

Social Impact Assessment (SIA) Study and Resettlement Policy Framework (RPF) for Extension of Nagpur Metro Rail Project Phase-I



FINAL REPORT (JULY - 2024)



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Contents

1	PROJECT DESCRIPTION	1
1.1	Project Background	1
1.2	Rationale for the Project	2
1.3	Scope of the SIA Study	4
1.4	Details of the Project Size	5
1.5	Examination of Alternatives	8
1.6	Minimizing resettlement	9
1.7	Scope of the Resettlement Policy Framework (RPF) for the Project	9
2	LEGAL FRAMEWORK	10
2.1	Introduction	10
2.2	Comparison of RFCTLARR Act, 2013 and ADB/EIB Policies	15
3	APPROACH AND METHODOLOGY	20
3.1	The Objectives of SIA	20
3.2	Approach	20
3.3	Methodology	21
4	LAND ASSESSMENT	24
4.1	Land Acquisition Requirement	24
4.2	Land Requirement for the Viaduct & Associated Facilities in Reach- 1A, 2A, 3A, 4A	24
4.3	Bare Minimum Land Assessment	25
4.4	Loss of Private Land	25
4.5	Permanent Loss of Government Land:	25
4.6	Temporary acquisition of land	26
4.7	Loss of Trees	26
4.8	Loss of Private Structures:	27
4.9	Loss of Common Property Resource (CPRs):	27
4.10	Extent of Impact	28
4.11	Loss of Livelihoods (TH and Kiosks)	28
4.12	Temporary Construction Impacts on business and livelihoods	29
4.13	Land Prices in the Project Affected Area	29
4.14	Land Acquisition Process as per Maharashtra Government Resolution – Direct Purchase Method	29

5	SOCIO-ECONOMIC AND CULTURAL PROFILE	33
5.1	Profile of the Project Affected Area	33
5.2	Profile of the Project Affected Villages	33
5.3	Socio-economic Profile of Affected Households and Families	34
5.4	Project Awareness	39
6	STAKEHOLDERS CONSULTATION	41
6.1	Stakeholders in the Project	41
6.2	Consultation in the Project	42
6.3	Methods of Consultation	42
6.4	Scope of Consultation and Issues	43
6.5	Findings of Consultation	43
6.6	Consultation with Officials and Other Stakeholders	47
6.7	Outcome of Consultation:	48
6.8	Future Consultation	48
7	SOCIAL IMPACT MANAGEMENT PLAN	50
7.1	Background	50
7.2	Mitigation Measures Adopted for the Project	51
7.3	Valuation of Assets	52
7.4	Key Impact Area	53
7.5	Impacts at different stages of the project cycle	53
7.6	Social Impacts during Construction & Operation and its Management Plan	55
8	Entitlements, Assistance and Benefits	74
8.1	Introduction	74
8.2	Cut – off Date for Entitlement	74
8.3	Entitlements Matrix	74
9	Institutional Arrangement	89
10	IMPLEMENTATION SCHEDULE	92
10.1	Introduction	92
10.2	Schedule for Project Implementation	92
10.3	Project Preparation Phase	92
10.4	Implementation Phase	92
10.5	Resettlement Implementation Schedule	93
10.6	MONITORING AND REPORTING	95

10.6.1	Monitoring and Reporting	95
10.6.2	Monitoring in Phase II project	95
10.6.3	Monitoring Indicators	95
10.6.4	Reporting Requirement	96
11	<i>Grievance Redress Mechanism</i>	97
11.1	Introduction	97
11.2	Constitution of Grievance Redress Committee (GRC)	97
12	<i>Resettlement Budget and Financing Plan</i>	99
12.1	Introduction	99
12.2	R&R Budget	99
13	<i>ANNALYSIS OF COSTS AND BENEFITS AND RECOMMENDATIONS ON ACQUISITION</i>	101
13.1	Cost and Benefits of Project	101
13.2	Recommendations	102

List of Tables

Table 1.1: Key Features of NMRP Phase-II	5
Table 1.2: Population Growth in Nagpur	6
Table 1.3: Employment Status in Nagpur	7
Table 2.1: Comparison of RFCTLARR Act, 2013, ADB & EIB	15
Table 4.1: Land Requirements as per physical verification	24
Table 4.2: Reach wise Private Land	25
Table 4.3: Reach wise Government Land	26
Table 4.4: Total number of Trees	26
Table 4.5: Loss of Private Structures in the Project	27
Table 4.6: CPRs affected by the Project	28
Table 5.1: List of Affected Village	33
Table 5.2: Reach wise impact on TH & NTH	35
Table 5.3: Total number of male and female in TH & NTH	35
Table 5.4: Social Categories of the DHs	36
Table 5.5: Religious Categories of the DHs	36
Table 5.6: Vulnerable category of DHs	37
Table 5.7: Number of DHs Separate family as per LA Act	37
Table 5.8: Educational Status of DHs	37
Table 5.9: Occupational Status of DPs	38
Table 5.10: Annual Income Level of DHs	38
Table 5.11: Role of Women in Decision Making	39
Table 6.1: Project Stakeholders	41
Table 6.2: Methods of Consultations	42
Table 6.3: Reach wise public consultations	43
Table 6.4: Summary of Public Consultation	43
Table 6.5: Consultation with EA Officials	47

Table 6.6: Proposed Consultation During Construction & Monitoring Phase	49
Table 7.1: Indicative List of Social Impacts.....	53
Table 7.2: Impacts at different stages of Project Cycle.....	54
Table 7.3: Social Management Plan – Design, Construction & Operation Phase	63
Table 8.1: Entitlement Matrix	76
Table 9.1: Responsibility of Resettlement Plan Implementation	89
Table 10.1: R&R Implementation Schedules.....	94
Table 10.2: Indicators for monitoring the Resettlement Plan implementation.	95
Table 12.1: R&R Budget	99

List of Figure

Figure 4.1: Describes the process of Direct Purchase Method of LA.....	32
Figure 6.1: Photographs of Consultation with Stakeholder.....	48
Figure 9.1: Institutional Setup for Resettlement Plan Implementation	91
Figure 11.1: Grievance Redressal Mechanism	98

List of Annexure

Annexure - 1	Land Acquisition Circular for Corridor of Impact	104
Annexure - 2	Maps of minor adjustment for minimization of resettlement	105
Annexure - 3	Census and Socio-Economic Survey	107
Annexure - 4	Location details of RSS & Batching Plant (Reach-2A)	113
Annexure – 5 & 5A	LAP Map of Reach-1A, 2A, 3A & 4A & Land Acquisition locations	115 &145
Annexure - 6	Details of Dongargaon Weekly Market -CPR	146
Annexure - 7	List of Affected Title Holders	149
Annexure - 8	List of Affected Non-Title Holders	155
Annexure - 9	List of Non-Responsive DHs	160
Annexure - 10	Findings of Public consultations	161
Annexure - 11	Valuation details of Land	179
Annexure - 12	Government of Maharashtra GR Dt:12 May 2015	180
Annexure - 13	Government of Maharashtra GR Dt: 12 May 2023	185
Annexure – 13A	MUTP R&R Policy Dt: December 2000	190

ABBREVIATIONS

ADM	Additional District Magistrate
ADB	Asian Development Bank
AP	Affected Persons
EM	Entitlement Matrix
CPM	Chief Project Manager
CPR	Common Property Resource
DC	District Collector
DM	District Magistrate
DH	Displaced Households
DP	Displaced People
DPR	Detailed Project Report
FGD	Focus Group Discussion
GRC	Grievance Redressal Mechanism
GoI	Government of India
GoM	Government of Maharashtra
LA	Land Acquisition
LAA	Land Acquisition Act
MMRC	Maha Metro Rail Corporation
PMC	Project Management Consultancy
NMRP	Nagpur Metro Rail Project
NGO	Non-Government Organization
NTH	Non-Title holders
PIU	Project Management Unit
R&R	Resettlement & Rehabilitation
RAP	Resettlement Action Plan
RPF	Resettlement Policy Framework
RFCTLARRA	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013
SEMU	Social and Environment Management Unit
SIA	Social Impact Assessment
PWD	Person With Disability
SC	Schedule Caste
ST	Schedule Tribes
WHH	Women Headed Household
BPL	Below Poverty Line
RoW	Right of Way
VOC	Vehicle Operating Costs

Executive Summary

1. Maharashtra Metro Rail Corporation Limited (Maha-Metro), a joint venture company of Government of India (GoI) and Government of Maharashtra (GoM), is developing the Nagpur Metro Rail Project (NMRP) Phase-II consisting of proposed 4 Reaches. The proposed NMRP Phase-II project is an extension of existing corridors of Phase-I project. Maha-Metro is the implementing agency of NMRP Phase-II project and will be responsible for execution of the project.
2. The total length of the proposed corridor in Phase-II project is 43.8 km. A total of 32 metro stations have been proposed along the four corridors of which 30 stations are elevated and 2 are at-grade. The Phase II corridor mostly follows median of the road at some locations the alignment is away from the road. Efforts have been made in modifying the engineering design and alignment of Phase-II metro line at various locations to minimize the resettlement impact and land acquisition.
3. The NMRP Phase-II project will undertake land acquisition by Direct Purchase Method through negotiation with the landowners as per GoM resolution dated 12 May 2015 and 30 September 2015. In case of Direct Purchase Method fails, the land will be acquired under Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act (RFCTLARR), 2013. The compensation in Direct Purchase Method will have 25% additional amount on the compensation calculated as per section 26 to 36 of RFCTLAAR Act, 2013.
4. The NMRP has framed the SIA and Resettlement Policy Framework (RPF) to provide guidance to deal with social adverse impacts associated with land acquisition and relocation. It also provides applicable measures to minimize or reduce the adverse impacts of the project. Recognizing the need to address involuntary displacement of people and their properties, this SIA and RPF has been developed in consistence with the relevant Indian National laws, RFCTLARR, 2013, and the policies and resolutions of Government of Maharashtra, and International multilateral Funding Institutes- Asian Development Bank (ADB) and European Investment Bank (EIB) Standard 6 – Involuntary Resettlement. This document serves to define procedures, principles and applicable legal regulations, institutional arrangements for dealing Land Acquisition (LA) and Resettlement for the Nagpur Metro Rail Project Phase-II covering length of 43.8 Kms of North – South (N-S) and East – West (E-W) corridor. The RPF provides a preliminary overview of compensation and entitlements aligned with the requirements of international standards. The RPF will be revised and updated as required during RAP development phase based on detailed information on impacts and livelihood restoration needs of the affected population.
5. A total of 9.3089 Ha land will be required for the Phase II project, out of which 5.5749 Ha is Private Land and 3.734 Ha is Government Land. The private land will be acquired mainly for construction of station entry and exit purpose, viaduct, and

parking purpose.

6. A total of 98 households would be affected by land acquisition by this project. This includes 51 title holders (TH) losing the land only and 47 temporary structures or kiosks owned by 47 non-title holder (NTH) households. A total of three Common Property Resources (CPRs) will be affected by the project. The social stratification of Displaced Households indicates that majority of the DHs belongs to Other Backward Caste (OBC) followed by general category. Most (81.82%) of the DHs belong to Hindu religion. This is followed by Muslim (12.50%). There are 57 DHs enumerated as vulnerable households in this project. There are 6.56% Displaced Persons (DPs) who are illiterate. Most of the DPs are engaged in small business activities. There is no loss of livelihood among affected landowners as TH lands are barren. Also, no physical displacement of any residential structures. NTH will be affected by economic displacement and will be provided with a one-time assistance of Rs. 5000/- as shown in the Entitlements Matrix (EM) as well as with livelihood restoration assistance.
7. Total 13 Public Consultations and Focus Group Discussions have been carried out during SIA study. Focus Group Discussions (FGDs) and individual discussions were held with the primary and secondary stakeholders to get wider public input on Phase II project. A total 162 male members and 34 women members participated. Other stakeholders in Phase II project such as officials of Implementing Agency (Maha-Metro), the relevant District administration and revenue officials were also consulted on various issues.
8. To receive and facilitate resolution of the DPs and general public concern and complaints in a transparent manner, the NMRP shall constitute two-tier Grievance Redress C with representative from implementing agency, community and representative of DPs etc. The NMRP will maintain grievance registers at site offices and at head office. The decision of GRC will be documented and communicated to the concerned person in a transparent manner. In case the complainant is dissatisfied with the verdict of GRC, the complainant can approach the Court of Law.
9. The legal framework and principles adopted to address the resettlement issues of the Phase II project is guided by the existing legislation and policies of Government of India (GoI), Government of Maharashtra, and the SPS, 2009 of ADB & EIB Guidelines. Prior to the preparation of the PAP, a detailed analysis of the existing national and state policies was undertaken. A comparison of ADB-EIB and National Act has been done and measures to fill the gaps are presented in table no. 1.4 of the chapter 1.
10. The resettlement cost estimated for the Phase II project includes land compensation, resettlement and relocation assistance, reconstruction of CPRs and support cost for resettlement plan implementation. The support cost which includes staffing, monitoring, and reporting, and other administrative expenses are part of the overall

project cost. Contingency provisions have been made to consider variation from this estimate.

11. During interaction with the villagers of the project area, it was found that they are very well conversant with the positive impact of the phase-II project. However, they expect a reasonable and adequate compensation for loss of their assets in the process of land acquisition. Therefore, adequate, and satisfactory monetary arrangement is must to compensate the people in lieu of their loss of land and emotional attachment.

1 PROJECT DESCRIPTION

1.1 Project Background

Maharashtra Metro Rail Corporation Limited (Maha-Metro) a joint venture company of Government of India (GoI) and Government of Maharashtra (GoM), is developing the Nagpur Metro Rail Project (NMRP) Phase-II consisting of proposed 4 corridors.

Based on the proposals from Comprehensive Mobility Plan (CMP), an Alternatives Analysis has been carried out to find the most viable mass transit system along identified corridors. A total of 4 corridors were assessed as part of the Alternatives Analysis Report options. The Alternative Analysis Report recommends an extension of mass transit corridors of Phase-I to meet the future traffic demand because based on both qualitative and quantitative screening and analysis, Metro System has emerged as the most viable alternative mass transport system for Phase II corridors in Nagpur.

The NMRP Phase-I project is operational from the last 2 years with providing facilities to all kind of passengers including women and person with disabilities. The footfalls of Phase-I metro rail are steadily increase. The Maharashtra Metro Rail Corporation Limited (Maha-Metro) is an implementing agency will be responsible for execution of NMRP Phase-II project.

The Phase-II metro rail network will strengthen and augment the transport infrastructure within the city and will address constrained public transport infrastructure issues. Also, the people who are living & working in suburban and outskirts of Nagpur city currently find it difficult to travel into the city. Hence, the demand to extend all the four Reach of existing metro Phase-I is growing continuously.

This Phase-II project will benefit the people in Nagpur city socially and financially. The Phase II metro rail transportation will not only reduce the time travel but also cheaper to the passengers. It will also provide safe and secure transportation to vulnerable section of society. Due to increase in the transportation movement in the city, the business and financial activities will also be boost, thereby enhance the financial status of people. It will reduce the traffic congestion on road, reduces sound and air pollution and help in reducing global warming for creating sustainable environment.

The NMRP Phase-II will offer a sustainable urban transport system, smart and healthy Nagpur city to increase the quality of life and better access to goods, services, creating employment opportunities and sustainable development, climate change mitigation resulting in livable city environment in Nagpur.



1.2 Rationale for the Project

The main aim of the Phase-II project is to decongest Nagpur city providing an option for the population of Nagpur to settle in surrounding areas and being able to travel to Nagpur city. It will promote social inclusion and development

through improved accessibility to places that provide education and job opportunities. The proposed project will also enhance the regional transport system and provide inter-connection between Nagpur and settlements to relieve pressure on the existing transport routes converging at Nagpur.

The Phase-II project will offer a rail based Sustainable Urban Transport System, Smart and Healthy Cities to increase the quality of life and better access to goods, services, creating employment opportunities and sustainable development, climate change mitigation resulting in a liveable city environment i.e. health supportive environment with more allocation of road space to people rather than vehicles. This can be viewed as boosting overall substantial social and economic development to the region. The social benefits arising due to the project will be triggered due to improved accessibility to various services such as to markets, health facilities, schools, workplace and connectivity to rail, bus and airport, which in turn increases the income of the local residents, and ultimately elevating their standard of living.

The possible direct and indirect positive and negative impacts of the project are listed below.

1. The immediate benefits of Phase-II Metro Rail project will come in the form of direct employment opportunities for the roadside communities and specially those who are engaged as wage labourers, petty contractors, and suppliers of raw materials.
2. Improved metro rail network will provide for improved linkages between the suburban areas and Nagpur city, which provides wider work, marketing facilities and business opportunities. People can travel from Nagpur city to Industrial zone line Butibori MIDC, MIHAN, Hingna MIDC and Transport Nagar etc. to work.
3. Rail network will not only link the communities to better markets, but also open wider work opportunities in distant places. People can shuttle to distant work sites and towns and engage in construction, factories, business as well as domestic works.
4. Metro rail will also help people building strong institutional network with outside agencies. Essential and emergency services like schools, health centre, public distribution system etc. can be availed faster.
5. Increased frequency of interaction with outsiders will increase the awareness level of the people in the region regarding their health and nutrition, living style, value of education and proper utilization of available resources.
6. Interaction with the government, non-government and other development agents will help people gain new knowledge on improved farming, land development, development and maintenance of natural resources through the formation of various economic and social development groups.

Maha-Metro rail systems have an advantage over other modes of transportation because they provide higher carrying capacity, faster, smoother,

and safer travel, occupy less space, and are non-polluting and energy-efficient. To summarize the benefits, a metro rail system:

- a) Requires 1/5th energy per passenger km compared to road-based system
- b) Causes no air pollution in the city
- c) Causes lesser noise level
- d) Occupies no road space as the majority of corridor is going from median of road with viaduct 8.5 meter
- e) Is more reliable, comfortable and safer than road-based system.
- f) Reduces travel time by 50% and 75% depending on road conditions.

Based on all above, it can be said the project will be beneficial to the community residing along the route alignment and provide relief to all including those who are losing their land for Phase II project which is this much awaited transport system.

The possible adverse impact of the Phase-II project estimated may be:

- (i) **Loss of Private land:** As per Baseline socio-economic survey, a total of 5.5749 Ha of private land required for the project. This land will be acquired mainly for construction of station for entry exit purpose on either side, viaduct and parking purpose. There are 51 legal Titleholders (TH) identified whose private land is to be acquired.
- (ii) **Loss of commercial land if any:** As per Baseline socio-economic survey found that some commercial land is to be acquired for this project.
- (iii) **Loss of CPR:** Total 3 Common Property Resource (CPR) includes two public toilet and one weekly market at Dongangao.
- (iv) **Loss of livelihood if any:** Temporary loss of livelihood is anticipated for the non-titled holder due to relocation to outside the corridor of impact.

The measures to address these adverse impacts are described in the subsequent sections of this report.

Acquisition of land for public purpose as defined in Section 2 (1) of the Act RFCTLARR Act 2013 or Maharashtra Govt. GR in 2015 and 2017 is undertaken by invoking the provisions of the Act with an objective to ensure a participative, informed and transparent process of speedy land acquisition for the public purpose. This social impact assessment is in accordance with the Act provision to assess the social impacts prior to the acquisition.

1.3 Scope of the SIA Study

The NMRP has framed the SIA and Resettlement Policy Framework (RPF) to provide guidance to deal with social adverse impacts associated with land acquisition and relocation. It also provides applicable measures to minimize or reduce the adverse impacts of the project. Recognizing the need to address involuntary displacement of people and their properties, this SIA and RPF has been developed in consistence with the relevant Indian National laws, RFCTLARR, 2013, and the policies and resolutions of Government of Maharashtra, International multilateral Funding Institutes- Asian Development Bank (ADB) and European Investment Bank (EIB) Standard 6 – Involuntary Resettlement. This document serves to define procedures, principles and

applicable legal regulations, institutional arrangements for dealing Land Acquisition (LA) and Resettlement for the Nagpur Metro Rail Project Phase-II covering length of 43.8 Kms of North – South (N-S) and East – West (E-W) corridor. The RPF will be revised and updated as required during RAP development phase based on detailed information on impacts and livelihood restoration needs of the affected population.

1.4 Details of the Project Size

The total length of the proposed corridor stretches in Phase-II project is 43.8 km. The viaduct width of Nagpur metro is 8.5 meters, however, to ensure that adequate land is acquired to consider all project related needs during both construction and operation a total of 15 meters wide corridor will be acquired in total. This is as per the land acquisition policy for Nagpur Metro Project, with the official circular of Maha-Metro for Col attached in **Annexure-1**.

This entire stretch is extension of the existing Phase-I and is divided into four Reaches viz; Reach-1A (Khapari to MIDC ESR -18.5 km), Reach-2A (Automotive Square to Kanhan -13 km), Reach-3A (Lokmanya Nagar to Hingna - 6.7 km) and Reach-4A (Prajapati Nagar to Transport Nagar - 5.6 km). A total of 32 metro stations have been proposed along the four corridors of which 30 stations are elevated and 2 are at-grade. The details are given below in **Table – 1.1**

Table 1.1: Key Features of NMRP Phase-II

Extension of Phase-I	Corridor	Length in Km.	Elevated Station	At grade station	Land Use (Stations)
Reach-1A	Khapri to MIDC ESR (Mihan Butibori Corridor)	18.5	08	2	(Mixed) Commercial & Industrial
Reach-2A	Automotive Square to Kanhan (Kamptee Corridor)	13	12	0	(Mixed) Commercial, barren & unculturable
Reach-3A	Lokmanya Nagar to Hingna (Hingna Corridor)	6.7	07	0	(Mixed) Commercial & Industrial
Reach-4A	Prajapati Nagar to Transport Nagar (Kapasi Corridor)	5.6	03	0	Commercial
Total		43.80	30	2	

Source: DPR, NMRP Phase-II

1. Location and General Profile of the Project Area

The Nagpur district consists of Nagpur Municipal Corporation, 10 Municipalities, 13 Panchayat Samitis and 778 Gram Panchayats. The total area covered is about 9897 sq. km. of which Nagpur city accounts for 217.65 sq. km. (2.2%).

Nagpur city is governed by Municipal Corporation which comes under Nagpur Metropolitan Region. As 2011 census, population of Nagpur city is 2,405,665; of which male and female are 1,225,405 and 1,180,260 respectively. Although Nagpur city has population of 2,405,665; its urban / metropolitan population is 2,497,870 of which 1,274,138 are males and 1,223,732 are females.

The municipality has a sex ratio of 963 females per 1,000 males and child sex ratio of 926 girls per 1,000 boys. 1,984,123 people are literate, of whom 1,036,097 are male and 948,026 are female. Average literacy rate of Nagpur city is 91.92%. The literacy rate of male is 94.44% and female is 89.31%.

Population

The current estimate population of Nagpur city in 2023 is 3,316,000. The last census was conducted in 2011 and the 2021 census for Nagpur city was postponed due to COVID-19. The current estimates of Nagpur city are based on past growth rate. The details are given below in **Table 1.2**.

Table 1.2: Population Growth in Nagpur

Year	Population	±%
1981	1,219,500	—
1991	1,664,000	+36.4%
2001	2,052,066	+23.3%
2011	2,405,665	+17.2%

Source: Census of India 2011

Total children (0-6) in Nagpur city are 247,078 as per figure from Census India report on 2011. There were 128,290 boys while 118,788 are girls. The child forms 10.27 % of total population of Nagpur City.

Hinduism is the majority religion in Nagpur city with 69.46% followers. Buddhism is the second most popular religion in Nagpur city with 15.57% following it. Nagpur is popular for the Buddhist monument of Deeksha Bhoomi. In Nagpur city, Islam is followed by 11.95%, Christianity by 1.15%, Jainism by 0.90% and Sikhism by 0.68%. Schedule Caste (SC) constitutes 19.8% while Schedule Tribe (ST) were 7.7% of total population in Nagpur.

Education

Nagpur is a major education hub in Central India. Nagpur has four state universities: Rashtrasant Tukadoji Maharaj Nagpur University (founded in 1923 as Nagpur University, one of the oldest in the country and having more than 600 affiliated colleges), Maharashtra Animal and Fishery Sciences, University, Kavikulaguru Kalidas Sanskruti University and Maharashtra National Law University.

Nagpur has four government medical colleges: Government Medical College, Indira Gandhi Government Medical College, Nagpur, Government

Dental College and Government Ayurvedic College. All India Institute of Medical Sciences has been established in 2018 and it has started its classes from GMCH campus temporarily until its own campus gets constructed. Nagpur has two major management institutes, Indian Institute of Management established in 2015 and Institute of Management Technology, a private management college, established in 2004. Government Chitrakala Mahavidyalaya is also a premier institute in the city. Nagpur also has an IGNOU and YCMOU regional centre.

Employment

In Nagpur Municipal Corporation, out of total population, 843,771 were engaged in work activities. 92.4% of workers describe their work as Main Work (Employment or Earning more than 6 Months) while 7.6% were involved in Marginal activity providing livelihood for less than 6 months. Of 843,771 workers engaged in Main Work, 3,424 were cultivators (owner or co-owner) while 5,683 were Agricultural labourers. The details are given below in **Table 1.3**.

Table 1.3: Employment Status in Nagpur

Type of Workers	Total	Male	Female
Main Workers	779,259	620,325	158,934
Cultivators	3,424	2,728	696
Agriculture Labourer	5,683	4,164	1,519
Household Industries	26,731	18,144	8,587
Other Workers	743,421	595,289	148,132
Marginal Workers	64,512	39,138	25,374
Non-Working	1,561,894	565,942	995,952

Source: Census 2011

Economy

Nagpur is an emerging metropolis. Nagpur's nominal GDP was estimated to be around ₹ 1,406,860 million in 2019–20, making it the largest economic centre in entire central India. Nagpur district has a per-capita GDP of ₹ 270,617 as of 2019-20 financial year, being the highest in the central India. In 2004, it was ranked the fastest-growing city in India in terms of the number of households with an annual income of ₹10 million or more. Nagpur has been the main centre of commerce in the region of Vidarbha since its early days and is an important trading location.

For centuries, Nagpur has been famous for its orange farms in the country, hence the name "Orange City". Orange cultivation has been expanding and it is the biggest marketplace for oranges in the country. The Maharashtra Argo Industrial Development Corporation has its multi fruit processing division called Nagpur Orange Growers Association (NOGA) which has an installed capacity of 4,950 MT of fruits per annum. Orange is also exported to various regions in

the country as well to other countries. Nagpur is also famous for the cotton and silk which is woven by its large Koshti population of handloom weavers which are around 5,000.

Nagpur and the Vidarbha region have a very prominent power sector as compared to the rest of Maharashtra. Koradi Thermal Power station and Khaparkheda Thermal Power station are two major thermal power stations located near Nagpur and operated by MSPGCL. NTPC has a super thermal power plant called Mauda Super Thermal Power Station in Mauda around 40 km from Nagpur and Vidarbha Industries Power Limited (a subsidiary of Reliance Power) is situated at Butibori. The Multi-modal International Hub Airport at Nagpur (MIHAN) is an ongoing project for the Dr. Babasaheb Ambedkar International Airport, Nagpur. The government of Maharashtra formed a special purpose entity, Maharashtra Airport Development Company For the development of MIHAN apart of MIHAN SEZ the city has three prominent MIDC areas nearby of MIHAN.

Owing to rich natural resources in the region, mining is a major activity. Several government organizations related to the mining industry are based in Nagpur, which includes Western Coalfields Limited (one of the eight fully owned subsidiaries of Coal India Limited), MOIL and Indian Bureau of Mines.

1.5 Examination of Alternatives

Once the 4 Reaches and the location of Phase II were selected, attention has been given during the feasibility and detailed design phases of the project preparation to minimize the adverse impact on land acquisition and involuntary resettlement. However, technical and engineering constraints were one of the major concerns during exploration of various alternatives, especially in relations to road safety and decreasing congestion in key sections.

The inventory data and typical cross-sections formed the basis of determining the widening requirement at stations and depots. Based on this information along with presence of buildings, trees, utility services along the project corridor, the centreline of the alignment is designed so as to cause minimum disturbance / impact to existing features. The existing ROW, as available on ground in most of the section (30-45m) along the existing road will be utilized for the construction of stations/viaduct. The proposed centreline is designed such that minimum land acquisition is required.

Attempts have been made in modifying the engineering design and alignment of Phase-II metro line at various locations to minimize the land acquisition, resettlement, and adverse impacts on the people in the project area. The maps of minor adjustment of alignments are provided at **Annexure -2**.

Reach-3A: At curve between Raipur & APMC Metro station- The alignment is slightly shifted to avoid demolition of existing structures.

Reach-2A: Near Kamptee police station alignment has been shifted to avoid

demolition of the Kamptee Municipal Council wall and some kiosks (stamp vendors)

Reach-1A: Between Metro city station to Ashokvan Metro station- Near Ashokvan Metro station two commercial structures have been avoided by shifting alignment.

The NMRP is constantly trying to reduce the impact of the project by minimizing the Corridor of Impact through fine tuning their design without compromising with the safety precautions.

1.6 Minimizing resettlement

Though the Phase-II corridor mostly follows median of the road at some locations the alignment is away from the road. Efforts have been made in modifying the engineering design and alignment of Phase-II metro line at various locations to minimize the resettlement impact and land acquisition. The preparation of the final corridor wise RAPs will consider all minimization efforts.

1.7 Scope of the Resettlement Policy Framework (RPF) for the Project

A Resettlement Policy Framework (RPF) for the Phase II NMRP project has been prepared by the Maharashtra Metro rail Corporation Limited. The Purpose of this RPF is to provide guidance on the mitigation of all unavoidable negative impacts caused due to the project and resettlement of the affected persons, including restoration of their livelihoods. The RPF is prepared on the basis of project census survey findings and consultation with various stakeholders and aims to provide guidance and a detailed outline of the key elements required for the full stretch wise Resettlement Action Plans (RAP), which will be developed using the RPF as basis. The RPF covers the following aspects.

- Type and extent of loss of land and non-land assets, loss of livelihood, loss of common property resources.
- Impacts on vulnerable groups like poor, women and other disadvantaged sections of society
- Public consultation and peoples participation in the project;
- Existing legal and administrative framework and formulation of resettlement policy for the project;
- Preparation of entitlement matrix, formulation of relocation strategy and restoration of businesses/income;
- R&R cost estimate including provision for fund and;
- Institutional framework for the implementation of the plan, including grievance redress mechanism, monitoring & reporting.

2 LEGAL FRAMEWORK

2.1 Introduction

The legal framework and principles adopted for Phase II project is to address the resettlement issues and compensation and this has been guided by the existing legislation and policies of Government of India (GoI) and Resolutions of Government of Maharashtra state and Safeguard Policy Statement, 2009 of Asian Development Bank prior to the preparation of the SIA, a detailed analysis of the existing national and state policies was undertaken. This section provides the details of various national and state level legislations, resolutions, and their applicability for the Phase II project. This SIA is prepared based on the review and analysis of all applicable legal and policy framework of the county, Asian Development Bank (ADB) policy requirement.

1. Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, (RFCTLARR, Act 2013)

This RFCTLARR, 2013 replaced the Land Acquisition Act, 1984 and is applicable to all states in India. RFCTLARR, 2013 is the first national/central law that addresses land acquisition and rehabilitation and resettlement. This Act provides an enhanced framework for providing compensation and resettlement and rehabilitation assistance through a participative and transparent process for land acquisition in the public interest. The Act lays down procedures for estimating fair compensation of the displaced persons (and not just the titleholders) due to land acquisition, rehabilitation, and resettlement. Some of the key features are as follows.

- (i) Preliminary investigations/preparation of Social Impact Assessment (SIA) and preparation of Social Impact Management Plan (SIMP) or Resettlement Action Plan (RAP)
- (ii) Preliminary Notification stating project/ public purpose; reasons necessitating land acquisition; summary of SIA; and particulars of the Administrator appointed for the purpose of rehabilitation and resettlement; receipt of Objections and Hearing after the approval of SIA and within 12 months from the date of SIA approval.
- (iii) Preparation of Rehabilitation and Resettlement Scheme and its declaration by the District Collector after the same is approved by the Commissioner-Rehabilitation and Resettlement.
- (iv) Public notice and award of compensation and R&R assistance by District Collector within a period of twelve months from the date of the Award publication.

Salient features of the RFCTLARR Act, 2013 are listed below:

- (i) The Act provides for land acquisition as well as rehabilitation and resettlement. It replaces the Land Acquisition Act, 1894 and National Rehabilitation and Resettlement Policy, 2007.
- (ii) The Act provides for the baseline for compensation and has devised a sliding scale which allows States to fix the multiplier (which will

- determine the final award) depending on distance from urban centers.
- (iii) The affected communities shall be duly informed and consulted at each stage, including public hearings in the affected areas for social impact assessment, wide dissemination of the details of the survey to be conducted for R&R plan or scheme.
 - (iv) Compensation in rural areas & urban areas would be calculated by multiplying market value by up to two and one respectively.
 - (v) The Collector shall take possession of land only after ensuring that full payment of compensation as well as rehabilitation and resettlement entitlements are paid or tendered to the entitled persons; families will not be displaced from land till their alternative R&R sites are ready for occupation.
 - (vi) The benefits to be offered to the affected families include - financial support to the affected families for construction of cattle sheds, shops, and working sheds, transportation costs.
 - (vii) Rehabilitation and resettlement benefits to which they are entitled in monetary terms along with a one-time entitlement of fifty thousand rupees.
 - (viii) For ensuring transparency, provision has been made for mandatory dissemination of information on displacement, rehabilitation, and resettlement, with names of the affected persons and details of the rehabilitation packages. Such information shall be placed in the public domain on the Internet as well as shared with the concerned Gram Sabha's and Panchayats, etc. by the project authorities.
 - (ix) No income tax shall be levied, and no stamp duty shall be charged on any amount that accrues to an individual as a result of the provisions of this law (section 96).

2. The Metro Railways (Construction of Works) Act, 1978 (33 of 1978)

For construction of Metro Railway and any other work connected therewith, the Metro Railways (Construction of Works), Act, 1972 empowers metro rail administration to acquire:

- (i) Any land, building, street, road, or passage or,
- (ii) Any right of user or any right in easement, therein for construction of work

Power to acquire land: The central government, on receipt of an application from metrorail administration, may declare its intention to acquire the land, building, street, road, or passage for public purpose by notification in the Official Gazette.

Publication of notification for acquisition: After the issue of notification the metro railway administration or any officer or other employee of the metro railway has legal right (a) to enter upon and survey and take level of the land, building, street, road or passage (b) to dig or bore into the sub-soil, (c) to set out the intended work (d) to mark level/boundaril(e) to do all other works found necessary for preliminary examination of metro rail construction.

Hearing of objection: A person interested in land, building, road, street or passage may file an objection within 21 days of publication of notification under sub-section 3 of section 7. The Competent Authority (a) judicial officer in the rank of a subordinate judge appointed by the Central Government will have right to publish a public notice-inviting claim from all persons interested in the land, building, street, road or passages, or the right of user or the right in easement therein to be acquired. The Competent Authority or the Appellate Authority will determine the compensation amount taking into consideration (a) the market value of the land, building, street, road, or passage on the date of notification under section 7, (b) the damage, if any sustained by the person interested, (c) person interested is compelled to change his residence or place of business.

3. Maharashtra Government Decision No. NMREACH-3318/Pra.Kra.145/Navi-7 dated 12th May 2023 of Urban Development Department, GoM – Regarding provision of R&R

The Urban Development Department, Government of Maharashtra has issued Notification No. NMREACH-3318/Pra.Kra.145/Navi-7 on 12th May 2023 for implementation of NMRP Phase-II project. Wherein, Mumbai Urban Transport Project (MUTP) – R & R Policy, 2000 for Resettlement and Rehabilitation of PAPs for Nagpur Phase – II project has been made applicable. The notification is attached at Annexure- 11A.

