

TABLE OF CONTENT

- 1. Gazette Notification of NH-135BG**
- 2. Social Impact Assessment Report**

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

NOTIFICATION

New Delhi, the 5th December, 2017

S.O. 3807(E).—In exercise of the powers conferred by sub-section (2) of section 2 of the National Highways Act, 1956 (48 of 1956), the Central Government hereby declares each of the highways specified in columns (2) and (3) of the Table below to be a national highway.

The said highways, now declared to be national highways, shall be deemed to be specified in the Schedule to the said Act with the new serial numbers, the new national highways numbers and the description of the national highways thereof, as indicated in columns (1), (2) and (3) respectively, of the said Table.

TABLE

Serial No.	New National Highway No.	Description of National Highways
(1)	(2)	(3)
409	354	The highway starting from its junction with NH-54 near Gurdaspur connecting Derababa Nanak, Ramdas, Ajnala, Amritsar (NH-3), Chabal Kalan, Bhikhiwind, Amarkot, Khem Karan (Indo-Pak Border), Arifke, Ferozpur (NH-5), Sadiq, Sri Muktsar Sahib (NH-754), Rupana and terminating at its junction with NH-7 near Malaut in the state of Punjab .
410	354B	The highway starting from its junction with NH-54 near Zira connecting Markhai, Kulgarhi, and terminating at its junction with NH-5 near Ferozepur in the state of Punjab .
411	148BB	The Highway starting from its junction with NH-148B near Moonak connecting Lehra Gaga and terminating at Sunam in the state of Punjab .
412	105B	The highway starting from its junction with NH-5 near Dhillon Nagar (Moga), connecting Bagh Purana (NH-254) and terminating at its junction with NH-54 near Baja Khana in the State of Punjab .
413	152A	The highway starting from its junction with NH-52 near Khanauri connecting Shergarh, Amo in the state of Punjab , Sangatpura, Nand, Sighwala, Sanghan, Mahal Kheri, Padala, Gandhi and terminating at its junction with NH-152 near Kaithal in the State of Haryana .
414	907G	The Highway starting from its junction with NH No- 907 near Jagadhri connecting Jaroda, Budheri, Bherthal, Mahmoodpur, Salempur Banger and terminating near Bilaspur in the state of Haryana .
415	352R	The highway starting from its junction with NH-352 (Jhajjar Bypass) connecting Dulhera, Daboda Khurd, Nuna Majra and terminating at its junction with NH- 9 (Bahadurgarh Bypass) in the state of Haryana .
416	352W	The highway starting from its junction with NH-352 near Vijay Nagar (Rewari) connecting Kakoria, Jaitpur, Pataudi, Jamalpur, Wazirpur, Harsaru and terminating at its junction with NH- 48 near Shaktinagar (Gurugram) in the state of Haryana .
417	126	The highway starting from its junction with NH-26 near Barapali connecting Dhaurakhanda, Panimora, Chichinda and terminating at its junction with NH-53 near Sohela in the State of Odisha .
418	130CD	The highway starting from its junction with NH-30 (Kurud Bypass) connecting Umarda, Megha, Bijhuli, Singhpur, Dugli, Dongardula, Nagari, Sonamagar, Sihawa, Ratawa in the state of Chhattisgarh connecting Ghutkel, Kunderi, Hatabharandi, Raighar, Beheda, Umerkote, Dhodra, Dhamanaguda, Dabugaon and terminating at its junction with new NH No. 26 near Papdahandi in the State of Odisha .
419	316A	The highway starting from its junction with NH-316 near Konark connecting Ratanpur, Satabhaya, Dhamra, Basudevpur, Talapada, Chandipur, Chandaneswar in state of Odisha and terminating at Digha in the State of West Bengal .
420	516A	The highway starting from its junction with NH-516 near Gopalpur Port and terminating at its junction with NH-316 near Satpada in the State of Odisha .
421	381A	The highway starting from its junction with NH-81 near Vellakoil connecting

