration (Month) | Time Extension Allowed (Month) | Revised completion date | Revised Duration (Month) | Completion | |
| | | | | | | | | | | | | | Final Inspection Date | Handing Over Date |
| 1 | SD-05 | Construction of Pumping Station at Begore Khal and Joka Tram Depot + Construction of Sewerage and Drainage Network within Diamond Harbour Road Catchment | Tantia – MPPL (WILO) JV | 1047.35 | - | - | 27. 10. 2014 | 29. 04. 2018 | 42 | - | - | - | - | - |
| 2 | SD-06 | Micro tunneling works on Sewage pressure main from Santoshpur P.S. to Garden Reach STP | Simplex – Krita JV | 223.11 | - | - | 19. 05. 2014 | 18. 11.2015 | 18 | - | - | - | - | - |

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1.2.3.2 Physical Progress

| Sewerage & Drainage | | | Physical Progress Percentage (Cumulative) upto the month end | | | | | | | | | | | | | PMIS Format No.:..... |
|---------------------|-------------|--|--|-------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-----------------------|
| Sl. No. | Package No. | Package Name | | Upto Jan-15 | Feb-15 | Mar-15 | Apr-15 | May-15 | Jun-15 | Jul-15 | Aug-15 | Sep-15 | Oct-15 | Nov-15 | Dec-15 | |
| 1 | SD-05 | Construction of Pumping Station at Begore Khal and Joka Tram Depot + Construction of Sewerage and Drainage Network within Diamond Harbour Road Catchment | Target | 2.98 | 9.34 | 17.85 | 20.50 | 22.32 | 24.02 | 25.676 | 27.74 | 30.42 | 33.12 | 36.38 | 39.02 | |
| | | | Actual | 0.87 | 2.90 | 6.90 | 8.40 | 10.20 | 12.50 | 13.45 | 14.70 | 15.50 | 16.86 | 17.60 | - | |
| 2 | SD-06 | Micro tunneling works on Sewage pressure main from Santoshpur P.S. to Garden Reach STP | Target | 14.50 | 18.50 | 37.10 | 61.50 | 80.50 | 84.50 | 88.50 | 92.50 | 97.50 | 100.00 | 100.00 | - | |
| | | | Actual | 1.00 | 2.70 | 11.00 | 15.50 | 20.0 | 23.00 | 24.60 | 29.00 | 33.00 | 38.50 | 76.00 | - | |