4. Government Decision No. SANKIRNA-03/2015/Para.Kra.34/A-2/ dated 12 May 2015 and SANKIRNA-03/2015/Para.Kra.34/A-2/ dated 30 September, 2015 of Revenue & Forest Department, GoM – Regarding Acquisition of private land for irrigation and other projects by negotiation through direct purchase method

Revenue and Forest Department of Maharashtra Government issued Government Resolution No: Misc.-03/2015/C.N.34/A-2 on 12th May 2015 and 30th September 2015 in the context of acquiring land of private sector by method of direct purchase through private negotiations for irrigation and other projects. Direct purchase method ensures that the property owners are negotiated directly for purchase of land by giving them an amount amicably accepted by the affected person which is 250% of the market value. In the process the concerned person is getting better price for the involved land and structure. The amount paid includes all the components of resettlement and rehabilitation.

Generally, for a different project, the private land required is acquired as per the prevailing Land Acquisition Act by the concerned Land Acquiring Institution. However, if the land required by Land Acquiring Institution is acquired by direct purchase method instead of acquiring as per Land Acquisition Act, which is not prohibited in Land Acquisition Act, it shall be done considering following directive principles:

- (a) **Directive Principle** – Land required for new projects other than irrigation project. While acquiring land through direct purchase method, land shall be acquired for the entire project.

District level committee for deciding compensation – A committee shall be constituted under the Chairmanship of Collector to decide the rate of land being acquired through direct purchase method. The committee shall comprise the following:

- i. District Collector – Chairman
- ii. Superintending Engineer Irrigation – Member
- iii. Superintending Engineer PWD – Member
- iv. District Government Pleader – Member
- v. Assistant Director of Town Planning – Member
- vi. Competent Authority of acquiring body – Member
- vii. Concerned Deputy Collector (Land Acquisition) – Member

(i) In addition to this as per requirement for exercising valuation of trees/ fruit trees/ forest trees/ standing crops, construction & other amenities, competent person, or specialist of the related subject from Agriculture, Forest, Gardening etc. shall be included as invitee member.

(ii) Above mentioned committee, before deciding the compensation of land, will verify the valuation of land as per the land acquisition act in force, documentation regarding the original owner of land & legal search report of land through Govt. Pleader

- (b) Procedure for deciding compensation – For projects while acquiring the land through direct purchase method, the amount of compensation shall be calculated as per the provision of Section No. 26 to 30 of Land Acquisition Act 2013 & Schedule I, including other related features, then 25% shall be added to the above-calculated compensation.

Options to farmers while accepting the compensation – Following two options shall be offered to farmers while acquiring the land through direct purchase method for a project.

- 1) Paying complete compensation as calculated (c) above at one time.
- 2) (a) while purchasing land/ taking over land 50% amount will be paid at the first stage out of whole compensation.
(b) Remaining 50% amount will be paid as annuity.

5. Applicable Laws to NMRP – Phase II

As per RFCTLARR Act, 2013, Section 107 states that “Power of Legislature to enact any law more beneficial to affected families” and Section 108 states that “Option to affected families to avail better compensation and rehabilitation and resettlement”. Henceforth, where a state law or a policy framed by the Government of a state offers more beneficial rehabilitation and resettlement provisions under that Act or policy than under this Act, the affected persons or

his family or member of his family may at his option opt to avail such rehabilitation and resettlement provisions under such state law or such policy of the state instead of under this Act.

The Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act was enacted in 5th March 2014 in India. This act aims to protect the rights of urban street vendors and regulate street vending activities to ensure livelihood protection and urban management. No licensed vendors were noticed during the social survey conducted for NMRP Phase-II.

The guidelines and circulars of the Government of Maharashtra will be applicable for land acquisition, rehabilitation, and resettlement compensation for NMRP Phase-II. The direct purchase method ensures that the property owners are negotiated directly for purchase of land by giving them an amount amicably accepted by the affected person which is 250% of the market value. In the process the concerned person is getting a better price for the involved land and structure. The amount to be paid includes all the components of resettlement and rehabilitation. This process of land acquisition was implemented for NMRP Phase-I also and for Phase-II, this has been recommended in DPR too. However, due to unforeseen condition, if any one of the affected persons do not agree with applicable act/rule, compensation shall be paid as per Schedule-I & II of RFCTLARR Act, 2013.

A) EIB's Environmental and Social Standards (Feb 2022)

Standard 1: Environmental and Social Impacts and Risks

Standard 2: Stakeholder Engagement

Standard 3: Resource Efficiency and Pollution Prevention

Standard 4: Biodiversity and Ecosystems

Standard 5: Climate Change

Standard 6: Involuntary Resettlement

Standard 7: Vulnerable Groups, Indigenous Peoples and Gender

Standard 8: Labour Rights

Standard 9: Health, Safety and Security

Standard 10: Cultural Heritage

B) ADB's Safeguard Policy Statement (SPS), 2009 on Involuntary Resettlement

The objectives of ADB's SPS (2009) regarding involuntary resettlement are: (i) to avoid involuntary resettlement wherever possible; (ii) to minimize involuntary resettlement by exploring project and design alternatives; (iii) to enhance, or at least restore, the livelihoods of all displaced persons in real terms relative to pre-project levels; and (iv) to improve the standards of living of the displaced poor and other vulnerable groups.

ADB's SPS (2009) covers physical displacement (relocation, loss of residential land, or loss of shelter) and economic displacement (loss of land, assets, access to assets, income sources, or means of livelihoods) because of; (i) involuntary acquisition of land, (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas. It covers displaced

persons whether such losses and involuntary restrictions are full or partial, permanent, or temporary.

The three important elements of ADB’s SPS (2009) are: (i) compensation at replacement cost for lost assets, livelihood, and income prior to displacement; (ii) assistance for relocation, including provision of relocation sites with appropriate facilities and services; and (iii) assistance, for rehabilitation to enhance, or at least restore, the livelihoods of all displaced persons relative to national minimum standard of living.

2.2 Comparison of RFCTLARR Act, 2013 and ADB/EIB Policies

The new Act ‘The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013’, which has integrated provisions of National Rehabilitation and Resettlement Policy (2007) with that of The Land Acquisition Act (LAA) of 1894 (as amended in 1984), recognizes titleholders and non-titleholders affected by land acquisition. The RFCTLARR Act, 2013 came into effect from January 1, 2014. This Act both complement the revision of the NRRP (2007) and significantly decreases the gaps between the LA Act 1894 and ADB's SPS, 2009 & EIB 2022 Safeguard Standards. The Act also expands compensation coverage of the principal Act by requiring that the value of trees, plants, or standing crops damaged must also be included and solatium being 100% of all amounts inclusive. The Act furthermore meets ADB & EIB requirements for all compensation to be paid prior to project taking possession of any land and provision of R&R support including subsistence grant and transportation cost.

Therefore, the RFCT in LARR Act – 2013 has established near equivalence of the government’s policies with those of ADB's SPS, 2009 & EIB. Adoption of the below principles for the project has ensured that both are covered in their application to this project. A comparison of ADB, EIB and RFCTLARR Act, 2013 and measures to fill the gaps is presented below **Table 2.1**.

Table 2.1: Comparison of RFCTLARR Act, 2013, ADB & EIB

S.N	Aspect	EIB Safeguard Requirement	ADB Safeguard Requirement	RFCTLARR Act, 2013	Measures to bridge the GAP
1	Screen the project	In order to identify the extent and complexity of the potential social impacts and risks, the project should screen the project as early as possible.	Screen the project to identify past, present, and future involuntary resettlement impacts and risks. Conduct survey and/or census of displaced persons, including a gender analysis, specifically related to resettlement	4 (I) it is obligatory for the appropriate Government intends to acquire land for a public purpose to carry out a Social Impact Assessment study in consultation with concern panchayat, Municipality or Municipal Corporation at village level or ward level in the affected area. The Social Impact Assessment study report shall be made available to the public in the manner prescribed under	Screening of project in line with the IR checklist of ADB, towards Enabling identification of the Potential Resettlement impacts and associated risks. ¹⁴

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

S.N	Aspect	EIB Safeguard Requirement	ADB Safeguard Requirement	RFCTLARR Act, 2013	Measures to bridge the GAP
				section 6.	
2	Consultation with stakeholders and establish grievance redress mechanism	Consultation shall be carried out proportionate to the nature and scale of the project and its potential impacts and risks, involving, at a minimum: (i) the identification and analysis of the stakeholders; and (ii) the establishment and/or maintenance of a grievance mechanism; as well as some (iii) disclosure of information; (iv) meaningful consultation.	Carryout consultations with displaced persons, host communities and concerned NGOs. Inform all displaced persons of their entitlements and resettlement options	Whenever a Social Impact Assessment is required to be prepared under section 4, the appropriate Government shall ensure that a public hearing is held at the affected area, after giving adequate publicity about the date, time and venue for the public hearing, to ascertain the views of the affected families to be recorded and included in the Social Impact Assessment Report. The Land Acquisition Rehabilitation and Resettlement Authority shall be established in each State by the concerned State Government to hear disputes arising out of projects where land acquisition has been initiated by the State Government or its agencies.	RFCTLARR, 2013 only requires public hearings to be conducted, whereas ADB and EIB both require meaningful consultation. The Project will undertake meaningful consultation with stakeholders affected by the project, which will include direct consultations with households, focus group discussions, and public meetings.
3	Improve, or at least restore, the livelihoods of all displaced, and payment at replacement cost	In addition to compensation for lost assets, economically displaced persons whose livelihoods or income levels are adversely affected shall also be provided with targeted assistance and transitional support to at least restore their livelihoods. provide timely compensation for a loss of assets at the full replacement cost;	Improve or restore the livelihoods of all displaced persons the: (i) land- based resettlement strategies. (ii) prompt replacement of assets with access to assets of equal or higher, (iii) prompt compensation at full replacement cost for assets that cannot be restored (iv) additional revenues and services through benefit sharing schemes were possible.	The Collector having determined the market value of the land to be acquired shall calculate the total amount of compensation to be paid to the landowner (whose land has been acquired) by including all assets attached to the land. Livelihood losers are eligible for various rehabilitation grants.	No gap between SPS, EIB and RFCTLARR- 2013 Assets to be compensated at replacement cost without depreciation and other Livelihood assistances and income restoration measures will be included.
4	Assistance for displaced persons	To improve displaced persons' livelihoods and/or	Provide physically and economically displaced persons with needed	Schedule-I, provides market value of the land and value of the assets	No gap between SPS, EIB and RFCTLARR -

S.N	Aspect	EIB Safeguard Requirement	ADB Safeguard Requirement	RFCTLARR Act, 2013	Measures to bridge the GAP
		<p>living standards, or at least restore them to pre-project levels;</p> <p>transitional support can consist of cash, job opportunities, training, legal assistance or other forms of support. It shall be determined in consultation with the PAPs</p>	assistance	attached to land. Schedule II provides R&R package for TH and for livelihood losers including landless and special provisions for Scheduled Tribes.	2013 Entitlement Matrix outlines compensation and assistance for DPs
5	Right of users	The acquisition or restriction of land rights or land-use rights through expropriation or other compulsory procedures in accordance with national law;	Provide legal and affordable access to land and resources in rural areas and appropriate income sources and legal and affordable access to adequate housing in urban area	No specific measures are found	The Metro Railways Act, 1978 acquire the right of users under sub-section. (2) of Section 13 by compensating their loss at 10% of amount determined under sub-section (1) for that land, building, street, road or passage.
6	Improve standard of living of displaced vulnerable groups	Improve the standards of living of the displaced poor and other vulnerable groups, including women-headed families, to at least national minimum standards.	Improve the standards of living of the displaced poor and other vulnerable groups, including women-headed families, to at least national minimum standards.	RFCTLARR- 2013 only provides special provisions scheduled tribe.	Provisions outlined in ADB SPS & EIB will be followed for the project
7	Negotiated Settlement	The acquisition or restriction of land rights or land-use rights through negotiated settlements, However, if negotiations fail, there have provisions in place for expropriation or other compulsory procedures to initiate the acquisition process;	Develop procedures in a transparent, consistent, and equitable manner if land acquisition is through negotiated settlement to ensure that those people who enter negotiated settlements will maintain the same or better income and livelihood status	RFCTLARR only apply in case of land acquired / purchased for PPP projects and for Private Companies. Section: 2.(2), and 46.	Provisions outlined in ADB SPS & EIB will be followed for project. The EM provisions which are in compliance with the SPS requirement will fully apply for all modes of land procurement i.e. direct purchase and compulsory acquisition.
8	Compensation for Non-Title Holders	The displacement of persons, such as kiosk/small vendors, that are occupying	Ensure that displaced persons without titles to land or any recognizable legal	Non-titleholders on acquired land area is only included but not clear about NTH in existing govt.	The NMRP will resettle or relocate the Street Vendor / Kiosks (NTH) in

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

S.N	Aspect	EIB Safeguard Requirement	ADB Safeguard Requirement	RFCTLARR Act, 2013	Measures to bridge the GAP
		land or assets without a formal title, the promoter shall compensate in compliance with the Standard.	rights to land are eligible for resettlement assistance and compensation for loss of non-land assets.	land	proper coordination with local govt. authority.
9	Requirement of Resettlement Plan	A resettlement plan, is required for projects leading to significant physical displacement. The promoter shall develop an RAP covering, at a minimum, the applicable requirements of this Standard.	Prepare a resettlement plan / indigenous peoples plan elaborating on DPs entitlements, the income, and livelihood restoration strategy, institutional arrangements, monitoring, and reporting framework, budget, and time-bound implementation schedule.	Preparation of Rehabilitation and Resettlement Scheme including timeline for implementation. <i>Section: 16. (1) and (2).</i> Separate development plans to be prepared. <i>Section 41</i>	No gap between SPS, EIB and RFCTLARR, 2013 Resettlement plan will be prepared for project with impact.
10	Public Disclosure	Disclose the final resettlement plan in a form and local language understandable to DP's and other stakeholders.	Disclose a draft RAP, including documentation of the consultation process in a timely manner, before project appraisal, in an accessible place and a form and local language understandable to DP and other stakeholders. Disclose the final resettlement plan and its updates to DPs and other stakeholders	Under clause 18, the Commissioner shall cause the approved Rehabilitation and Resettlement Scheme to be made available in the local language to the <i>Panchayat</i> , Municipality or Municipal Corporation. As the case may be, and the offices of the District Collector, the Sub-Divisional Magistrate, and the <i>Tehsil</i> , and shall be published in the affected areas, in such manner as may be prescribed and uploaded on the website of the appropriate Government.	No gap between SPS, EIB and RFCTLARR, 2013. The RAP will be publicly disclosed.
11	Cost of resettlement	Include & provide the full costs of measures proposed in the resettlement plan.	Include the full costs of measures proposed in the resettlement plan as part of project's costs and benefits. For a project with significant involuntary resettlement impacts and / or indigenous peoples plan, consider implementing the involuntary resettlement component of the project as a stand-alone operation.	16. (I) Upon the publication of the preliminary notification under sub section (I) of section I by the collector, the administrator of R&R shall conduct a survey and undertake a census of the affected families, in such manner and within such time as may be Prescribed, which shall include: (a) particulars of lands and immovable properties being acquired	No gap between SPS, EIB-and RFCTLARR. - 2013 Cost of resettlement will be covered by NMRP implementing agency and published in the RAP.

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

S.N	Aspect	EIB Safeguard Requirement	ADB Safeguard Requirement	RFCTLARR Act, 2013	Measures to bridge the GAP
				<p>of each affected family;</p> <p>(b) livelihoods lost in respect of land losers and landless whose livelihoods are primarily dependent on the lands being aired.</p> <p>(c) a list of public utilities and Government building which are affected or likely to be affected, where resettlement of affected families if involved: (d) details of the amenities & infrastructural facilities which are affected or likely to be affected, where resettlement of affected families invited; and (e) details of any CPR being acquired</p>	
12	Taking over possession before Payment of compensation	Pay compensation and provide other entitlements before physical or economic displacement.	Pay compensation and provide other entitlements before physical or economic displacement. Implement the RP under cost supervision throughout the project implementation.	38 (I) The Collector shall take possession of land after ensuring that full payment of compensation as well as rehabilitation and resettlement entitlements are paid or tendered to the entitled persons within a period of three months for the compensation and a period of six months for the monetary part of rehabilitation and resettlement entitlements listed in the Second Schedule commencing from the date of the award made under section 30.	No gap between SPS , EIB and RFCTLARR, 2013.
13.	Monitoring	The promoter shall set up a monitoring system. Monitor and assess the resettlement outcomes in Monitoring reports.	Monitor and assess the resettlement outcomes, their impacts on the standards of living of displaced persons, and whether the objectives of the resettlement plan have been achieved and the results of resettlement monitoring. Disclose monitoring the reports.	48 (I)The Central Government may, whenever necessary for national or inter-State projects, constitute a National Monitoring Committee for reviewing and monitoring the implementation of rehabilitation and resettlement schemes or plans under this Act.	For project, Monitoring mechanism and frequency will follow ADB SPS based on categorization.

3 APPROACH AND METHODOLOGY

3.1 The Objectives of SIA

The aim of this SIA study is to ensure that the project addresses the adverse impact on Project Affected People (PAPs) due to acquisition of their land and structures and loss of livelihoods of the people as well as construction activities. At the end of this process, nobody is to be left worse off and those affected can access project benefits, both during the project construction as well as operation. The objectives is to undertake preliminary investigation to determine social impacts and public perception in relation to proposed acquisition of land required for development and construction of the project, and provide mitigation to mitigate negative impacts and enhance positive impacts.

Following are the broad objectives of the SIA;

- To carry out a socio-economic, cultural and political/institutional analysis to identify the project stakeholders and social Issues associated with the phase-II project;
- A detailed assessment of the socio-economic conditions of the people who may be negatively affected,
- To assess the extent of asset loss and undertake the census of potential displaced people;
- To develop a Social Impact Management Plan (SIMP) in consultation with the affected people and project Implementation authorities – A detailed plan to mitigate these Impacts and an assessment of the costs of such measures.

3.2 Approach

The gathering of information through Socio- Economic Studies is important to ensure that the project has detailed information on the affected population in order to consider social aspects during decision making – by influencing design to avoid /minimize, and where unavoidable mitigating the residual adverse impacts and/or enhancing positive impacts of a project. Gathering of socio-economic information also provides a platform for getting views from stakeholders including the directly affected population to improve the design. The Feasibility Reports, Social Impact Assessment and Resettlement Policy Framework are the main outcomes of the socio –economic studies.

The parameters of impacts proposed to be covered under this SIA& RPF are as follows-

(i) Socio-economic and Cultural parameters

- **Demographic details** - Age, sex, caste, religion and Literacy, health and nutritional status
- **Poverty levels and Vulnerability**- especially among the women, children, the elderly, women-headed households, person with disability
- Kinship patterns and women's role in the family

- Social and cultural organization
- Civil society organizations and social movements

- **Land use and livelihood**
 - Agricultural and non-agricultural use
 - Quality of land - soil, water, trees etc.
 - Formal and informal work and employment
 - Household division of labour and women's work
 - Migration
 - Household income levels
 - Livelihood preferences
 - Food Security

- **Local economic activities**
 - Formal and informal, local industries
 - Access to credit
 - Wage rates
 - Specific women involved livelihood activities

- **Factors that contribute to local livelihoods**
 - Access to natural resources
 - Common property resources
 - Private assets Roads, transportation
 - Street vendors, Kiosks
 - Irrigation facilities
 - Access to markets
 - Tourist sites
 - Livelihood promotion programs
 - Co-operatives and other livelihood-related associations

- **Quality of the living environment**
 - Perceptions, aesthetic qualities, attachments and aspirations
 - Settlement patterns
 - Houses
 - Community and civic spaces
 - Sites of religious and cultural meaning
 - Physical infrastructure (including water supply, sewage systems etc.)
 - Public service infrastructure (schools, health facilities, anganwadi centres, public distribution system) Safety, crime, violence
 - Social gathering points for women

3.3 Methodology

The process of SIA has been followed with a dedicated team of investigators and enumerators. The team headed by a team leader having relevant experience of conducting SIA and the work was conducted and supervised in close coordination with requiring body.

1. Reconnaissance Survey

A reconnaissance survey (a preliminary survey) was conducted from 2nd March to 30th April, 2023

2. Collection and Review of Secondary Data, Literature and Other Relevant Documents

Documents such as District Census Handbook, District Gazetteer, District Statistics, maps and information on existing livelihood projects, government employment schemes and services in which people in the concerned districts/blocks are largely involved was collected from government and non-government sources and reviewed. This pertinent data was collected mainly to develop understanding about the socio-economic conditions of the proposed affected station and viaduct area and availability of infrastructure facilities, and service delivery system.

3. Preparation of Questionnaire Formats

For a good resettlement planning, implementation and monitoring is important to collect quality baseline socio-economic data of DPs. For this purpose, sample socio-economic survey has been conducted by using a questionnaire containing structured and semi-structured questions. The questionnaire has covered a wide range of information. Through questionnaire, survey socio-economic conditions of the project affected families was ascertained. Besides, some qualitative information also be collected to substantiate the quantitative information. A draft questionnaire was developed and submitted to the project implementation authority (NMRP) for suggestions and modification. Thereafter, pre-testing of questionnaire was undertaken so as to incorporate further modifications. The questionnaire format used for the social survey is enclosed at **Annexure-3**.

4. Site Visit and Field Surveys

The questionnaire was administered by the professional surveyors/enumerators who are trained by the consultants in April 2023. They visited all four Reaches of project sites for knowing the project area/alignments. Census social survey (100%) was conducted between the period from 3rd April to 5th May 2023 for the displaced persons. The emphasis was laid on quality of the data so that the conclusion arrived authentic and reliable. Data generated from the surveyed, entered into computer in Micro-soft Excel for tabulation and analysis.

Broad information collected through this census and socio-economic survey includes: details of the head of household/family, social category, religion, sources of income, occupation, land holdings, ownership and type of structures, property and assets owned, details of assets belong to the family, details of family members etc. the extent of impact on common property resources (CPR) also observed during the surveys.

The primary data will be generated using both quantitative and qualitative techniques:

5. Quantitative Techniques

Pre—tested structured questionnaires was canvassed among different category of DPs (TH & NTH).

6. Qualitative techniques

The qualitative techniques will consist of Participatory Rural Appraisal (PRA) techniques such as social mapping, resource mapping, seasonality, livelihood analysis, In-depth interview, preference ranking, group discussion, focus group discussion (FGDs) public consultations etc.

7. Supervision of Data collection and Ground Verification

Supervision of data collection was undertaken by the consultant's team and simultaneously ground verification also conducted to the households/ families covered for the administration of socio-economic survey. Survey data was bring out the socio-economic conditions of the project affected households/ families. Analysis of data was segregate by social category, gender, Income category, possession of assets and consumer items, etc.

8. Public Hearings and Consultations with Stakeholders

One of the most important aspects of the study is identification and consultations with stakeholders, people's representatives, and community leaders. Consultations open up the line of communication between various stakeholders and the project implementing authority, thereby aiding the process of resolving conflicts, if any, at an early stage of the project. Participation of community leaders, people's representatives, TH and NTH in consultations helps in resolving the conflicts mutually. Public Consultations have been initiated from planning stage and will continue till the completion of the Phase II project to ensure people's participation during the entire phase of the project. The detailing of Public Consultations has been shown in chapter V (Stakeholder Consultations).

9. Social Impact Assessment & Mitigation Measures

The SIA and SIMP is prepared to address the social issues in the project area or along the four Reaches on impact on private / common / business/ cultural properties (TH, NTH & CPR) and on the people residing or doing business/ work in the area. Project affected area includes the area in which property/assets affected or from where land was acquired for the project.

The Maha Metro has suggested cost-effective measures for minimizing or eliminating adverse impact of the proposed Phase-II project. Measures for enhancing beneficial impacts also be recommended. The cost of implementing these measures is estimated and presented wherever possible. If compensation is recommended as one form of mitigation, the Maha Metro has identified all the names and physical addresses of TH. The details of compensation are shown in chapter VII (Social Impact Management Plan).

4 LAND ASSESSMENT

4.1 Land Acquisition Requirement

The proposed construction of four corridors of Nagpur Metro Rail Project – Phase II is confined to almost entirely on the median of an existing right-of-way (RoW) of the road connecting East – West and North – South Corridor. Land is mainly required for construction of stations, viaducts & parking purposes. It is confirmed that the existing RoW of the roads are owned by Public Work Department (PWD), NHAI & MIDC. For the land required in the existing RoW like NHAI, State Highways, MIDC etc, necessary permissions/NOC are sought from the concerned department before starting the work physically at site. The ownership of land in the RoW is not sought by Maha-Metro as being government land, but rights to access and use the RoW are required. In case government lands which is out of RoW are required, the transfer of these government lands will be done as per Maharashtra state government, Revenue and Forest Department GR dated 1st June 2017.

In Phase-II project, the construction of stations (32), entry/exits and parking facility will result in acquisition of private land. Since the existing Phase-I depot will be utilized for the Phase-II project, hence no separate land acquisition will be needed for the depot. The total land requirement for Phase-II project is 9.3089 Ha. **Table 4.1** shows the land requirement as per socio-economic survey.

Table 4.1: Land Requirements as per physical verification

Corridor	Length (Km.)	Number of (Land Plots) TH	Requirement Land (Ha)		
			Pvt. Land	Govt. Land	Total
MIHAN to MIDC ESR (Reach-1A)	18.7	26	3.3573	1.2897	4.6470
Automotive Square to Kanhan River (Reach-2A)	13.0	11	1.0548	1.2005	2.2553
Lokmanya Nagar to Hingna (Reach-3A)	6.6	11	0.8156	0.9625	1.7781
Prajapati Nagar to Transport Nagar (Reach-4A)	5.5	3	0.3472	0.2813	0.6285
Total	43.8	51	5.5749	3.7340	9.3089

4.2 Land Requirement for the Viaduct & Associated Facilities in Reach-1A, 2A, 3A, 4A

Associated facilities, which are facilities that are not funded as part of the project and that would not have been constructed or expanded if the project did not exist and without which the project would not be viable. No associated facilities planned till date in the project. If any such facility is planned then it will be updated in the report.

The NMRP Phase-II is planned in such a way to minimize the requirement of private land and hence alignment is mostly falling on the road median. The land

area for piers, elevated stations and entry/exit of elevated alignment are falling over the existing roads which belongs to State Government land.

(B2) Land Requirement for the Stations in Corridor 1A, 2A, 3A, 4A

As per the LAP prepared for the all reaches and the area notified by the Maha-Metro for construction of exit and entry points of the stations the minimum land requirement was estimated as 9.3089 hectare. The LAP Map of the Reach 1A,2A,3A &4A is given in Annexure-5 from drawing number-4.1 to 4.9. Land Acquisition Locations are highlighted in Annexure-5A.

4.3 Bare Minimum Land Assessment

The land proposed to be acquired in 21 villages for construction of exit and entry points of stations cannot be avoided due the technical nature of stations with elevated viaduct. While, stations are constructed on the existing RoW the exit/entry points are opened in the private land which is proposed to be acquired. Since, there is no option available the land can be termed as the bare minimum requirement for the construction of the proposed Phase-II Project.

4.4 Loss of Private Land

As per project census survey, the land acquisition of 5.5749 Ha of private land will affect 51 titleholders HHs. This land will be acquired mainly for construction of station entry and exit purpose, viaduct and parking purpose. All the landowners have purchased these lands for investment purpose, and they live in the city or nearby vicinity. The use of these lands to be acquired is barren at present. Below **Table 4.2** shows Reach wise loss of private land.

Table 4.2: Reach wise Private Land

Sr. No	Corridor	TH	Private land	Loss of Property
1	MIHAN to MIDC ESR (Reach-1A)	26	3.3573	Land only
2	Automotive Square to Kanhan River (Reach-2A)	11	1.0548	Land only
3	Lokmanya Ngr to Hingna (Reach-3A)	11	0.8156	Land only
4	Prajapati Nagar to Transport Nagar (Reach-4A)	03	0.3472	Land only
	Total	51	5.5749	

4.5 Permanent Loss of Government Land:

Total 3.3740 Ha Government land will be going under acquisition. These Government land belongs to MHADA, MIDC, MSRTC, GoM, Kamptee Municipal Council, Hingna Nagar Panchayat, Center Railway, Southeastern Railway, Kamptee Cantonment and NHAI. These State and Central Government land will be transfer from respective authority to NMRP.

State land is currently used by Non-Titleholders (NTH) for business. in total 47 NTHs owning kiosks will be affected by government land acquisition. All the

kiosk owners are located on footpath. Within Corporation limit, this footpath belongs & maintained by Nagpur Municipal Corporation (NMC). Whereas, outside NMC limit, this land belongs to Revenue Department/ Public Works which is also State Govt. Land. Below **Table 4.3** shows the Reach wise Government land acquisition.

Table 4.3: Reach wise Government Land

Sr. No	Corridor	NTH (Kiosk Owners)	Government land
1	MIHAN to MIDC ESR (REACH-1A)	13	1.2897
2	Automotive Square to Kanhan River (REACH-2A)	08	1.2005
3	Lokmanya Nagar to Hingna (REACH-3A)	22	0.9625
4	Prajapati Nagar to Transport Nagar (REACH-4A)	04	0.2813
	Total	47	3.7340

4.6 Temporary acquisition of land

The temporary acquisition of land is required for temporary use for construction, workers camp, casting yards and for temporary diversion of traffic along the project alignment. This temporary land acquisition is part of contract document and contractors are responsible for the purchase/lease of such land parcels.

For the said activities, the piece of land is only required for temporary works hence, it is felt that the arrangement for the same have to be done by EPC based on their understanding with the owner of the land and cannot form part of this document.

Till date only contract for viaduct construction for Reach-2A has been placed to RVNL. They have established their casting yard on an open land at Khairi (Details at **Annexure-4**). Further, other two viaduct contract are under finalization. Thus, the details of casting yard & camps established will updated in the report as and when they are established.

4.7 Loss of Trees

The details of project affected trees in the private land is given below in **Table No. 4.4**.

Table 4.4: Total number of Trees

Sr.No.	Reach	Particulars of trees	Number of Trees
1	1A	Timber Tree	20
		Non-Timber Tree	0
		Fruit Bearing Tree	0
2	2A	Timber Tree	35
		Non-Timber Tree	5
		Fruit Bearing Tree	2

3	3A	Timber Tree	7
		Non-Timber Tree	0
		Fruit Bearing Tree	0
4	4A	Timber Tree	4
		Non-Timber Tree	1
		Fruit Bearing Tree	0
		Total	74

Source: NMRP II Project Census Survey

4.8 Loss of Private Structures (Kiosks):

Total 47 non-residential structures, owned by 47 non-titleholder households that own kiosks that will be impacted due to the project. None of the kiosk owners are licensed. These structures are in government land and used for commercial purpose and are located along the 4 reaches (see **Table 4.3** above). All these affected structures are temporary in nature and are commercial kiosks (Built either by tin sheet or bamboos). The detailed information is given at Annexure-7 & 8. (The details of loss of private structures are presented in the **Table 4.5**). All the kiosk owners are non-licensed holders.

Table 4.5: Loss of Private Structures in the Project¹

Sl. No	Ownership Status	No. of Structure (Kiosks)	No. of Business Owners	No. of displaced persons	%
1	Titleholder	0	0	0	0.00
2	Leaseholder	0	0	0	0.00
3	Non-titleholder	47	47	235	100.00
Total		47	47	235	100.00

Source: NMRP II Project Census Survey



Photographs: Type of Kiosk in the project

4.9 Loss of Common Property Resource (CPRs):

A total of three CPRs will be affected by the project. These includes two public toilets and one weekly market at Dongargaon. The Dongargaon weekly market land belongs to Maruti Devasthan Trust, and they have provided this land to Gram panchayat on mutual understanding for market purpose. The Gram

panchayat has developed 16 platforms for weekly market purpose, out of which 8 platforms are being permanently affected due to the proposed phase-II project. This is weekly vegetable market and no permanent space for anyone. They accommodate based on their commodities (Vegetables) requirement. This is considered as Common Property Resource (CPR), hence consideration of TH & NTH not raise. The 8 numbers of platforms will be re-built at adjacent location by providing better facilities etc, by Maha-Metro. The new platforms will be built in the same market location prior to demolition of existing, hence no destruction to their livelihood.

The detailed information, location and photographs of CPR is given in **Annexure-6**. The list of affected CPRs is presented in **Table 4.6**

Table 4.6: CPRs affected by the Project

Sl. No.	Type of CPR	Number of affected CPR
1	Public toilets	2
2	Community structure (Dongargaon weekly market)	1
	Total	3

4.10 Extent of Impact

There are no any private residential or commercial structures have been found during survey in an impacted plots for the four Reach corridors of Phase-II project. During the survey it was also found that, all 51 landowners have purchased such lands for investment purposes and all are barren and vacate land, at present they do not use these lands for any purposes and they live in the city or nearby vicinity. The portion of the land that is affected does not exceed 10% of the total existing available land and no such impact on their livelihood from these plots.

4.11 Loss of Livelihoods (TH and Kiosks)

There is no loss of livelihood among affected landowners as lands are barren and their livelihood are not dependent on this land.

The 47 affected temporary structures of NTHs will experience temporary impacts from permanent displacement to the nearby place after proper consultation and with coordination by local authority (see **Section G** above). All the affected NTHs have kiosks which includes tea stall, pan shop, small eateries, cobbler shop, automobile repair shop etc. The livelihood of all these small kiosks holders will be temporarily affected through the loss of income until they have reestablished their activities in the place of relocation which is very close to the existing location (30-50 mtrs). There are some station areas where the number of kiosks to be affected is larger. This include Mhada Colony (Reach-1A-13 NTH) & Hingna Bus Station (Reach-3A-12 NTH).

The SIA study has not identified mobile/ semi-mobile vendors. These could be found in, and around informal markets crossed by the alignment or stations or

depots. However, when the surveys are updated during RAP preparation, if any such PAPs are identified, then they will be included in the corridor wise RAPs to be developed. These are eligible for relocation assistance.

4.12 Temporary Construction Impacts on business and livelihoods

The surveys did not reveal any impacts on vendors, other than Kiosks, along the corridor. However, due to unforeseen situation, in case, Vendors (sitting/ standing/ moving) and mobile vendors (push carts) are affected, they may have to be temporarily away from work when the stretch they frequent is under construction. This may lead to income losses and client loss.

Due to closure of roads/ traffic diversions, local business, employees/ self-employed may face restricted access to work places, closure of roads and traffic di-diversions, which would result in being late and losing business.

4.13 Land Prices in the Project Affected Area

The land price proposed as compensation for TH is based on the provisions of the Entitlement Matrix and impact identified in SIA study. The project is proposed to acquire land through direct purchase method. According to the Maharashtra Government Resolution No: Misc.-03/2015/C.N.34/A-2 on 12th May 2015 and 30th September 2015 in the context of acquiring land of private sector by method of direct purchase through private negotiations, the compensation amount will be 250% of land value (which includes 100% solatium and 25% direct purchase consent grant). The details are provided in the Annexure-11.

NMRP has acquired 100% land for construction of Viaduct. About 90% land acquisition in Reach-2A is completed for station construction. The land acquisition process in other reaches is in advanced stage. About 40%, 64% & 15% land acquisition process has been completed in Reach-1A, 3A & 4A respectively. The target for completion of entire process is within 6 months.

4.14 Land Acquisition Process as per Maharashtra Government Resolution – Direct Purchase Method

The NMRP team will ensure issuing timely notices and implementing necessary procedures for land acquisition as per Government of Maharashtra GR No: Misc.-03/2015/C.N.34/A-2 on 12th May 2015 and 30th September 2015. The following procedure will be followed for land acquisition under direct purchase method.

- (i) Authorized person from Land cell of Maha Metro along with representative of CPM office will visit the property for verification to be acquired as per DPR.
- (ii) The list of affected persons will be prepared by the authorized person of Land cell.