Serial No.	New National Highway No.	Description of National Highways
(1)	(2)	(3)
		Mettupalayam, Ayyampalayam, Kumarandisavadi, Muthur, Muthainvalasu, Elumathur, Modakuruchi, Thannerpanthal, Sakthi Nagar (in Erode), Pallipalayam, Veppadai, Padaiveedu, and terminating at its junction with new NH -544 near Sankakiri in the State of Tamil Nadu .
422	381B	The highway starting from its junction with NH-81 near Musiri connecting Thottiyam, Ezlurpatty, Meikalnaikanpatty and terminating at its junction with NH- 44 near Namakkal in the State of Tamil Nadu .
423	785	The highway starting from Pandian Hotel Junction in Madurai connecting Naganagulam, Ayyar, Bungalow, Oomachikulam, Vembarali, Vathipatti, Chatthirapatti, Chinnapatti, and terminating at Natham in the State of Tamil Nadu .
424	716A	The highway starting from its junction with NH-716 near Puttur connecting , Narayana Vanam, Thumburu, Koppedu, Harijan, Vada, Ramagiri, Krishnapuram, Utthukottai in the State of Andhra Pradesh connecting Tharachi, Palavakkam, Periyapalam, Kannigaipair, and terminating at its junction with NH-16 near Janappachataram in the State of Tamil Nadu .
425	147E	The highway starting from its junction with NH- 47 near Jhabua (Bypass) connecting Nawagaon and terminating near Raipuriya in the state of Madhya Pradesh.
426	135BB	The highway starting from its junction with NH-35 (Bargarh More) near Jamira connecting Bargarh, Gahur in the state of Uttar Pradesh connecting Dubi, Magdaur and terminating at its junction with NH-135B near Dabhaura in the state of Madhya Pradesh .
427	135BD	The highway starting from its junction with NH-135B near Sirmaur connecting Kolha, Rajgarh, Kyoti, Bagahaiya, Lalgaon, Pangadi and terminating at its junction with NH-30 near Kalwari in the state of Madhya Pradesh .
428	135BG	The highway starting from its junction with NH-35 near Chitrakoot in the state of Uttar Pradesh connecting Majhgawa, Satna and terminating at its junction with NH-30 near Maihar in the state of Madhya Pradesh .
429	548H	The highway starting from its junction with NH-48 near Sankeshwar in the state of Karnataka connecting Gadhinglaj, Ajara, Amboli, Madkhol, Sawantwadi, Insuli and terminating at its junction with NH-66 near Banda in the state of Maharashtra .
430	748AA	The highway starting from its junction with NH-748 near Machhe connecting Piranvadi, Navage, Kinaye, Kusamalli, Jamboti, Kalmani, Kankumbi, in the state of Karnataka Poriem, Matnee and terminating at Sanquelim (near Shri Dattaraya Mandir) in the State of Goa .
431	367A	The highway starting from its junction with NH-67 near Koppal and terminating at its junction with NH No. 50 near Metgal in the State of Karnataka .
432	954	The highway starting from its junction with NH-54 near Pakka Saharaha connecting Morjanda Khari, Mamakhera, Lalgah Jattan, Banwala, 4LNP and terminating at its junction with NH-62 near Kaluwala in the state of Rajasthan .
433	311	The highway starting from its junction with NH-11 near Singhana connecting Khetri Nagar, Jsrapur, Nangli, Saledisingh, Bhatiwari, Chhawasari, and terminating at Titanwara in the State of Rajasthan .
434	921	The highway starting from its junction with NH-21 near Mahwa connecting Mandwar, Nangal Sumer Singh, Almarpur, Kheda, Mangalsinh, Ghadi, Antapuar, Piana, Doroli, Machedi Mode, and terminating at Rajgarh bypass in the State of Rajasthan .
435	70	The highway starting from its junction with NH-25 near Munabao connecting Sundra, Myajlar, Dhanana, Asutar, Ghotaru, Loghewala, and terminating at its junction with NH-68 near Tanot in the State of Rajasthan .
436	925	The highway starting from its junction with NH-25 near Gagaria connecting Baori kalan, Serwa and terminating at Bakhasar in the State of Rajasthan



National Highways Authority of India

(Ministry of Road Transport and Highways)
Government of India

Construction of Two / Four lane with Paved Shoulder
from Km 80+800 to Km 120+125 (Satna to Maihar Section)
of NH135BG under Bharatmal Pariyojana
in the State of Madhya Pradesh
(Package-III)



SOCIAL IMPACT ASSESSMENT AND RESETTLEMENT STUDY REPORT



Intercontinental Consultants and Technocrats Pvt. Ltd.

A-8, Green Park, New Delhi - 110 016, India

September, 2021

TABLE OF CONTENTS

SI. No.	Description	Page Nos.
VOLUME IV(B): RESETTLEMENT ACTION PLAN (RAP)		
	ABBREVIATIONS	AB-1 to AB-2
	EXECUTIVE SUMMARY	Es-1 to Es-3
1.	INTRODUCTION AND METHODOLOGY	1-1 to 1-5
1.1	Introduction	1-1
1.2	Project Description	1-1
1.3	Proposed Row and Project Impact	1-2
1.4	Social Impact Assessment	1-3
1.5	Land Acquisition and Project Impact	1-3
1.6	Measures to Minimize Impacts	1-3
1.7	Benefits To The Project Region Populace	1-3
1.8	Objectives of The Resettlement Action Plan	1-4
1.9	Data Collection From Primary and Secondary Sources	1-4
1.10	Reporting Requirements	1-4 to 1-5
2.	SOCIO-ECONOMIC PROFILE OF THE PROJECT AREAS	2-1 to 2-17
2.1	Introduction	2-1
2.1.1	Satna –The Physical Features and District Profile	2-1
2.2	Demographic and Socio-Economic Features	2-2
2.2.1	Total Population	2-2
2.2.2	Population Density	2-3
2.2.3	Rural and Urban Population	2-3
2.2.4	Sex Ratio	2-3
2.2.5	Decadal Population Growth Rate	2-3
2.2.6	Vulnerable Population	2-4
2.2.7	Literacy Rate	2-4
2.2.8	Distribution of Population by Workers and Non-Workers and Occupation	2-4
2.3	Demographic Profile of the Affected Villages	2-5

Sl. No.	Description	Page Nos.
	2.3.1 Social Composition- Presence of SCs/ST	2-7
	2.3.2 Literacy Level	2-9
	2.3.3 Workforce in Project Affected Villages	2-10
	2.3.4 Category wise distribution of workforce	2-13
2.4	Conclusion	2-17
3.	EVALUATION OF SOCIAL IMPACT AND LAND ACQUISITION	3-1 to 3-6
3.1	Introduction	3-1
3.2	Scope of Land Acquisition	3-1
3.3	Impact on Structures	3-1
	3.3.1 Type of Private properties to be affected	3-1
	3.3.2 Type of Construction of the Structures	3-2
	3.3.3 Religious Properties to be Affected Along The Road	3-2
	3.3.4 Public/Community Property To Be Affected Along The Road	3-2
3.4	Social Profile Of The Paps Along The Project Road	3-2
	3.4.1 Total Affected Households	3-2
	3.4.2 Total Number of PAPs along the project road	3-3
	3.4.3 Religious Category of PAHs along the Project Road	3-3
	3.4.4 Social Category of PAHs along the Project Road	3-3
	3.4.5 Type of family of PAHs along the Project Road	3-4
	3.4.6 Occupation Pattern in the family along the Project Road	3-4
	3.4.7 Annual Income of Households	3-4
	3.4.8 Vulnerable families along the Project Road	3-5
3.5	Summary Project Impacts	3-5
3.6	Conclusion	3-6
4.	RESETTLEMENT POLICY AND LEGAL FRAMEWORK	4-1 to 4-10
4.1	Policies And Legal Framework	4-1
4.2	The Indian Legal Framework	4-1