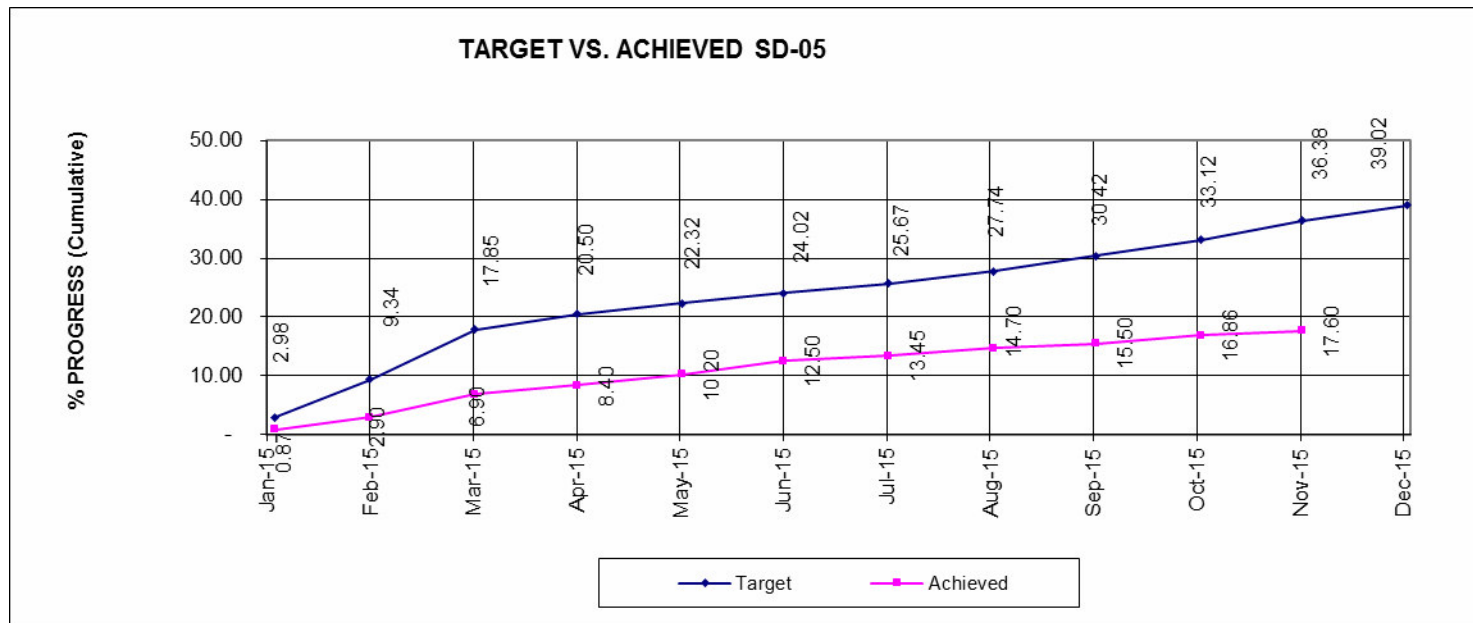
Semi Annual Social Safeguard Monitoring Report

1.2.3.2.A. Rate of Progress Graphs

1.2.3.2.A (i) Graph – SD 05

| Sewerage & Drainage | | Implementation Stage | | | | | PMIS Format No..... | | |
|---------------------|--|--------------------------|-----------|-------------------|--------------------------|-----------------|---------------------|--------|-------|
| Package No. | Package Name | Contract Cost (In Rs. M) | Duration | Commencement Date | Schedule completion date | Reporting Month | Physical Progress | | Plate |
| | | | | | | | Required | Actual | |
| SD-05 | Construction of Pumping Station at Begore Khal and Joka Tram Depot + Construction of Sewerage and Drainage Network within Diamond Harbour Road Catchment | 1047.34 | 42 months | 27. 10. 2014 | 29. 04. 2018 | Nov 2015 | 36.38 | 17.60 | - |

PHYSICAL PROGRESS GRAPH (Cumulative %)