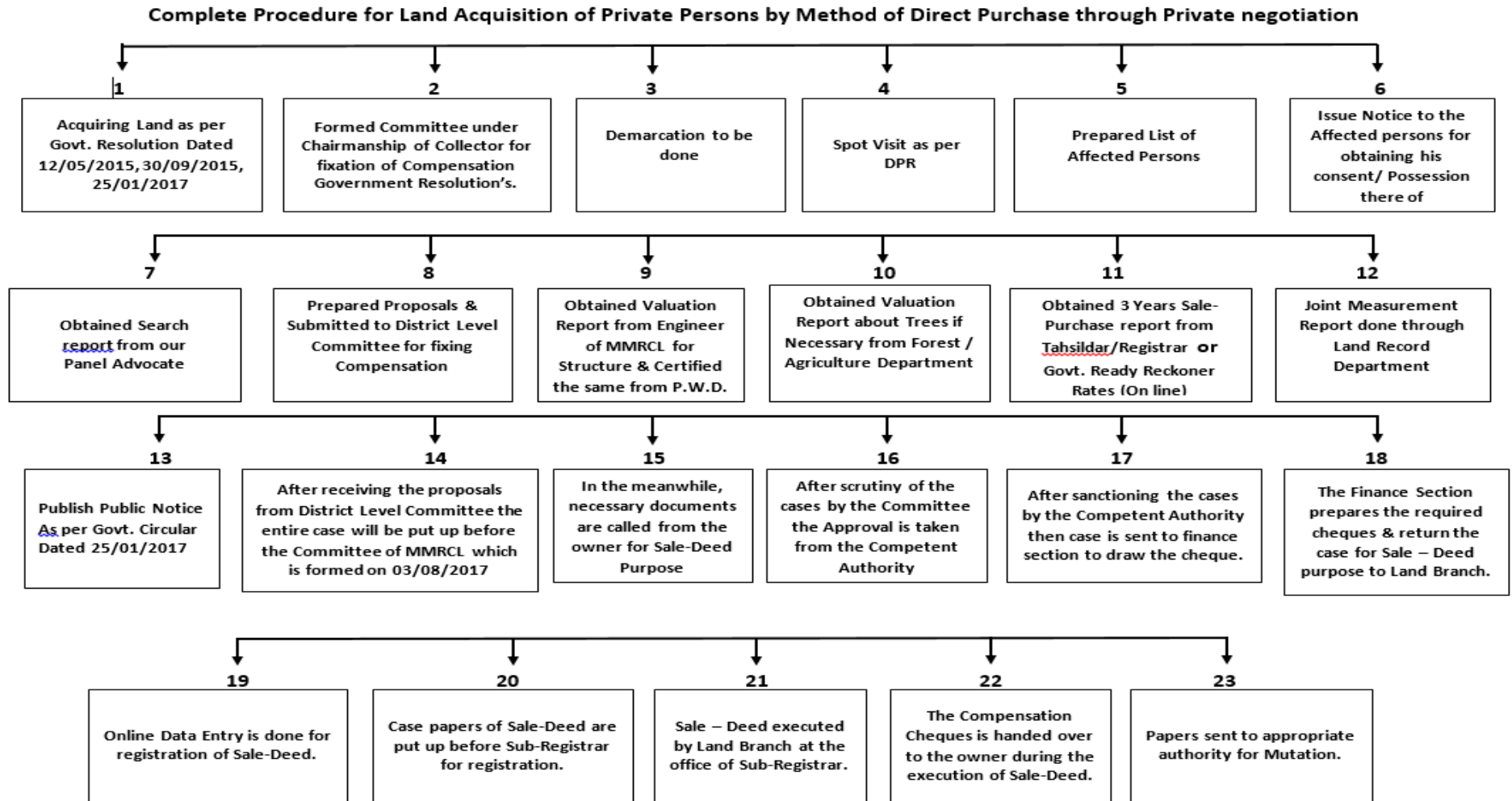
- (iii) Notices to the affected persons will be issued for hearing and submission of ownership documents and consent letter to Maha Metro.
- (iv) On submission of ownership document and consent letter by affected persons, the demarcation will be done by authorized person from the Land cell/nominated agency by Maha Metro.
- (v) The nominated agency will carry out the demarcation as per the DPR and same will be superimposed on city survey map.
- (vi) The case is prepared and sent to the nominated Advocate of Maha Metro for submission of search report.
- (vii) The complete case is sent to the nominated engineer of Land Cell, Maha Metro along with a search report and relevant documents for valuation. The Engineer from the respective Section as nominated by CPM will submit to DGM (Land).
- (viii) Record for last three years sale/purchase for the area from the Registrar of Stamp Duty will be obtained and submitted along with the documents.
- (ix) 7/12 of the land will be obtained from Patwari of that area and the property card is obtained from the Land Record Department.
- (x) On obtaining all the data as above, the compilation will be done by land cell of Maha Metro and will be submitted to DGM Finance for its scrutiny before submission to the District Collector.
- (xi) District Level Committee will be formed under the chairmanship of Collector for fixing the amount of compensation of the land to be acquired for direct purchase. The Committee will fix the amount on compensation as per guidelines of GOM.
- (xii) The Collector passes the order for compensation of the land to be procured by direct purchase.
- (xiii) The committee will review and process for execution of sale deed will be initiated by the land cell.
- (xiv) Sale deed will be prepared and executed between Maha-Metro and private landowner.
- (xv) Finally, the Possession of land will be taken from private landowner by NMRP. The **Fig-4.1** shows the step of Direct Purchase Method of land acquisition.

In case of Direct Purchase Method fails, the land will be acquired under Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act (RFCTLARR), 2013. The process for land acquisition in the context of this project will be as follows:

- (i) Submission of requisition for land acquisition along with other required document to concerned District Authority.
- (ii) Notification by Government for commencement of consultation and SIA.
- (iii) Completion of SIA study culminating in SIA report.
- (iv) Conduct public hearing for SIA
- (v) Constitution of SIA Group to appraise SIA study report
- (vi) Submission of appraisal of SIA report and recommendations by expert group.

- (vii) Preliminary notification for acquisition of land under section 11 of the Act.
- (viii) Updation of land records by LA Authority.
- (ix) Hearing of objection under section 15 of the Act.
- (x) Preparation of R&R Scheme and disclosure.
- (xi) Declaration that land is required for public purpose u/s 19.
- (xii) Hearing of objection under section 23 of the Act.
- (xiii) Declaration of final award by collector.
- (xiv) Payment of full amount of compensation
- (xv) Payment of monetary part of R&R
- (xvi) Taking possession of land acquired
- (xvii) Infrastructural component of R&R package to be provided
- (xviii) Displacement of affected families.

Figure 4.1: Describes the process of Direct Purchase Method of LA



5 SOCIO-ECONOMIC AND CULTURAL PROFILE

5.1 Profile of the Project Affected Area

According to the census 2011, Nagpur City had population of 2,405,665 with 1,225,405 males and 1,180,260 females. The urban / metropolitan population is 2,497,870 of which 1,274,138 are males and 1,223,732 are females. Children are 10.27% of total population of Nagpur. The municipality has a sex ratio of 963 females per 1,000 males and child sex ratio of 926 girls per 1,000 boys. 1,984,123 people are literate, of whom 1,036,097 are male and 948,026 are female. Average literacy rate of Nagpur city is 91.92%. Men are 94.44% and women are 89.31% literate. In Nagpur, 36% of the population lives in slums, making it the fourth largest city in terms of slum population. The sex ratio of Nagpur city is 963 per 1000 males and child sex ratio is girls are 926 per 1000 boys.

5.2 Profile of the Project Affected Villages

The metro alignment of NMRP Phase-II is passing from Municipality area and 21 villages outside the city limit. The details and metro alignment location and affected villages are provided in the **Table 5.1** below.

Table 5.1: List of Affected Village

Station	Village	PAPs	Station	Village	PAPs
REACH-1A – MIHAN TO MIDC ESR		TH & NTH²	REACH-3A - LOKMANYA NGR - HINGNA		
Eco Park City	Parsodi	TH-0 NTH-0	Hinga Mount View	Nildoha	TH-1 NTH-5
Metro City	Jamtha	TH-21 NTH-0	Rajeev Nagar	Wanadongari	TH-1 NTH-0
Ashokvan	Jamtha	TH-3 NTH-0	Wanadongri	Wanadongari	TH-3 NTH-4
Dongargaon	Dongargaon	TH-1 NTH-0	APMC	Wanagondari	TH-4 NTH-0
Mohagaon	Mohagaon	TH-1 NTH-0	Raipur	Raipur	TH-2 NTH-0
Meghdoot CIDCO	Borkhedi	TH-0 NTH-0	Hingna Bus Stn.	Hingna	TH-2 NTH-12
Butibori P. Station	Rengapar	TH-0 NTH-0	Hingna Hospital	Hingna	TH-2 NTH-1
MAHDA Colony	Kinhi	TH-0 NTH-13			
MIDC KEC	Kinhi	TH-0 NTH-0			
MIDC ESR	Kinhi	TH-0 NTH-0			
REACH-2A (AUTOMOTIVE KANHAN RIVER)			REACH-4A (PRAJAPATI - TRANSPORT Ngr)		

² NTH refers exclusively to kiosks and TH are owners of vacant private land parcels that are going to be acquired by the project. .

Station	Village	PAPs	Station	Village	PAPs
Pili Nadi	Wanjara	TH-2 NTH-0	Pardi	Bhandewadi	TH-2 NTH-4
Khasara Fata	Wanjara	TH-2 NTH-0	Kapsi Khurd	Kapsi Khurd	TH-0 NTH-0
All India Radio	Bhilgaon	TH-2 NTH-1	Transport Nagar	Kapsi Budruk	TH-0 NTH-0
Khairi Fata	Khairi	TH-2 NTH-0			
Lok Vihar	Yerkheda	TH-2 NTH-1			
Lekha Nagar	Yerkheda	TH-1 NTH-0			
Contonment	Yerkheda	TH-0 NTH-0			
Kamptee P. Station	Kamptee (Nazul)	TH-0 NTH-6			
Kamptee M. Council	Kamptee (Nazul)	TH-0 NTH-0			
Dragon Palace	Ajani,Gada	TH-0 NTH-0			
Golf Club	Kamptee	TH-20 NTH-0			
Kanhan River	Kamptee	TH-0 NTH-0			

Source: Census and Socio-Economic Survey, April - May 2023

These villages are located both sides of the proposed corridor of Nagpur city and are urban agglomeration type. Apart from having good road connectivity, amenities like drinking water, sanitation, electricity and means of communication are available within the villages/towns. Due to urban agglomeration people of all religion and caste are found in floating population. The project will impact 98 households with 486 persons. These 486 includes owners of land (TH), and 47 (NTH) Kiosk / street vendors.

5.3 Socio-economic Profile of Affected Households and Families

Total 51 TH- land parcels and 47 NTH- kiosks (98 DHs) will be affected due to proposed Phase-II project. Out of this, socio-economic survey has been undertaken in 88 DHs. In the remaining 10 DHs (THs) survey could not possible because of various reasons such as, some of them are not available or they are residing outside of Nagpur City. The list of affected Title Holders (TH) & Non-Title Holders (NTH) are presented in **Annexure-7 & Annexure-8** respectively. The THs who are not available during the census survey, is highlighted in TH database of **Annexure-9**. Based on Socio economic survey of TH and NTH, a total of 486 persons (Family Members) have been impacted due to the Project. Corridor wise number of DHs and Total Household Members is presented in **Table 5.2**.

Out of 98 Affected/Displaced Households 52.04% are in category of TH and 47.96% are in NTH category. This NTH category includes non-licensed kiosks. kiosks are temporary structures without legal documents located within or closer to the RoW. Some of them are mobile, where their locations are not fixed. These kiosks are very small in structures hence NMRP will relocate them at alternative sites in close vicinity to their existing location, or they can be shifted by themselves also. The shifting distance is not more than 30-50 mtrs either side of the station location. This shifting can be done within 1-2 hours only. As some kiosk owners expressed concern about their relocation, the NMRP has assured them that they will be relocated closer to their current location (Sr.2 & 11 of PH Table 6.4). Loss of income due to such circumstances are not arise neither anticipated. However, in anticipation disturbance allowances as per entitlement matrix will be provided.

No employees & tenants were identified during the survey. Kiosk owners cannot afford to hire staff as they are very small vendors. The detailed Reach wise and DHs / DPs data of TH, NTH are given in **Table 5.2**.

Table 5.2: Reach wise impact on TH & NTH

Sl. No.	Corridor	Title Holders		Non-Titleholders		Total	
		DHs	DPs	DHs	DPs	DHs	DPs ³
1	Mihan Butibori	26	100	13	52	39	152
2	Kamptee	11	70	08	51	19	121
3	Hingna	11	62	22	113	33	175
4	Kapasi	03	19	04	19	07	38
	Total	51	251	47	235	98	486

Source: Census and Socio-Economic Survey, April - May 2023

1. Number of Affected Persons

The sex ratio is a vital indicator to know the participatory share of male and female, which is also one of the important indicators for the human development index. Among the surveyed TH and NTH it is observed that about 247 (46.34%) are male and the remaining 286 (53.66%) are female. The details of total male and female in TH & NTH are presented in the **Table 5.3**.

Table 5.3: Total number of male and female in TH & NTH

Sl. No.	Categories	Title Holders (APs)	Non-title Holders (APs)	Total Number of APs	Percentage
1	Male	132	115	247	46.34
2	Female	166	120	286	53.66
	Total	298	235	533	100

Source: Census and Socio-Economic Survey, April - May 2023

³ The number of DPs considers the total number of people living in the households that will lose trading locations (47 kiosks) and the land owners that will lose 51 land parcels. No physical relocation is foreseen.

2. Social Stratification of Affected Persons

The social stratification of DHs indicates that majority of the DHs belongs to Other Backward Caste (OBC) followed by general category. About 12.5% DHs belong to scheduled caste and 4.5% DHs are from scheduled tribe category. The detail of social categories of DHs is presented in the **Table 5.4**.

Table 5.4: Social Categories of the DHs

Sl. No	Social categories of DHs	Total	Percentage
1	Scheduled Caste	11	12.50
2	Scheduled Tribe	4	4.55
3	Other Backward Caste	47	53.40
4	Higher Caste	26	29.55
	Total	88	100

Source: Census and Socio-Economic Survey, April - May 2023

3. Religious Categories of the DHs

Most (81.82%) of the DHs belong to Hindu religion. This is followed by Muslim (12.50%), Sikh (2.27%) and Buddhist (2.27%) and Jain (1.14%) The religious categories of DHs are given below in **Table 5.5**.

Table 5.5: Religious Categories of the DHs

Sl. No	Religion of DHs	No. of DHs	Percentage
1	Hindu	72	81.82
2	Muslim	11	12.50
3	Sikh	2	2.27
4	Jain	1	1.14
5	Buddhist	2	2.27
	Total	88	100

Source: Census and Socio-Economic Survey, April - May 2023

4. Vulnerable Households of DHs

There are 57 DHs enumerated as vulnerable households in this project. As per the latest Planning Commission, Government of India estimate, a person having monthly per capita consumption expenditure (MPCE) below Rs. 1,126 in the urban area of Maharashtra is considered to be living below poverty line. Based on this calculation of poverty line figure, average annual household consumption expenditure in urban area of Maharashtra is estimated as Rs. 67,560. One DH from the TH category and one DH from NTH category earning less than the average MPCE are considered as vulnerable households in the project. Below **Table 5.6** describes the vulnerability category of DHs.

Table 5.6: Vulnerable category of DHs

Sl. No	Categories of Vulnerability	TH	NTH	Total DHs	Percentage
1	BPL	0	2	2	3.51
2	SC	4	7	11	19.30
3	ST	1	3	4	7.02
4	PwD	1	1	2	3.51
5	Women headed	3	3	6	10.53
6	Household below MPCE	1	1	2	3.51
7	NTH not falling under any other criteria	0	30	30	52.62
	Total	10	47	57	100

Source: Census and Socio-Economic Survey, April - May 2023

5. Number of DHs considered as Separate family as per LA Act

There are various categories of DPs summarized in **Table 5.7** who are treated as separate family under Right to Fair Compensation in Land Acquisition and Resettlement Act-2013.

Table 5.7: Number of DHs Separate family as per LA Act

Sl. No.	Categories of DHs	Total DHs	Percentage
1	Unmarried Son > 30 years	4	11.76
2	Unmarried Daughter/Sister > 30 years	2	5.88
3	Physically/Mentally Challenged Person	2	5.88
4	Divorcee/Widow	25	77.53
	Total	34	100

Source: Census and Socio-Economic Survey, April - May 2023

6. Educational Status of Displaced Persons

The educational status of DPs above 6 years shows that there are 6.56% DPs who are illiterate. About 13.79% of DPs are completed Primary education, 27.79% have done Secondary education and 40.48% have completed graduation. The gender segregated details of educational status of DPs are presented in the **Table 5.8**.

Table 5.8: Educational Status of DHs

Sl. No	Educational status	Male	%	Female	%	Total	%
1	Illiterate	8	3.76	22	9.02	30	6.56
2	Primary	24	11.27	39	15.98	63	13.79
3	Secondary	64	30.05	63	25.82	127	27.79
4	Graduation	85	39.91	100	40.98	185	40.48
5	Technical	32	15.02	20	8.20	52	11.38
6	Vocational	0	0	0	0	0	0
	Total	213	100	244	100	457	100

Source: Census and Socio-Economic Survey, April - May 2023

7. Occupational Status of DPs

The occupational profile of DPs above 6 years shows that 27.35% DPs are engaged in small business activities, 9.41% are in service sector. The students are 27.35% and housewife is 29.32%. The details of occupational status of DPs are summarized in **Table 5.9**.

Table 5.9: Occupational Status of DPs

Sl. No	Occupational status	Male	%	Female	%	Total	%
1	Service	33	15.49	10	4.10	43	9.41
2	Small business	106	49.77	19	7.79	125	27.35
3	Agriculture	9	4.23	1	0.41	10	2.19
4	Labour	5	2.35	0	0	5	1.09
5	Unemployed	9	4.23	3	1.23	12	2.63
6	Housewife	0	0	134	54.92	134	29.32
7	Student	50	23.47	75	30.74	125	27.35
8	Professional	1	0.47	2	0.82	3	0.66
	Total	213	100	244	100	457	100

Source: Census and Socio-Economic Survey, April - May 2023

8. Annual Income level of DHs

The survey reveals that there are 2 DHs having the income below the average MPCE (Rs. 67,560). There are 4 DHs who are earning above Rs. 67,560 and below Rs. 1 lakh; 29 DHs are earning between Rs. 1 lakh to Rs. 2 lakhs; 19 DHs are earning between Rs. 2 lakhs to Rs. 5 lakhs. A maximum 34 DHs are earning more than Rs. 5 lakh per year. The average income level of DHs in the project area is summarized in **Table-5.10**.

Table 5.10: Annual Income Level of DHs

Sl. No.	Annual Income Categories in (Rs)	Total DHs	Percentage
1	Below 67560	2	2.27
2	Above 67560 and up to 100000	4	4.55
3	Above 100000 and up to 200000	29	32.95
4	Above 200000 and up to 500000	19	21.59
5	Above 500000	34	38.64
	Total	88	100

Source: Census and Socio-Economic Survey, April - May 2023

9. Family Assets

Survey data reveals the household assets of the project affected families. The mobile phone, television, refrigerator, cooking gas, motorbike and car are the common property assets found in most of the displaced households. The material base of consumable good among the DHs has a significant presence. It is observed that most of the DHs have owned these items in their households. Only owners of the kiosk are without vehicles although the owners of kiosk have

mobile phones, television, cooking gas, etc. The DHs consider that their consumable material base, that they have in their households, as need of day and necessary to survive in cities like Nagpur.

10. Project Impact on Indigenous People

There are 4 DHs who belongs to ST category are affected under the project. Of the total, 3 ST HHs belong to the NTH category and 1 ST HH is from TH category. The 4 ST HHs found impacted under this project are scattered all along the project corridors and not confined to any distinct habitat. They are integrated well in mainstream population.

11. Project Impact on Women

The Phase II Project will bring several benefits to women and girls. Direct benefits include a decrease in travel time and access to reliable, convenient and safety transport services. Indirect benefits include faster access to services such as health, education, as well as other government services. During the construction phase, women will also benefit from the increased employment opportunities in technical and non-technical staff at contractor project site office. However, there could be negative impacts such as the spread of STIs (sexually transmitted infections), trafficking, and road safety issues etc. Considering the importance and priority of women safety, the NMRP will make suitable plan and take action to mitigate women safety issues. The contractor will carry out HIV/AIDS awareness program among worker camps and nearby community.

12. Role of women in decision making

Women were asked about their role in decision making on various matters of the household. The women in most of the HHs (82 DHs) responded that they play a role in decision making on several matters of the household. **Table 5.11** presents the findings on role of women in decision making on various matters.

Table 5.11: Role of Women in Decision Making

SI No	Response	Various matters					Number of DHs	%
		Day to day activities	Education of Child	Health care of child	Purchase of assets	Social functions		
1	Yes	82	82	82	82	82	82	93.18
2	No	6	6	6	6	6	6	6.82
	Total	88	88	88	88	88	88	100

Source: Census and Socio-Economic Survey, April - May 2023

5.4 Project Awareness

During the socio-economic survey, some questions were asked to the DHs regarding the awareness, source of information and opinion about the proposed phase II project. The findings of the survey with regards to awareness, source of information and opinion about the proposed project. Out

of the total surveyed DHs, 84.27% respondents are aware of the proposed Phase II project and most of them (33.33%) got information from Newspaper followed by Television (25.33), Govt. Officials (22.67%), Community Members (12%), and Metro Staff (6.67%). The respondents were asked to give their perception on the anticipated positive and negative impacts of the project. All the respondents were found positive with the view that due to this Phase II project the employment opportunities and income sources and opportunities will increased in catchment area of station and Nagpur City.

6 STAKEHOLDERS CONSULTATION

6.1 Stakeholders in the Project

Stakeholders are defined as persons or groups who are directly or indirectly affected by a project, as well as those who may have interests in a project and/or the ability to influence its outcome, either positively or negatively. Stakeholders may include locally affected communities or individuals, national or local government authorities, civil society organizations and groups with special interests⁴.

Stakeholder engagement is essential for the effective assessment, management and monitoring of environmental, climate and/or social impacts and risks, and contributes to the overall sustainability and better outcomes of projects. It enhances relevant stakeholders' benefits and understanding and, therefore, their support for projects⁵.

Consultations with various stakeholders were carried out during SIA of the project. The primary stakeholders are project Displaced Persons (DPs), project beneficiaries and implementing agency. The secondary stakeholders include the revenue officials, village heads, gram panchayat, NGOs, and business communities in the area. Analysis has been conducted to define the level of impact or interest in the project by each stakeholder. **Table 6.1** provides a details of Stakeholder group and their importance in terms of consultation and engagement.

Table 6.1: Project Stakeholders

Stakeholder Group	Relevance to the Project	Importance
Community Members		
Titleholders	Directly affected by project land take	Medium ⁶
Non-titleholders	Directly impacted through loss of income during relocation from current location.	Medium
Local communities	Temporary impact of construction work. Impact may be positive or negative. More positive impacts are anticipated for local communities.	Medium
Vulnerable Groups	Directly impacted through loss of income during relocation from current location. Provision of compensation for Vulnerable people affected exists in the Entitlement Matrix.	Medium
Government Agencies		

⁴ <https://www.ifc.org/content/dam/ifc/doc/mgrt/ifc-stakeholderengagement1.pdf>

⁵ https://www.eib.org/attachments/publications/eib_environmental_and_social_standards_en.pdf

⁶ Importance is Medium as provision for compensation is kept in the Entitlement Matrix.

	NMC: Directly impacted w.r.t Govt. land acquisition. Public Work Dept: Directly impacted w.r.t utilities shifting and other amenities.	Medium
NGOs/CBOs		
	Involvement in decision taking for GRC.	Medium
Other Interested Parties		
Media	Newspapers & local Social Media	Medium

6.2 Consultation in the Project

Consultations with stakeholders has been initiated from the planning stage of the project and will continue during various stages till the completion of the Phase II project. Stakeholder consultations are important to ensure people’s participation, identifying the local issues and needs and capturing the views and opinions of various stakeholders during various phases of the project. There are various methods of stakeholder consultation that can be used to achieve this including, public meetings, Focus Group Discussions (FGD), surveys/census, information diffusion via the media etc. The method used depends on the nature of the information to be shared or obtained and the level of impact or interest of the stakeholder. The project has already undertaken a number of these activities as described below.

6.3 Methods of Consultation

FGDs and individual discussions were held with the primary and secondary stakeholders to get wider public input on Phase II project. The DPs, public transporter and commuters were consulted during the project preparation stage. Consultations were held in all the four Reaches. Women members participated in the consultations to express their views and opinions especially with respect to safety and security. **Table 6.2** mentioned the methods used in consultation.

Table 6.2: Methods of Consultations

Stakeholders	Method of Consultation
Displaced Person	Census and socio-economic survey involving head of the household as respondent.
Local community	Through Focus Group Discussion (FGD) at proposed station locations.
Public Transporter	Through Focus Group Discussion (FGD) at proposed station locations.
Implementing Agency	Individual interview, discussion
Line Department Agencies	Individual meeting, discussion.

6.4 Scope of Consultation and Issues

The consultation meetings were held in a free environment and after giving prior intimation to the DPs and other participants. During the consultation process, efforts were made by the team to:

- Ascertain the views of the DPs with reference to NMRP Phase II alignment and minimization of impact;
- Understand the views of the community on land acquisition and relocation options;
- Identify and assess the major socio-economic characteristics of the DHs to enable effective planning and implementation;
- Obtain opinion of the community on impacts on community property resources and relocation options;
- Identify local people's needs and expectations from Phase II project;

6.5 Findings of Consultation

Between April and May 2023 a total 13 FGDs were held in which 162 male members and 34 women members participated. Below **Table 6.3** presents the number of FGD conducted and number of male and female participants at various Reaches.

Table 6.3: Reach wise public consultations

Sr No	Particulars of Public Consultation	No. of Public Consultation				No. of Participants	
		REAC H-1A	REAC H-2A	REAC H-3A	REACH-4A	M	F
1	General Public	1	3	2	1	88	18
2	Rickshaw drivers	0	2	0	1	37	0
3	Traders	1	1	0	0	25	7
4	Students	0	0	1	0	12	9
	Total	2	6	3	2	162	34

The main issues discussed by the participants in the FGD and measures to address the same are summarized in **Table 6.4**. The detailed findings of each FGD including the attendance sheet and photographs are presented in **Annexure-10**.

Table 6.4: Summary of Public Consultation

Sr. No	Location & Date	Participants	Discussion/suggestion by Participants	Measures to be taken by Maha-Metro
1	Dongargaon weekly market traders and Grampanchayat	10	a) The weekly market traders were in favor of Phase II project, and they wanted to complete the project as early as possible. People	a) The suggestions will be considered by concerned officer of NMRP for planning and implementation of the project.

Sr. No	Location & Date	Participants	Discussion/suggestion by Participants	Measures to be taken by Maha-Metro
	(REACH-1A) 28.04.2023		<p>demanding alternative place for relocation of weekly market.</p> <p>b) They also concerned about arrangement of safety precaution during civil activity as they are located near station.</p>	<p>b) The necessary safety precaution will be taken during the civil work.</p>
2	MIDC Colony (REACH-1A) 28.04.2023	11	<p>a) All the kiosk holders were concerned about alternative locations.</p> <p>b) People wanted to start the work early and complete within the time so that there will be no traffic congestion during civil work.</p>	<p>a) They will be relocated to nearby feasible location without affecting their livelihood.</p> <p>b) Suggestion noted</p>
3	Pili Nadi, (REACH-2A) 11.04.2023	13	<p>a) People were in favor of Phase II project, and they wanted project to be completed as early as possible.</p> <p>b) Some people were concerned about dust formation during civil work.</p>	<p>a) The Project will be completed as per the scheduled timeline.</p> <p>b) Necessary precaution will be taken by the NMRP to mitigate the environmental impact. Regular water sprinkling will be done during construction activities.</p>
4	Khasara Fata, (REACH-2A) 11.04. 2023 (traders)	15	<p>a) Proper care of safety of people should be considered during execution of civil work.</p> <p>b) Compensation for the loss of land should be paid more than market rate.</p>	<p>a) All types of safety measures will be adopted during the execution of the project.</p> <p>b) The compensation against loss of land will be decided by the Committee under the chairmanship of District Collector, Nagpur.</p>
5	All India Radio, (REACH-2A) 12.04. 2023	10	<p>a) The participants wanted to know the actual rate of compensation against acquisition of land.</p> <p>b) People wanted basic amenities like wider roads during the</p>	<p>a) The compensation against loss of land will be decided by the Committee under the chairmanship of District Collector, Nagpur.</p> <p>b) During work execution it will be ensured that</p>

Sr. No	Location & Date	Participants	Discussion/suggestion by Participants	Measures to be taken by Maha-Metro
			<p>implementation of Project.</p> <p>c) Peoples are keen to know the date of commencement of work.</p>	<p>no traffic will be affected. Also, for this purpose coordination shall be done on day-to-day basis with traffic police.</p> <p>c) The civil work will start in the year 2024.</p>
6	Khairi Fata, (REACH-2A) 12.04. 2023	15	a) Proper care of safety of people should be considered during execution of civil work.	a) All types of safety measures will be adopted during the execution of the project.
7	Lok Vihar, (REACH-2A) 12.04. 2023	12	a) Participants demanded for job during construction of metro stations. People wanted wider roads during the implementation of Project.	a) The suggestion of the participants has been noted and every effort will be made to recruit local people during the construction phase of the project.
8	Lekha Nagar, (REACH-2A) 12.04.2023	13	<p>a) Proper safety of people should be considered during execution of civil work.</p> <p>b) Compensation for the loss of land should be paid more than market rate.</p> <p>c) Some people asked about where to give complaint for Phase II project.</p>	<p>a) All types of safety measures will be adopted during the execution of the project.</p> <p>b) The compensation against loss of land will be decided by the Committee under the chairmanship of Collector, Nagpur.</p> <p>c) The Grievance Redress Committee (GRC) will be constituted by NMRC, and Grievance register will be kept at site location during civil work to record complaint.</p>
9	Hingna bus stop (REACH-3A) 06.04. 2023	14	<p>a) Proper safety of people should be considered during execution of civil work.</p> <p>b) compensation for the loss of land should be paid more than market rate.</p>	<p>a) All types of safety measures will be adopted during the execution of the project.</p> <p>b) The compensation against loss of land will be decided by the Committee under the</p>

Sr. No	Location & Date	Participants	Discussion/suggestion by Participants	Measures to be taken by Maha-Metro
				chairmanship of District Collector, Nagpur.
10	Raipur, (REACH-3A) 06.04.2023	10	<p>a) People are in favour of Phase II project, and they wanted to complete the project as early as possible.</p> <p>b) People wanted basic amenities like wider roads during the implementation of Project.</p>	<p>a) The Project will be completed as per the scheduled timeline.</p> <p>b) During execution of Work it will be ensured that no traffic will be affected. Also, for this purpose coordination shall be done on day-to-day basis with traffic police.</p>
11	Pardi, (REACH-4A) 10.04.2023	15	<p>a) People are in favour of Phase-II project, and they wanted to complete the project as early as possible.</p> <p>b) People wanted basic amenities like wider roads during the implementation of Project.</p> <p>c) Some of the kiosk holders (NTH) expressed concern about their relocation.</p>	<p>a) The Project will be completed as per the scheduled timeline.</p> <p>b) During execution of Work it will be ensured that no traffic will be affected. Also, for this purpose coordination shall be done on day-to-day basis with traffic police.</p> <p>c) The kiosk holders will be relocated to nearby feasible location without affecting their livelihood.</p>
12	Transport Nagar, (REACH-4A) 10.04.2023	12	<p>a) There should be fair compensation against loss of land.</p> <p>b) Participants demanded for job during the construction of metro stations.</p> <p>c) The rickshaw drivers were concerned about loss of passenger due to running of proposed Phase II metro.</p>	<p>a) The compensation against loss of land will be decided by the Committee under the chairmanship of Collector, Nagpur.</p> <p>b) The suggestion of the participants has been noted and every effort will be made to recruit local people in the construction phase of the project.</p> <p>c) After commencement of Phase II metro at Transport Nagar metro station, passengers will increase and they opt</p>

Sr. No	Location & Date	Participants	Discussion/suggestion by Participants	Measures to be taken by Maha-Metro
				rickshaws to Reach their destination.
13	Consultation with Student 08.05.2023	12	a) All the students are happy for proposed Phase II project as majority of them are travelling long distance by use of road transport to Reach the college. b) They suggested that the fare should be minimum.	b) Suggestion noted

6.6 Consultation with Officials and Other Stakeholders

The other stakeholders in Phase-II project such as officials of Implementing Agency (Maha-Metro), the concern District administration and revenue officials were also consulted on various issues. The details of consultation with officials is summarized in **Table 6.5**.

Table 6.5: Consultation with EA Officials

Sr No	Name & Designation	Issue discussed
1	Shri. Rajeev Tyagi (Director Project)	Project details and optimization and modification of alignment for minimization of resettlement impact.
2	Shri. Anand Kumar (Executive Director/Planning & Land) and Shri. C Dekate (Sr.AGM/Plng)	Alignment finalization. The Project shall be implemented within the planned time frame. The safety during the construction activities will be priority of Maha Metro.
3	Shri. Ajay Ramteke (DGM/Land)	Discussed in detail about the process of private land acquisition through negotiation. Discussion on transfer of Govt. land, time required to accomplish the Land Acquisition process
4	Shri. Pratish Nitey (AGM/Environment)	Discussed in detail the possible impacts that could be arises due to the proposed project. Discussed impact on environment, safety provision during the construction activities.
5	Shri. G D Nishankar (Consultant/Land Dept.)	Discussed and visited along the alignment for affected land. Discussed about CPR and relocation options
6	Shri. Vishal Hazare (Jr. Executive Survey)	Verify on ground about the actual land acquisition and land plan. Modification of

		alignment to minimize the Land acquisition and impact.
7	Shri. Piyush Chivande (Dy. Collector/Land)	Discussed in detail about the process and procedure of acquisition of Private and Government Land.
8	Smt. Kalpana S. Koram Sarpanch/Grampanchayat, Dongargaon	Discussed about the shifting of weekly market. Women safety during the construction activities

Figure 6.1: Photographs of Consultation with Stakeholder



6.7 Outcome of Consultation:

Most participants are happy to hear about the proposed NMRP Phase II project. They said that Phase II will cater majority of the sub-urban population of the city and connects to the heart of the Nagpur city in very less time. They are interested to know about the compensation package against their loss of land. The team replied that it will be decided by the concerned District level Committee under the chairmanship of Collector, Nagpur and Implementing agency and will provide the best compensation package for the loss of land. They have also requested to complete the work within the timeline so that the benefit of the metro network will be start at earliest. They are also concerned about the safety component to be implemented during the civil construction phase. Furthermore, they are very happy with provision of women safety measures adopted in existing NMRP Phase-I and requested same needs to be followed in NMRP Phase-II. Overall, the public consultations were found very fruitful and positive.

6.8 Future Consultation

Table 6.6 below presents information on future engagement and consultation planned during the next project phases. Information is included on the stakeholder group (NTH, government agency, media, NGO etc), the method to be used for consultation (FGD, public consultation, letter, interview etc), the frequency of consultation (i.e. quarterly during planning and construction, then

on a bi-annual basis during the monitoring phase), the materials to be used to support consultation (presentation, information leaflet, letter etc) and location of consultation activities (at the project office, in the government office, at the stakeholder residents/place of work etc).