Sl. No.	Description	Page Nos.
	4.2.1 Ministry of Environment and Forests Guidelines, 1989	4-1
	4.2.2 The National Highway Act 1956	4-2
	4.2.3 The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013	4-2
	4.3 The Entitlement Matrix	4-3 to 4-10
5.	PUBLIC CONSULTATIONS AND STAKEHOLDER ANALYSIS	5-1 to 5-8
	5.1 Introduction	5-1
	5.2 Classification of Stakeholders	5-2
	5.3 Identification of Stakeholders and Their Priorities	5-2
	5.4 Consultation With Potentially Affected PAPS	5-2
	5.4.1 Findings of Public Consultations and Focus Group Discussions	5-2
	5.4.2 Project and Resettlement Issues Raised during Consultations	5-3
	5.4.3 People's Perception about the Project	5-3
	5.4.4 Concerns Raised at the Consultation Meetings	5-3
	5.5 Consultation With Local Government Agencies	5-7
	5.6 Conclusion	5-8
6.	INSTITUTIONAL ARRANGEMENT	6-1 to 6-8
	6.1 Introduction	6-1
	6.2 Staff Requirement	6-1
	6.2.1 State Level Arrangement	6-1
	6.2.2 District Level Arrangement	6-2
	6.2.3 Project Level Arrangement	6-2
	6.3 Training	6-3
	6.4 Role of R&R Cell	6-4 to 6-8
7.	GRIEVANCE REDRESSAL MECHANISM	7-1 to 7-2
	7.1 Introduction	7-1
	7.2 Grievance Redress Committee	7-1
	7.3 Grievance Redress Mechanism	7-1

Sl. No.	Description	Page Nos.
7.4	Response Time	7-1
7.5	Grievance Redress Monitoring	7-2
8	IMPLEMENTATION SCHEDULE	8-1 to 8-5
8.1	Introduction	8-1
8.2	The Implementation Procedure	8-1
	8.2.1 The Basis of Implementation	8-1
8.3	General Activities	8-1
8.4	Land Acquisition	8-2
8.5	Resettlement	8-2
8.6	Rehabilitation	8-3
8.7	Implementation Schedule	8-3 to 8-5
9.	RESETTLEMENT BUDGET	9-1 to 9-3
9.1	Introduction	9-1
9.2	Estimated R&R Budget	9-1
	9.2.1 Cost of the Land	9-1
	9.2.2 Cost of Structure	9-1
	9.2.4 R&R Assistance	9-2
	9.2.5 Cost of NGOs Involvement	9-3
	9.2.6 Total R&R Cost	9-3
10.	MONITORING AND EVALUATION	10-1 to 10-5
10.1	Introduction	10-1
10.2	M&E Mechanism and Reporting	10-1
10.3	Monitoring Project Input and Output Indicators	10-1
10.4	Monitoring Project Outcome/Impact Indicators	10-3 to 10-5

Construction of Two / Four lane with paved shoulder from Km 80+800 to Km 120+125 (Satna to Maihar section) of NH 135BG under Bharatmala Pariyojana in the State of Madhya Pradesh (Package-III)

LIST OF ANNEXURES

	Description	Page Nos.
Annexure 3.1	: List of Affected Private Structures	A3.1/ 1 to A3.1/ 4
Annexure 5.1	: Attendance Sheet	A5.1/ 1 to A5.1/ 2
Annexure 9.1	: Resettlement Budget	A9.1/ 1
Annexure 10.1	: Monitoring Form	A10.1/ 1 to A10.1/ 4

ABBREVIATIONS

APs	-	Affected Persons/ Affected Populations
BPL	-	Below Poverty Line
CBOs	-	Community Based Organizations
CPRs	-	Common Property Resources
Col	-	Corridor of Impact
CSC	-	Construction Supervising Consultant
DFs	-	Displaced Families
DPs	-	Displaced Persons
DLC	-	District Level Committee
DPR	-	Detailed Project Report
EPs	-	Entitled Persons
FGD	-	Focus Group Discussion
GoI	-	Government of India
GoMP	-	Government of Madhya Pradesh
GRC	-	Grievance Redressal Cell
GRM	-	Grievance Redressal Mechanism
HHs	-	Households
IG	-	Income Generation
LARR	-	Land Acquisition Rehabilitation and Resettlement
LHS	-	Left Hand Side
M&E	-	Monitoring and Evaluation
NA/NR	-	Not Available/Not Responded
NH	-	National Highway
NHAI	-	National Highway Authority of India
NGO	-	Non-Governmental Organization
NTHs	-	Non-title Holders
NIC	-	National Information Centre
RFCT LARR	-	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013
OBC	-	Other Backward Class
PAFs	-	Project Affected Families
PAHs	-	Project Affected Households
PAPs	-	Project Affected Persons
PIU	-	Project Implementation Unit
PMU	-	Project Management Unit

R & R	-	Rehabilitation and Resettlement
RAP	-	Resettlement Action Plan
RHS	-	Right Hand Side
RO	-	Rehabilitation Officer
RP	-	Resettlement Plan
RoW	-	Right of Way
SC	-	Scheduled Caste
ST	-	Scheduled Tribes
SIA	-	Social Impact Assessment
THs	-	Title Holders
WHHs	-	Women Headed Households

EXECUTIVE SUMMARY

0.1 INTRODUCTION

The social assessment and resettlement study is meant to determine the magnitude of actual and potential impact on the population due to improvement of proposed road with the objective to ensure the social considerations be given adequate weightage in the selection and design of proposed highway improvements. Basic idea is to minimize adverse social impacts with best possible engineering solutions at the optimal cost.