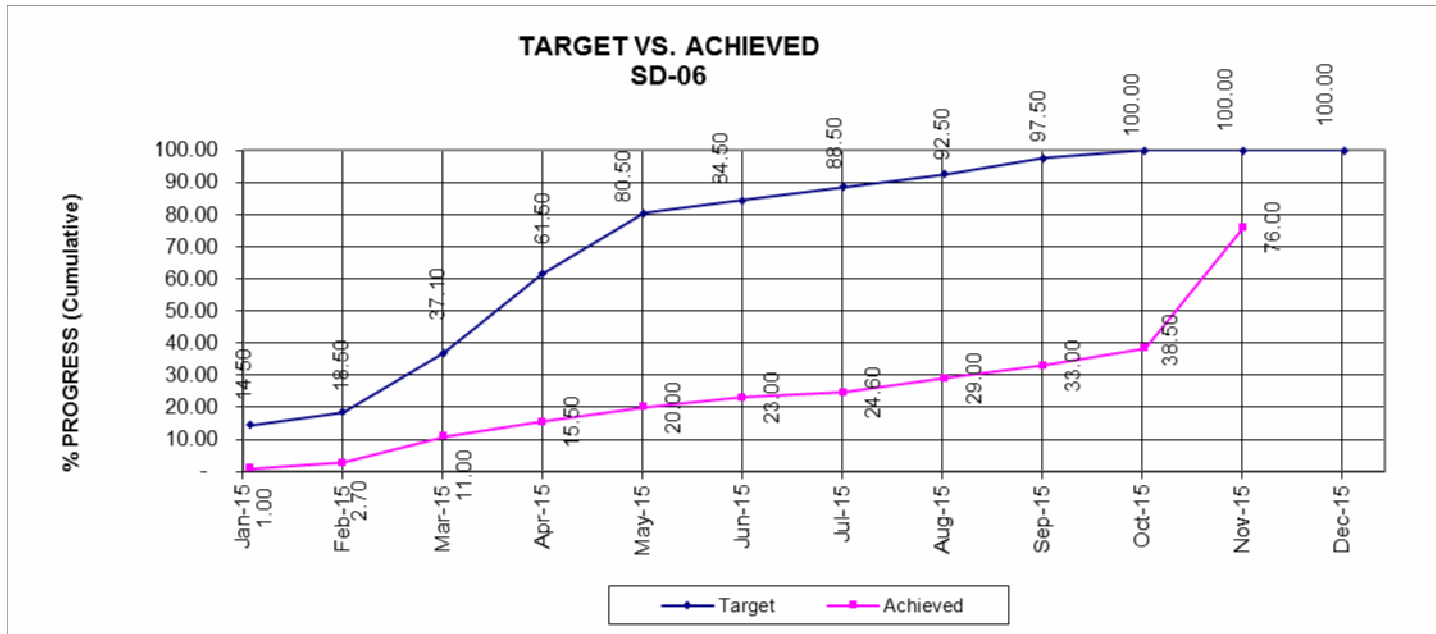


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1.2.3.2.B Rate of Progress Graphs
 1.2.3.2. B (ii) Graph – SD 06

| Sewerage & Drainage | | Implementation Stage | | | | | PMIS Format No. | | |
|---------------------|--|--------------------------|-----------|-------------------|--------------------------|-----------------|-------------------|--------|-------|
| Package No. | Package Name | Contract Cost (In Rs. M) | Duration | Commencement Date | Schedule completion date | Reporting Month | Physical Progress | | Plate |
| | | | | | | | Required | Actual | |
| SD-06 | Micro-tunneling works on Sewage pressure main from Santoshpur P.S. to Garden Reach STP | 223.11 | 18 months | 19.05.2014 | 18.11.2015 | Nov 2015 | 100.00 | 76.00 | - |

PHYSICAL PROGRESS GRAPH (Cumulative %)



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1.2.4 Post Construction Stage - None

| Sewerage and Drainage | | | Post- Construction Stage | | | | | | | | |
|-----------------------|-------------|--|--------------------------|--------------------|----------------------------------|-------------------------|---|--|--------------------------------|-----------------|------------------------------------|
| SI No. | Package No. | Package Name | | Completion of Work | Issue of Taking-Over Certificate | Statement at Completion | Completion of Remedying Defects, if any | Issue of Defects Liability Certificate | Return of Performance Security | Final Statement | Issue of Final Payment Certificate |
| 1 | SD-05 | Construction of Pumping Station at Begore Khal and Joka Tram Depot + Construction of Sewerage and Drainage Network within Diamond Harbour Road Catchment | Target | - | - | - | - | - | - | - | - |
| | | | Actual | - | - | - | - | - | - | - | - |
| | | | Weeks Delay | - | -- | - | - | - | - | - | - |
| 2 | SD-06 | Micro tunneling works on Sewage pressure main from Santoshpur P.S. to Garden Reach STP | Target | - | - | - | - | - | - | - | - |
| | | | Actual | - | - | - | - | - | - | - | - |
| | | | Weeks Delay | - | - | - | - | - | - | - | - |