Table 6.6: Proposed Consultation During Construction & Monitoring Phase

Stakeholder	Information to be disclosed	Methods of engagement	Frequency	Responsibility
General Community	<ul style="list-style-type: none"> • Project scope and design details, design alternatives for impact minimization • Grievance mechanism process • Community Safety measures during project implementation • Relocation of Common Property Resources (CRPs) 	<ul style="list-style-type: none"> • Consultations, focus group discussions • Written information (one pagers/flyers) • GRM Helpline number through display at project locations. 	<ul style="list-style-type: none"> • At least quarterly • Preliminary screening, • Household level census socio-economic survey and consultations towards preparation of SIA. 	Implementing agency

7 SOCIAL IMPACT MANAGEMENT PLAN

7.1 Background

The Social Impact Assessment of the Phase-II project is an important component of project preparation. The Right to Fair Compensation and Transparency in Land Acquisition and Rehabilitation and Resettlement Act, 2013 requires a social impact assessment during the design stage to avoid, reduce and mitigate potential negative impacts of project action and enhance positive impacts, sustainability and development benefits.

The assessment results are based on the technical design prepared by DPR consultant. The main objective of the study is to ensure that the project addresses the adverse impacts on the livelihood of the people, if any and that nobody is left worse off after implementing SIMP and those affected have access to project benefits, both during project construction as well as operation. In specific, the objectives of the study are:

- To carry out a socio-economic, cultural and political/institutional analysis to identify the project stakeholders and social Issues associated with the project;
- A detailed assessment of the socio-economic conditions of the people who may be negatively affected,
- To assess the extent of asset loss and undertake the census of potential project affected people;
- To develop a Social Impact Management Plan (SIMP) in consultation with the affected people and project authorities – A detailed plan to mitigate these Impacts and an assessment of the costs of such measures.

The study followed both quantitative and qualitative approach for data collection. Social impact assessment and resettlement planning component has three main elements:

- Screening/reconnaissance survey as part of inception report;
- Social Impact Assessment; Census and baseline socio-economic survey of potentially affected population, and;
- Preparation of the Social Impact Management Plan

Social screening was undertaken in conjunction with project inception report and following the all four Reach alignment map prepared by DPR Consultant. The social screening aimed to identify the project affected peoples and was conducted based on Government Acts/rules and as per funding policies.

A census of affected households was conducted on the 3rd April 2023, using information provided by the design on affected plot numbers of TH and NTH provided by NMRP, to register and document the status of the potentially

affected population within the project impact area, their assets, and sources of livelihood.

The Census survey for SIA was started on 3rd April 2023, this is the cut-off-date for Title Holders & Non-Title Holders. Also, issue of notice is not applicable since, the land is being acquired by Direct Purchase Method.

Socio-economic survey was also carried at the same time as the census using the information provided by NMRP. This survey provides a baseline against which mitigation measures and support will be measured and includes comprehensive examination of people's assets, incomes, important cultural or religious networks or sites, and other sources of support such as common property resources.

Analyses of survey results cover the needs and resources of different groups and individuals, including intra-household and gender analysis.

Considering the importance of people's participation in the project planning, public consultation and FGDs were also carried out both at community and government level, as described in the previous section. The objectives of the consultation were to disseminate information about the project to the potentially affected population in order to incorporate their views and suggestion for preparing the SIMP and the design and to assess the economic situation of the settlement. The consultation focuses on identification of issues raised by the DHs and its integration in the Social Impact Management Plan.

For local level consultations (Primary Stakeholders), the DPs were invited at project site level. It was ensured that information regarding consultations is disseminated in the concerned DPs at least one day prior to consultations. The participants included community representatives, displaced persons. The targeted segments included men and women affected by loss of land and kiosks.

7.2 Mitigation Measures Adopted for the Project

In keeping with the layout design of proposed section of Phase-II project prepared by the DPR Consultant, the census survey was undertaken April - May 2023. Based on the proposed layout and census survey, the nature of social impacts identified in the project mainly comprise of following impacts.

- Permanent loss of land
- Loss of temporary structures (Kiosk/street vendors) and trading locations for licensed and non-licensed vendors
- Loss of private fruit bearing and timber trees
- Temporary construction impacts on business and livelihoods.

During FGDs / Public and individual consultation it was found that the affected families are aware of the project and loss of their land. They demanded

adequate compensation for affected assets and provision of fair cash compensation to the affected households will be the suitable measure for mitigation of impacts. Thereby, the cash compensation to THs will be provided through Direct Purchase Negotiation under Maharashtra Government Resolution No. LQN-01/2017/CN 12/A-2 dated 25th January 2017 and Misc.-03/2015/CN 34/A-2 dated 12th May 2015 & 30th September 2015.

7.3 Valuation of Assets

The valuation of affected land and structures will be governed by the following process:

- Land surveys for determining the payment of compensation would be conducted on the basis of updated official records and ground facts. The land records containing information like legal title, and classification of land will be updated expeditiously for ensuring adequate cost compensation. Records as they are on the cut-off date will be taken into consideration while determining the current use of land. The economically unviable residual land remaining after the land acquisition will be acquired as per the provisions of RFCT in LARR Act, 2013 or through direct purchase negotiation rules of Maharashtra Govt. Rules.
- The methodology for verifying the cost for each type of loss will calculate as per the provision made in the RFCT in LARR Act, 2013 or through direct purchase negotiation rules of Maharashtra Govt. Rules.

1. Valuation of Land

Initially the Direct Purchase Method under Government of Maharashtra Resolution No: Misc.-03/2015/C.N.34/A-2 on 12th May 2015 and 30th September 2015 will be adopted for acquisition of private land affected by NMRP Phase II. For any reason if any one of the affected persons do not agree with this regulation, then land acquisition will be done as per RFCTLAAR, Act – 2013. The valuation is aligned with the requirements of lenders and represent replacement cost. The details of valuation of land is given in the **Annexure-11**.

2. Valuation of Trees

Compensation of trees will be based on their full replacement cost. The District Collector or concern forest department of similar authority or agriculture department or horticulture department is the authority for the purpose of determining the market value of trees and plants attached to the land acquired.

7.4 Key Impact Area

Table 7.1: Indicative List of Social Impacts

1	Impacts on land, livelihoods and income	<ul style="list-style-type: none"> • Level and type of employment • Intra-household employment patterns • Income levels • Standard of living Access and control over productive resources • Economic dependency or vulnerability • Disruption of local economy • Impoverishment risks • Women’s access to livelihood alternatives
2	Impacts on physical / natural resources	<ul style="list-style-type: none"> • Impacts on natural resources, soil, air, water, forests • Pressures on land and common property resources
3	Impacts on private assets, public services and utilities	<ul style="list-style-type: none"> • Capacity of existing health and education facilities • Capacity of housing facilities • Pressure on supply of local services • Adequacy of electrical and water supply, roads, sanitation and waste management system • Impact on private assets like bore wells & temporary sheds
4	Health / safety impacts	<ul style="list-style-type: none"> • Health impacts due to in-migration of labor and worker. • Health and safety impact on local community and worker. • Health impacts due to project activities with a special emphasis on women's health & Impact on the elderly
5	Impacts on culture and social cohesion	<ul style="list-style-type: none"> • Transformation of local political structures • Demographic changes • Shifts in the economy • Ecology balance • Impacts on the norms, beliefs, values and cultural life • Crime and illicit activities • Stress of dislocation • Impact of separation of family cohesion • Violence against women

7.5 Impacts at different stages of the project cycle

The type, timing, duration, and intensity of social impacts will depend on and relate closely to the stages of the project cycle. Below is an indicative list of impacts:

Table 7.2: Impacts at different stages of Project Cycle

1	Pre-construction Phase	<ul style="list-style-type: none"> • Interruption in the delivery of services • Land speculation • Stress of uncertainty
2	Construction Phase	<ul style="list-style-type: none"> • Displacement and relocation of NTH • Influx of migrant construction workforce • Health impacts on those who continue to live close to the construction site • Traffic diversions and risk to existing structures • Temporary land requirement⁷ • Dust generation • Noise generation
3	Operation phase	<ul style="list-style-type: none"> • Reduction in employment opportunities compared to the construction phase • Impact on Elderly and PwD • Economic benefits of the Project • Benefits on new infrastructure - New patterns of social organisation.
4	De-commissioning Phase	<ul style="list-style-type: none"> • Loss of economic opportunity • Environmental degradation and its impact on livelihoods
5	Others	<p>Direct and indirect impacts</p> <ul style="list-style-type: none"> • Direct impacts" will include all impacts that are likely to be experienced by the DPs • Indirect impacts" will include all impacts that may be experienced by those not directly affected by the acquisition of t*a (i.e. TH and NTH), but those living in the project area as general public. <p>Differential Impacts</p> <ul style="list-style-type: none"> • Impact on women, children, the elderly and the PwD • Impacts identified through tools such as Gender Impact Assessment Checklists, and Vulnerability and Resilience Mapping <p>Cumulative impacts</p> <ul style="list-style-type: none"> • Measureable and potential impacts of other projects in the area along with the identified impacts for the Project in question' • Impact on those not directly in the project area but based locally or even regionally.

Temporary land will be required for the workers camps & parking area near sites, etc. Contractors will make leasing transactions with private owners in order to minimize permanent land acquisition. It is part of the contract document.

7.6 Social Impacts during Construction & Operation and its Management Plan

1 Social Impacts during Construction Phase

Major part of the alignment runs along the central verge of the roads. Therefore, it disturbs the people to the minimum. However, there may be some impacts on the people living in the vicinity of the alignment and passing through the roads of the alignment since there would be barricading to provide space for working. The likely social impacts during construction phase have been discussed in the following sections.

1.1 Traffic Diversions and Risk to Existing Buildings

During construction period, complete/partial traffic diversions on road will be required, as most of the construction activities are on the central verge of road. Barricades would be installed for the safety of public by segregating the working area and the area accessible by public. Traffic would get affected on the roads. Most of the roads in Nagpur city are two lanes either side hence one lane would be available for smooth flow of traffic. Advance traffic updates/information on communication systems will be an advantage to users of affected roads. The metro rail corridor does not pose any serious risk to existing buildings since there is safe distance between buildings and proposed corridor. Special care has to be taken for safety of the structures during construction.

1.2 Dust Generation

Transportation of earth and construction material will involve use of significant number of trucks and dumpers. Heavy machinery like compactors, rollers, water tankers, and dumpers etc. will be used for the construction activities. This activity is machinery intensive resulting in dust generation. However, this activity will be only short-term. Protective measures shall be undertaken during construction phase. Movement of trucks and other heavy equipment's and machinery would generate dust at construction site during construction period.

1.3 Noise Generation

Noise would be generated during construction due to use of heavy machinery for construction specially piling operations. The major sources of noise pollution during construction are movement of vehicles for transportation of construction material to the construction site and the noise generating activity at the construction site itself. The Metro construction is equipment intensive. Thus, the populace in the vicinity of the metro alignment would face the less problem of noise generated during construction.

1.4 Employment Opportunities

The project is likely to be completed in a period of about 4 years. During this period manpower will be needed to take part in various activities. About 1000 persons are likely to work during peak construction activity for one Reach. Thus, the project would provide substantial direct employment. Besides, more people would be indirectly employed in allied activities and trades. It involves significant movement of materials for construction generating direct employment opportunities. Such a large project would also lead to significant secondary and tertiary employment generation in the material supply industries, transport sector and others.

1.5 Loss of Trees

The construction of NMRP Phase-II will likely to be cut 74 numbers of trees on private land. Maha-Metro will make an utmost effort to save the trees by pruning or other feasible adjustment. The compensation for these is given in the R&R budget.

2. Social Impacts during Operations

During operation of the proposed Nagpur Metro project there would be significant positive impacts.

2.1 Impacts on Elderly and Disabled People

There could be severe impacts on elderly and people with disability if proper attention is not given and appropriate mitigating measures are not taken up while developing the metro rail system in Nagpur. The elderly people with disabled and otherwise vulnerable people were contacted and interacted to take their views and reactions to the metro project coming up in Nagpur city. They raised their concern about the facilities which may be specific for elderly and people with different type of disabilities. They were explained about the provisions about elderly and disabled people in the project design and the measures to be adopted by NMRCL during operations.

Adequate support staff will be placed as part of operations of the metro to support the elderly, women and disabled people. Following provisions have been made for elderly and people with disability including ramp, low height ticket counters, Bailly buttons for lifts, escalators, tactile paths, wheelchair etc.,. The mitigating measures for disabled and elderly people have been discussed in social management plan.

2.2 Employment Opportunities

In operation phase of the project about 30 persons per kilometer length of the corridor will be employed for operation and maintenance of the proposed system in shifts, which equates to a total of approximately 1290. Thus, the

project would provide substantial direct employment. Besides, more people would be indirectly employed in allied activities and trades, such as Logistics and Transportation, Supply Chain Management, Manufacturing, Consultancy Services etc.

2.3 Enhancement of Economy

The proposed transport facility of Nagpur Metro project will facilitate sub-urban population to move quickly. With the development of this project, it is likely that more people will be involved in trade, commerce and allied services. NMRP will, however, make it convenient for more people to move in the present suburban areas. This will reduce population pressure on transport facilities in the urban area.

2.4 Mobility Safety and Reduced Accidents

The metro network increases the mobility of people at faster rate. The proposed corridor will provide more people connectivity to other parts of the city. Metro journey is safe and result in reduced accidents on roads.

2.5 Traffic Congestion Reduction

To meet the forecast transport demand in the year 2031, it is estimated that the number of buses and private vehicles like cars and two wheelers would increase significantly. The proposed development will reduce journey time and hence congestion and delay.

2.6 Reduced Noise Pollution

It is estimated that introduction of metro system in Nagpur would substitute a mix of vehicles from the roads. Since the vehicular movement and more particularly engine operation, use of horns, honking etc. leads to heavy noise along the corridor. The noise level is proportional to the number of vehicles. Noise level is already significantly higher along the corridor. Practically, the demand for vehicles on Nagpur roads will increase significantly in future due to increased population and developmental activities. The substitution of vehicles from roads will reduce the noise significantly.

2.7 Reduced Fuel Consumption and Air Pollution

On implementation of the project, it is estimated that both petrol and diesel consumption will get reduced. The saving will be due to two factors namely Reduction in vehicles and decongestion on roads. The reduced number of vehicles on road will further reduce the emissions from vehicular traffic thereby resulting in significant improvement in air quality of Nagpur city along the Metro corridors. Thus, the Nagpur metro will have positive social impacts during operations.

3 Social Management Plan

The social management plan is meant to minimize the adverse impacts and maximize the positive impacts of the Nagpur Metro Project.

3.1 Land Acquisition Impacts

It has been proposed to purchase the land from the land owners through Direct Purchase method as per the Government Resolution of Maharashtra Government dated 12th May 2015 wherein the property owner is being paid 250% of market value of the land to be acquired. 51 TH land would be purchased directly through consent as per Maharashtra Government Resolution by paying 250% of market value. There would be no stamp duty or any other transaction charge. Stamp duty, if any applicable, would be borne by the Implementing organization.

The impact to livelihoods to affected NTH will be compensated by Rs. 5000/- along with one-time shifting assistance of Rs. 5000/- to each kiosk owner.

Community structures will be shifted in consultation with local authority & people. NMRP will relocate the CRP as a part of rehabilitation plan.

3.2 Labour Camp

The Contractor during the progress of work will provide, erect and maintain the necessary (temporary) living accommodation and ancillary facilities for labour to standards and scales approved by the NMRCL. The location of the camp is not yet identified but will be constructed & maintained as per the Indian Labour laws & International Labour Organization (ILO).

All temporary accommodation must be constructed and maintained in such a fashion that uncontaminated water is available for drinking, cooking and washing. Safe drinking water shall be provided to the dwellers of the construction camps. Adequate washing and bathing places shall be provided, and kept in clean and drained condition. Construction camps are the responsibility of the concerned contractors and these shall not be allowed in the construction areas but sited away. Adequate health care is to be provided for the work force. NMRP through the GC shall time to time be monitoring whether the contractor is providing proper facilities at Labour camps and if found not being done properly would be penalised.

Influx of non-local labours could create a social issue, to avoid or minimize the impact following measures shall be adopted.

- Mixing of skilled non-local labours with local unskilled people will reduce social frictions.
- To avoid labor influx risk, sensitizing of local community and the non-local workers separately as well as jointly shall be done regularly.
- All contracted workers will need to abide by a worker code of conduct that includes measures to reduce impacts to local communities.

- This issue will be closely monitored as part of the project grievance mechanism.

3.3 Sanitation Facilities

Construction sites and camps shall be provided sanitary latrines and urinals. Sewerage drains shall be provided for the flow of used water outside the camp. Drains and ditches should be treated with bleaching powder on a regular basis. The sewage system for the camp must be properly designed, built and operated so that no health hazard occurs and no pollution to the air, ground or adjacent watercourses takes place. Garbage bins must be provided in the camp and regularly emptied and the garbage disposed-off in a hygienic manner. NMRP through the GC shall time to time be monitoring whether the contractor is providing proper sanitation facilities and if found not being done properly would be penalised.

3.4 Shelter at Workplace

At every workplace, shelter shall be provided free of cost, separately for use of men and women labourers. Sheds shall be maintained in proper hygienic conditions. NMRCL through the GC shall time to time be monitoring whether the contractor is providing proper shelter facilities and if found not being done properly would be penalised.

3.5 First aid facilities

At every workplace, a readily available first-aid unit including an adequate supply of sterilized dressing materials and appliances shall be provided. Suitable transport shall be provided to facilitate taking injured and ill persons to the nearest hospital. NMRP through the GC shall time to time be monitoring whether the contractor is providing proper first aid facilities and if found not being done properly would be penalised.

3.6 Housekeeping

Housekeeping is the act of keeping the working environment cleared of all unnecessary waste, thereby providing a first-line of defence against accidents and injuries. Contractor shall understand and accept that improper housekeeping is the primary hazard in any construction site and ensure that a high degree of environmental sanitation is always maintained. Environmental sanitation is the responsibility of all site personnel, and line management commitment shall be demonstrated by the continued efforts of supervising staff towards this activity. NMRP through the GC shall time to time be monitoring whether the contractor is providing house-keeping and if found not being done properly would be penalised. General housekeeping shall be carried out by the contractor and at all times at Work Site, Construction Depot, Batching Plant, Labour Camp, Stores, Offices and toilets/urinals. The contractor shall employ a special group of housekeeping personnel to carry out following activities:

Barriers, barricades etc. shall be erected around the site in order to prevent the surrounding area from excavated soil, rubbish etc., which may cause inconvenience to and endanger the public. The barricade especially those exposed to public shall be aesthetically maintained by regular cleaning and painting as directed by the Employer. These shall be maintained in one line and level.

The structure dimension of the barricade, material and composition, its colour scheme, NMRP logo and other details.

- All stairways, passageways and gangways shall be maintained without any blockages or obstructions. All emergency exits passageways, exits fire doors, break-glass alarm points, fire-fighting equipment, first aid stations, and other emergency stations shall be kept clean, unobstructed and in good working order.
- All surplus earth and debris are removed/disposed-off from the working areas to designated dumpsites. Trucks carrying sand, earth and any pulverized materials etc. in order to avoid dust or odour impact shall be covered while moving.
- No parking of trucks/trolleys, cranes and trailers etc. shall be allowed on roads, which may obstruct the traffic movement.
- Roads shall be kept clear and materials like: pipes, steel, sand boulders, concrete, chips and brick etc. shall not be allowed on the roads to obstruct free movement of road traffic.
- Water logging or spillage on roads shall not be allowed.
- Proper and safe stacking of material are of paramount importance at yards, stores and such locations where material would be unloaded for future use. The storage area shall be well laid out with easy access and material stored / stacked in an orderly and safe manner.
- Flammable chemicals / compressed gas cylinders shall be safely stored.
- Unused/surplus cables, steel items and steel scrap lying scattered at different places within the working areas shall be removed to identified locations.
- All wooden scrap, empty wooden cable drums and other combustible packing materials, shall be removed from work place to identified location(s).
- Empty cement bags and other packaging material shall be properly stacked and removed.

3.7 Traffic Diversion/ Management

During construction, traffic is likely to be affected. Hence Traffic Diversion Plans are required in order to look for options and remedial measures so as to mitigate any traffic congestion situations arising out due to acquisition of road space during Metro construction of the corridor. Any reduction of road space during Metro construction results in constrained traffic flow. In order to retain satisfactory levels of traffic flow during the construction period, traffic management and engineering measures need to be taken. They can be road

widening exercises, traffic segregation, one-way movements, traffic diversions on influence area roads etc. Maintenance of diverted roads in good working condition to avoid slow down and congestion shall be a prerequisite during construction period. Only temporary diversion plans will be required during construction of the proposed Metro corridor. Keeping in view the future traffic growth and reduction of carriageway due to Metro construction, implementation of traffic management/diversion plans shall become inevitable for ensuring smooth traffic movement and similar traffic diversion plans shall be formulated and followed during the execution stage.

3.8 Traffic Management Guidelines:

The basic objective of the following guidelines is to lay down procedures to be adopted by contractor to ensure the safe and efficient movement of traffic and to ensure the safety of workmen at construction sites.

- All construction workers shall be provided with high visibility jackets with reflective tapes to protect from speeding vehicular traffic as most of viaduct and station works are on the right-of-way.
- Warn the road user clearly and sufficiently in advance.
- Provide safe and clearly marked lanes for guiding road users. Provide safe and clearly marked buffer and work zones.
- Provide adequate measures that control driver behaviour through construction zones.
- The primary traffic control devices used in work zones shall include signs, delineators, barricades, cones, pylons, pavement markings and flashing lights.
- NMRCL through the GC shall be monitoring always whether the contractor is managing traffic plans properly. NMRP along with the GC would also be regularly coordination with the traffic police and via apps and constant advertisements in local media updating citizens of Nagpur regarding work plans work flows areas affected and regarding slow movement of traffic if any. In case of need NMRP shall also seek additional support from the local police authorities to deploy additional man-power to avoid major traffic jams at work place. NMRCL is also open to deploying additional work force if required for proper traffic manning and implementing the entire traffic diversion plan in a systematic and proper manner.

3.9 Water Supply, Sanitation and Solid Waste Management

During Construction

The public health facilities, such as water supply, sanitation and toilets are much needed at the labour camps. Water shall be treated before use up to national drinking water standards. The collection and safe disposal of human wastes are among the most important problems of environmental health. The water carried sewerage solves the excreta disposal problems. The sewerage disposal systems shall be adopted for sewage disposal. The water for domestic

consumption shall be sourced from public water supply. Solid waste shall be stacked at designated place and when sufficient quantity accumulates it shall be disposed-off through covered trucks to land fill site designated and authorized by NMRP/NIT.

During Operations

Practically, public facilities at stations have to be operated by regular staff. The sewage will be treated with eco-friendly Bio-digestors at all stations. Regular Public interaction will be maintained by NMRP during construction as well as operations of the Nagpur Metro Rail Project.

Internal Monitoring of project implementation will be undertaken by NMRP for proper implementation of project and policies. NMRP through the GC shall time to time be monitoring whether the contractor is supervising things and implementing the plans properly and if found not being done properly would be penalised.

3.9 Provisions for Elderly and people with Disability

An effort has been made to create a user-friendly mass transport system which can ensure accessibility to persons with disabilities, people travelling with small children or are carrying luggage, as well as people with temporary mobility problems (e.g. a leg in plaster) and the elderly persons. The design standards for universal access to Public Transport Infrastructure including related facilities and services, information, etc. would benefit people using public transport.

- Stations for all rail travel shall be fully accessible with extra wide turnstiles where possible alongside wheelchair accessible doorways
- All new railway stations shall be designed to be fully accessible.
- For persons with hearing impairments, an electronic sign board (digital display) should be displayed on each platform at conspicuous location for all announcements made by the railways.
- The gap between the car doors and the platform shall preferably as per design;
- Identification signage shall be provided on the doors of wheelchair accessible coach;
- If the car door and the platform cannot be at the same level, then at least one car doors shall have apparatus such as a hydraulic lift or pull-out ramp installed in the doorway for wheelchair users.
- Space for a wheel chair shall be available at the side of the door.
- The space shall be indicated inside and outside the car by using the international symbol of access;
- Wheel stoppers and ring-strap or other appropriate safety grip shall be provided for wheelchair users.
- An appropriate number of designated seats for passengers with disabilities and elderly people should be provided near the doors.

- Approach route shall not have level differences. If the station is not on the same level as the walkway or pathway, it should a ramp.
- Walkway surfaces should be non-slippery.
- Approach walkway shall have tactile pavements for persons with visual impairments.
- There shall be at least one low counter for visually impaired persons.

3.10 The Platforms should:

- Have non-slip and level flooring;
- Have seating areas for people with ambulatory / orthopaedic disabilities;
- There shall be no gap or difference in level between the train entry door and the platform.
- All platforms shall be inter-connect by means of an accessible routes or lifts.
- Provide accessible level entrance to the train coach.
- Colour can be used to identify routes and provide assistance in locating doors, walls and hazards.
- In addition to identifying hazards or warnings, tactile floor surfaces can also be used to inform that there is a change in area (e.g. leaving a corridor and entering a boarding area).
- Tactile systems should be consistent throughout the building.
- Good lighting assists those with a visual disability to see better and allows people who have a hearing impairment to lip read easier. However, care should be taken to properly direct lighting and to use matte finishes on floors, walls and signage.
- Blinds can be used to adjust lighting levels in areas where the natural lighting changes significantly throughout the day.
- Lifts shall have Braille buttons and audio announcement system for persons with vision impairments.
- Information or help desks shall be close to the terminal entrance, and highly visible upon entering the terminal
- Staff manning the counters shall know sign language.

The social Management Plan for Design, Construction and Operation phase is given in **Table 7.3**.

Table 7.3: Social Management Plan – Design, Construction & Operation Phase

S I	Project-related E&S issues	Action to be taken	Frequency	Implementation Agency/ Authority	Supervision Agency	Remarks
Design Phase						
1	Acquisition of Land from Land and	Land and structures to be acquired by direct purchase method by paying	Once	Revenue Department of State Govt.	NMRP	As given in DPR

S I	Project-related E&S issues	Action to be taken	Frequency	Implementation Agency/ Authority	Supervision Agency	Remarks
	structure owners	250% of Market value as per Maharashtra State Govt. GR.				
2	Elders and peoples with disability	<p>It shall be ensured that train contains fully accessible carriages. Staff shall be trained in methods of assistance and be at hand on request.</p> <p>Stations for all levels should be fully accessible with wide entrances and shall be accessible by wheelchair</p> <p>For persons with hearing impairments, an electronic sign board shall be displayed on each platform at noticeable locations</p> <p>For persons with visual impairments audio system announcing the station names and door location shall be available</p> <p>The gap between the car doors and the platform shall be less than 12 mm</p> <p>Identification signage shall be provided on the doors of wheelchair accessible coach</p> <p>Space for a wheelchair should be available at the side of the door.</p> <p>The space shall be indicated inside and outside the car by using the international symbol</p>	Once	Contractor	GC/ NMRP	Part of DPR

S I	Project- related E&S issues	Action to be taken	Frequen cy	Implementat ion Agency/ Authority	Supervisi on Agency	Remar ks
		<p>of access; Wheel stoppers and ring-strap or other appropriate safety grip shall be provided for wheelchair users An appropriate number of designated seats for passengers with disabilities and elderly people shall be provided near the doors. Approach route shall not have level differences. If the station is not on the same level as the walkway or pathway, it shall have ramp. Walkway surfaces shall be non-slippery. Approach walkway should have tactile pavements for persons with visual impairments. At least one of the counters shall have an induction loop unit to aid people with hearing impairments. The counters shall have pictographic maps indicating all the services offered at the counter and at least one of the counter staff should be sign language literate. There shall be at least one unisex accessible toilet At least one of the ticket gates shall be</p>				

S I	Project- related E&S issues	Action to be taken	Frequen cy	Implementat ion Agency/ Authority	Supervisi on Agency	Remar ks
		<p>for disable person (low level counter) to allow a wheelchair user through and have a continuous line of guiding paver for people with visual impairments The Platforms shall: Have seating areas for people with ambulatory disabilities All platforms shall inter-connect by means of an accessible routes or lifts and way finding references shall be available at decision points. Color shall be used to identify routes and provide assistance in locating doors, walls and hazards. Structural elements such as columns shall be color contrasted or brightly marked to assist visually impaired.</p>				
Construction Phase						
1	Labor Camps Providing safe habitation to workers.	<p>Providing safe habitation to workers. Contractor shall make sufficient arrangements as given in SHE Volume 8 Clause 51.4 for drinking water facilities for construction workers Worker camps and canteen facilities shall be protected from airborne and soil born insects and</p>	Continu ous through out constru ction	Project Manager/PM E Head/SHE Personnel	GC and NMRP	

S I	Project- related E&S issues	Action to be taken	Frequen- cy	Implementat ion Agency/ Authority	Supervisi on Agency	Remar ks
		pests by taking suitable measures as described in SHE Volume 8 Clause 56. & Clause 57.0 and its subsections				
2	Sanitation, Sewerage and waste disposal in worker's camp. Providing hygienic conditions in Labor camps and adequate Housekeeping in Labor camps	In compliance to Clause 40.5 of SHE Volume 8 , for disposal of sanitary waste generated at worker camps at batching plant, casting yards, sanitary facilities developed by Defense Research Development Organization (DRDO), with bio-digester technology shall be adopted. Mobile sanitary facilities shall be deployed at construction sites for workers. Authorized agencies shall be deployed for disposal of sewage and other solid waste generated at worker camps and construction sites	Continu- ous through out constru- ction	Project Manager/PM E Head/SHE Personnel	GC and NMRP	
3	General Housekeeping	Contractor shall provide sufficient resources (personnel and equipment) for general housekeeping at sites, utilities, and labor camps. Barricades shall be erected around the site in order to prevent the	Continu- ous through out constru- ction	Project Manager/PM E Head/SHE Personnel	GC and NMRP	

S I	Project-related E&S issues	Action to be taken	Frequency	Implementation Agency/ Authority	Supervision Agency	Remarks
		<p>surrounding area from excavated soil, rubbish etc., which may cause inconvenience to and endanger the public.</p> <p>The barricade especially those exposed to public shall be aesthetically maintained by regular cleaning and painting as directed by the Employer. These shall be maintained in one line and level</p> <p>All stairways, passageways and walkways shall be maintained without any blockages or obstructions. All emergency exits passageways, exits fire doors, break-glass alarm points, fire-fighting equipment, first aid stations, and other emergency stations shall be kept clean, unobstructed and in good working order</p> <p>Water logging or spillage on roads shall not be allowed</p> <p>Proper and safe stacking of material at sites shall be ensured</p>				
4	<p>Wastage of water. To ensure that best practices are adopted during</p>	<p>Contractor shall try and reduce the water consumption through use of water efficient sanitary fixtures at sites and project offices</p> <p>Leakage of water</p>	<p>Continuous throughout construction</p>	<p>Project Manager/PM E Head/SHE Personnel</p>	<p>GC and NMRP</p>	

S I	Project-related E&S issues	Action to be taken	Frequency	Implementation Agency/ Authority	Supervision Agency	Remarks
	construction phase to optimize water consumption	shall not be allowed through pipes and valves Reuse of water for dust suppression and plantation shall be planned				
5	Traffic management Avoid and minimize inconvenience to public due to congestion and traffic jams during construction	Location specific Traffic management plan shall be prepared to handle traffic flow particularly during peak hours. Co-ordination with traffic control shall be done for securing assistance from local police Traffic marshals shall be available at construction sites/ barricade openings to manage and assist traffic and movement of site vehicles Safety measures shall be undertaken by installing road signs and markings for safe and smooth movement of traffic. Communication shall be done with public through radio, TV & newspaper announcements regarding the construction activities causing disruptions or access restrictions in advance to minimize public inconvenience and smooth construction activities.	Continuous through out construction	Project Manager/PM E Head/SHE Personnel	GC and NMRP	
6	Occupation Health & Safety and	Workers shall be equipped with proper safety gears	Continuous through	Project Manager/PM E Head/SHE	GC and NMRP	

S I	Project-related E&S issues	Action to be taken	Frequency	Implementation Agency/ Authority	Supervision Agency	Remarks
	Safety with vehicles, people and livestock and signage	like helmets, gloves and gum boots. Periodic health checkup shall be conducted for construction workers Contractor shall take adequate precautions as per part 1 clauses 4 , and its subsections of SHE Manual	out construction	Personnel		
7	Gender Action Plan	Safe lighting at work place and worker's colony along with separate access to female/male toilets and waiting areas shall be ensured; First aid medical facilities at the working sites for pregnant women, elderly women and children shall be ensured; Adherence to provision of labor law shall be ensured for civil contracts Information shall be disseminated on potential negative impacts of construction activities through awareness building programs Secluded sanitary facilities shall be provided for women workers working onsite	Continuous throughout construction	Project Manager/PM E Head/SHE Personnel	GC and NMRP	
Operation Stage						
1	Sanitation and Housekeeping at Stations	Public facilities shall be provided at Stations and shall be maintained through enough number of	Continuous during Operations	Station Manager	NMRP	

S I	Project-related E&S issues	Action to be taken	Frequency	Implementation Agency/ Authority	Supervision Agency	Remarks
		<p>regular/contractual housekeeping</p> <p>Municipal solid wastes generated at stations shall be collected in color coded bins with suitable sizes for dry wastes (recyclable) and bio-degradable wastes and disposed/handled accordingly.</p> <p>Bio-digesters shall be provided for onsite treatment of sewage and grey water generated at stations, depots and other related utilities. As far as possible 'Zero Discharge Rule' shall be adopted.</p>				
2	Gender Action Plan	<p>It will be ensured that women, children and elderly people accessible facilities shall be provided at stations.</p> <p>Separate seating for women and, priority seating for pregnant women and elderly citizens will be provided in the coaches.</p> <p>Emergency intercom and video surveillance shall be part of metro operating system Separate toilets for men and women at stations shall be provided;</p>	Continuous during Operations	Station Manager	NMRP	

S I	Project-related E&S issues	Action to be taken	Frequency	Implementation Agency/ Authority	Supervision Agency	Remarks
		<p>Patrolling of platforms after sunset hours by security personnel shall be ensured</p> <p>Ladies security personnel to be deployed for frisking women passengers;</p> <p>Proactively encourage and promote women's employment in the metro services sector</p> <p>Secluded sanitary facilities shall be provided for women workers working onsite</p>				
3	Elders and peoples with disability	<p>Staff shall be trained in methods of assistance and shall be available at hand on request</p> <p>Good illumination shall be ensured at stations to ensure the comfort of visually impaired</p> <p>Braille buttons and audio announcement system shall be ensured for persons with vision impairments.</p> <p>It will be ensured that station operations shall be easy to understand and operate for persons with</p>	Continuous during Operations	Station Manager	NMRP	

S I	Project- related E&S issues	Action to be taken	Frequen cy	Implementat ion Agency/ Authority	Supervisi on Agency	Remar ks
		<p>learning disabilities, intellectual disabilities, and elderly persons.</p> <p>Information or help desks shall be close to the station entrance, and highly visible upon entering the station.</p> <p>In addition, they should be clearly identifiable and accessible to wheelchairs bound and normal users</p> <p>Help desks shall have a map of the facility and attendants can view with passengers, when providing information</p> <p>Staff manning the counters shall know sign language</p> <p>Lighting shall be positioned to illuminate the receptionist/person manning the counter and the desk top without creating glare</p>				

8 Entitlements, Assistance and Benefits

8.1 Introduction

This NMRP – Phase II project will have two type of Displaced Persons one is person with formal legal title holder (TH) and person who does not have formal legal rights i.e., non-Title holders (NTH). There are no residential and commercial structures of legal titleholders (TH) identified during the survey.

The NTH are the non-licensed kiosk holders with no permanent structure and exists within the RoW land. These are the street vendors kiosk with no formal legal title found during the base line socio economic survey.

The 3 CPR have been identified during baseline socio economic survey. There are no residential or commercial structures in the required land parcel as almost all titleholders have taken the land for investment purpose. The land will be acquired from the legal titleholders (TH) only. The Resettlement policy Framework describes provisions of all Displaced Persons including TH, NTH and CPR.