National Highways Authority of India (NHAI) has been entrusted to take up the development of various stretches of National Highways into 4 laning with paved shoulders configuration where the intensity of traffic has increased tremendously, and where there is a requirement of augmentation of capacity for safe & efficient movement of traffic in order to boost up economic growth in the country. It is a fact that if roads and highways in an area are well developed and properly maintained, travel time is reduced and access to local markets, work places, educational institutions, and medical and health services are increased. On the other hand, a highway upgrading project can also spawn negative impacts by affecting the eco-system, fertility and productivity of land, settlement and demographic pattern, and sometimes even accelerating the urbanization process.

The Project road comprises the section of National Highway 135 BG commencing from Design chainage Km 80+800 to Km 119+535, start point near Satna and ends on NH 7 near Maihar in State of Madhya Pradesh. This section of the National Highway is a Greenfield alignment project.

The objective of this study is to identify and examine the potential adverse and beneficial consequences of the proposed roads in the different stages of project cycle, so that due consideration can be given to these aspects in project, i.e., in planning, design and implementation.

In brief, under the above-mentioned scope and objectives of the study, the following main tasks have been accomplished:

- Description of the proposed road project and alternatives;
- Evaluation of the social impacts of road project;
- Ensure the involvement of local people through consultations, officials and experts on impacts in order to establish institutional capacity; and
- Estimation of resettlement and rehabilitation budget.

Thus, the overall objective is to ensure that the potential social impacts and issues are highlighted and adverse impacts are identified and addressed as per existing policies.

0.2 IMPACT ON POPULATION AND THEIR SOCIO-ECONOMIC PROFILE

The Socio-economic profiles of the project influence area have been illustrated in **Chapter 2**. In addition, the socio-economic profile of the project affected population living within the immediate corridor of impact based on the primary data collected through census and socio-economic survey has also been discussed in this chapter.

0.3 SOCIAL IMPACT ASSESSMENT AND PRELIMINARY LAND ACQUISITION

Social Impact Assessment aims to identify congested areas, impacts on the community and settlement to provide the basic information to the Engineering Design team to make any changes in the initial technical design. The thrust of this integration is to minimize the adverse impacts, if any, with the best possible engineering solutions at the most appropriate cost. It defines the magnitude of social impact on properties and households including PAPs. The clarifications about the impact on properties within/ outside ROW are mentioned in the **Chapter 3**. In this analysis, effort has been made to discuss impact on structures separately on the basis of private, community, religious and government, impact on population especially vulnerable population, non-titleholders and titleholders. The main features of the impact assessment on the population and properties along the project roads are summarized here as follows.

- Enumeration of properties reveals an impact on total of 8 private properties in project roads due to the implement of project section.
- The total number of private properties to be affected due to the project is estimated to be 8 in number. Out of these private properties, 7 are residential properties and 1 is res-cum-commercial.
- The project will effect on the source of income of project affected households who are mainly involved in agriculture activities.
- All the 1734 project-affected households (PAHs) are to be get affected by this package of project.
- 100% of the structures are fully impacted.
- Most of the structures that have been enumerated during social survey within the proposed ROW are Semi-Pucca (87.50%) followed by Pucca 12.50%.
- Total **193.26 hectares** land needs to be acquired in which **166.27 hectares** are private. (Details are given in **Chapter-3**).

0.4 PUBLIC CONSULTATION AND FOCUS GROUP DISCUSSIONS (FGDs)

The task of public consultation has been done in the light of consultation and focus group techniques, which were applied on various groups of stakeholders along the project corridor. It was organized in the form of small groups of potentially affected people. Consultation with government and community based organizations is discussed in detail in **Chapter 5**.

0.5 TENTATIVE R&R BUDGET

The R&R budget for the widening of existing road worked out approximately for project is **Rs. 192.89 Crores**, which includes the cost of land and structure, relocation or enhancement of religious, government and community structures and R & R Assistance given to affected people. The details of the tentative budget are given in **Table Es 02**.

Construction of Two / Four lane with paved shoulder from Km 80+800 to Km 120+125 (Satna to Maihar section) of NH 135BG under Bharatmala Pariyojana in the State of Madhya Pradesh (Package-III)

Table Es 0.2: R&R Budget

Sl. No.	Component	Total Cost (INR)
1	Land Acquisition Cost	943405443
2	Cost of Private Structures	17129914
3	Detailed cost of R&R assistance	872,502,000
4	RP Implementation	4,000,000
Total Sum (1+2+3+4)		1,837,037,357
Contingency @ 5%		91,851,868
Grand Total (In Rs.)		1,928,889,225
(In Crores)		192.89

• • •

1. INTRODUCTION AND METHODOLOGY

1.1 INTRODUCTION

The National Highway Authority of India (NHAI) under the Ministry of Road Transport & Highways (MoRT&H), Government of India has been entrusted with the assignment of preparation of Detail project Report for up-gradation to 4 lane of Chitrakoot to Maihar Section which starts from Satna (Km. 80.800) and terminates at Maihar (Km. 119.535) in the State of Madhya Pradesh.

1.2 PROJECT DESCRIPTION

This report is concerned with preparation of Resettlement Action Plan (RAP) for Satna Bypass the site of the Project comprises the section of National Highway 135 BG commencing from Design chainage Km 80+800 to Km 119+535, start point near Satna and ends on NH 7 near Maihar in State of Madhya Pradesh. This section of the National Highway is a Greenfield alignment project.