1.2.5 Completed Contracts - None

| Sewerage and Drainage | | Completed Packages | PMIS Format No.:..... |
|-----------------------|-------------|--|------------------------------------|
| SI. No. | Package No. | Package Name | Issue of Final Payment Certificate |
| 1 | SD-05 | Construction of Pumping Station at Begore Khal and Joka Tram Depot + Construction of Sewerage and Drainage Network within Diamond Harbour Road Catchment | - |
| 2 | SD-06 | Micro tunneling works on Sewage pressure main from Santoshpur P.S. to Garden Reach STP | - |

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1.2.6 Summary and Status of Packages

| Sewerage and Drainage | | | | | | | | | | | | |
|--------------------------------|-------------|--|----------------|---------------------------|----------|---------------------|--------------|----------------------|------------------------|------------------------------------|-------------------------|-----------------------|
| Summary and Status of Packages | | | | | | | | | | | PMIS Format No.:..... | |
| Sl. No. | Package No. | Package Name | Status | Planning and Design Stage | | Bidding Stage | | Implementation Stage | | | | Completion Cost (Rs.) |
| | | | | Start Date | End Date | Bid Submission Date | Issue of LOA | Date of Commencement | Actual Completion Date | Issue of Final Payment Certificate | Contractor | |
| 1 | SD-05 | Construction of Pumping Station at Begore Khal and Joka Tram Depot + Construction of Sewerage and Drainage Network within Diamond Harbour Road Catchment | Implementation | - | - | 17.02.2014 | 01.09.2014 | 27.10.2014 | 28.04.2018 | - | Tantia – MPPL (WILO) JV | - |
| 2 | SD-06 | Micro tunneling works on Sewage pressure main from Santoshpur P.S. to Garden Reach STP | Implementation | - | - | 02.07.2013 | 16.01.2014 | 19.05.2014 | 18.11.2015 | - | Simple x Krita JV | - |

1.3 Combined (Water Supply and Sewerage & Drainage)

1.3.1. Planning & Design Stage

None

1.3.2. Bidding Stage

None

1.3.3. Implementation Stage

Project Key Information

| Combined (Water Supply and Sewerage & Drainage) | | | | Project Key Information Summary (Contract-wise) | | | | | | | | | PMIS Format No.:..... | |
|---|-------------|---|----------------|---|-----------------|--------------------------------|----------------------|-----------------------------|-----------------------------|---------------------------------|-------------------------|---------------------------|------------------------|-------------------|
| Sl. No. | Package No. | Package Name | Contractor | Contract cost (Rs.in M) | Variation (Rs.) | Revised/ Completion Cost (Rs.) | Date of commencement | Schedule date of completion | Schedule d Duration (Month) | Time Extensio n Allowed (Month) | Revised completion date | Revised Duratio n (Month) | Completion | |
| | | | | | | | | | | | | | Final Inspectio n Date | Handing Over Date |
| 1 | WS & SD 04 | Laying of water trunk main from Garden Reach water works to Taratala Valve Station laying of sewer line along Diamond Harbour Road by Micro-tunnelling method in ward no 125, 126 | ITD-ITD CEM JV | 1459.24 | - | - | 19. 05. 2014 | 18. 05. 2017 | 36 | - | - | - | - | - |

1.3.3.2 Physical Progress

| Combined (Water Supply and Sewerage & Drainage) | | | Physical Progress Percentage (Cumulative) upto the month end | | | | | | | | | | | | | PMIS Format | |
|---|-------------|---|--|------------------|--------|--------|--------|--------|--------|---------|---------|--------|---------|--------|--------|-------------|--|
| Sl. No | Package No. | Package Name | Target | No.:..... | | | | | | | | | | | | Dec-15 | |
| | | | | Aug-14 to Dec'14 | Jan-15 | Feb-15 | Mar-15 | Apr-15 | May-15 | June-15 | July-15 | Aug-15 | Sept-15 | Oct-15 | Nov-15 | | |
| 1 | WS & D04 | Laying of water trunk main from Garden Reach water works to Taratala Valve Station laying of sewer line | Target | 12.00 | 16.15 | 20.40 | 23.16 | 26.04 | 28.90 | 31.75 | 34.80 | 37.80 | 39.68 | 41.71 | 43.96 | 46.34 | |