- (i) Loss of land, and trees as per provision.
- (ii) Assistance in lieu of the loss of business / wage income and income assistance during construction.
- (iii) Assistance for shifting and provisions for the relocation.
- (iv) Rebuilding and / or restoration of community resources / facilities

8.2 Cut – off Date for Entitlement

For titleholders in case of land acquisition under direct purchase through negotiation, the cut-off date shall be date of individual notification of land acquisition by the committee headed by Land Acquisition Officer. For non-titleholders, the cut-off date will be the start date of the census survey which is 3rd April 2023. DPs who settle in the affected areas after the cut-off date will not be eligible for compensation. They, however, will be given sufficient advance notice by requesting to vacate premises and dismantle affected structures prior to project implementation. Their dismantled structures /materials will not be confiscated, and they will not pay any fine or suffer any sanction.

8.3 Entitlements Matrix

An Entitlement Matrix has been developed based on RFTCLAAR, Act – 2013, Government of Maharashtra GR and EIB/ADB Environmental & Social Policy. The matrix summarized the types of losses and the corresponding nature and scope of entitlements and in compliance with Government of Maharashtra GR No Misc.-03/2015/C.N.34/A-2 dated 12 May 2015 (Annexure-12) and 30 September 2015 on Direct Purchase through Negotiation method, RFTCLAAR, Act – 2013 and ADB SPS, 2009 and EIB Environmental and Social Policy 2022 and ADB SPS, 2009. All compensation and assistance will be paid prior to any physical or economic displacement. **Table 8.1** presents the Entitlement Matrix for NMRP Phase II project as approved and endorsed by the Government of

Maharashtra and in alignment with the approved Compensation and Resettlement Policy attached as Annexure-12. This matrix addresses all categories of people being affected as per national law. In addition the table provides additional measures including livelihood restoration measures for those affected in order to ensure full alignment with lender standards.

The Social Impacts for this project are concern with Sr.no.1, 7, 8,9 & 10 as mentioned in the Table 8.1. The R & R Budget for the above-mentioned categories are presented in Table No. 12.1.

The compensation and allowances provided to TH and NTH as per the national law largely align with the requirements of EIB and the ADB. The only additional entitlements to be provided to bridge the gap between national and international requirements will require all NTH to be eligible for the following:

- Fund management support such as counselling, micro plan preparation, financial literacy, linkages with government schemes and banks etc.
- Assistance in the identification of an alternative commercial site.
- Assistance in obtaining security of tenure in the new location. The option of registration of the business should also be offered for those that wish to formalize their activity.
- Access to livelihood restoration measures for those that are impacted by economic displacement as per Chapter 4. This includes training and skill development, linkages with employment agencies/ organizations etc.

Apart from the above, there is a divergence, which can be seen between the compensation and allowances to be provided under national law as opposed to international standards in relation to temporary impacts during construction. Table 8.1 provides details of the approved measures under national law, along with the additional entitlements to be provided to align all categories of affected persons with international standards. The table is based on available information and includes all measures that will be further investigated and finalized in each of the reach RAPs. Categories as identified in the R&R Policy that have not been identified as being affected by the Project have been shaded.

All groups of affected persons as identified during the surveys will be included in the stakeholder engagement process to ensure they are fully informed about impacts, eligibility and their right to entitlements including compensation.

Table 8.1: Entitlement Matrix

Sr. No.	Categories	Entitlements	Responsible Agency	Additional support and livelihood restoration measures to meet International Standards
1	Loss of land only ⁸	Land will be acquired on payment of compensation as per RFCTLARR Act 2013. Or, Compensation as per Govt of Maharashtra's GR No: Misc.- 03/2015/C.N.34/A-2 (May 12, 2015, and September 30, 2015).	District Collector and NMRP	If the household has been identified as vulnerable, assistance to be provided to identify alternative land and securing tenure on the new site.
2 a	Loss of land and residential structure for owner only.- NA	<p>a) Land will be acquired on payment of compensation as per RFCTLARR Act 2013.</p> <p>b) One-time subsistence allowance of Rs.36,000/- per affected family who require to relocate due to project. + SC/CT will get Rs. 50,000 in addition.</p> <p>c) One-time Resettlement Allowance of Rs.50,000/- for affected family.</p> <p>d) Transportation- Physical assistance or a maximum of Rs.50,000/- per affected family will be provided based on following criteria of relocation site:</p> <p>(i) 1km-5km – Rs. 10,000/- (ii) 5km-10 km – Rs. 20,000/- (iii) 10km-15km – Rs. 30,000/- (iv) 15 km and above– Rs 50,000/-</p> <p>e) The owner is entitled to a 50 sq mtr house at outskirts of the city or alternatively in the vicinity of their area, the following will be offered:</p> <p>1) 50 sq ft-100 sq ft = 150 sq ft 2) 101 sq ft-200 sq ft = 300 sq ft 3) 201 sq ft-400 sq ft = 450 sq ft 4) 401 sq ft-550 sq ft= 550 sq ft 5) 551 sq ft and above= existing carpet area Or, The cash in lieu of house will be Rs.5,50,000/-</p> <p>f) Right to salvage affected materials.</p>	District Collector, PWD dept., and NMRP	NA

⁸ The residual part of land if found useless or inaccessible by the owner or if the owner desired so, shall also be acquired as per project requirement.

Sr. No.	Categories	Entitlements	Responsible Agency	Additional support and livelihood restoration measures to meet International Standards
		<p>Note: Stamp duty and registration charges will be born in case of new houses or sites</p> <p style="text-align: center;">Or,</p> <p>Compensation as per Govt of Maharashtra's GR No: Misc.-03/2015/C.N.34/A-2 (May 12, 2015, and September 30, 2015).</p>		
2b	Loss of land and residential structure for owner and tenant staying in the same premises.- NA	<p>Owner:</p> <p>a) Land will be acquired on payment of compensation as per RFCTLARR Act 2013.</p> <p>Tenant & Owner Both Owner and Tenant will get the following compensation:</p> <p>b) One-time subsistence allowance of Rs.36,000/- per affected family who require to relocate due to project.</p> <p>c) One-time Resettlement Allowance of Rs.50,000/- for affected family.</p> <p>d) Transportation- Physical assistance or a maximum of Rs.50,000/- per affected family will be provided based on following criteria of relocation site:</p> <p style="margin-left: 40px;">a. 1km-5km – Rs. 10,000/- b. 5km-10 km – Rs. 20,000/- c. 10km-15km – Rs. 30,000/- d. 15 km and above– Rs 50,000/-</p> <p>e) The owner is entitled to a 50 sq meter house at outskirts of the city or, in the vicinity of their area on ownership basis. The tenant will be entitled to a house of equivalent area of lease basis only. Following criteria will be used for determining the size of house.</p> <p style="margin-left: 40px;">1) 50 sq ft-100 sq ft = 150 sq ft 2) 101 sq ft-200 sq ft = 300 sq ft 3) 201 sq ft-400 sq ft = 450 sq ft 4) 401 sq ft-550 sq ft= 550 sq ft 5) 551 sq ft and above= existing carpet area</p> <p style="text-align: center;">Or,</p> <p>The cash in lieu of house will be Rs.5,50,000/-</p>	District Collector, PWD dept., and NMRP	NA

Sr. No.	Categories	Entitlements	Responsible Agency	Additional support and livelihood restoration measures to meet International Standards
		<p>f) Right to salvage affected materials.</p> <p>Note: Stamp duty and registration charges will be born in case of new houses or sites Or, Compensation as per Govt of Maharashtra's GR No: Misc.-03/2015/C.N.34/A-2 (May 12, 2015, and September 30, 2015). In the absence of mutual agreement between Owner and tenant the collector will decide the apportionment.</p>		
2c	Loss of land and residential structure partially but continues to remain in the balance portion of the same premises. NA	Same as 2a for acquired land area only. However, structure value for complete structure may be taken in total if remaining structure will be left in not accessible condition.	NMRP	NA
2d	Loss of land and residential structure partially and willing to surrender the same completely to Project Authority.NA -	As per section 94 owner can do this. He must request in writing. Compensation is same as 2a.	NMRP	NA
2e	Loss of land and residential structure. Owner not residing at the premises.- NA	<p>Owner:</p> <p>a) Land will be acquired on payment of compensation as per RFCTLARR Act 2013. b) In lieu of Loss of rental income (livelihood) suitable compensation will determine and given.</p> <p>Tenant will get below compensation:</p> <p>c) One-time subsistence allowance of Rs.36,000/- per affected family who require to relocate due to project. SC/ST (if displaced from schedule area) will get Rs. 50,000 in addition to the above.</p>	NMRP	NA

Sr. No.	Categories	Entitlements	Responsible Agency	Additional support and livelihood restoration measures to meet International Standards
		<p>d) One-time Resettlement Allowance of Rs.50,000/- for affected family.</p> <p>e) Transportation- Physical assistance or a maximum of Rs.50,000/- per affected family will be provided based on following criteria of relocation site:</p> <ul style="list-style-type: none"> a. 1km-5km – Rs. 10,000/- b. 5km-10 km – Rs. 20,000/- c. 10km-15km – Rs. 30,000/- d. 15 km and above– Rs 50,000/- <p>f) Right to salvage affected materials.</p> <p>g) The tenant is entitled to a 50 sq mtr house on the outskirts of the city or in the vicinity of their area on lease basis only. Alternately the tenant will be encouraged to buy the premises by paying the difference in cost, on mutually agreed basis with Maha Metro.</p> <p>Following criteria will be used for determining the size of house.</p> <ul style="list-style-type: none"> 1) 50 sq ft-100 sq ft = 150 sq ft 2) 101 sq ft-200 sq ft = 300 sq ft 3) 201 sq ft-400 sq ft = 450 sq ft 4) 401 sq ft-550 sq ft= 550 sq ft 5) 551 sq ft and above= existing carpet area <p>It must be noted that the tenant will be entitled only for the area for which they have the lease. Or, The cash in lieu of house will be Rs.5,50,000/-</p> <p>Note: Stamp duty and registration charges will be born in case of new houses or sites Or, Compensation as per Govt of Maharashtra's GR No: Misc.-03/2015/C.N.34/A-2 (May 12, 2015, and September 30, 2015).</p>		

Sr. No.	Categories	Entitlements	Responsible Agency	Additional support and livelihood restoration measures to meet International Standards
		In the absence of mutual agreement between Owner and tenant the collector will decide the apportionment.		
3a	Loss of land and commercial structure for owner only. NA	<p>a) Land will be acquired on payment of compensation as per RFCTLARR Act 2013. Or, An alternate build up commercial structure of area 10% above the existing area will be provided in the vicinity.</p> <p>b) Transportation- Physical assistance or a maximum of Rs.50,000/- per affected unit will be provided based on following criteria of relocation site:</p> <p>(i) 1km-5km – Rs. 10,000/- (ii) 5km-10 km – Rs. 20,000/- (iii) 10km-15km – Rs. 30,000/- (iv) 15 km and above– Rs 50,000/-</p> <p>c) Right to salvage affected materials. Or, Compensation as per Govt of Maharashtra's GR No: Misc.-03/2015/C.N.34/A-2 (May 12, 2015, and September 30, 2015).</p>	NMRP	NA
3b	Loss of partial land and commercial structure but continues to run business in the same premises. NA	Same as 3a for land area to be acquired only.	NMRP	NA
3c	Loss of partial land and commercial structure but owner willing	<p>As per section 94 of RFCTLARR Act 2013 owner can do this. DPs must request in writing.</p> <p>Compensation is same as 3a for the entire property.</p>	NMRP	NA

Sr. No.	Categories	Entitlements	Responsible Agency	Additional support and livelihood restoration measures to meet International Standards
	to surrender complete property. NA			
3d	Loss of land and commercial structure owner not on premises. Tenants on property. NA	<p>Owner:</p> <p>a) Land will be acquired on payment of compensation as per RFCTLARR Act 2013.</p> <p>b) If the Loss of rental income (livelihood) suitable compensation will determine.</p> <p>Tenant:</p> <p>c) An alternate built up commercial structure of area 10% above the existing area. This commercial structure will be on Tenancy basis only. Or, Alternately the tenant will be encouraged to buy the premises by paying the difference in cost, on mutually agreed basis with Maha Metro.</p> <p>d) Transportation- Physical assistance or a maximum of Rs.50,000/- per affected unit will be provided based on following criteria of relocation site:</p> <p>(i) 1km-5km – Rs. 10,000/- (ii) 5km-10 km – Rs. 20,000/- (iii) 10km-15km – Rs. 30,000/- (iv) 15 km and above– Rs 50,000/-</p> <p>e) Right to salvage affected materials.</p> <p>Note: Stamp duty and registration charges will be born in case of new houses or sites Or, Compensation as per Govt of Maharashtra's GR No: Misc.-03/2015/C.N.34/A-2 (May 12, 2015, and September 30, 2015).</p> <p>In the absence of mutual agreement between Owner and tenant the collector will decide the apportionment.</p>	NMRP	NA

Sr. No.	Categories	Entitlements	Responsible Agency	Additional support and livelihood restoration measures to meet International Standards
3f	Loss of land and commercial structure for owner and tenant. NA	<p>The following compensation package will be offered:</p> <p>Owner:</p> <p>a) Land will be acquired on payment of compensation as per RFCTLARR Act 2013. Or, An alternate build up commercial structure of area 10% above the existing area will be provided in the vicinity.</p> <p>b) Transportation- Physical assistance or a maximum of Rs.50,000/- per affected unit will be provided based on following criteria of relocation site:</p> <p>(i) 1km-5km – Rs. 10,000/- (ii) 5km-10 km – Rs. 20,000/- (iii) 10km-15km – Rs. 30,000/- (iv) 15 km and above– Rs 50,000/-</p> <p>Tenant:</p> <p>c) An alternative builds up commercial structure of area 10% above the existing area. This commercial structure will be on Tenancy basis only. Or, Alternately the tenant will be encouraged to buy the premises by paying the difference in cost, on mutually agreed basis with Maha Metro.</p> <p>d) Transportation- Physical assistance or a maximum of Rs.50,000/- per affected unit will be provided based on following criteria of relocation site:</p> <p>(v) 1km-5km – Rs. 10,000/- (vi) 5km-10 km – Rs. 20,000/- (vii) 10km-15km – Rs. 30,000/- (viii) 15 km and above– Rs 50,000/-</p>	NMRP	NA

Sr. No.	Categories	Entitlements	Responsible Agency	Additional support and livelihood restoration measures to meet International Standards
		<p>e) Right to salvage affected materials.</p> <p>Note: Stamp duty and registration charges will be born in case of new houses or sites</p> <p>Or,</p> <p>Compensation as per Govt of Maharashtra's GR No: Misc.-03/2015/C.N.34/A-2 (May 12, 2015, and September 30, 2015).</p> <p>In the absence of mutual agreement between Owner and tenant the collector will decide the apportionment.</p>		
4	Loss of land and residential cum commercial structure for owner only NA	<p>Land will be acquired as per RFCTLARR Act and commercial unit in accordance with 2a and 3a guidelines will be considered with mutual agreement.</p> <p>Or,</p> <p>Compensation as per Govt of Maharashtra's GR No: Misc.-03/2015/C.N.34/A-2 (May 12, 2015, and September 30, 2015).</p>	NMRP	NA
5	Tenant – Residential cum Commercial NA	a) Compensation package will be worked out on above guidelines (Sr. 3a to 3f whichever applicable) with mutual discussion.	NMRP	NA
6a	Squatters- Residential (NTH) NA	<p>a) One-time Resettlement Allowance of Rs.50,000/- for affected family.</p> <p>b) One time subsistence allowance of Rs. 36000/- and SC/ST will get Rs. 50,000 in addition.</p> <p>c) Transportation- Physical assistance or a maximum of Rs.50,000/- per affected unit will be provided based on following criteria of relocation site:</p> <p>a. 1km-5km – Rs. 10,000/-</p> <p>b. 5km-10 km – Rs. 20,000/-</p> <p>c. 10km-15km – Rs. 30,000/-</p>	NMRP	<p>NTH to be provided support in finding a relocation site that provides similar or improved living conditions.</p> <p>Assistance is to be provided in securing tenure in the relocation site⁹.</p>

⁹ Securing tenure in a new location means access to a formal lease agreement or land tenure documents to ensure that the affected household is not moved again without adequate support and compensation.

Sr. No.	Categories	Entitlements	Responsible Agency	Additional support and livelihood restoration measures to meet International Standards
		<p>d. 15 km and above– Rs 50,000/-</p> <p>d) DPs losing residential units shall be offered SRA (Slum Rehabilitation Authority) housing unit of (25 or 30 sq meter) with the formation of cooperative societies.</p> <p>e) Right to salvage the affected materials.</p>		
6b	Squatters-Commercial (NTH) ¹⁰ NA	a) Replacement cost of lost structure and other applicable allowances (as per Mumbai Urban Transport Project (MUTP)- R&R Policy, 2000 issued by GoM GR dated 12 May 2023-(Refer Annexure-13 & Annexure-13A)	NMRP	<p>NTH to be provided support in finding a relocation site that provides similar or improved commercial conditions.</p> <p>Assistance is to be provided in securing tenure in the relocation site¹¹.</p>
7	Loss of trees and crops ¹²	<p>a. Advance notice to harvest crops, fruits, and timbers.</p> <p>b. Compensation for standing crops in case of such loss, based on an annual crop cycle at market value.</p> <p>c. Compensation for trees based on timber value at market price, and compensation for perennial crops and fruit trees at annual net product market value multiplied by remaining productive years; to be determined in consultation with the Forest Department/NMC for timber trees and the Horticulture Department for other trees/crops.</p>	NMRP	<p>Households whose livelihoods are reliant on crops and trees to be provided with support to ensure household income and subsistence does not drop to project related impacts.</p> <p>Need for additional transitional allowances, support in replanting crops and/or trees or other types of allowances to be assessed on a household by household level.</p>

¹⁰ Squatter commercial defined under item 6b is intended for the commercial squatters located in non-notified slum areas urban areas. The census survey has not identified any commercial structures in non-notified slum area. There is no notified & non-notified slum area within a project alignment.

¹¹ Securing tenure in a new location means access to a formal lease agreement or land tenure documents to ensure that the affected household is not moved again without adequate support and compensation.

¹² This is for titleholder & non - titleholder PAHs

Sr. No.	Categories	Entitlements	Responsible Agency	Additional support and livelihood restoration measures to meet International Standards
8.	Vulnerable Household ¹³	-One adult member of the vulnerable HH will be provided skill upgradation training for employability. Vulnerability allowance of INR 50,000/- to each vulnerable affected HH. Guidance in case legal assistance required.	NMRP	Additional allowances including transitional support to be assessed on a household by household level. Assistance to be provided to vulnerable households in accessing existing government programs.
9.	Owners of Kiosks (NTH) ¹⁴	The NMRP will relocate the Kiosks (NTH) to a nearby feasible location in proper coordination with local govt. authority ¹⁵ . In case of self-relocation opted by the kiosk owner, one-time shifting allowance of Rs. 5000/ will be provided to the kiosk owner. For temporary loss income during relocation of the kiosk to the new place, cash assistance based on the daily earning from the kiosk for 5 days* will be provided to kiosk owner (NTH).	NMRP	NTH ¹⁶ to be consulted on the relocation site by Maha Metro. Support to be provided on transporting the kiosk to the new relocation site as needed. The new location will be provided by Maha Metro. Support to be provided to unlicensed kiosks owners in registering their business (if desired). In case relocation results in more than 5 days loss of income the allowance will be complemented accordingly. All NTH to be provided access to livelihood restoration measures in the form of training, with affected individuals to be given a choice of between programs that suit their

¹³ This is for titleholder & non - titleholder PAHs

¹⁴ A total of 47 unlicensed kiosks have been identified during the census survey. The final surveys for development of RAPs will determine how many are licensed and how many unlicensed.

¹⁵ The kiosks have temporary structures and located within the corridor of impact.

* The kiosks will be relocated to the nearby place. The relocation of kiosks including running of the usual business activities will be completed within a maximum of 5 days by Maha Metro. Hence temporary income loss for the kiosk owner will be limited to a maximum 5 days.

¹⁶ Both registered and non-registered NTH are eligible for additional support and livelihood restoration measures.

Sr. No.	Categories	Entitlements	Responsible Agency	Additional support and livelihood restoration measures to meet International Standards
				needs (financial literacy, skills training). Where possible the project is to link NTH to suitable existing Government programs and support agencies (including NGOs).
10.	Common Property resources ¹⁷	<p>CPRs will be relocated / resettled in consultation with the community / local bodies.</p> <p>Civic infrastructure and community services with basic amenities would be provided in consultation with the affected community and the District/Urban/Rural administration.</p>	NMRP	<p>Consultation will begin early once the detailed design has been finalised and it is confirmed that CPRs cannot be avoided.</p> <p>Special measures will be undertaken to ensure that vulnerable households and vendors have equal access to consultation and are able to participate in decision making processes.</p> <p>In the event that the relocation of CPRs results in impacts to livelihoods, affected individuals or households will be enumerated, with census data to be collected and inclusion in the project livelihood restoration plan as described above.</p> <p>Measures will include transitional support to cover lost income, training, assistance in finding a new location to conduct livelihood activities and linking with existing government programmes.</p>

¹⁷ A weekly market will be affected by the project and require partial removal. The project was informed during consultation with relevant stakeholders that the market will be enlarged and that there will be no impact to vendors. If during the development of the project RAPs impacts to livelihoods are identified additional support measures to meet international standards will be applied.

Sr. No.	Categories	Entitlements	Responsible Agency	Additional support and livelihood restoration measures to meet International Standards
11.	Any other impact not identified ¹⁸	Any unforeseen impact would be mitigated as per the RFCTLARR Act 2013 or as per MUTP – R&R Policy, 2000 directed GoM GR dated 12 May 2023.	NMRP	<p>All impacted parties (including business owners and employees) to be provided a 30-day notice period prior to needing to move.</p> <p>Business owners/street vendors to be provided with an income loss allowance to cover costs during temporary impacts.</p> <p>Employees to be provided with a one-time inconvenience allowance to ensure no gap in income due to project induced impacts.</p>

Information is not currently available on the nature of magnitude of temporary impacts during the construction phase. Information is provided under category 11 in the entitlements matrix to provide guidance on any unforeseen impacts. In addition to the above, a summary of the principles guiding compensation and other entitlements for temporary construction impacts are:

- Continued access to all areas during the construction phase including the establishment of alternative access paths.
- Compensation for inconvenience if residential property owners cannot access their properties.
- Compensation for loss of income if commercial property owners cannot access their properties. This is to include compensation for loss of income during the period, along with assistance in finding new locations to conduct business in the case of mobile vendors.
- Compensation for any damage to structures because of construction activities, which is to include the actual cost of repairs, plus 100% solatium on the actual cost of repairs (time and effort spent on repairs/reconstruction)

The measures outlined above are based on information that is currently available. If there is a significant gap between publication of this framework and the development of the individual RAPs, information on impacted populations and their entitlements should be revisited.

The effectiveness of the resettlement action plan (RAP) relies on the continued involvement of

¹⁸ Mobile vendors, businesses and others who suffer temporary or permanent impacts during construction period will be covered under this, based on the final surveys conducted during RAP preparation .

those affected by the project. Finalisation of the RAP will require several additional rounds of consultations with PAPs. Consultations during resettlement plan implementation will involve providing support for PAPs to receive compensation and restore livelihoods. Another round of consultation will also be required when compensation and assistance have been provided.

9 Institutional Arrangement

A. Institutional Requirement

The implementation of RP requires involvement of various institutions at various levels and stages of project cycle. This section deals with roles and responsibilities of various institutions for a successful implementation of the RP. The institutions to be involved in the process are as follows:

- i) Maha Metro Rail Corporation Limited (MMRCL) – HQ level
 - General Manager (Design)/AGM LA& R&R
 - Deputy General Manager (Land)
 - Deputy General Manager (R&R)
 - Assistant Manager (Land) and R&R
- ii) Contractor
- iii) General Consultant (GC)
- iv) ADB

B. Implementation Arrangement

Project Implementation Unit at HQ level: Maha Metro, is responsible for the technical aspects and overall execution of the Phase-II project. The Executive Director will have the overall responsibility to supervise the project.

For execution of the project Maha metro has appointed general consultants who are technical experts for project implementation. The General Consultants shall be the project implementation unit which shall include Livelihood restoration specialist.

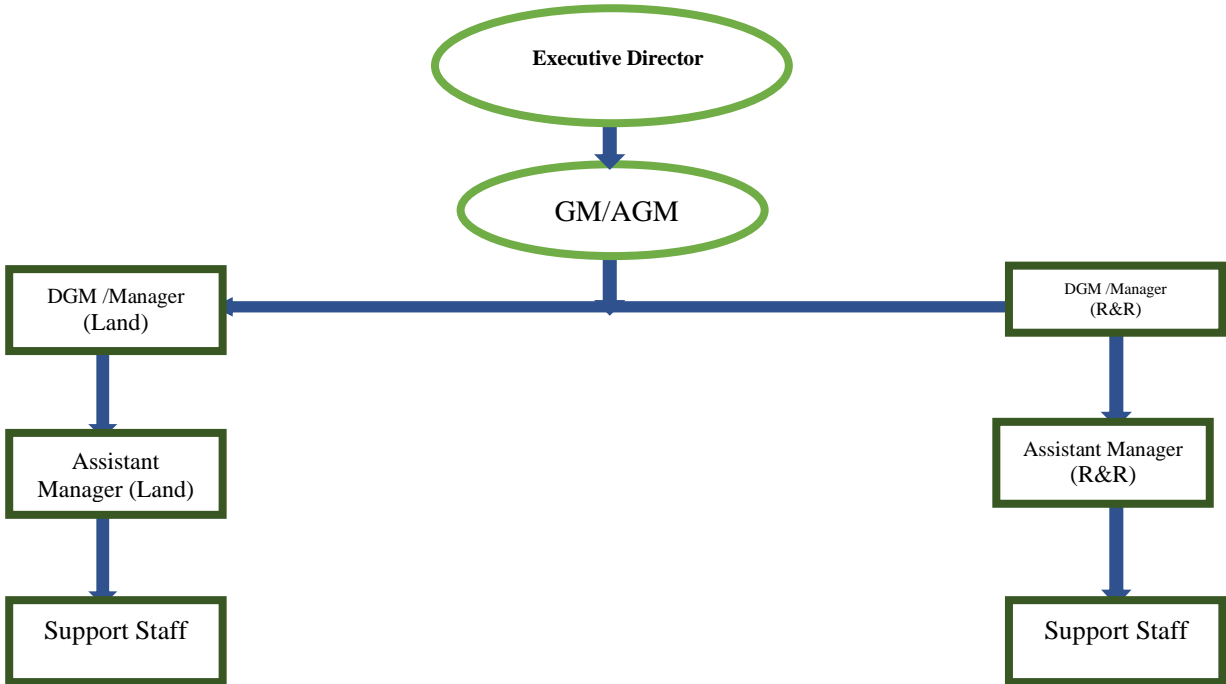
The Institutional setup for implementation of RP is given in below **Fig.9.1**. The role and responsibilities of implementing agency and General Consultants for implementation of resettlement activities are summarized in **Table 9.1**.

Table 9.1: Responsibility of Resettlement Plan Implementation

S.No	Institutions	Responsibility
1.	Executive Director/CPMs, NMRP	<ul style="list-style-type: none"> • Overall responsibility for implementing LA and relocation of NTH as per RP. • Review on progress of activities on RP implementation. • Resolve any implementation issues that may need intervention. • Ensure that the project comply with the provisions of ADB& EIB and Gol's policies and regulations
2.	General Manager /AGM / DGM, (Land)	<ul style="list-style-type: none"> • Responsible for processing the land acquisition proposals which will involves interfering with State Govt Agencies such as Revenue, PWD, NHAI determining compensations as per the laid down procedure, disbursement of compensation etc. • Oversee and coordinate with R&R and LA Teams on regular basis.

S.No	Institutions	Responsibility
		<ul style="list-style-type: none"> • Develop RAP implementation plans with the teams. • Ensure establishment of Grievance Redress Committee • Resolve issues related to R&R implementation.
3	Deputy General Manager (R&R)	<ul style="list-style-type: none"> • Responsible for all issues related with PAH. His role will involve interfering with PAH and assisting them in transition and livelihood restoration. He will be also be responsible for ensuring that the PAH get assistance in time. He will be co-ordinate with General Consultant (Who are the Project Executing Authority) for smooth implementation of PAH rehabilitation plan • Ensure timely disbursement of compensation amounts. • Oversee and ensure implementation of R&R. • Ensure timely disbursement of R&R assistance. • Ensure developing relocation sites and relocating CPRs as required. • Ensure that public consultations are held with the DPs during the RP implementation. • Ensure preparation of semi-annual safeguards monitoring reports.
4	Assistant Manager (Land and R&R), NMRP	<ul style="list-style-type: none"> • Supports the GM, DGM and ensures land acquisition for the project. Supports the GM, DGM and implementation of R&R.
5	Contractor	<ul style="list-style-type: none"> • Commence construction only when alignment is free of encumbrance. • Ensure safety of labor and other staff working at site location. • Maintain a grievance register to record grievances of DPs at each site. • Provide required data and information to PIU for development of semi-annual safeguards monitoring reports.
6	General Consultant / NMRP	<ul style="list-style-type: none"> • Coordinate with DPs and Implementing Agency (NMRP) for relocation of NTH. • Maintain records of land acquisition status, grievances and other R&R data. • Preparation of semi-annual Social Safeguard Monitoring Report. • Undertake Public Consultation with DPs periodically. • Disclosure of resettlement documents. • Monitoring of implementation process
7	Implementing Agency (NMRP)	<ul style="list-style-type: none"> • Oversee and ensure implementation of R&R. • Ensured Preparation of semi-annual Social Safeguard Monitoring Report. • Ensure timely disbursement of compensation amounts. • Oversee and coordinate with R&R and LA Teams on regular basis.

Figure 9.1: Institutional Setup for Resettlement Plan Implementation



10 IMPLEMENTATION SCHEDULE

10.1 Introduction

The implementation schedule of the resettlement plan mainly consists of a timeline for preparation of Resettlement Plans for each stretch, compensation to be paid to DHs and R&R activities. The implementation of the resettlement plan will be scheduled as per the overall project implementation. All activities related to the land acquisition and resettlement must be planned to ensure that compensation is paid prior to displacement and commencement of civil works and relocation of vendors is implemented.

Maharashtra Metro supported by the implementing agency will ensure that no physical or economic displacement of DHs will occur until: (i) compensation at full replacement cost has been paid to each DHs for project components or sections that are ready to be constructed; (ii) other entitlements listed in the resettlement plans to be prepared are provided to the DHs; and (iii) a comprehensive income and livelihood restoration program, supported by adequate budget, is in place to help DHs, improve, or at least restore, their incomes and livelihoods. Public consultation, monitoring and grievance redress will be undertaken throughout the project duration. The schedule is subject to modification depending on the progress of the project activities. The civil work in a section will commence only after all compensation and relocation has been completed and rehabilitation measures are in place. However, the section that does not require land acquisition and Resettlement can be taken up for construction.

10.2 Schedule for Project Implementation

The proposed project R&R activities are divided into three broad categories based on the stages of work and process of implementation. The details of activities involved in these three phases- Project Preparation phase, RP Implementation phase, Monitoring and Reporting are discussed in the following paragraphs.

10.3 Project Preparation Phase

The major activities to be performed in this phase include preparation and submission of RP for ADB approval; establishment of GRM etc. The public consultation will be a process initiated from this stage and will go on till the end of the project.

10.4 Implementation Phase

In implementation of RP which includes issues like verification and award of compensation by implementing agency/revenue department; payment of all eligible assistance; relocation of DPs; initiation of economic rehabilitation measures; site preparation for delivering the site to contractors for construction and finally starting the civil work.

The internal monitoring will be the responsibility of the Project Implementation Unit of Maha Metro and will start when the implementation of the resettlement plan starts and will continue till the completion of the project. The General Consultant will provide the necessary support for monitoring RP implementation.

10.5 Resettlement Implementation Schedule

An implementation schedule for R&R activities in Phase II project, including various sub-tasks and timelines matching with the civil work schedule, is prepared and presented in **Table 10.1**. However, the sequence may change, or delays may occur due to circumstances beyond the control of the project. Accordingly, the time can be adjusted for the implementation of the plan. Table 10 presents the R&R implementation schedule.

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

Table 10.1: R&R Implementation Schedules

Sl. No.	Activity	2023				2024				2025				2026				2027			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Project Preparation																					
1	Conduct census survey																				
2	Preparation of LAP/resettlement plans																				
3	ADB and Maha Metro approval of RP																				
4	Preparation of corridor wise RAPs								x	x											
5	Procurement of civil works																				
Land Acquisition																					
5	Payment of Compensation ¹⁹																				
6	Relocate shops, businesses																				
7	Clear the RoW																				
Income Restoration																					
8	Income Restoration																				
9	Restoration of Community Resources																				
Construction																					
10	Issue notice for start of civil works																				
11	Civil works																				
Ongoing Activities																					
12	Grievance Redressal																				
13	Consultations with DPs																				
14	Internal Monitoring																				

Note:- The civil work for NMRP Phase-II was initiated in the third quarter of 2023.

¹⁹ Compensation paid in 2023 and early 2024 corresponds to vacant private lands.

10.6 MONITORING AND REPORTING

10.6.1 Monitoring and Reporting

Monitoring and reporting is important activities in the RP implementation. The monitoring involves periodic assessment to ascertain whether R&R activities are progressing as per the schedule. Monitoring is the crucial mechanism for measuring project performance and fulfilment of the resettlement objectives.

10.6.2 Monitoring in Phase II project

The RP implementation of Phase II project will be closely monitored by the implementing agency with support from GC staff. One of the main roles of Maha Metro will be to see proper and timely implementation of all activities of RP. Maha Metro with support from GC staff will collect information from the project site and compile it in the form of monthly report to assess the progress and results of RP implementation and adjust work plan where necessary, in case of delays or any implementation problems. This monitoring will form part of regular activity and reporting on this will be extremely important to undertake mid-way corrective steps. The monitoring by Maha Metro will include:

- (i) Administrative monitoring: daily planning, implementation, DH database maintenance, and preparation of progress reports.
- (ii) Socio-economic monitoring: progress of the R&R activities will be monitored on a regular basis by GC and Maha Metro staff.
- (iii) Impact monitoring: Income standards restored/improved, and socio-economic conditions of the displaced persons.
- (iv) Third party monitoring of negotiated settlements
- (v) Semi-annual Social Monitoring reports documenting progress on RP implementation and compliance status of approved RP will be provided by the Maha Metro for review and approval from ADB.

10.6.3 Monitoring Indicators

The important components/indicators to be monitored are following kinds:

- (i) Physical indicators including change in quantum of land required for execution of project activities, number of TH, NTH and CPR affected by the project etc.
- (ii) Financial indicators including the disbursement of compensation to DHs.
- (iii) Impact indicators related to the longer-term effect of the project on people's lives.
- (iv) Grievances/complaint received and addressed.

Table 10.2: Indicators for monitoring the Resettlement Plan implementation.

Indicators	Parameter
Physical	Number of TH
	Number of NTH
	Number of vulnerable HHs
	Number of DHs eligible for compensation/assistance
	Number of DPs eligible for shifting allowance
Financial	Amount of compensation paid to TH

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

Indicators	Parameter
	Amount of assistance paid to NTH for loss of temporary income
Social	DPs awareness about their entitlement
	Number of Grievances/complaints recorded by site level GRM register
	Number of Public Consultation including number of participants
Grievance	Number of GRC meetings held
	Number of Grievances disposed by GRC to the satisfaction of DPs
	Number of Grievance received and addressed by GRC.
Process	Relocation of NTH as per schedule
	Land Acquisition and compensation
	Grievance Redressal process
Impact	Ensure better relocation/facilities
	Improvement in socio-economic status of vulnerable HHs
	DPs benefiting from the project

10.6.4 Reporting Requirement

The Maha Metro, responsible for supervision and implementation of the resettlement plan, will prepare monthly progress reports on resettlement activities with support from GC staff. The preparation of semi-annual Social Safeguard Monitoring Report will be done by GC staff which will determine whether resettlement goals have been achieved.