The important settlements through which the road is traversing are given in **Table 1.2.**

Table 1.2: Number of Settlements along the Project Road

S. No.	Village Name	Tehsil	Distirct	State
1	Giduri	Raghuraj Nagar	Satna	Madhya Pradesh
2	Etoura Kothar	Raghuraj Nagar	Satna	Madhya Pradesh
3	Chakbandi	Raghuraj Nagar	Satna	Madhya Pradesh
4	Majhbogwan Kothar	Raghuraj Nagar	Satna	Madhya Pradesh
5	Lamtara	Raghuraj Nagar	Satna	Madhya Pradesh
6	Sherganj	Raghuraj Nagar	Satna	Madhya Pradesh
7	Baghedi	Raghuraj Nagar	Satna	Madhya Pradesh
8	Jiganhat	Uchehara	Satna	Madhya Pradesh
9	Lohraura	Uchehara	Satna	Madhya Pradesh
10	Hardua Kothar	Uchehara	Satna	Madhya Pradesh
11	Bandhi Mohar	Uchehara	Satna	Madhya Pradesh
12	Semri Kurmahai	Uchehara	Satna	Madhya Pradesh
13	Semaridubey Ubari	Uchehara	Satna	Madhya Pradesh
14	Guduva Ubari	Uchehara	Satna	Madhya Pradesh
15	Kolgawan Ubari	Uchehara	Satna	Madhya Pradesh
16	Govrao Khurd	Uchehara	Satna	Madhya Pradesh
17	Dewar	Uchehara	Satna	Madhya Pradesh
18	Kundahari Kala	Uchehara	Satna	Madhya Pradesh

S. No.	Village Name	Tehsil	Distirct	State
19	Kundahari Khurd	Uchehara	Satna	Madhya Pradesh
20	Akahi Kothar	Uchehara	Satna	Madhya Pradesh
21	Naugawan	Uchehara	Satna	Madhya Pradesh
22	Piprikalan	Uchehara	Satna	Madhya Pradesh
23	Bhandar Talai	Uchehara	Satna	Madhya Pradesh
24	Majhkapa Kothar	Uchehara	Satna	Madhya Pradesh
25	Paprenga	Uchehara	Satna	Madhya Pradesh
26	Kulpura	Uchehara	Satna	Madhya Pradesh
27	Ragla	Uchehara	Satna	Madhya Pradesh
28	Patharahata	Uchehara	Satna	Madhya Pradesh
29	Belhati	Uchehara	Satna	Madhya Pradesh
30	Kushli	Uchehara	Satna	Madhya Pradesh
31	Ichoul	Uchehara	Satna	Madhya Pradesh
32	Jeetnagar	Maihar	Satna	Madhya Pradesh
33	Barhi	Maihar	Satna	Madhya Pradesh
34	Dolni	Maihar	Satna	Madhya Pradesh
35	Tamha	Maihar	Satna	Madhya Pradesh
36	Umari Paila	Maihar	Satna	Madhya Pradesh
37	Parsokha	Maihar	Satna	Madhya Pradesh
38	Tighra Kalan	Maihar	Satna	Madhya Pradesh
39	Katiya Kalan	Maihar	Satna	Madhya Pradesh
40	Lakhanpur	Maihar	Satna	Madhya Pradesh

1.3 PROPOSED ROW AND PROJECT IMPACT

The proposed Right of Way (PRoW) as per design of the widening proposal is 45 mtr whereas additional land has been proposed for bus bay, toll plaza, and curve improvement. The census survey has been conducted within the PRoW.

The scope of land acquisition in the project road sections are the following:

- Meeting the minimum requirement of the proposed RoW
- Realignment and improvement in the geometric design of the project road sections
- Provision of road side amenities

The project is expected to improve the road transport corridors; road network connectivity; management of road sector institutions; accessibility to workplaces, market places; better access to education and medical facilities and rural prosperity. The project would also benefit economically by savings in vehicle operating costs, travel time for passengers and goods in transit and savings in road maintenance costs.

This document comprises of the Resettlement Action Plan (RAP). The RAP complies with all applicable, regulations, policies, and procedures of Government of India (GOI) and other relevant resettlement-related requirements including those on public participation, social assessment and indigenous people.

National Highways Authority of India (NHAI) will implement the RAP with assistance from other government agencies, non-governmental, community-based organizations, and consultants.

1.4 SOCIAL IMPACT ASSESSMENT

The social impact assessment and Resettlement Action Planning component has following elements:

- Census and baseline socio-economic survey of the potentially affected families;
- Consultations with stakeholders at various levels;
- Preparation of a time-bound Resettlement Action Plan (RAP).

The census has been conducted to register and document all the properties on existing road and in land acquisition area. An attempt has also been made to assess the status of the potentially affected population within the project impact area, their assets, and sources of livelihood.

The socio-economic survey for in depth analysis has been carried out on 25 percent of the total affected households. This survey provides a baseline against which mitigation measures and support has been evaluated & measured. Socio-economic survey comprehensively assesses people's assets, incomes, important cultural or religious networks or sites, and other sources of support such as common property resources.

1.5 LAND ACQUISITION AND PROJECT IMPACT

The land acquisition for the project section has been calculated considering the proposed ROW in the existing road. At this stage it is estimated that total land requirement for proposed widening proposal for the existing road is around **193.26 Hectares**, which includes private holding as well as government land.

1.6 MEASURES TO MINIMIZE IMPACTS

Efforts have been undertaken by adopting appropriate engineering design while finalizing the road alignment to minimize the resettlement impact on the existing structures. An attempt was made at this final stage to minimize the negative social impact, i.e., to save the structured properties, to avoid displacement and to reduce disruption of livelihoods in settlement areas along the project road. To take a decision, emphasis was made on minimizing the impacts within the limitations of technical feasibility and cost effectiveness. The options considered for minimizing negative social impacts included design considerations and public consultations.