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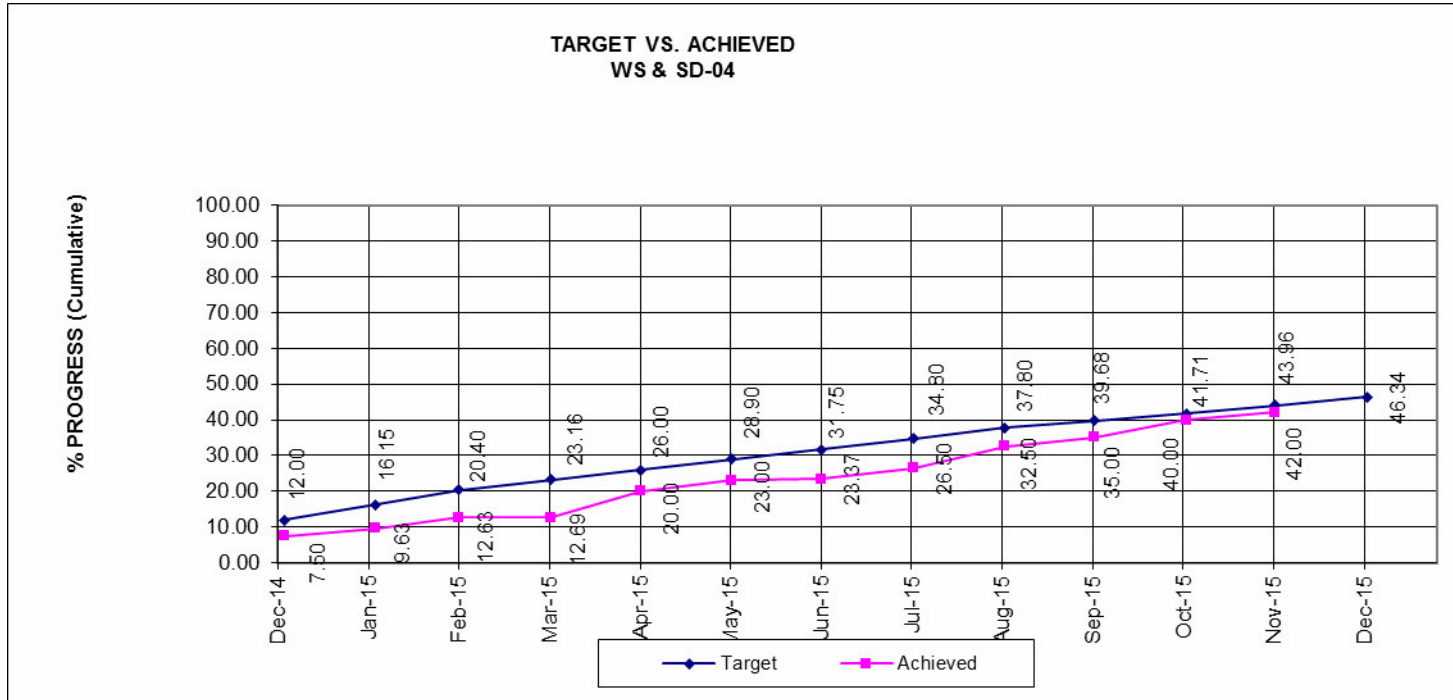
| | | | | | | | | | | | | | | | |
|--|---|--------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|
| | along Diamond Harbour Road by Micro-tunnelling method in ward no 125, 126 | Actual | 7.50 | 9.63 | 12.63 | 12.69 | 20.00 | 23.00 | 23.37 | 26.50 | 32.50 | 35.00 | 40.00 | 42.00 | - |
|--|---|--------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---|