Maha will commission a RAP closure audit to confirm successful restoration of livelihoods.

11 Grievance Redress Mechanism

11.1 Introduction

The Grievance Redressal Mechanism (GRM) is an arrangement for receiving, documenting, and resolving grievances and complaints of DPs pertaining to social and environmental issues of the Phase II project. It is a time bound transparent mechanism to resolve any concern of DPs. The implementing agency will constitute the project specific GRM intended to address the DPs complaints. The Grievance Redressal Committee (GRC) will be constituted at two levels by NMRP to address the grievances.

11.2 Constitution of Grievance Redress Committee (GRC)

To receive and facilitate resolution of the DPs concern and complaints in a transparent manner the NMRP shall constitute two-tier GRC with representative from implementing agency, community, representative of DPs etc. for Phase II project. The Grievance from the DPs will be received by following ways:

- i) Letter to GRC or by email.
- ii) Telephonic grievance.
- iii) Grievance communicated to field staff or NMRP/GC/Contractor.

The grievances of the DPs will be recorded by the field/site staff in a GRM register and will be communicated to the GRC. The phone numbers and communication address of GRC members shall be displayed at prominent location near construction site. This GRC will be at two levels, site level (Tier 1) and HQ level (Tier 2). The GRC working mechanism shall be as follows:

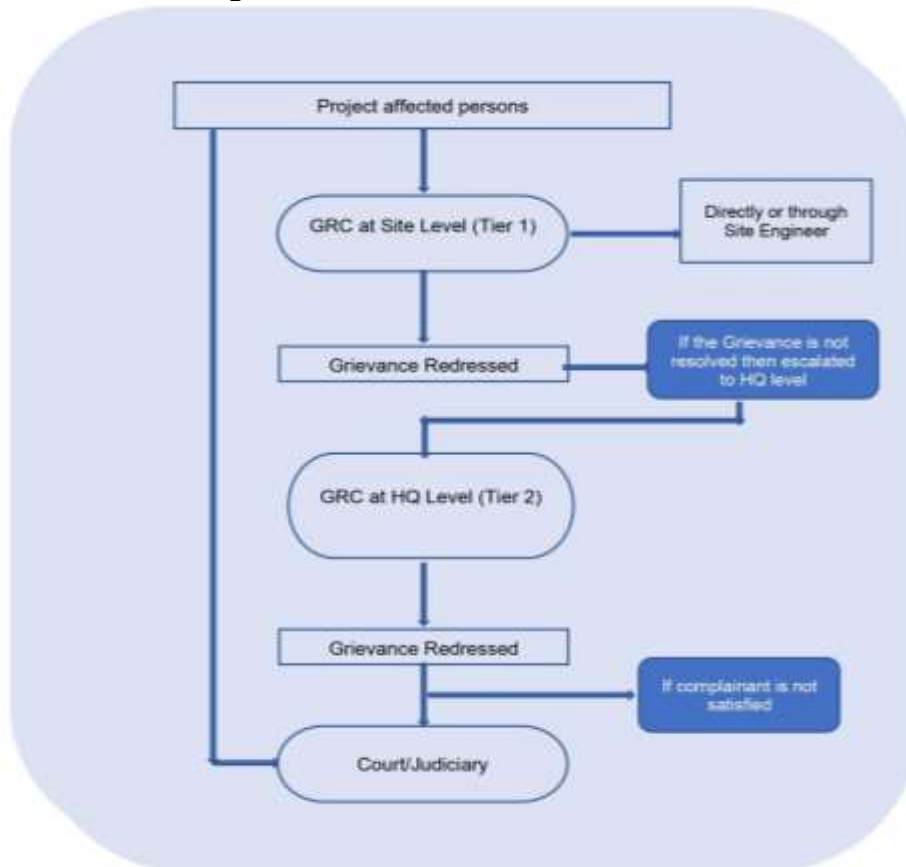
Grievances of DPs will be first brought to the attention of field level staff (Site Engineer). Then Site Engineer will forward the received grievance to Dy. CPM and Chief Project Manager (CPM) for consideration and redressal. The CPM (Tier 1) to the extent possible will address the complaint. The Grievance addressed (Tier 1) at site level, the copy of the compliance will be sent to the head office for record. If the Grievance is not redressed at Tier -1, then the Grievance will be forwarded to Tier -2 level at NMRP head office. The Tier -2 GRC members will include competent authority from land department of NMRP, designated officers from Revenue Department of Government of Maharashtra along with representative from DPs and Social Expert. The NMRP will maintain grievance registers both at site offices and at head office. The GRC will address only social and resettlement issues, and environmental issues both for TH and NTH. The decision of GRC will be documented and communicated to the concerned person in a transparent manner. In case the complainant is dissatisfied with the verdict of GRC, the complainant can approach the Court of Law²⁰.

²⁰ All land related matters fall under the jurisdiction of the State and therefore land ownership rights related disputes are dealt with and resolved in honourable court only.

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

When any grievance is brought to the field level staff (Site Engineers), it shall be resolved within 30 days from the date of complaint. The time taken to redress the grievance will be 2 weeks at Tier 2 level. NMRP will maintain a log of grievances documenting at respective site and HQ level. A flow chart of grievances redressal is indicated in Grievance Redressal Mechanism **Figure 11.1**.

Figure 11.1: Grievance Redressal Mechanism



People may also submit complaint to Funding Agencies (ADB/EIB) Accountability Mechanism. The Accountability Mechanism provides an independent forum and process whereby people adversely affected by ADB-assisted projects can voice, and seek a resolution of their problems, as well as report alleged violations of ADB's operational policies and procedures. Before submitting a complaint to the Accountability Mechanism, affected people should make a good faith effort to solve their problems by working with the concerned ADB operations department. Only after doing that, and if they are still dissatisfied, they approach the Accountability Mechanism. The information regarding the project GRM will be disclosed to public through public consultation process. In addition, awareness about the GRC and the process of registering a complaint will be disseminated through display boards at the site office. The records of all complaints including the status of redressal of complaint will be compiled in the semi-annual Social Monitoring Report.

12 Resettlement Budget and Financing Plan

12.1 Introduction

The resettlement cost estimated for the Phase II project includes land compensation, resettlement and relocation assistance and support cost for resettlement plan implementation. The support cost which includes staffing, monitoring and reporting, and other administrative expenses are part of the overall project cost. The cost of land acquisition of private and government land and relocation assistance of NTHs has been derived through consultation with DPs, relevant officials of revenue and land department and other local authorities and reference from old practices. Contingency provisions have been made to consider variation from this estimate. Some of the major items for this resettlement budget is listed below.

- i) Compensation for land (private and government)
- ii) Compensation for trees.
- iii) in lieu of temporary loss of income of kiosk owners
- iv) Shifting allowance to kiosk owners.
- v) Assistance to vulnerable HHs for livelihood strengthening.
- vi) Cost for implementation of resettlement plan.

12.2 R&R Budget

The project is proposed to acquire private land through direct purchase method. The compensation for acquisition of private land reflects compensation amount under the direct purchase method which will be 250% of market value. The R&R budget for the proposed Phase – II project is given in **Table 12.1**.

Table 12.1: R&R Budget

Sr.No	Items	Unit	Rate	Amount in Rs/-	Remark
A	Compensation of Land				
1	Private Land	5.57 Ha	Varied	120 Cr.	
	Government Land	3.7 Ha	Varied	22 Cr.	
	Subtotal A			142 Cr.	
B	Compensation for Commercial & Residential Structure				
	Items	Nos	Rate	Amount	
1	Permanent Structure	Nil	--	----	No permanent structures
2	Semi-Permanent Structure	Nil	--	----	No semi-permanent structures
3	Temporary Structure	Nil	---	----	No temporary structure of TH on their land.
4	CPR	03		0.77 Cr.	

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

Sr.No	Items	Unit	Rate	Amount in Rs/-	Remark
	Subtotal B			0.77 Cr.	
Relocation Assistance					
C	Items	Number	Rate	Amount	
1	One-time Shifting allowance of Rs. 5000/ to kiosk owners in case of self-relocation	47	5000	2,35,000/-	Maha Metro through Urban local body will assist shifting of kiosks and all the logistics will be provided by Maha Metro
2	One-time assistance of Rs. 5000/ to each kiosk owner	47	5000/*	2,35,000/-	
3	Subsistence allowance to DHs losing livelihood	Nil	4500/-	--	No DH losing livelihood.
4	Assistance to vulnerable DHs	29	50,000/-	14,50,000/-	
5	Compensation for private trees on private land (including cutting & valuation) Timber trees-66 no's Non-timber trees-6 no's Fruit trees-2 no's	74	Timber tree-13500/- Non-timber tree-Rs. 7000/- Fruit Trees-Rs. 25,500/-	9,84,000/-	Cutting-As per PWD schedule of rates year 2021-22. Valuation-Rates of standing trees-Forest Dept & Hort. dept. of NMC
	Subtotal C			29,04,000/-	---
RAP implementation support					
D	Items	Number	Rate	Amount	
1	Cost of R&R implementation	---	--	---	Not required as IA will do the R&R implementation
2	GRM cost	lumpsum	---	5,00,000/-	This cost includes the Public Consultation expenses also.
	Subtotal D			5,00,000/	
	Grant Total (A+B+C+D)			143,11,04,000/-	
	Contingency (10%)			14,31,10,400/-	
	GRAND TOTAL			157,42,14,400/-	

Note: *As per the project census survey, the average daily earning of kiosk owners is around Rs. 500/. One-time assistance of Rs. 5000/ to each kiosk owner will compensate the loss of average daily earning for 10 days.

13 ANNALYSIS OF COSTS AND BENEFITS AND RECOMMENDATIONS ON ACQUISITION

13.1 Cost and Benefits of Project

- The commissioning of the proposed Phase-II project is expected to result in both direct and indirect benefits to the users. Keeping in view the benefits of the project is termed as the most preferred option for new generation. The project costs and benefits are distributed among the project beneficiaries including vehicle owners, passengers, the labour force, and government and private entities. It is expected that society will gain multiple benefits from this Phase-II project such as savings in vehicle operating costs (VOCs), fuel, and travel time, as well as decreased pollution.
- It is expected that there will be savings in travel time for passengers who shift from road to the metro. This will be because of a higher average speed on the metro (84 kilometres per hour [km/h]) than by road (26 km/h).
- It is expected that there will be time savings for passengers who continue to use roads after the metro is commissioned. This is attributable to an increase in their average speed because of reduced congestion.
- There will be fuel savings because of a reduction in the number of vehicles on the road after a shift of passengers from road to metro.
- Due to the lesser number of vehicles on road due to metro, lesser road capacity will be required. This will result in savings of highway construction cost and less vehicle noise.
- Acquisition of private land has been minimised as far as possible. For the land needed to construct the metro alignment, stations, depots and power sub stations, the land requirement has been kept to the bare minimum. For elevated alignment, no land is proposed to be acquired permanently, except small areas for locating entry/ exit structures, traffic Integration etc. Elevated alignment is proposed to be located on the central verge of the road wherever possible.
- The project will benefit the poor and vulnerable in various ways. First, the benefit from the project directly from saved time and boost economically. A certain share of the drivers (e.g., owners of two-wheelers) who are poor will also enjoy reduced VOCs. The labour demand directly generated by the investment project is also likely to benefit low-income workers. Secondly, there will be indirect economic benefits generated by the investment project that will provide better access to jobs and education and promote structural transformation.

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

These induced effects will, on a wider scale, help the poor and vulnerable.

- Regarding benefits of the proposed metro project, a very large section of people expect that it will lead to enhancement in land prices, more employment opportunities, comfortable commuting, and a lot of business opportunities for the local people. Overall, landholders are hoping more benefits from the project in comparison to likely negatives.

13.2 Recommendations

- During interaction with the villagers of the project area, it was found that they are very well conversant with the positive impact of the phase-II project. However, they expect a reasonable and adequate compensation for loss of their assets in the process of land acquisition. Therefore, adequate and satisfactory monetary arrangement is must to compensate the people in lieu of their loss of land and emotional attachment.
- The outcome of public consultation indicates mainly three kinds of apprehensions by the affected people like – loss of access to residual part of affected plot, loss of business and income source, and case of multiple displacements. It is commits to that the residual part of land if found useless or inaccessible by the owner or if the owner desired so, shall also be acquired as per project requirement. In case of multiple displacements additional compensation shall be paid to the affected families as per the provision laid down under Section 39 of RFCTLARR Act. 2013/Maharashtra GR.
- Preference shall be given in providing employment through the contractors for works especially to those belonging to vulnerable groups.
- The project implementation agency shall ensure the appropriate technology to reduce land requirements, and ensure involuntary resettlement is avoided or minimized.
- Consultations shall always be carried out with affected persons, and concerned local social organizations. Inform all affected persons of their entitlements.
- Particular attention shall be given to the needs of vulnerable groups, especially those below the poverty line, the landless, the elderly, women and children.
- There shall be a grievance redress mechanism at project level to receive and facilitate resolution of the concerns of affected persons.

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

The social and cultural institutions of affected persons need to be supported.

- Transitional/transportation support and development assistance, such as land development, employment opportunities; and civic infrastructure and community services, as required shall be provided to the affected persons.
- The project shall improve the standards of living of the affected poor and other vulnerable groups, including women, to at least national minimum standards.
- The project shall provide non-monetary support measures and gender sensitive compensation approach including Legal assistance as needed; financial training to ensure proper administration of cash compensation for vulnerable households; skills up gradation programmes for vulnerable groups; relocation/moving assistance or allowance; right to salvage materials.
- Since, the project is being funded by the ADB & EIB (Funding Institutions) the implementing agency is required to ensure that all components of resettlement plan prepared under the project are implemented as per the provisions.
- The compensation and other assistance shall be provided to the affected persons before acquisition of land.
- Construction of metro may also lead to potential negative impacts such as the spread of STIs (Sexually Transmitted Infections), trafficking, and road safety issues. Potential negative impacts need to be addressed through community awareness raising sessions on health and safety issues.

ANNEXURE- 1: LAND ACQUISITION CIRCULAR FOR CORRIDOR OF IMPACT

CIN: U60100MH20155GC262054

Telefax : 0712-2554217



नागपूर मेट्रो रेल कॉर्पोरेशन लिमिटेड NAGPUR METRO RAIL CORPORATION LIMITED

(भागी सत्कार आणि महाराष्ट्र शासनाचा संयुक्त उपक्रम)
(A Joint Venture of Govt. of India & Govt. of Maharashtra)

CIRCULAR

No.NMRCL/Plg/A/Land Policy/2016/153/2326

Dated: 01/09/2016

Asst. Comm
07.09.2016
01.09.2016

Sub: Land acquisition policy for Nagpur Metro Project.

As per the approved DPR, the width of Metro Rail Corridor is 20m and therefore the land in this corridor was considered for acquisition. Although, the metro rail corridor mostly follows median of the roads, at some locations the alignment is away from the road. At such location, the need for optimisation of land acquisition was felt.

After optimisation of the width of viaduct, the requirement of corridor width for the purpose of land acquisition has been critically reviewed and the competent authority has approved the corridor width as under:

Sr. No.	Owner	ROW (in meters)
1	Government Ownership (GoM, GoI, NIT, NMC, MADC, AAI, Railways, etc.)	20
2	Private Ownership	15

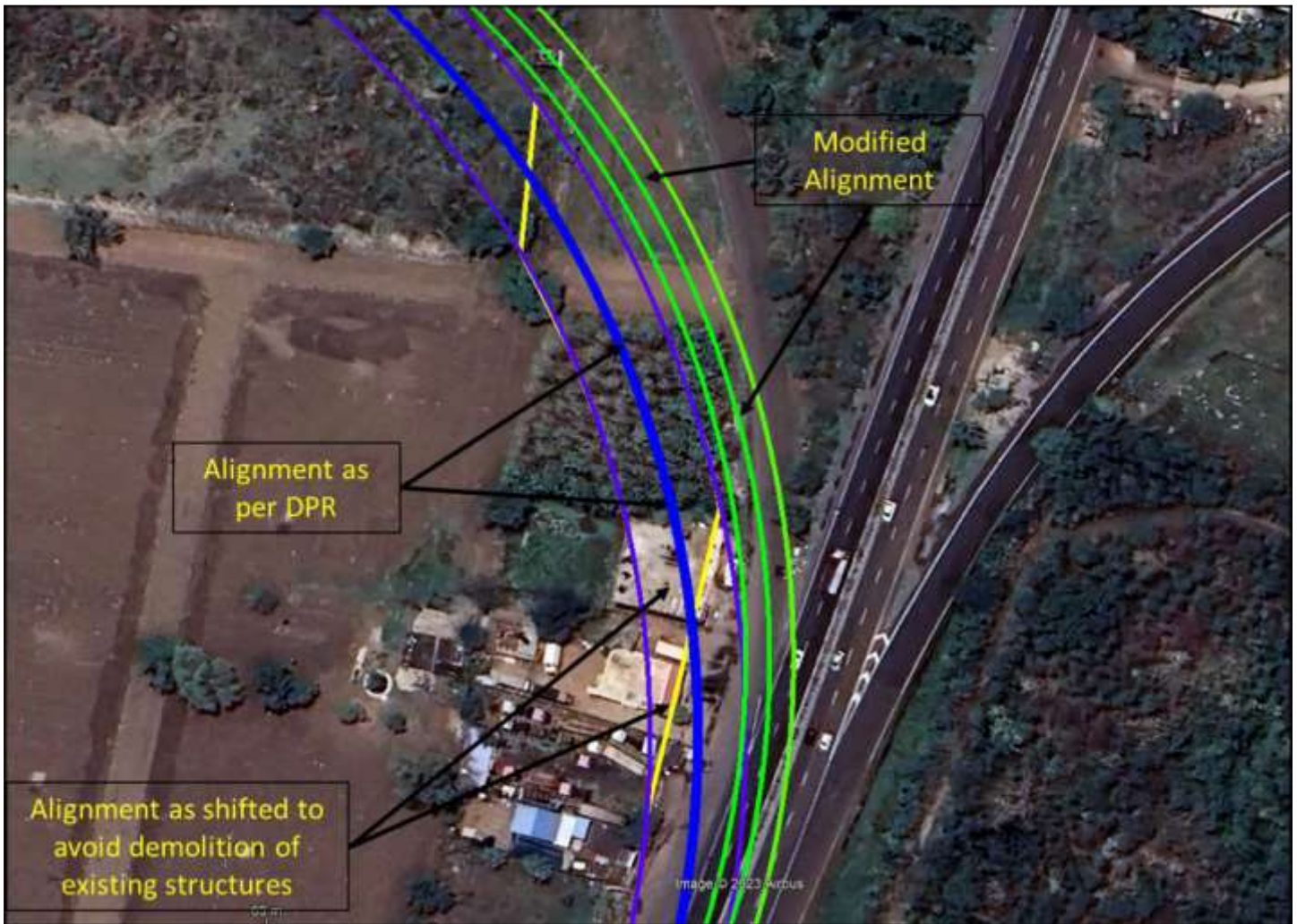
Land Cell should modify land acquisition proposal accordingly. Planning cell shall provide the modified plans.

J.K. Nandanwar
(J.K. Nandanwar)
General Manager (Plg)

Copy to:

1. DP - For kind information please.
2. D(RS&S) - For kind information please.
3. PA to MD – For Kind information of MD please.
- ✓ 4. GM (Land) – For information and necessary action.
5. All HOD'S/ Dy. HOD's – For kind information please.
6. All Notice Board of NMRCL's Offices.

ANNEXURE-2: MINIMIZATION OF IMPACTS: REACH-1A



Minimization of Impacts: Reach-2A



Minimization of Impacts: Reach-3A



ANNEXURE- 3: CENSUS AND SOCIO-ECONOMIC SURVEY

 Maharashtra Metro Rail Corporation Limited (महाराष्ट्र मेट्रो रेल कॉर्पोरेशन लिमिटेड) Nagpur Metro Rail Corporation Limited (नागपूर मेट्रो रेल कॉर्पोरेशन लिमिटेड) Metro Bhawan, Nagpur – 440010 (मेट्रो भवन, नागपूर - 440010)			
Census and Socio Economic Survey Questionnaire (जनगणना आणि सामाजिक आर्थिक सर्वेक्षण प्रश्नावली)			
Corridor No. [कोरिडोर क्रमांक]	Nearest Station [स्टेशन जवळचे]	Side (Left/Right) [बाजू (डावी/उजवी)]	Date [तारीख]
1-0 General Identification [सामान्य ओळख]			
1-1	Name of Affected Person [बाधित व्यक्तीचे नाव]	:	
1-2	Address [पत्ता]	:	Village [गाव] : Ward [प्रभाग] : Block [तालुका] : District [जिल्हा] : State [राज्य] :
1-3	Name of Head Family Member [कुटुंब प्रमुखाचे नाव]	:	
1-4	Respondent's Name [प्रतिसादकव्यक्तीचे नाव]	:	
1-5	Contact Number [संपर्क क्रमांक]	:	
1-6	Type of Property [मात्मतेचा प्रकार]	:	1. Title Holder [शीर्षक धारक] 2. Government [सरकार] 3. Community [समुदाय] 4. Others [इतर]
1-7	Ownership of Property [मात्मतेची मातली]	:	1. Title Holder [शीर्षक धारक] 2. Non Title Holder [नसलेले शीर्षक धारक]
1-8	If Non Title Holder [नसलेले शीर्षक धारक असल्यास]	:	1. Encroacher [अतिक्रमण करणारा] 2. Squatter [स्क्वाटर] 3. Tenant [भडकेकर]
1-9	Uses of Land [जमिनीचा उपयोग]	:	1. Agriculture [शेतती] 2. Residential [निवासी] 3. Commercial [व्यावसायिक] 4. Residential cum Commercial [निवासी आणि व्यावसायिक] 5. Garden [बाग] 6. Vacant/no use [रिक्त/उपयोग नाही] 7. Others [इतर]
1-10	Type of Land [जमिनीचा प्रकार]	:	1. Irrigated [सिंचन केले] 2. Unirrigated [सिंचन नसलेले] 3. Others [इतर]
1-11	How long have you been living in the land/house? [तुम्ही जमिनीत/घरात किती दिवस राहत आहात?]	:	

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

2-0 Household Details [घरगुती तपशील]							
2-1	Religion [धर्म]	1. Hindu [हिंदू] 4. Christian [ख्रिश्चन]	2. Muslim [मुसलमान] 5. Others [इतर]	3. Sikh [शीख]			
2-2	Caste [जात]	1. SC [अनुसूचित जाती] 3. OBC [इतर मागासवर्गीय] 5. Others [इतर]	2. ST [अनुसूचित जमाती] 4. General [सामान्य]				
2-3	Economic status of the family [कुटुंबाची आर्थिक स्थिती]	1. BPL [दारिद्र्यरेषेखालील] 3. Antodya [अंत्योदय] 5. Nothing [काहीही नाही]	2. APL [दारिद्र्यरेषेच्या वर] 4. Annapurna [अन्नपूर्णा]				
2-4	Vulnerability Status [असुरक्षितता स्थिती]	1. BPL [दारिद्र्यरेषेखालील] 3. Differently [दिव्यांग] 5. Others [इतर]	2. WHH [स्त्रिया घरच्या प्रमुख होत्या] 4. Widow [विधवा]				
2-5	Type of Family [कुटुंबाचा प्रकार]	1. Nuclear [अणु] 4. Sibling [भावंड]	2. Joint [संयुक्त] 5. Live in [मध्ये राहतात]	3. Extended [विस्तारित]			
2-6	No. of Persons in HH [घरातील व्यक्तींची संख्या]	Above 18 Years [18 वर्षांपेक्षा जास्त] Below 18 Years [18 वर्षाखालील]	Male [पुरुष] Male [पुरुष]	Female [स्त्री] Female [स्त्री]			
2-7	The main source of the family income [कौटुंबिक उत्पन्नाचा मुख्य स्रोत]						
2-8	Total monthly income of the family [कुटुंबाचे एकूण मासिक उत्पन्न]						
2-9	Total monthly Expenses of the family [कुटुंबाचा एकूण मासिक खर्च]						
Details of family members [कुटुंबातील सदस्यांचा तपशील]							
Sl. No. [क्रमांक]	Name of Family Member [कुटुंबातील सदस्याचे नाव]	Relationship [नाते]	Age [वय]	Sex [लिंग]	Marital Status [वैवाहिक स्थिती]	Education [शिक्षण]	Occupation [व्यवसाय]
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

Codes (संहिता)

Relationship (नाते)							
Head of Household (घरातील घमुख)	1	Wife (बायको)	2	Husband (शवरा)	3	Son (मुलगा)	4
Daughter (कन्या)	5	Son-in law (जावई)	6	Daughter in Law (सून)	7	Grand father (आजीबा)	8
Grand Mother (आजी)	9	Grand son (सानू)	10	Grand Daughter (सत)	11	Grands son in Law (सानू जावई)	12
Grand Daughter in law (पणती)	13	Brother (भाऊ)	14	Sister (बहीण)	15	Brother in Law (मेघडणा)	16
Sister In Law (वहिनो)	17	Father (वडील)	18	Mother (आई)	19	Father in Law (सासरो)	20
Mother in Law (सास)	21	Uncle (काका)	22	Aunt (मावशी)	23	Cousin (पुत्र भाऊ)	24
Nephew (आघा)	25	Niece (आघी)	26	Any Other (इतर कोणतेही)			
Sex (लिंग)							
Male (पुरुष)	1	Female (स्त्री)	2	Transgender (ट्रान्सजेंडर)	3		
Marital Status (वैवाहिक स्थिती)							
Married (विवाहित)	1	Unmarried (अविवाहित)	2	Divorced (घटस्फोटित)	3	Widow/Widower (विधवा/विधुर)	4
Education (शिक्षण)							
Illiterate (निरक्षर)	1	Primary (प्राथमिक) (5)	2	Secondary (माध्यमिक) (6-10)	3	Higher (Graduates) (उच्च पदवी)	4
Technical (तंत्रिक)	5	Vocational (व्यावसायिक)	6				
Occupation (व्यवसाय)							
Service (सेवा)	1	Business (धंदा)	2	Agriculture (शेती)	3	Labour (मजूर)	4
Unemployed (बेरोजगार)	5	Housewife (गृहिणी)	6	Student (विद्यार्थी)	7	Professional (व्यावसायिक)	8

2-10	Have you availed any benefit under Central or State Govt. Scheme (तुम्ही केंद्र किंवा राज्य सरकारच्या योजनेअंतर्गत काही लाभ घेतला आहे का?)			Yes / No (होय / नाही)	
	Scheme (योजना)	Purpose (उद्देश)	Remarks (टिप्पण्या)		
2-11	Please indicate your borrowings during last one year (कृपया गेल्या एका वर्षातील तुमच्या कर्जाचा उल्लेख करा)				
	Source (स्त्रोत)	Amount taken (in Rs.) (काढलेली रक्कम (रु. मध्ये))	Purpose of Loan (कर्जाचा उद्देश)	Amount returned (in Rs.) (परत केलेली रक्कम (रु. मध्ये))	Balance (पैशाची बाकी)
	Bank (बँक)				
	Private money lender (खाजगी सावकार)				
	Others (specify) (इतर (निर्दिष्ट करा))				
				

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

2-12		Income and Expenditure (Yearly) [उत्पन्न आणि खर्च (वार्षिक)]					
Income [उत्पन्न]			Expenditure [खर्च]				
Source [स्त्रोत]	In Rupees [रु. मध्ये]	Items [वस्तु]	In Rupees [रु. मध्ये]	Items [वस्तु]	In Rupees [रु. मध्ये]		
Agriculture [शेती]		Food [अन्न]		Electricity / Utilities [वीज/उपयुक्तता]			
Commercial [व्यावसायिक]		Cooking Fuel [स्वयंपाक इंधन]		Water [पाणी]			
Service (Pvt./Govt.) [सेवा (खाजगी/सरकारी)]		Clothing [कपडे]		Social Events [सामाजिक कार्यक्रम]			
Livestock [पशुधन]		Transport [वाहतूक]		Agriculture (labour/tools) [शेती (मजूर/साधने)]			
Remittance (Money order etc.) [पैसे पाठवणे (मनी ऑर्डर इत्यादी)]		Healthcare Medicines [आरोग्यसेवा औषधे]		Seeds/fertilizers /pesticides [बियाणे/खते/ कीटकनाशके]			
Other Specify [इतर निदिष्ट करा]		Education [शिक्षण]		Other Specify [इतर निदिष्ट करा]			
.....							
2-13		Livestock Details [पशुधन तपशील]					
Type [प्रकार]	Cow [गाय]	Buffalo [म्हैस]	OX [बैल]	Goat [शेळी]	Pig [डुक्कर]	Poultry [पोल्टी]	Others [इतर]
Numbers [संख्या]							
2-14		Assets available with affected family [बाधित कुटुंबाकडे उपलब्ध मालमता]					
S.No [क्रमांक]	Productive Assets [उत्पादक मालमता]	Yes-1 No-2 [होय-1/नाही-2]	S.No [क्रमांक]	Other Assets [इतर मालमता]	Yes-1 No-2 [होय-1/नाही-2]		
1	Vehicle (four wheelers) [चारचाकी वाहन]		1	Refrigerator [रेफ्रिजरेटर]			
2	Vehicle (two wheelers) [दुचाकी वाहन]		2	Washing Machine [वॉशिंग मशीन]			
3	Tractor [ट्रॅक्टर]		3	Ceiling Fan [छताचा पंखा]			
4	Truck [ट्रक]		4	Television [दूरदर्शन]			
5	Machine if any [मशीन असल्यास]		5	Computer [संगणक]			
6	Others (specify) [इतर (निदिष्ट करा)]		6	Cell phone [सेल फोन]			

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

3-	4-4	Affected Area [प्रभावित क्षेत्र]	:						
3-	4-5	Land Rate [जमिनीचा दर]	:	Market Rate [बाजार दर] :					
				Circle Rate [मंडळ दर] :					
3-	4-6	What should be the total loss amount (in INR) [एकूण नुकसानीची रक्कम किती असावी (रु. मध्ये)]	:						
3-	4-7	Compensation Received [भरपाई मिळाली]	:	Yes [होय]	1	No [नाही]	2		
	5-0	Rehabilitation Options [पुनर्वसन पर्याय]							
	5-1	Ready for Change [बदलासाठी सज्ज]	:	1. Self Decision [स्वतःचा निर्णय] 2. Rehabilitation Required [पुनर्वसन आवश्यक]					
3-	5-2	Compensation options for Land or Structures [जमीन किंवा संरचनांसाठी भरपाई पर्याय]	:	1. Equivalent / Better productive land for land and construction allowance for any structure [जमिनीसाठी समतुल्य/उत्तम उत्पादक जमीन आणि कोणत्याही संरचनेसाठी बांधकाम भता] 2. Cash compensation at replacement value [बदली मूल्यावर रोख भरपाई] 3. Rehabilitation Grant [पुनर्वसन अनुदान] 4. Other [इतर] Specify [निर्दिष्ट करा]					
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GI/A									
Bam									
Other									
3-	5-3	Compensation options for Commercial Structures [व्यावसायिक संरचनांसाठी भरपाई पर्याय]	:	1. Cash compensation at replacement value [बदली मूल्यावर रोख भरपाई] 2. Shifting and rental allowance [स्थलांतरण आणि भाडे भता] 3. Training for income restoration [उत्पन्न पुनर्संचयित करण्यासाठी प्रशिक्षण] 4. Other [इतर] (Specify) [निर्दिष्ट करा]					
3-									
3-									
	6-0	Project Related Information [प्रकल्प संबंधित माहिती]							
3-	6-1	Are you aware of the proposed project [तुम्हाला प्रस्तावित प्रकल्पाची माहिती आहे का]	:	Yes [होय]	1	No [नाही]	2		
3-	6-2	If yes, what is the source [जर होय, तर स्रोत काय आहे]	:	TV [दूरदर्शन]	1	Newspaper [वृत्तपत्र]	2	Radio [रेडिओ]	3
3-1				Community Members [समुदाय सदस्य]	4	Govt. Officials [सरकारी अधिकारी]	5	Other [इतर] (Specify) [निर्दिष्ट करा]	6
4-	6-3	What is the impacts envisaged from this project [या प्रकल्पाचे काय परिणाम अपेक्षित आहेत]							
4-		Positive Impacts perceived [सकारात्मक परिणाम जाणवले]			Other Perceived Impacts [इतर समजलेले प्रभाव]				
4-		Increase in employment opportunities due to better access facilities [चांगल्या सुविधांमुळे रोजगाराच्या संधीमध्ये वाढ]	1	Loss of productive land for agriculture and own land for dwelling units [शेतीसाठी उत्पादक जमीन आणि निवासस्थानासाठी]			1		

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

		स्वतःची जमीन गमावणे]			
Increase in movement in terms of facilities [सुविधांच्या बाबतीत हालचाल वाढेल]	2	Pressure on existing infrastructure [विद्यमान पायाभूत सुविधांवर दबाव]	2		
Increase in economic and business opportunities [आर्थिक और व्यावसायिक संधीमध्ये वाढ]	3	More influx of outside population and loss if privacy [बाहेरील लोकसंख्येचा अधिक ओघ आणि गोपनीयता असल्यास नुकसान]	3		
Increase in land price [जमीनीच्या किमतीत वाढ]	4	Conflict with outsiders [बाहेरील लोकांशी मतभेद]	4		
Improvement in the real estate sector [रिअल इस्टेट क्षेत्रात सुधारणा]	5	Increase in density around the metro [मेट्रोभोवती घनता वाढली]	5		
Better reach/access to larger town for health [आरोग्यासाठी मोठ्या शहरात चांगली पोहोच/प्रवेश]	6	Spread of HIV/AIDS due to increase in unsafe sexual [असुरक्षित लैंगिक संबंधात वाढ झाल्यामुळे एच.आय.व्ही./एड्सचा प्रसार]	6		
Higher income from rental due to this infrastructure development [या पायाभूत सुविधांच्या विकासामुळे भाड्याने मिळणारे अधिक उत्पन्न]	7	Increase rentals for tenants for both residential / commercial properties [निवासी/व्यावसायिक दोन्ही मालमतांसाठी भाडेकरूंचे भाडे वाढवा]	7		
Other [इतर] (Specify) [निर्दिष्ट करा]	8	Other [इतर] (Specify) [निर्दिष्ट करा]	8		
7-0 Gender Status [लिंग स्थिती]					
7-1	Does the women have titled to land or houses ? [महिलांना जमीन किंवा घरे यांचे नाव आहे का?]	Yes [होय]	1	No [नाही]	2
7-2	Do your women members have any say to decision making of household matters ? [तुमच्या महिला सदस्यांना घरातील निर्णय घेण्याबाबत काही म्हणायचे आहे का?]	Yes [होय]	1	No [नाही]	2
	If yes, give the following details [होय असल्यास, खालील तपशील द्या]	Financial Matter [आर्थिक बाब]	Yes [होय]	No [नाही]	
		Education of Child [मुलाचे शिक्षण]			
		Health care of child [मुलाची आरोग्य काळजी]			
		Purchase of assets [मालमतेची खरेदी]			
		Social functions [सामाजिक कार्ये]			
		Day to day activities [दैनंदिन क्रियाकलाप]			
		Others [इतर]			

(Signature of Supervisor)

[पर्यवेक्षकाची स्वाक्षरी]

Date [तारीख]:

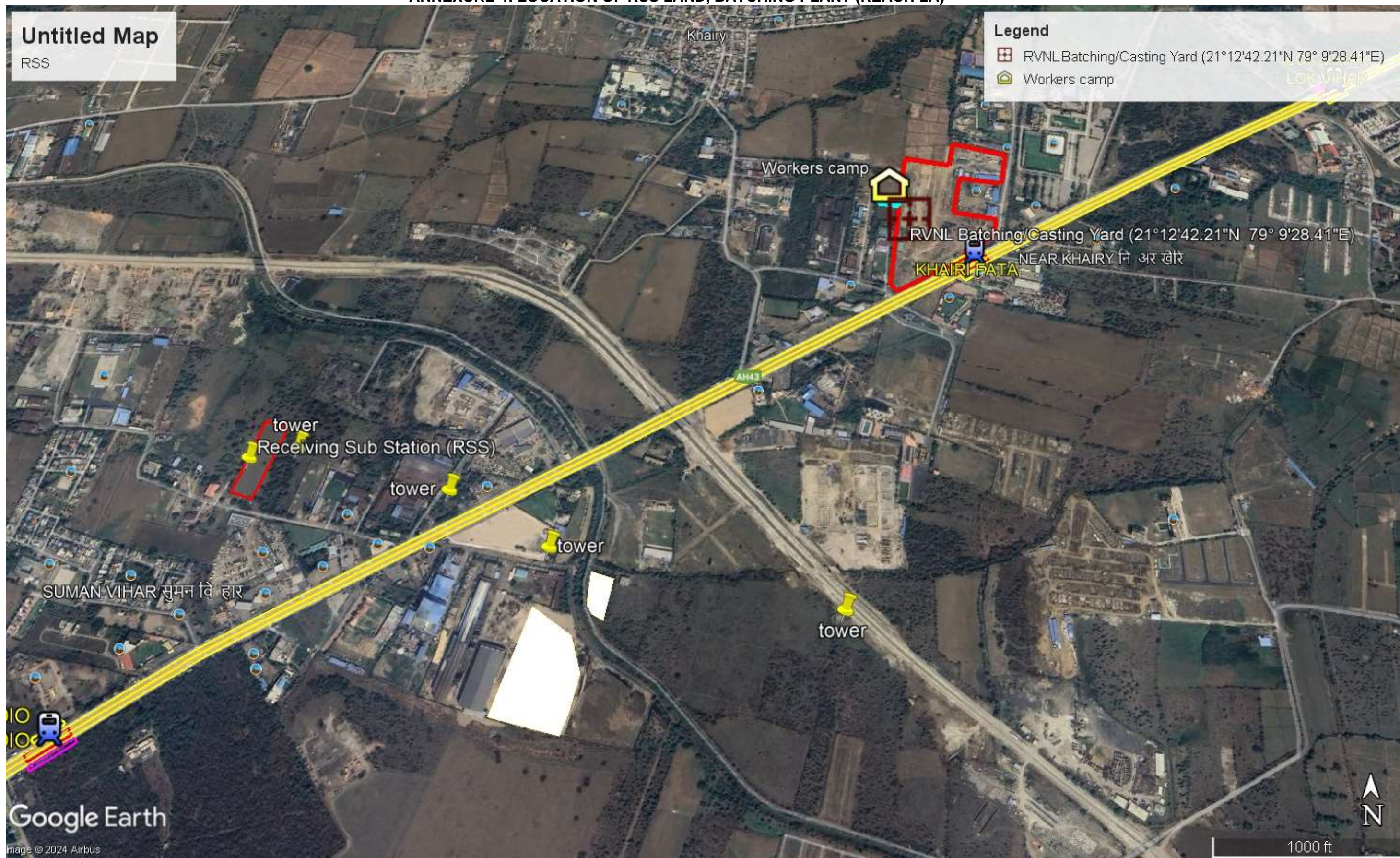
(Signature of investigator)

[अन्वेषकाची स्वाक्षरी]

(Signature of Respondent)

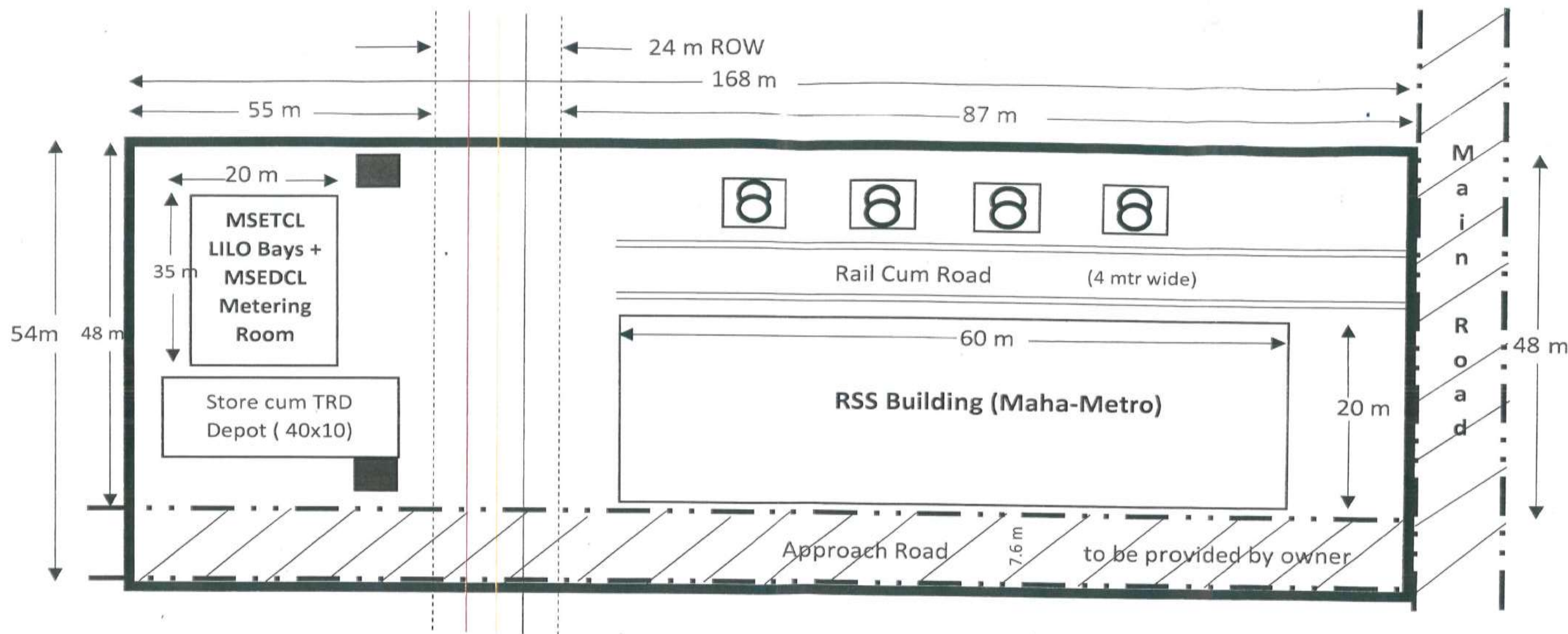
[प्रतिवादीची स्वाक्षरी]

ANNEXURE 4: LOCATION OF RSS LAND, BATCHING PLANT (REACH-2A)

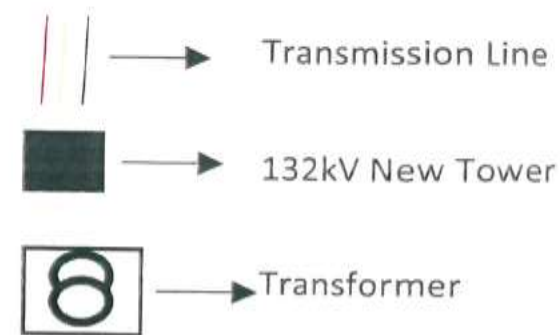


Khairi RSS

23



Total Land Parcel	168 x 54.76 =	9200 sqm
Approach Road provision	168 x 7.6 =	1276 sqm
Proposed Land Parcel	168 x 47.16 =	7924 sqm
MSETCL LILO Bays cum store	55 x 48 =	2640 sqm
Maha-Metro RSS	87 x 48 =	4176 sqm
Transmission Line ROW	24 x 48 =	1152 sqm



Signature
DGM (Elect)

ANNEXURE 5: LAP Map of REACH-1A, 2A, 3A & 4A

ANNEXURE 5A: REACH WISE LAND ACQUISITION LOCATIONS

“Maps removed from publication due to data sensitivity.”

ANNEXURE 6: DETAILS OF DONGARGAON WEEKLY MARKET (CPR)



The NMRP Phase-II project will affect 3 CPRs. One of the CPR is a weekly market at Dongargaon, held on every Friday. The land of weekly market belongs to Maruti Devasthan Trust and they have provided this land to Gram Panchayat on mutual understanding for market purpose. The Gram panchayat has developed 16 platforms for weekly market purposes, out of which about 8 platforms are going to be affected due to NMRP Phase II project.

This is weekly vegetable market and no permanent space for anyone. They accommodate their spaces on the basis of their commodities (Vegetables) requirement. This is considered as Common Property Resource (CPR), hence consideration of

TH & NTH not raise.

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II



CPR- Platforms at weekly market at Dongargaon (Reach-1A)

Public Consultation: The Public consultation was held on 28.04.2023 at this CPR location along with stakeholders. Also, a formal public consultation was conducted by Maha-Metro along with ADB Social & Envr Expert team on 26.10.2023 at this CPR location.



MAHARASHTRA METRO RAIL CORPORATION LIMITED
NAGPUR METRO RAIL PROJECT PHASE-II



PUBLIC CONSULTATION



Venue: Reach-I (Wardha Raod)
Date: 26 October 2023

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II



**ANNEXURE 7: LIST OF AFFECTED TITLE HOLDER
ANNEXURE 8: LIST OF AFFECTED NON-TITLE HODERS
ANNEXURE 9: LIST OF NON-RESPONSIVE PAHs**

“Tables removed from publication due to data sensitivity.”


Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

ANNEXURE 10: PUBLIC CONSULTATION FINDINGS

1	Public Consultation Date	28.04.2023				
	Location	Dongargaon traders and Grampanchayat (REACH-1A)				
	Findings	<p>The consultation is conducted with Dongargaon Grampanchayat and weekly market traders (CPR).</p> <p>The team has initiated the discussion with lady sarpanch Smt. Kalpana Koram. This public consultation was interactive and conversation with exchange of ideas and suggestion on relocation of CPR.</p> <p>People were in favour of Phase II project, and they wanted to complete the project as early as possible. Sarpanch and other committee members have demanded the alternative land for relocation of market and necessary basic amenities like water and power connection, road connectivity etc to the new location.</p> <p>Peoples also concerned about arrangement of safety precaution during civil activity as they are located near station.</p> <p>The participation of women was very good. The decision-making power remains with many of women in the gram panchayat committee. Many of traders are women and they shared their view on relocation. They demanded that the resettlement site should have all the basic facilities like water and electricity connection. The proposed market should be spacious with proper shed.</p> <p>It was informed to the participants that their concerns and valuable suggestions will be intimated to the concern officer of NMRP for consideration for planning and implementation of the project.</p>				
	Attendance List	Sr.N	Name of Participants	Occupation	Age	Sex
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Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

2	Public Consultation Date	28.04.2023 (REACH-1A)																																																																					
	Location	MIDC Colony																																																																					
	Findings	<p>This consultation is conducted with some kiosk owners. All the people were happy for Phase-II project, as the transportation will increase the footfalls near them thereby there are chances to increase in their business.</p> <p>All the kiosk holders expressed concern about the location where NMRP is going to relocate them.</p> <p>Most of the people demanded feasible alternate space for relocation.</p> <p>People also insisted to start work early and complete within the time so that there will be no traffic congestion during civil work.</p> <p>Majority of people asked about the transportation assistance for relocation.</p> <p>It was informed to the participants that their concerns and valuable suggestions will be intimated to the concern officer of NMRP for consideration for planning and implementation of the project.</p>																																																																					
	Attendance	<table border="1"> <thead> <tr> <th>Sr.No</th> <th>Name of Participants</th> <th>Occupation</th> <th>Age</th> <th>Sex</th> </tr> </thead> <tbody> <tr><td>1</td><td></td><td></td><td></td><td></td></tr> <tr><td>2</td><td></td><td></td><td></td><td></td></tr> <tr><td>3</td><td></td><td></td><td></td><td></td></tr> <tr><td>4</td><td></td><td></td><td></td><td></td></tr> <tr><td>5</td><td></td><td></td><td></td><td></td></tr> <tr><td>6</td><td></td><td></td><td></td><td></td></tr> <tr><td>7</td><td></td><td></td><td></td><td></td></tr> <tr><td>8</td><td></td><td></td><td></td><td></td></tr> <tr><td>9</td><td></td><td></td><td></td><td></td></tr> <tr><td>10</td><td></td><td></td><td></td><td></td></tr> <tr><td>11</td><td></td><td></td><td></td><td></td></tr> <tr><td>12</td><td></td><td></td><td></td><td></td></tr> </tbody> </table>	Sr.No	Name of Participants	Occupation	Age	Sex	1					2					3					4					5					6					7					8					9					10					11					12								
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3	Public Consultation Date	11.04.2023																																																																					
	Location	Pili Nadi, (REACH-2A)																																																																					
	Findings	<p>The consultation conducted with local public. They were happy for the Phase-II project.</p> <p>The people have demanded the project should start and finished in time so that there will be no traffic congestion.</p>																																																																					

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

Some of the people were concerned about the dust formation during the civil work start.
 People were also concerned about the safety management plan and precaution of local travellers during the commencement of civil work. It was informed to the people that proper care and safety will be taken during the construction period.
 It was informed to the participants that their concerns and valuable suggestions will be intimated to the concern officer of NMRP for consideration for planning and implementation of the project.

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4	Public Consultation Date	11.04. 2023
	Location	Khasara Fata, (REACH-2A)
	Findings	The consultation was held with general public and TH. The people were asking about the compensation of loss of land and assets. People were asking about commencement of civil work and concerned about the traffic congestion and dust pollution. Some of the people suggested to take proper care of safety of people during execution of civil work.

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

It was informed to the people that the land will be purchased as per government rule of direct purchase method. Proper care and safety will be taken during the construction period.

The consultation was very fruitful as people were informed about the project progress and status.

All the people were in favour of the project and support for it.

It was informed to the participants that their concerns and valuable suggestions will be intimated to the concern officer of NMRP for consideration for planning and implementation of the project.

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5	Public Consultation Date	12.04. 2023
	Location	All India Radio, (REACH-2A)
	Findings	This Consultation was held with general public and NTH. The participants were asking about the actual rate of compensation against acquisition of land and assets. The people were demanding widening of road and smooth traffic during the construction period. People were happy for the project and keen to know the date of commencement and completion.

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

The kiosk owners were concerned about the relocation. It was informed to the participants that the land will be purchased under direct purchase method under government rule. NMRP will take responsibility to relocate the NTH to nearby location. During execution of work, it will be ensured that no traffic will be affected. Also, for this purpose coordination shall be done on day-to-day basis with traffic police. The civil work will start in the year 2024.

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6	Public Consultation Date	12.04. 2023
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	Location	Khairi Fata, (REACH-2A)
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Findings
 The consultation was held with TH, NTH and general public. Peoples were happy for the Phase- II project; and they show their support to the infrastructure development project in Nagpur.
 Some of them are concerned about the traffic congestion during the civil work. They are keen to know the starting and completion date of the work.
 Also, they have demanded safety precaution should be considered during the execution of civil work.
 It was informed to the participants that all safety measures will be adopted during the execution of the civil work.
 Overall, the consultation was fruitful to the people

Attendance	Sr.No	Name of Participants	Occupation	Age	Sex
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Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

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7	Public Consultation Date	12.04. 2023							
	Location	Lok Vihar, (REACH-2A)							
	Findings	<p>The consultation is held with general public and TH.</p> <p>The people were asking about information on compensation of loss of land and assets.</p> <p>Some of them have also demanded job in Metro. Some other suggested that for civil work road should be widened during the implementation of project.</p> <p>It was informed to the people that the land will be purchased under direct purchase method under government rule.</p> <p>It was informed to the participants that their concerns and valuable suggestions will be intimated to the concern officer of NMRP for consideration for planning and implementation of the project. People were happy for the project and keen to know the date of commencement and completion.</p> <p>All the people were in favour of the project and support for it.</p>							
	Attendance	Sr.No	Name of Participants	Occupation	Age	Sex			
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Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

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8	Public Consultation Date	12.04.2023
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	Location	Lekha Nagar, (REACH-2A)
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Findings

The consultation was held with general public and NTH. During the consultation, the people were asking about provisions for safety during the execution of civil work. Some of them was concern about traffic congestion during the implementation of project.


The people also asked about the availability of grievance mechanism for Phase-II project.

It was informed to them that all types of safety measures and traffic management will be ensured during the implementation of project. Also, for this purpose coordination shall be done on day-to-day basis with traffic police.


For catering to all kinds of grievances, the Grievance Redress Committee will be established at field and HQ level. NMRP will ensure that all the grievances received shall be redressed and documented.

Attendance	Sr.No	Name of Participants	Occupation	Age	Sex
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Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

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9	Public Consultation Date	06.04. 2023																																																																															
	Location	Hingna bus stop (REACH-3A)																																																																															
	Findings	<p>The consultation was held with NTH and general public. Peoples were happy for the Phase- II project; they showed their support to the infrastructure development project in Nagpur.</p> <p>The people were demanding wider road and smooth traffic during the construction period.</p> <p>The kiosk owners were concerned about the relocation site and transportation assistance.</p> <p>It was informed to them that all type of safety measures and traffic management will be adopted during the execution of the project. The relocation of kiosk owners will be done by NMRP in proper coordination with local self-government. The relocation will be done after consultation and to nearby location ensuring that their livelihood will not be impacted.</p>																																																																															
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Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

																																																																						
10	Public Consultation Date	06.04.2023																																																																				
	Location	Raipur, (REACH-3A)																																																																				
	Findings	<p>The consultation was held with NTH and general public. The people are in favour of Phase-II project, and they wanted to complete the project within timeline. They also suggested during the construction period the road should be wider for smooth vehicular traffic movement.</p> <p>The shop owners were concerned about their relocation. It was clarified to them that the NMRP will relocate the entire shops to nearby location in consultation with them. The NMRP will provide transportation facilities.</p> <p>The safety measures and traffic management will be ensured during the implementation of project.</p> <p>It was informed to the participants that their concerns and valuable suggestions will be intimated to the concern officer of NMRP for consideration for planning and implementation of the project.</p>																																																																				
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Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

		
1	Public Consultation Date	10.04.2023
	Location	Pardi, (REACH-4A)
	Findings	<p>The consultation was held with Rickshaw driver, NTH and general public. The peoples were in favour of the Phase-II project, and they wanted to complete the project as early as possible.</p> <p>The kiosk owners were concerned about the relocation site and transportation assistance.</p> <p>It was informed to them that the relocation of NTH will be done by NMRP in proper coordination with local self-government. The place of relocation will be chosen after consultation with NTH ensuring that their livelihood will not be impacted.</p> <p>The landowners were asking for the compensation on loss of land and assets. It was clarified to them that the Compensation of loss of land will be given as per Direct Purchase Method of Government of Maharashtra Rule and the compensation will be decided by the competent authority at District level.</p> <p>Some of them suggested to ensure the safety of women, labour and commuters.</p> <p>It was informed to the participants that their concerns and valuable suggestions will be intimated to the concern officer of NMRP for consideration for planning and implementation of the project.</p>

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II


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1	Public Consultation Date	10.04.2023				
2	Location	Transport Nagar, (REACH-4A)				
	Findings	<p>Majority participants of the public consultation are Rickshaw drivers. They were concerned about their earning may be hampered due to Phase-II metro. It was clarified to them that due to extension of metro network, there will be increase in the number of commuters. This area has many small and medium enterprises and majority of people will use auto rickshaw to Reach metro station and it will help in increasing in the income of Rickshaw drivers.</p> <p>Most of the participants demanded job in metro during the construction. The demand regarding job opportunity during the metro construction has been noted and every effort will be made to recruit local people during the construction phase through contractors.</p> <p>The people were also asking about the availability of grievance mechanism for Phase-II project. It was informed to them that for catering all kinds of grievances, the</p>				

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

		Grievance Redress Committee will be established at field and HQ level. NMRP will ensure that all the grievances received shall be redressed and documented. It was informed to the participants that their concerns and valuable suggestions will be intimated to the concern officer of NMRP for consideration for planning and implementation of the project.																																																																	
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1 3	Public Consultation Date	08.05.2023 (Consultation with Students)																																																																	
	Location	Zero mile																																																																	
	Findings	<p>The consultation was held with students. The students were happy for the Phase-II project. since many of students were coming from outskirts of Nagpur city for college, they mentioned that the metro will not only save their time but also provide safe mode of transport.</p> <p>Some of them are already travelling in Phase-I line and they said it is the safest mode of transportation.</p> <p>The students informed that the ticket rates are quite high and there should be minimum rate for students for daily transportation.</p> <p>The consultation was fruitful.</p> <p>It was informed to the students that their concerns and valuable suggestions will be intimated to the concern officer of NMRP for consideration for planning and implementation of the project.</p>																																																																	

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

Attendance	Sr.N	Name of Participants	Occupation	Age	Sex
	1	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
2	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
3	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
4	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
5	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
6	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
7	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
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10	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
11	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
12	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Photos


ANNEXURE-11: VALUATION DETAILS OF PVT. LAND**Compensation of private land required for Nagpur Metro Rail Project, Phase-II.**

Nagpur Metro Rail Project is acquiring land for Phase-II project by direct purchase method in accordance with the provision mentioned in Govt. of Maharashtra GR dated 12/05/20215, through Competent Authority i.e. District Collector. Further, as per provision of said GR, 7-member committee chairmanship of District Collector is empowered to finalize the land compensation rate.

The land area under acquisition is being finalized by Dy. Superintendent of Land Records (Dy.SLR) office duly conducting Joint Measurement Survey at site. Further, as specified in the GoM GR dated 12/05/2024 compensation of land is being finalized as per the provision mentioned u/s 26 to 30 of RFCTLARR-2013, duly considering the relevant facts related to the said land. Thereafter 25% additional compensation is payable towards direct purchase method.

In terms of provisions mentioned in RFCTLARR-2013, the committee shall adopt highest of i) land rate specified in the Indian Stamp Act, 1899 (Ready Reckoner rate) of the concerned land or ii) the average rate of highest 50% sale deed executed during last 3 years period reckoned from preceding 1 year period of paper publication of land acquisition notice.

Though in RFCTLARR-2013 this period is mentioned as immediately preceding 3 years of the year in which such acquisition of land is proposed to be made, this has been revised vide GoM GR dated 24/01/2023 i.e. from preceding 1 year period of notification of land acquisition.

Sample calculation showing the land compensation is given below for reference.

Land area (Sqm)	Land rate (finalized by 7-member committee) (Rs./Sqm)	Land cost (Rs.) (1)x(2)	Multiplying Factor (MF)#	Land cost after applying MF (3)x(4)	Solatum @ 100% on (5)	Total Amount (5)+(6)	Additional compensation @ 25% on total amount (7)x0.25	Total compensation (Rs.) (7)+(8)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1500	2050/-	30,75,500/-	1.0	30,75,500/-	30,75,500/-	61,50,000/-	15,37,500/-	76,87,500/-

Multiplying Factor (MF) – Govt. of Maharashtra vide notification dated 26/05/2015 have notified the area wise factor by which the land rate is to be multiplied i.e. a) 1.0 (one) for areas of Municipal Corporations, Class A, B & C Municipal Council and other area specified in the notification, b) 1.5 (one & half) for areas covered by Regional Plans for Districts and c) 2.0 (two) for Rural area, excluding the area covered under a) & b).

Buildings and other immovable property or assets attached to the land which is to be acquired are also being compensated duly using the services of a concerned departments of GoM or any other specialist in the relevant field, as may be considered necessary.

Annexure-12: Government of Maharashtra GR Dt:12 May 2015

Regarding acquiring land of private sector
by method of direct purchase through private
negotiations for irrigation and other projects

Maharashtra Government
Revenue and Forest Department
Government Resolution No. : Misc.-03/2015/C.N.34/A-2,
Mantralaya, Mumbai
Date : 12th May 2015

Introduction :

During discussion on district development plans of Vidarbha, it has been brought to the notice of Hon'ble Chief Minister that lot of difficulties are faced for acquiring land for irrigation and other projects; causing delay in commencing work of the project and consequentially in reaching its benefit to beneficiaries. The compensation to be received through new land acquisition Act of the Central Government and compensation that was given earlier by the State Government; and the compensation, that is acurable while purchasing land from farmers by private negotiation; all are at much variances, hence the farmers are in bewilderment for selling their lands. Therefore, there is delay in acquiring land for the project and consequentially there is delay in commencing work of the project. Keeping this in view a special committee has been constituted, as per directions of the Hon'ble Chief Minister, vide G.R. of Planning Department, dt. 24-12-2014. The said committee is constituted under chairmanship of Additional Chief Secretary, (Planning). However, the composition of the committee is partially modified vide G.R. of Dt. 12-2-2015 and now chairman of the committee is Additional Chief Secretary (Finance); and it is stated in G.R. that this special committee should give complete proposal within one month. In the meeting of the committee held on 24-3-2015 the issue was thoroughly deliberated and since according to the land acquisition Act, there is no restriction on acquiring land of private sector for irrigation and other projects, by

negotiation by direct purchase method; and private land by direct purchase, the committee has taken into consideration some guiding principles and made recommendations to the government for purchase of private land. Keeping in view the recommendations made by the committee, the government has taken following decisions.

Government Resolution :

Generally the concerned land acquisition body does land acquisition as per existing land acquisition Act. However, if such land acquisition body wanted to acquire the necessary land by direct purchase method instead of acquiring the same by land acquisition Act, for which there is no restriction, they are free to do so by keeping in view the following guiding principles.

(A) Guiding Principles**For New Projects**

- 1) While purchasing land directly for new projects, other than irrigation projects, it should be done for the entire project.
- 2) Regarding irrigation projects, land required for dam site area, submergence area, rehabilitation area and major canals (50%) and distributaries (50%) should be taken by direct purchase.

For Incomplete Projects :

- 1) For completing any incomplete project, other than irrigation, all the balance land that is necessary to complete the project can be taken by direct purchase, instead of land acquisition. But, such land purchase should be done for the entire land and not in piecemeal manner.
- 2) (A) In case of incomplete irrigation projects balance land required for dam site, submergence area, rehabilitation area, main canal (50%) and distributaries, (where land acquisition process has not started) entire land should be taken by direct purchase.

(B) If water storage has been done and land is required only for canal for reaching water further from the point where water is already reached, all necessary land should be contiguously taken by direct purchase.

(B) District level committee for fixing compensation

1) The committee should be formed under chairmanship of Collector, for fixing rate of compensation of the land to be acquired by direct purchase.

1) Collector	Chairman
2) Superintending Engineer (Water Resource)	Member
3) Superintending Engineer (P.W. D.)	Member
4) District Government Pleader	Member
5) Asstt. Director, Town Planning	Member
6) Competent Officer of Editors Body	Member
7) Concerned Dy. Collector (Land acquisition)	Member Secretary

As per necessity, the committee should incorporate competent officers of Agriculture, Forest, Horticulture or expert of the concerned subject, as invited members for valuation of trees/fruit trees/forest trees/standing crops, constructions and other items.

2) The committee before fixing compensation of land, valuation of land as per existing land acquisition rules and original document of original land owner and land legal search report, should get examined through government pleader.

(C) Work Procedure of fixing of compensation

As per the provisions of sections 26 to 30 of land Acquisition Act, 2013, the compensation to be payable for the concerned land should be calculated first by considering all items concerned with this land while taking the land for project by direct purchase. After that, to this calculated compensation amount, the increased 25% amount should be added and given as purchase amount.

(D) Options for farmers while accepting compensation

Two options should be given to farmers for compensation payable to them for purchasing land from them for projects.

- 1) The entire compensation amount, calculated as per (C) above, should be paid at a stretch.

OR

- 2) (A) While purchasing land/taking its possession in first stage, 50% amount should be paid fully, at a stretch.

(B) The balance 50% should be given as annuity.

The said GR is made available on website www-maharashtra.gov.in and its index no. is 201505121450442919. The said order is issued by endorsing it by digital signature.

By order and in the name of Governor of Maharashtra.

**SUBHASH
KISANRAO
GAWADE**

Digitally signed by SUBHASH
KISANRAO GAWADE
DN : CN = IN, S = Maharashtra,
O = GOVERNMENT OF MAHARASHTRA,
OU = REVENUE AND FOREST
Date : 2015-05-12 15:51:39 + 05'30'

(S. K. Gawade)
Dy. Secretary,
Government of Maharashtra

Copy

- 1) Secretary to Hon'ble Governor, Raj Bhavan, Mumbai
- 2) Principal Secretary to Hon'ble Chief Minister, Chief Minister's Secretariate, Mumbai
- 3) Private Secretary to Hon'ble Minister (Revenue), Mantralaya, Mumbai
- 4) Private Secretary to Hon'ble Minister (Finance & Forest), Mantralaya, Mumbai
- 5) Private Secretary to Hon'ble Minister (Water Resources), Mantralaya, Mumbai
- 6) Private Secretary to all Hon'ble Minister, all Hon'ble State Ministers, Mantralaya, Mumbai

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

- 7) Sr. Personal Asstt. to Hon'ble Chief Secretary Mantralaya, Mumbai.
- 8) Personal Asstt. to all Additional Chief Secretary/Principal Secretary / Secretary, Mantralaya, Mumbai.
- 9) Personal Asstt. to Addl. Chief Secretary (Finance), Finance Department, Mantralaya, Mumbai.
- 10) Personal Asstt. to Principal Secretary (Planning), Planning Department, Mantralaya, Mumbai.
- 11) Personal Asstt. to Principal Secretary (Water Resources), Water Resources Department, Mantralaya, Mumbai.
- 12) Personal Asstt. to Principal Secretary (Revenue), Revenue and Forest Department, Mantralaya, Mumbai.
- 13) Personal Asstt. to Principal Secretary (Forest), Revenue and Forest Department, Mantralaya, Mumbai.
- 14) Personal Asstt. to Principal Secretary (Aids & Rehabilitation), Health & Rehabilitation Department, Mantralaya, Mumbai.
- 15) All Divisional Commissioner.
- 16) All Collector
- 17) Director, Town Planning, Pune.
- 18) All Superintending Engineer (PWD/ Water Resources).
- 19) All District Government Pleader.
- 20) Selection File (A-2).

Annexure-13: Government of Maharashtra Notification Dt: 12 May 2023

In respect of granting revised sanction for execution of Phase - 2 of Nagpur Metro Rail Project

Government of Maharashtra
Urban Development Department
Government Resolution No. : NMR-3318/Pra.Kra.145/Navi-7,
Mantralaya, Mumbai - 400032
Date : 12th May, 2023

Reference :-

- 1) Urban Development Department, Government Resolution No. NMR - 3318/Pra. Kra. 145 / Navi - 7, dated 14th January, 2019.
- 2) A letter bearing No. K-14011/06/2019-MRT, dated 29.12.2022 issued by the Housing and Urban Work Ministry, Government of India.

Preface :-


Considering the transport issues raised with reference to increasing population and number of vehicles in Nagpur City, in view of making the public transport system competent, the Government has granted its sanction to execute Nagpur Metro Rail Phase-1 Project in the month of January, 2014. Said project consisting in all 40.02 Kms length and 32 stations has been established by the SPV company viz. Maharashtra Metro Rail Corporation Ltd. and entire line of Phase -I has been launched to public on 11st December, 2022.

In view of extending the line of Nagpur Metro Rail Phase-1, a sanction has been given vide referred Government Resolution dated 14th January, 2019 for implementing elevated metro line of 48.29 kms length under Phase - 2 with cost of Rs. 11239 Crores through Mahametro. As the financial plan for cost of the said project has been proposed on the basis of "Equity Sharing Model", the said project was sent to Central Government seeking sanction. Considering technical and financial issues raised by the Central Government from time to time, the 5th line in Phase - 2 : Vasudev Nagar to Dattwadi was eliminated from this project, which curtailed project cost too. In the meeting of the Central Cabinet held on 07.12.2022, a sanction has been given for cost to the tune of Rs. 6708 Crores to be incurred for the said project. Accordingly, vide a referred Order dated 29.12.2022, the Housing and Urban Affairs Ministry has granted its sanction for implementation of the project.

Under the backdrop of the sanction given by the Central Government, it is necessary to grant revised government sanction to the said project. Therefore, the Government was considering to issue revised Government Resolution by superseding the referred Government Resolution dated 14th January, 2019. Accordingly, the Government has taken following decision :-

Government Resolution :-

Under the background of the sanction given by the Central Government to the Nagpur Metro Rail Phase - 2, by superseding the referred Government Resolution dated 14th January, 2019, a revised sanction for implementing the said project of Maharashtra Metro Rail Corporation Ltd. Nagpur is hereby given by the Government as under :-

<p>Translated by Mr. Rajesh Sidram Dasa A Panel Translator of Govt. of Maharashtra Appointed at Sr. No. 6 of the Panel constituted by the Government of Maharashtra vide a GR No. Namika- 2019/Pra.Kra.29/Bhasha-2 Dated 22nd March, 2021. Language Pair - Marathi ⇌ English As per GR, seal not allowed. Signature suffices.</p>	<p>TRUE TRANSLATION</p>  <p>Mr. Rajesh Sidram Dasa R/at : Flat No. 501, Paramount Gardens, Katraj-Kondhwa Road, Gokulnagar, Katraj, Pune - 411046. Mobile No. : 9850814652 Email : rajeshdasa.08@gmail.com</p>
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Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

- 1) A sanction for the expenses of Rs. 6708 Crores and for following lines in Phase - 2 of Nagpur Metro Rail Project is being given as under :-

Sr. No.	Lines	Phase-2 Lines	Length (K.M.)	Stations
1	North - South	MIHAN TO MIDC ESR (Line 1A - Extension of South Line)	18.65	10
2	North - South	Automotive Chowk to Manhan River (Line 1A - Extension of South Line)	13.00	12
3	East - West	Lokmanya Nagar to Hingna (Line 3A - Extension of Western Line)	6.65	7
4	East - West	Prajapati Nagar to Transport Nagar (Line 4A - Extension of Eastern Line)	5.50	3
Total			43.80	32


- 2) For the said project, a sanction is hereby given for financial contribution of various institutions as mentioned in Schedule - 1 enclosed herewith.
- 3) For the sake of said project, a sanction is hereby given for making available financial share to the Maharashtra Metro Rail Corporation Ltd. to the extent of Rs. 998.20 Crores from State Government in the form of equity and a total amount of Rs. 212 Crores in term of interest free secondary loan which consists Rs. 197 Crores, being 50 % of the Central Tax and Rs. 15 Crores towards interest during the period of construction.
- 4) For the sake of project, a sanction is hereby given for raising bi-partiate/ multi-partiate loan confined to Rs. 3585.60 Crores on a condition that Maharashtra Metro Rail Corporation Limited will be responsible for repaying such loan with interest.
- 5) In the said project, except the equity share of Government of Maharashtra to the extent of Rs. 998.20 Crores and Rs. 212 Crores secondary loan consisting amount equal to 50 percent of Central tax and interest to be received during the period of construction, there shall not be any direct or indirect liability on the State Government.
- 6) For the sake of said project, directions be given to the MIDC and MADC for paying to the Mahametro a grant to the tune of Rs. 284 Crores each through the Maharashtra Industrial Development Corporation (MIDC) and Maharashtra Airport Development Corporation (MADC) as mentioned in Schedule - 1 enclosed herewith.
- 7) A theoretical sanction is hereby given to the travel fare for the metro services as mentioned hereinbelow. A Mahametro company is hereby authorized to increase such fares after certain period as per requirements.