To make the project peoples friendly, the role of the NGOs/ CBOs, working in the area, will be very important.

1.7 BENEFITS TO THE PROJECT REGION POPULACE

The proposed project would also facilitate faster and smooth vehicular movement, ensure road safety and will increase the connectivity of interior resource hinterland with the major market centers. With the better connectivity and increased mobility, access to quality consumer products would be ensured. As per the people's perception the improved highway will contribute directly to more vibrant market economy.

In an area of acute under employment and poverty, some employment will be generated during the road construction period for the unskilled construction laborers who migrate from interior villages. This way they can be assured of employment for a period of two years as well as for getting an opportunity to enhance their skill.

1.8 OBJECTIVES OF THE RESETTLEMENT ACTION PLAN

The Resettlement Action Plan has been prepared keeping the following broad objectives:

- The negative impact on persons affected by the project would be avoided or minimized.
- Affected people and the beneficiary population will be informed and consulted about the project and its design.
- Where the negative impacts are unavoidable, the project-affected persons will be assisted in improving or regaining their standard of living. Vulnerable groups will be identified and assisted in improving their standard of living.
- People's participation will be undertaken in planning and implementation of the project.
- All information related to Resettlement Action Plan and implementation will be disclosed to APs (Affected Population).

1.9 DATA COLLECTION FROM PRIMARY AND SECONDARY SOURCES

This report has been based, largely, on primary data collected during field survey but it also includes a review of available secondary data on baseline information. The field research includes Census and Socio-economic survey of the project affected persons and properties within a width of 22.5m on either side. Relevant baseline data on socio-economic and cultural conditions were collected from various available secondary sources, like Census Handbooks and District Gazetteers, Madhya Pradesh Government website maintained by the NIC, etc., to understand the socio-economic context of the proposed project and for providing necessary inputs for social analysis of the project.

1.10 REPORTING REQUIREMENTS

At this stage the reporting requirement of the study is to analyze the impact on the properties, people and key stakeholders. It also includes identification of broad categories of affected properties and project-affected people (PAPs) including assessment of beneficial and adverse social impacts.

Keeping in mind the above requirement at DPR stage of the study, this report will be organized in following Chapters:

Executive Summary

Chapter 1	:	Introduction and Methodology
Chapter 2	:	Socio-Economic Profile of the Project Area
Chapter 3	:	Evaluation of Social Impact and Land Acquisition
Chapter 4	:	Resettlement Policy and Legal Framework

Construction of Two / Four lane with paved shoulder from Km 80+800 to Km 120+125 (Satna to Maihar section) of NH 135BG under Bharatmala Pariyojana in the State of Madhya Pradesh (Package-III)

- Chapter 5 : Public Consultations and Stakeholder Analysis
- Chapter 6 : Institutional Arrangement
- Chapter 7 : Grievances Redressal Mechanism
- Chapter 8 : Implementation Schedule
- Chapter 9 : Resettlement Budget
- Chapter 10 : Monitoring and Evaluation

• • •

2. SOCIO-ECONOMIC PROFILE OF THE PROJECT AREA

2.1 INTRODUCTION

Any intervention in the form of project or programme is targeted towards the development of inhabitants, which have target groups and sectors. Hence, socio-economic information of project beneficiary population and their development status acquires significance as it depicts existing scenario of the project influence area and provides the baseline for future assessment. The proposed project road traverses through Satna district of Madhya Pradesh. Main demographic and socio-economic features of these project influence district have been presented in this chapter.

In order to study the demography and socio-economic background of project influence area, a micro-level analysis has been done for Satna district, comprising of physical features of the district, population characteristics, workforce, workers participation in major economic activities and other socio-economic features.

2.1.1 Satna –The Physical Features and District Profile

Area and Location

Satna District is a district of Madhya Pradesh state in central India. The City of Satna is the district headquarters. The district has an area of 7,502 km², and a population of 2,228,935, 20.63% of which is urban. The district has a population density of 249 persons per km². The district lies between 80°21' and 81°23' east longitude and 23°58' and 25°12' north latitude. In the north the district bounded by Banda & Chitrakoot District of Uttar Pradesh state. Eastern boundary of the district runs with the Teonthar, Sirmour and Huzur tehsils of Rewa district and very small part of the Gopadbanas tehsil of Sidhi District. The entire western boundary of the district is confined with Panna district, while the southern boundary abuts on the Murwara tehsil of Jabalpur district in the west and Bandhogarh tehsil of Umaria district and Beohari Tehsils of Shahdol district on the east.



Climate and Rainfall

Past meteorological data of nearest IMD Observatory at **Satna** which is deemed to be representative to the study area, has been collected for the period of 1981-2010 to establish the baseline climatic conditions of the area. Past climatic data show that May & June are usually the hottest months with the mean daily maximum temperature around **44.3 to 45°C** and January is recorded to be the coldest month with the mean daily minimum temperature **4.6°C**. Normal annual rainfall is around **1083.2 mm**. July and August are the wettest months with more than 12 rainy days on average. Annual mean wind speed is **4.2 kmph**.

Major crops and their production

There are two main cropping seasons in the district; i.e. Kharif and Rabi. rice, wheat, chickpea and soybean are the major crops of Kharif season. wheat, gram, rape, mustard are major crops of Rabi season.

Minerals

Mineral resources are vast in the district. Limestone is the major mineral, available in the district abundantly, which is concentrated in Raghuraj Nagar, Maihar and Amarpatan. A portion of Limestone was classified as minor mineral. Satna district is one of the major mineral producing district in the state, which has major minerals – Limestone, Ocher, Bauxite, White clay, Laterite and minor minerals – Limestone, Ordinary Sand, Murrum Floor Stone, and Ordinary Stone.