1.3.3.2.A Rate of Progress Graphs

1.3.3.2.A (i) Graph – WS & SD 04

| Combined (Water Supply and Sewerage & Drainage) | | Implementation Stage | | | | | Format No. | | |
|---|---|--------------------------|----------|-------------------|--------------------------|-----------------|-------------------|--------|-------|
| Package No. | Package Name | Contract Cost (In Rs. M) | Duration | Commencement Date | Schedule completion date | Reporting Month | Physical Progress | | Plate |
| | | | | | | | Required | Actual | |
| WS & SD 04 | Micro tunneling works on Laying of water trunk main from Garden Reach water works to Taratala Valve Station laying of sewer line along Diamond Harbour Road By Micro tunneling method in ward no 125, 126 | 1459.24 | 36 | 19.05.2014 | 18.05.2017 | Nov 2015 | 43.96 | 42.00 | |

PHYSICAL PROGRESS GRAPH (Cumulative %)



Semi Annual Social Safeguard Monitoring Report

1.3.4 Post Construction Stage - None

| Combined (Water Supply and Sewerage & Drainage) | | | | | | | | Post- Construction Stage | | | |
|---|-------------|---|-------------|--------------------|----------------------------------|-------------------------|---|--|--------------------------------|-----------------|------------------------------------|
| SI No. | Package No. | Package Name | | Completion of Work | Issue of Taking-Over Certificate | Statement at Completion | Completion of Remedying Defects, if any | Issue of Defects Liability Certificate | Return of Performance Security | Final Statement | Issue of Final Payment Certificate |
| 1 | WS & SD 04 | Micro tunneling works on Laying of water trunk main from Garden Reach water works to Taratala Valve Station laying of sewer line along Diamond Harbour Road By Micro tunneling method in ward no 125, 126 | Target | - | - | - | - | - | - | - | - |
| | | | Actual | - | - | - | - | - | - | - | - |
| | | | Weeks Delay | - | - | - | - | - | - | - | - |

1.3.5 Completed Contracts - None

| Combined (Water Supply and Sewerage & Drainage) | | Completed Packages | PMIS Format No.:..... |
|---|-------------|--|------------------------------------|
| SI No. | Package No. | Package Name | Issue of Final Payment Certificate |
| 1 | WS & SD 04 | Micro tunneling works on Laying of water trunk main from Garden Reach water works to Taratala Valve Station laying of sewer line along Diamond Harbour Road By Micro tunneling method in ward no 125,126 | - |

Semi Annual Social Safeguard Monitoring Report

1.3.6 Summary and Status of Packages

| Combined (Water Supply and Sewerage & Drainage) | | | | | | | | | | | | | Summary and Status of Packages | | | | PMIS Format No.:..... | |
|---|-------------|--|----------------|---------------------------|----------|---------------------|--------------|----------------------|------------------------|------------------------------------|------------------|-----------------------|--------------------------------|--|--|--|-----------------------|--|
| Sl. No. | Package No. | Package Name | Status | Planning and Design Stage | | Bidding Stage | | Implementation Stage | | | | Completion Cost (Rs.) | | | | | | |
| | | | | Start Date | End Date | Bid Submission Date | Issue of LOA | Date of Commencement | Actual Completion Date | Issue of Final Payment Certificate | Contractor | | | | | | | |
| 1 | WS & SD 04 | Micro tunneling works on Laying of water trunk main from Garden Reach water works to Taratala Valve Station laying of sewer line along Diamond Harbour Road By Micro tunneling method in ward no 125,126 | Implementation | - | - | 20.11.2013 | 04.03.2014 | 19.05.2014 | 18.05.2017 | - | ITD – ITD CEM JV | - | | | | | | |

Annexure 1



Photographs of “On Road - Public Consultation” of Tranche – 1 Subprojects

PHOTOGRAPHS OF SOCIAL SAFEGUARD COMPLIANCES



SD - 05



SD - 05



SD - 06



SD - 04

Annexure 3



Photographs of onsite meeting with concerned Engineers & Safety Officers of Tranche – 1 Subprojects