Sr. No.	Distance (K.M.)	Fare of DMRC for the year 2017-18 (in Rs.)	Proposed fare for Nagpur Metro Rail Project Phase - 2 for the year 2027-28 (In Rs.)
1	0 - 2	10	20
2	2 - 5	20	40
3	5 - 12	30	60
4	12 - 21	40	80
5	21 - 32	50	100

<p>Translated by Mr. Rajesh Sidram Dasa A Panel Translator of Govt. of Maharashtra Appointed at Sr. No. 6 of the Panel constituted by the Government of Maharashtra vide a GR No. Namika- 2019/Pra.Kra.29/Bhasha-2 Dated 22nd March, 2021. Language Pair - Marathi ⇌ English As per GR, seal not allowed. Signature suffices.</p>	<p>TRUE TRANSLATION</p>  <p>Mr. Rajesh Sidram Dasa R/at : Flat No. 501, Paramount Gardens, Katraj-Kondhwa Road, Gokulnagar, Katraj, Pune - 411046. Mobile No. : 9850814652 Email : rajeshdasa.08@gmail.com</p>
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Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

- 7) A sanction is hereby given for declaring the Second Phase of the Nagpur Metro Rail Project as an "Ambitious Urban Transportation Project".
- 8) A sanction for implementation is hereby given under the Metro Railway Act, 1978, Metro Railway Act, 2002, Metro Railway (Amendment) Act, 2009 and Railway Act, 1989.
- 9) A sanction is hereby given as SPA for the area falling in the extended lines of Maha-Metro Phase - 2 and the area transferred to the Maharashtra Metro Rail Corporation Ltd. for station, parking and estate development.
- 10) A sanction is hereby given for expansion of the Transit Oriented Development (TOD) Corridor of Nagpur Metro Rail Phase - 2 under the Maharashtra Regional and Town Planning Act, 1966.
- 11) In view of taking policy decision in review of execution of the said project, a sanction is hereby given to constitute a High Power Committee through the Government as mentioned in Schedule - 3 hereinbelow and to the scope of work of such Committee.
- 12) A sanction is hereby given to MahaMetro for forming "Dedicated Urban Transportation Fund" as mentioned in Schedule-4 enclosed herewith and depositing funds made available through other sources in such "Dedicated Urban Transportation Fund" and for using it by the MahaMetro for repayment of loan availed for the said project, operation and maintenance, execution of upcoming basic infrastructure facility projects etc.
- 13) In view of rehabilitating and resettling the project affected persons under the Nagpur and Pune Railway Projects, a sanction is hereby given for applying "Mumbai Urban Transport Project Rehabilitation and Resettlement Policy (MUTP - R & R Policy)" applicable under the Government Resolution No. Prakalpa-1700 / CR - 31 / Slam - 2, dated 12.12.2000 of the Housing and Special Assistance Department.
- 14) If the entire sanctioned cost of the said project increases for the reasons viz. price escalation, change in currency regulation rates, changes in the scope of the project, incorporation of issues which are not shown in DPR, for avoiding delay caused for establishing the project in prescribed time or thereafter etc., then, in such event, a sanction is hereby given for meeting with such increased expenses out of the financial sources to be derived by making available lands with the local authorities, government/semi-government organizations (except those lands which are shown in DPR) and developing the same and through TOD, FSI and other incidental things.
- 15) A surcharge @ 1 % is being charged within the limits of Nagpur Municipal Corporation under Section 149-B of the Maharashtra Municipal Corporation Act, 1966. Considering drawing of the said project, a sanction is hereby given for making changes in it in accordance with the provisions of Maharashtra District Council and Panchayat Samittee Act, 1961.
- 16) The Maharashtra Metro Rail Corporation (MahaMetro) is hereby authorized to make miscellaneous changes in the line of the said Metro Project and Metro Stations, if required, subject to obtaining prior permission of the Government, if the scope of the project or expenses of the project are being increased.
- 17) The MahaMetro shall make sure that cost of the said project shall not increase due to delay caused in land acquisition, rehabilitation and resettlement.
- 18) The MahaMetro shall make sure that there should not be any unreasonable escalation in the construction cost of the said Metro Rail Project and shall construct the project in the period of next 5 years.

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Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

The said Government Resolution is being issued in accordance with the sanctions received vide Informal Reference No. 20/1444 dated 07/02/2023 of the Planning Department and Informal Reference No. 188 dated 08/05/2023 of Planning Department and as per the decision passed in the meeting of Hon'ble Board of Ministers held on 05.04.2023.

The said Government Resolution is made available on the website of Government of Maharashtra www.maharashtra.gov.in and its code is 202305121159444325. Our said order is issued under digital signature.

As per the order and in the name of Governor of Maharashtra


VIJAY KARBHARI [Digital Signature]
CHAUDHARI

(Vijay Choudhary)

Dy. Secretary, Maharashtra State


Copy to,

1. Secretary of Hon'ble Governor, Maharashtra State
2. Additional Chief Secretary of Hon'ble Chief Minister, Mantralaya, Mumbai 400032
3. Secretary of Hon'ble Dy. Chief Minister, Mumbai 400032
4. Hon'ble Chief Secretary, Government of Maharashtra, Mantralaya, Mumbai 400032
5. Additional Chief Secretary, General Administration Department, Mantralaya, Mumbai 400032
6. Additional Chief Secretary, Public Work Department, Mantralaya, Mumbai 400032
7. Additional Chief Secretary (Revenue), Revenue and Forest Department, Mantralaya, Mumbai 400032
8. Additional Chief Secretary, Home Department, Mantralaya, Mumbai 400032
9. Additional Chief Secretary (Finance), Finance Department, Mantralaya, Mumbai 400032
10. Additional Chief Secretary (Industry), Industry, Energy and Labor Department, Mantralaya, Mumbai 400032
11. Additional Chief Secretary (Navi-1), Urban Development Department, Mantralaya, Mumbai 400032
12. Additional Chief Secretary, Rural Development Department, Mantralaya, Mumbai 400032
13. Additional Chief Secretary (Expenses), Planning Department, Mantralaya, Mumbai 400032
14. Additional Chief Secretary, Planning Department, Mantralaya, Mumbai 400032
15. Chief Secretary, Law and Judiciary Department, Mantralaya, Mumbai 400032
16. Chief Secretary (Transportation), Home Department, Mantralaya, Mumbai 400032
17. Chief Secretary (Navi-2), Urban Development Department, Mantralaya, Mumbai 400032
18. Chief Secretary (Energy), Industry, Energy and Labor Department, Mantralaya, Mumbai 400032
19. Secretary (Special Project), General Administration Department, Mantralaya, Mumbai 400032
20. Secretary, Public Work Department, Mantralaya, Mumbai 400032
21. Secretary (S.F.), Finance Department, Mantralaya, Mumbai 400032
22. Managing Director, Maharashtra Metro Rail Corporation Ltd. (MahaMetro) Nagpur/Pune.
23. Dy. Chairman or Managing Director, Maharashtra Airport Development Company Ltd., Mumbai
24. Chief Executive officer, Maharashtra Industrial Development Corporation Ltd., Mumbai
25. Divisional Commissioner, Nagpur Division, Nagpur
26. Police Commissioner, Nagpur
27. Chairman, Nagpur Improvement Trust, Nagpur
28. Commissioner, Nagpur Municipal Corporation, Nagpur

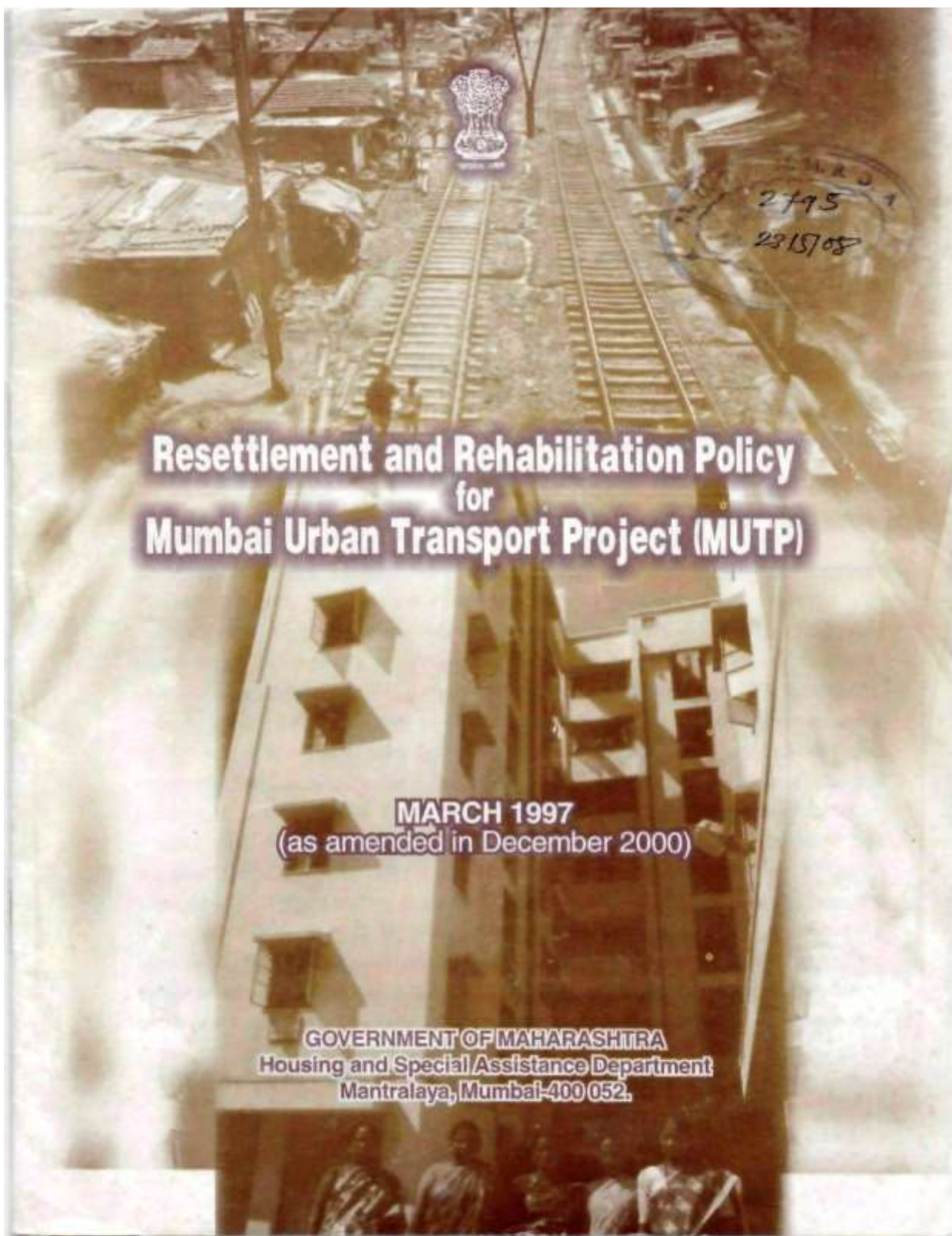
<p>Translated by Mr. Rajesh Sidram Dasa A Panel Translator of Govt. of Maharashtra Appointed at Sr. No. 6 of the Panel constituted by the Government of Maharashtra vide a GR No. Namika- 2019/Pra.Kra.29/Bhasha-2 Dated 22nd March, 2021. Language Pair - Marathi ⇌ English As per GR, seal not allowed. Signature suffices.</p>	<p>TRUE TRANSLATION</p>  <p>Mr. Rajesh Sidram Dasa R/at : Flat No. 501, Paramount Gardens, Katraj-Kondhwa Road, Gokulnagar, Katraj, Pune - 411046. Mobile No. : 9850814652 Email : rajeshdasa.08@gmail.com</p>
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Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

29. Municipal Commissioner, Nagpur Metropolitan Region Development Authority, Nagpur
30. Collector, Nagpur
31. Manager General, Central Railway, Mumbai
32. Divisional Railway Manager, Central Railway, Nagpur
33. Divisional Railway Manager, South-East Central Railway, Nagpur
34. Manager General, Nagpur Metropolitan Transport Corporation Ltd. Pune
35. Jt. Secretary, Town Planning, Urban Development Department, Mantralaya, Mumbai 400032
36. Director, Town Planning, Central Administrative Building, Pune
37. Dy. Secretary, Finance Department, Mantralaya, Mumbai 400032
38. Desk Officer (Navi-26), Urban Development Department, Mantralaya, Mumbai
39. Relevant file (Navi-7)

<p style="text-align: center;">Translated by Mr. Rajesh Sidram Dasa A Panel Translator of Govt. of Maharashtra Appointed at Sr. No. 6 of the Panel constituted by the Government of Maharashtra vide a GR No. Namika- 2019/Pra.Kra.29/Bhasha-2 Dated 22nd March, 2021. Language Pair - Marathi ⇌ English As per GR, seal not allowed. Signature suffices.</p>	<p style="text-align: center;">TRUE TRANSLATION</p> <p style="text-align: center;"></p> <p style="text-align: center;">Mr. Rajesh Sidram Dasa R/at : Flat No. 501, Paramount Gardens, Katraj-Kondhwa Road, Gokulnagar, Katraj, Pune - 411046. Mobile No. : 9850814652 Email : rajeshdasa.08@gmail.com</p>
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Annexure-13A: MUTP R&R Policy Dt: December 2000





Policy for Resettlement and
Rehabilitation of persons affected
by Mumbai Urban Transport
Project.

GOVERNMENT OF MAHARASHTRA

Housing and Special Assistance Department
Resolution No. Prakalpa 1700/CR 31/Slum 2,
Mantralaya, Mumbai 400 032
Dated the 12th December, 2000

Read : Government Resolution, Housing and Special Assistance Department, No. MIS 1094/CR 558/Slum 2, dated 12th March 1997.

1. Resolution :

Government of Maharashtra has decided to take up "Mumbai Urban Transport Project" (MUTP) with a view to bringing about improvements in traffic and transportation situation in the Mumbai Metropolitan Region (MMR). Efforts are being made to obtain financial assistance for this project from the World Bank. The schemes under MUTP include roads, Road Over Bridges (ROBs), traffic management schemes as well as various rail projects. The various schemes under MUTP would affect a substantial number of households, business activities and structures, which will have to be relocated. Resettlement of project affected persons, according to the World Bank operational directives, is required to be an integral part of World Bank financed projects. Preliminary estimate indicates that approximately 25,000 to 30,000 families will have to be relocated due to MUTP. Government of Maharashtra appointed a Task Force, in February, 1995 under the Chairmanship of Shri D. M. Sukthankar, former Chief Secretary, to prepare a framework for Resettlement and Rehabilitation (R & R) Policy and to assist the Government in determining the institutional arrangements and implementation strategies for R & R. The Task Force submitted its report to the Government after a detailed study of the households, business activities and structures likely to be affected by MUTP. Based on the recommendations of the Task Force, orders

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

prevailing for R & R of persons affected by the projects in rural areas, the legal provisions and a series of discussions with the World Bank missions a revised R & R Policy was submitted to the Government for approval. Accordingly the following Resettlement & Rehabilitation Policy has been formulated.

2. Applicability of the Policy :

The following R & R policy shall be applicable to all the sub-projects described in the Borrower's Project Implementation Plan (BPIP) for the MUTP and also the sub-projects identified for inclusion in the subsequent phases of MUTP. Resettlement Action Plans (RAP) and Community Environmental Management Plans (CEMP) will be prepared for each subproject involving resettlers in accordance with this Policy.

3. Objectives :

- (a) To minimise the resettlement by exploring all viable alternative project designs, and to prioritise various elements of the project by treating this as one of the important considerations,
- (b) Where displacement is unavoidable, to develop and execute resettlement plans in such a manner that displaced persons are compensated for their losses at replacement cost just prior to the actual move, displaced persons are assisted in their move and supported during the transition period in the resettlement site and displaced persons are assisted in improving or at least restoring their former living standards, income earning capacity and production levels; and to pay particular attention to the needs of poor resettlers in this regard,
- (c) To accord formal housing rights to the PAPs at the resettlement site. Such rights shall be in the form of leasehold rights of the land to the co-operative society of the PAPs and occupancy rights of built floor space to the members of the society. The membership of the co-operative society and the occupancy rights will be jointly awarded to the spouses of the PAP household. The documents in this respect will be the leasehold agreement with the co-operative society, which will include a list of its members and description of dwelling unit allotted to each member. The members of the co-operative society will receive a share certificate signifying the membership of the society.

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

- (d) To develop and implement the details of the resettlement programme through active community participation by establishing links with the community based organisations; and
- (e) To make efforts to retain existing community network in the resettlement area, wherever this is not feasible to make efforts to integrate the resettled population with the host community, and to minimise the adverse impact, if any, on the host community.

4. Categories of Project Affected Structures :

Project affected structures shall be categorised by referring to ownership, land use and type of construction.

Ownership :

- Land and building owned by the same person,
- Land owned by one person and building owned by the lessees,
- Land and building both leased to lessee,
- Land and building occupied by statutory tenants with owner occupant or where owner is a absentee
- Land occupied by squatters without any legal title. Category of squatters includes - non-resident structure owners, resident structure owners and tenants.

Land use :

- Land used for farming, horticulture etc.
- Land used for open uses such as storage, vehicle repairing etc.
- Structure used for residential purposes
- Structure used for shop-cum-residence
- Structure used for shop
- Structure used for workshop, factory etc.
- Structure used for schools, balwadis, community activities, religious purposes, medical and health facilities, gymnasium etc.

Type of structures :

- Multi-storeyed RCC structures,
- RCC or Steel frame structures in slum,
- Ground storeyed structures with RCC slab or tile or AC sheet or GI sheet roof,
- Ground storeyed structures/hutment in slums.

5. Definition of Project Affected Persons (PAP) :

Project Affected Person includes households, business units including their workers and owners of assets like land and buildings affected by MUTP shall be considered as PAPs and may include; non-resident land owners (including farmers and horticulturist); non-resident lessees; resident landlord (including farmers and horticulturists); resident lessees, tenants or sub-tenants of buildings; squatters (non-resident structure owners, resident structure owners, tenants); pavement dwellers. Household for this purpose means all the males/females, their family members and relatives staying in a house/tenement/hut.

6. Eligibility of Project Affected Persons (PAPs) for R & R :

- (a) All legitimate occupants of land and building affected by MUTP up to the time of actual resettlement will be eligible for the benefit of R & R Policy. However, PAPs who are squatters and not the legitimate occupants of land or buildings shall be eligible for R & R only if enumerated during the baseline survey. The date of completion of baseline survey shall, therefore, be the cut-off date. While preparing the Resettlement Action Plan (RAP) the baseline survey will be updated if the gap between the baseline survey and the RAP is more than one year. Any new unauthorised structures or additions to existing structures carried out after the cut-off date and their occupants will not be eligible for R & R.

Similarly, the occupants of a structure except legal heir who have acquired the structures after the cut off date shall not be eligible for the benefits of Resettlement and Rehabilitation. However, member added to the eligible households by way of birth and marriage after the cut-off date will be

considered eligible for R & R. For this purpose, the baseline survey will create a detailed data base available with both the R & R Agency and the affected community. The significance of the cut-off date will also be explained to the community.

- (b) PAPs who do not wish to participate in the RAP prepared in the manner as laid down in this policy will not be eligible for rehabilitation and will have to vacate the occupied space on their own.
- (c) Aerial photographs if available and visual documentation carried out during baseline surveys will help identify squatters entering the area after the baseline surveys. These squatters shall not be entitled for any R & R benefits. Motivating and strengthening of Community Based Organisations (CBOs) during the baseline survey will be attempted to help prevent further encroachment after baseline survey. R & R activities and MUTP project execution schedule shall be closely co-ordinated to minimise the time between site clearance and commencements of civil works so as to prevent further encroachment. Implementing agencies shall protect the cleared sites by appointing watch and ward staff. Even with these measures, if encroachment takes place, eviction will be resorted to.

7. Selection of Resettlement Site :

The site for resettlement shall be selected out of the feasible options in consultation with the affected community as a part of the RAP preparation. The principal criteria for site selection shall include access to employment opportunities, infrastructure and social services. Environmental assessment of the resettlement site shall be carried out as part of the preparation of CEMP.

8. Land acquisition :

- (a) For acquisition of land for the project, landowners and lessees shall be compensated as per the provisions of the Land Acquisition Act, 1894 (LA Act). The facility of Transferable Development Rights (TDRs) will be available as an alternative to compensation under the LA Act, in accordance with the Development Control Regulations (DCRs) for Greater Mumbai 1991 as amended from time to time and being in force.

- (b) TDRs will also be available to developers who agree to build and hand over free of cost dwelling units for R & R according to the approved RAP, in accordance with the DCRs more particularly the Urban Development Department Notification dated the 15th October 1997.¹ FSI of 2.5 shall be allowed for construction of tenements, under the above schemes, on the lands reserved for resettlement of PAPs by making appropriate changes in the reservation in the Development Plan. To provide incentive to landowners in residential zones to build dwelling units to the PAPs, an additional FSI of 1.5 may be permitted. 0.75 of this additional FSI shall be used for rehabilitating PAPs free of cost, and the balance FSI of 0.75 may be allowed for free sale.²

9. Resettlement Options :

While preparing RAP following two options may be explored with the community;

- (a) Township option : This will be in the form of a sites and services project developed by the R & R agency (or other public agency) on a green-field site owned by the agency. A fully developed plot of 25 sq. meters shall be allotted one year in advance of the target date of relocation. The agency can use some land for high income housing of non-PAPs and for commercial activities. The agency can sell plots for commercial activities and high-income housing at market price to recover the project cost.

¹ Transfer of Development Right is available as an alternative to compensation under the LA Act 1894. If the landowner whose land is reserved for a public purpose is prepared to surrender such land to free of cost and free of encumbrances to BMC he can opt for receiving TDR equivalent to floor space which he could have constructed had his land not been reserved. In Suburbs where most of the land acquisition is required to be carried out for MUTP such floor space (and therefore the TDR will be reckoned at the Floor Space Index (FSI) of 1. These TDRs are saleable in the market and can be used in areas specified in the DCRs. In addition to the TDR given for the land, TDR equivalent to the floor space constructed for the slum dwellers and handed over free of cost for can also be granted. Such floor space is restricted to FSI of 2.5 and consequently TDR available for constructed dwelling units is also restricted to 2.5.

² More particularly as provided for in Urban Development Department Notification dated the 15th October 1997.

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- (b) Tenements under Slum Redevelopment (SRD)/Public Housing (PH)/Housing the Dishoused (HD) : A tenement of 20.91 sq.m. in multi-storeyed buildings.
- (c) The entitlement of PAPs in terms of floor space / plot at the resettlement site for the options described in section 9 above will be as stated in Appendix. I

10. Other Amenities :

- (a) For township / sites and services option :

In addition to the developed plot of 25 sq.m., water supply at 90 lpcd, pedestrian pathways according to DCRs, on plot toilet seat and water tap, community facilities like primary school, dispensary, playground, fair price shop as may be required, and site for religious places that existed in the old community.

- (b) For PH / HD and SRD options :

PH / HD and SRD are a part of the Development Plan of Greater Mumbai. The standards of off-site amenities will therefore be according to the Development Plan. The on-site amenities like the recreational open space, Balwadis, water supply, sanitation, pathways and access streets etc. shall be provided according to the standards prescribed in DCR's.³

11. Monetary Supplement to Squatters :

The Project Affected Squatters who opt for Township option, shall be entitled to a monetary supplement that represents the replacement cost of their shelter at the time of baseline survey. For calculating such monetary supplement, Municipal Corporation of Greater Mumbai and the Public Works Department shall determine for various types of construction, a unit cost of replacement based on the rate schedules used by them for construction activities undertaken by them. The monetary supplement shall be disbursed in suitable instalments related to the progress of work of building the structure on the serviced site. However, PAPs that opt for fully built dwelling unit will not be eligible for such monetary supplement.

³ Some of the standards prescribed by the DCRs at present are; recreational open space @ of 15% of the plot area, water supply @ of 135 litres per capita per day, one balwadi of 20.9 sq.m. for every 100 dwelling units and minimum width of pathway is 1.5 m.

12. Compensation for Economic Losses :

Every effort shall be made to relocate the affected households to nearby site and thus avoid cutting access to existing employment and income earning sources.

- (a) If the relocation of workers / employees results in an increase in travel distance to reach the original place of work or new place of work, a lump sum compensation not exceeding twelve quarterly season tickets for such excess distance by suburban railway at the time of resettlement shall be paid to such workers / employees subject to actual verification of extra expenditure incurred.
- (b) If it turns out to be impossible to continue present occupation or where workers / employees / entrepreneurs permanently lose their source of livelihood, because of displacement, a lump sum compensation equivalent to one year's income be given to such workers / employees / entrepreneurs at the rates to be determined by the R & R implementing agency. A valuation committee comprising the representatives of the R & R Agency and the NGO shall assist the R & R Agency in determining the annual income of PAPs.
- (c) Vulnerable households such as women headed households, handicapped and the aged will be extended an additional package of rehabilitation services to help them overcome the difficulties on account of resettlement. This will include preference in allotment of dwelling units on the ground floor for the handicapped and preference in sanctioning of loans from the fund mentioned below. Any further assistance required for vulnerable PAPs will be determined during RAP preparation.
- (d) For those who permanently lose their jobs, the rehabilitation package shall include access to employment information through employment exchange and training facilities. Moreover, community operated fund will be created to provide seed capital and other loans. Community operated fund could be linked with community saving programmes. The fund could be controlled and monitored by the community with the assistance of Non-Governmental Organisation (NGO).

13. Other Benefits :

In addition to the shelter-related rehabilitation described in the Appendix I, cost of shifting will be paid to the PAPs or free transport arrangements be made available to the PAPs for moving to the resettlement site.

14. Planning and Implementation Procedure :

- (a) Based on the baseline survey carried out through close participation of NGOs and CBOs, a list of eligible project affected structures, households, lands, shops and business activities shall be prepared and announced for community endorsement to avoid conflict over subsequent entrants in the project area.
- (b) RAP preparation shall be undertaken with active participation of eligible PAPs. Draft RAP shall include, a statement of objective and policies, an executive summary, and provision for the following :
- organizational responsibilities,
 - community participation and integration with host populations,
 - socioeconomic survey,
 - legal framework,
 - alternative sites and selection,
 - valuation of and compensation for lost assets,
 - land tenure, acquisition, and transfer,
 - access to training, employment, and credit,
 - shelter, infrastructure, and social services,
 - environmental protection and management; and
 - implementation schedule, monitoring, and evaluation.

Cost estimates should be prepared for these activities, and they should be budgeted and scheduled in coordination with the physical works of the main investment project.

- (b) Draft RAP shall be shared with the PAPs, NGOs, CBOs and general public in the area through community meetings and other appropriate media. The views of PAPs will be taken into account in finalising the RAP.⁴

⁴ In case indigenous people are affected by MUDP a separate Indigenous People Development Plan (IPDP) will be prepared along with the RAP in accordance with the World Bank's Operational Directive 4.20.

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

- (c) In addition, general dissemination of information on R & R policy, specific RAPs and environmental management plan related to MUTP shall also be undertaken in a planned manner. These activities may include organising seminars, bringing out the news items in newspapers, TV, radio, technical and academic journals.
- (d) The RAP prepared in this manner shall be implemented by the agency identified for the purpose.
- (e) "A two-stage resettlement process will be adopted only under emergency circumstances and only if the affected community agrees to move to the transit housing prior to shifting to permanent houses. Prior to shifting people to transit houses the following need to be ensured -
 - (i) the type of accommodation and basic amenities to be provided in the transit camps and a time table for moving to permanent sites are discussed and agreed with the PAPs and
 - (ii) the world Bank will verify the feasibility of the schedules in the time table, particularly whether acquiring permanent sites can be completed within at most two years and that permanent housing can be available before the end of the third year."

15. Redressal of Grievances :

R & R Agency shall designate a senior officer at the local level to consider any grievance of PAPs in consultation with the concerned NGO and give his decision in writing, within a stipulated time period, and also keep a record of such decisions. If the aggrieved PAP is not satisfied with this decision, final appeal, could be made to the Grievance Redressal Committee appointed by the R & R Agency comprising its officials and the representatives of NGOs.

16. Completion of Resettlement Prior to Commencement of Civil Works :

The agreed resettlement activities in transit structures in the case of two stage implementation procedure and in permanent settlements in other cases shall be generally completed prior to commencement of the relevant section of the civil work of the transport project. On completion of resettlement, the site shall be turned over to the concerned transport project-implementing agency.

17. Indirectly Affected PAPs :

The relocation of affected communities and persons may have adverse impact on the community linkages at the old site. In order to minimise such adverse impact appropriate and careful measures need be planned. For this purpose, the affected community be identified based on the social and economic linkages and not purely on the basis of right of way required for the project. If the social and economic linkages are substantially affected⁵, the remaining people, whose proportion should not exceed 20% of the directly affected PAPs. If they desire should be resettled along with the PAPs. However, if the remaining people do not desire to shift, efforts shall be made to provide earlier social and economic facilities at the old site.

18. Host Community :

The relocation of PAPs at the new site may impact two types of host communities. One, resident of the relocation site and the other living in the vicinity of the resettlement site. Resettlement of PAPs will displace the first type of host community and increase the burden on the infrastructure services available to the second type of the host community. The host community that is resident of the relocation site shall be treated as eligible PAPs and shall be extended all the benefits of this policy. In case of the host community in the vicinity of the relocation site, the increased demand of services on account of resettled community, may reduce the quality of life of the host community. In order to avoid or minimise such impacts the RAP will propose augmentation of available services. Such augmentation will be carried out as part of RAP implementation.

19. Modification of Development Plan :

Urban Development Department shall decide, on case to case basis, about the changes to be carried out in the reservation in the Development Plan for lands

⁵ The social and economic linkages shall be considered to be substantially affected when almost all the residents of the affected area had shifted together to the area from the same area of origin, or; some common infrastructure facilities such as, school, dispensary etc. were shared by all the residents, which need to be demolished to clear the site for the project and providing these facilities for the remaining families is not feasible, or; the number of the remaining families is so small that it is not possible for them to stay as a community.

to be acquired and utilised for R & R of PAPs according to the procedure laid down in the Maharashtra Regional and Town Planning Act 1966 (MR & TP Act).⁶

20. Institutional Arrangements :

Institutional arrangements, including interdepartmental oversight committees, the hiring of experts in housing, engineering, social development, land acquisition, legal, environment, PR and other relevant areas and monitoring mechanisms, will be set forth in a separate notification to be issued on institutional arrangements.

21. Restrictions on Transfer / Disposal of Tenements Allotted to the PAPs :

No PAPs shall transfer / dispose of the tenement allotted to him without prior permission of the Government. The procedure followed by Slum Rehabilitation Authority for transfer / disposal of tenements under Slum Rehabilitation Schemes shall mutatis-mutandis be applied in case of transfer / disposal of tenements allotted to the PAPs under this policy.

These orders are issued after obtaining concurrence of the Urban Development Department vide informal reference No. 594 Dated 22/11/2000.

This Government Resolution shall supersede all the previous Government Resolutions on this subject.

By order and in the name of the Governor of Maharashtra,

Sd/-

(R. B. Budhiraja)

Principal Secretary to Government of Maharashtra,

⁶ The procedure for modifying the Development Plan reservation is prescribed in Section 37 of the MR & TP Act 1966. This requires publication of proposed modification for inviting public suggestions and objections, hearing the suggestions and objections and then taking a final decision.

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

Copy to :

1. Secretary to Hon. Governor,
2. Secretary to Chief Minister,
3. Chief Secretary,
4. Chairman, Railway Board, Rail Bhavan, New Delhi.
5. Private Secretaries to all Ministers and State Ministers,
6. Additional Secretary, Urban Development Department, Government of India.
New Delhi.
7. General Manager, Western Railway, Churchgate, Mumbai
8. General Manager, Central Railway, CST, Mumbai.
9. Managing Director, M.R.V.C. 2nd floor, Churchgate Station Building,
Mumbai 400 020.
10. Metropolitan Commissioner, MMRDA, Bandra Kurla Complex, Mumbai.
11. Secretary to All Department, Mantralaya, Mumbai.
12. Vice President and Chief Executive Officer, MHADA, Mumbai 400 051.
13. Chief Executive Officer, S.R.A., Bandra (East) Mumbai 400 051.
14. Divisional Railway Manager, Western Railway, Mumbai Central, Mumbai.
15. Divisional Railway Manager, Central Railway, CST, Mumbai.
16. Additional Police Commissioner, Traffic Police, Worli, Mumbai.
17. Commissioner, Gr. Mumbai Municipal Corporation, Mumbai.
18. Commissioner, Thane Municipal Corporation.
19. Collector, Mumbai
20. Collector, Mumbai Suburban District, Mumbai.
21. Additional Collector (ENC), Mumbai.
22. Controller, Encroachment, Mumbai.
23. All Officers, Housing and Special Assistance Department, Mantralaya,
Mumbai.
24. Select File.

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

Appendix - I

SUMMARY OF REHABILITATION MEASURES

Sr. No.	Category of RAP	Legal Compensation	Rehabilitation		
			Monetary Supplement	Type of Shelter related Rehabilitation	Price to be Charged
1.	Non-resident land Owners (Including farmers and horticulturists)	Market value of land and building according to LA Act.	Nil	Nil	
	Non-resident lessees	Apportionment of compensation for the unexpired period of lease according to LA Act.	Nil	Nil	
2.	Resident landlord (land and building) (including farmers and horticulturists)	As in 1 above.	Nil	Cash supplement equivalent to cost of construction of floor space (subject to a max. of 20.91 sq.m) occupied prior to resettlement. OR Floor space equal to self occupied floor area, subject to maximum of 70 sq.m., irrespective of use of floor space	First 20.91 sq.m. of floor space free of cost and at actual cost for the area in excess thereof
	Resident lessee of land and building	Apportionment of compensation for the unexpired period of lease according to LA Act.	Nil	Floor space equal to self occupied floor area, subject to maximum of 70 sq.m., irrespective of use of floor space	First 20.91 sq.m. of floor space free of cost and at actual cost for area in excess thereof.
3.	Resident lessees, tenants or sub-tenants of buildings	Shifting charges according to LA Act.	Nil	Floor space equal to self occupied floor area, subject to a maximum of 70 sq., irrespective of use of floor space.	Free of cost on ownership basis up to 20.91 sq.m. of floor space and at actual cost for area in excess thereof

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

4. Squatters	Non-Resident structure owners (The status to be established by documentary evidence in	Nil	Replacement cost of lost structure	Nil	
	Resident structure owners	Nil	Replacement cost of lost structure	Township option Plot of 25 sq.m. Plot in excess of 25 sq.m. Nil PH/HD/SRD Option : Residential : floor space of 20.91 sq.m. Shops & business Area equivalent to existing area with a maximum of 70 sq.m. Out of which 20.91 sq.m. Area in excess of 20.91 sq.m.	Free of cost At cost of excess area. Free of cost. Free of cost At cost for the excess area
Tenants	Nil	Nil	Nil	Township option Plot of 25 sq.m. Plot in excess of 25 sq.m. PH/HD/SRD Option : Residential : floor space of 20.91 sq.m. For shops & business Area equivalent to existing area with a maximum of 70 sq.m. out of which 20.91 sq.m. Area in excess of 20.91 sq.m.	Free of cost. At cost for the excess area Free of cost Free of cost At cost for the excess area

Social Impact Assessment Report- Nagpur Metro Rail Project Phase-II

5.	Pavement dwellers	Nil	Replacement cost of lost structure Nil	Township option Plot of 25 sq.m. Plot in excess of 25 sq.m. PH/HD/SRD Option : Residential : floor space of 20.91 sq.m. For shops & business: Area equivalent to existing area with a maximum of 70 sq.m. Out of which 20.91 sq.m. Area in excess of 20.91 sq.m.	Free of cost. At cost for the excess area Free of cost. Free of cost At cost for the excess area.
6.	Employees and entrepreneurs (a) Employees residing in the affected community and working at some other place (b) Non-resident employees (c) Employees and entrepreneurs who permanently lose their source of livelihood	Nil Nil Nil	Amount equivalent to the fare of twelve quarterly season tickets for excess distance by suburban railway. Same as above A lump sum compensation equivalent to one year's income, determined by the R & R Agency's valuation committee.	Nil Nil The rehabilitation package shall include access to employment information through employment exchange, and training facilities for appropriate skills be provided through on going government programs, and credit through community operated fund.	

For further information please contact:

Project Director, MUTP

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