Industries

There are 13010 registered industries in Satna district out of which 9896 are large and medium industries, which provide employment to people.

Tourism

Satna is a scenic town and district with mountains and hills. Chitrakoot Dham, Saibaba Mandir, and Maihar are the most popular places to visit in Satna. Chitrakoot Dham, Saibaba Mandir, and Maihar are the most popular places to visit in Satana.

Infrastructure in Satna District

Electricity

A total of 1383 villages are electrified, which constitute 96.6% of the total villages of the district.

Education

There were 2000 primary schools, 816 middle schools, 217 secondary schools and 13 colleges in the district.

Health

The medical facilities are provided by government, private companies and voluntary organisations in the district. There is 1 Dist. Headquarter Hospital, 44 Primary Health.Center, 08 Community Health Center, 22 Secondary Health Center, 262 dispensaries in Satna district.

Transport

Airport

Satna doesn't have any airport. The nearest Airport is at Khajuraho which is approximately 130 kilometres from Satna, connected through Chhatarpur- Satna Road.

Rail

Satna is well connected by Train route through Bombay-Hawarah Train route.

Road

Satna is well connected by national highways include NH 7 through Maihar- Amarpatan & State Highway Chhatarpur-Rewa respectively.

2.2 DEMOGRAPHIC AND SOCIO-ECONOMIC FEATURES

2.2.1 Total Population

The total population of project influence State and district is reflected in the **Table 2.1.**

Construction of Two / Four lane with paved shoulder from Km 80+800 to Km 120+125 (Satna to Maihar section) of NH 135BG under Bharatmala Pariyojana in the State of Madhya Pradesh (Package-III)

Table 2.1: Population Likely to be benefited by Project Implementation

Name of State	Population	Name of District	Population
Madhya Pradesh	72,626,809	Satna	2,228,935

Source: Census of India, 2011.

2.2.2 Population Density

Population density of the Project influence district varies considerably as per the census data of 2011, which clearly suggests that the density of population in the project influenced area, has increased during 2001-2011. In Madhya Pradesh, the decadal growth percentage in density of population during same period was 20.41%. Any significant increase in population density brings in two demographic factors that determines it i.e. natural increase in population and migration. Further, natural increase depends on the fertility and mortality rates. This is evident from the **Table 2.2**.

Table 2.2: Population Density of the Affected District

Population Density			% age increase in Population Density
State/District	2001	2011	
Madhya Pradesh	196	236	20.41
Satna	249	297	19.28

Source: Census of India, 2011.

2.2.3 Rural and Urban Population

The rural and urban population of the project influenced State/district as indicated in the **Table 2.3**.

Table 2.3: Rural and Urban Population

State/District	Rural	Urban	Total
Madhya Pradesh	52557404	20069405	72,626,809
Satna	1754517	474418	2,228,935

Source: Census of India, 2011.

2.2.4 Sex Ratio

Sex ratio of concerned State /District figures is presented in **Table 2.4**.

Table 2.4: Sex Ratio

State/District	Overall Sex Ratio	Sex Ratio of child population in the age group of 0-6 yrs
Madhya Pradesh	931	918
Satna	926	910

Source: Census of India, 2011.

2.2.5 Decadal Population Growth Rate

It is evident from 2011 census that there is a significant change in decadal population growth rate in district of Madhya Pradesh State. However, district population growth rate has decreased as reflected in **Table 2.5**.

Table 2.5: Decadal Growth Rate

State /District	1991-2001	2001-2011
Madhya Pradesh	24.34	20.35
Satna	27.52	19.19

Source: Census of India 2011

2.2.6 Vulnerable Population

The census 2011 data reveals that the percentage of Schedule Tribes population is much higher in the affected state, whereas the percentage of Schedule Caste population is higher in district Satna. **Table 2.6** reflects the details of all project influenced district in this regard.

Table 2.6: Vulnerable Population

State/District	Total Population	SC Population	Tribal Population	Percentage of SC out of total population	Percentage of Tribal out of total population
Madhya Pradesh	72,626,809	11,342,320	15,316,784	15.62	21.09
Satna	2,228,935	398,569	319,975	17.88	14.36

Source: Census of India 2011

2.2.7 Literacy Rate

It is also clear from the **Table 2.7** that the literacy rate of the affected district is either at par or higher than the literacy rate of the respective state.

Table 2.7: Literacy Rate

State / District	Literacy Rate (Percentage)
Madhya Pradesh	69.32
Satna	72.26

Source: Census of India 2011

2.2.8 Distribution of Population by Workers and Non-Workers and Occupation

As evident from **Table 2.8**, main workers exceed non-workers, showing relatively low dependency ratio.

Table 2.8: Distribution of Population by Workers and Non-workers

State / District	Population	Male	Female	Total
Madhya Pradesh	Main Workers	16,362,065	6,340,054	22,702,119
	Marginal Workers	3,784,905	5,087,109	8,872,014
	Non- Workers	17,465,336	23,587,340	41,052,676
	Total	37,612,306	35,014,503	72,626,809
Satna	Main Workers	59,227	17,833	77,060
	Marginal Workers	8,980	6,029	15,009
	Non- Workers	63,195	95,287	158,482
	Total	131,402	119,149	250,551

Source: Census of India 2011

Agriculture is the main occupation of its inhabitants in the project-influenced district. **Table 2.9** contains occupational structure of work force in the project influenced district. State/district wise breakup suggests that occupation in agricultural sector is greater than other sectors in project influenced district as presented herewith:

Table 2.9: Categories of Workers

State / District	Categories	Male	Female	Total
Madhya Pradesh	Cultivators	6,591,064	3,253,375	9,844,439
	Agricultural Labourers	6,310,657	5,881,610	12,192,267
	HH industries	511,048	448,211	959,259
	Other Workers	6,734,201	1,843,967	8,578,168
	Total	20,146,970	11,427,163	31,574,133
Satna	Cultivators	158,174	69,793	227,967
	Agricultural Labourers	200,411	171,173	371,584
	HH industries	23,875	22,181	46,056
	Other Workers	208,027	57,715	265,742
	Total	590,487	320,862	911,349

Source: Census of India 2011

2.3 DEMOGRAPHIC PROFILE OF THE AFFECTED VILLAGES

The population composition of any village is important to anticipate the extent of project influenced area. Keeping in view the importance of demographic profile of the villages coming within direct influence area the potentially affected population in respect of males and females is presented in the following **Table 2.10**.

Table 2.10: Villages wise Population Distribution

Sl. No.	District	Settlements	Male Population	Female Population	Total Population
1	Satna	Giduri	234	214	448
2	Satna	Etoura Kothar	404	360	764
3	Satna	Chakbandi	59	58	117
4	Satna	Majhbogwan Kothar	82	88	170
5	Satna	Lamtara	5	1	6
6	Satna	Sherganj	941	780	1721
7	Satna	Baghedi	7	5	12

Sl. No.	District	Settlements	Male Population	Female Population	Total Population
8	Satna	Jiganhat	1252	1107	2359
9	Satna	Lohraura	1770	1600	3370
10	Satna	Hardua Kothar	340	325	665
11	Satna	Bandhi Mohar	2373	2270	4643
12	Satna	Semri Kurmahai	304	289	593
13	Satna	Semaridubey Ubari	523	530	1053
14	Satna	Guduva Ubari	139	130	269
15	Satna	Kolgawan Ubari	57	46	103
16	Satna	Govrao Khurd	871	806	1677
17	Satna	Dewar	968	918	1886
18	Satna	Kundahari Kalan	529	503	1032
19	Satna	Kundahari Khurd	171	148	319
20	Satna	Akahi Kothar	209	199	408
21	Satna	Naugawan	131	111	242
22	Satna	Pipri Kalan	1772	1637	3409
23	Satna	Bhandar Talai	0	0	0
24	Satna	Majhkapa Kothar	45	160	205
25	Satna	Paprenga	391	429	820
26	Satna	Kulpura	201	193	394
27	Satna	Ragala	785	750	1535
28	Satna	Patharhata	1291	1259	2550
29	Satna	Belhati	212	190	402
30	Satna	Kushali	382	345	727
31	Satna	Ichoul	2954	2759	5713
32	Satna	Jeetnagar	853	830	1683
33	Satna	Barhi	441	414	855

Construction of Two / Four lane with paved shoulder from Km 80+800 to Km 120+125 (Satna to Maihar section) of NH 135BG under Bharatmala Pariyojana in the State of Madhya Pradesh (Package-III)

Sl. No.	District	Settlements	Male Population	Female Population	Total Population
34	Satna	Dolni	445	404	849
35	Satna	Tamha	52	39	91
36	Satna	Umari Paila	929	870	1799
37	Satna	Parsokha	262	267	529
38	Satna	Tighra Kalan	582	529	1111
39	Satna	Katiya Kalan	641	591	1232
40	Satna	Lakhanpur	63	62	125
Total			23670	22216	45886

Source: Census of India, 2011

2.3.1 Social Composition- Presence of SC/ST

It is very important to identify vulnerable population during social assessment process. Census 2011 data was reviewed in order to assess vulnerable population in the affected villages belonging to SC/ST groups. Village wise presence of SC/ST males and females has been presented in **Table 2.11**, which reveals that there are significant presences of SC/ST population in project affected villages.

Table 2.11: Presence of SCs/STs

Sl. No.	District	Village/Settlements	SC Population			ST Population		
			Male	Female	Total	Male	Female	Total
1	Satna	Giduri	227	204	431	0	0	0
2	Satna	Etoura Kothar	34	31	65	73	61	134
3	Satna	Chakbandi	0	0	0	0	0	0
4	Satna	Majhbogwan Kothar	8	11	19	0	0	0
5	Satna	Lamtara	1	0	1	0	0	0
6	Satna	Sherganj	383	340	723	5	1	6
7	Satna	Baghedi	0	0	0	0	0	0
8	Satna	Jiganhat	303	279	582	251	218	469
9	Satna	Lohraura	448	403	851	62	65	127
10	Satna	Hardua Kothar	21	16	37	154	149	303
11	Satna	Bandhi Mohar	397	388	785	704	697	1401
12	Satna	Semri Kurmahai	78	79	157	0	0	0
13	Satna	Semaridubey Ubari	61	60	121	80	91	171

Sl. No.	District	Village/Settlements	SC Population			ST Population		
			Male	Female	Total	Male	Female	Total
14	Satna	Guduva Ubari	0	0	0	1	2	3
15	Satna	Kolgawan Ubari	0	0	0	0	0	0
16	Satna	Govrao Khurd	129	110	239	128	119	247
17	Satna	Dewar	130	121	251	28	26	54
18	Satna	Kudahari Kalan	89	87	176	53	50	103
19	Satna	Kudahari Khurd	28	20	48	0	0	0
20	Satna	Akahi Kothar	3	2	5	159	155	314
21	Satna	Naugawan	21	17	38	5	1	6
22	Satna	Pipri Kalan	270	231	501	121	104	225
23	Satna	Bhandar Talai	0	0	0	0	0	0
24	Satna	Majhkapa Kothar	0	6	6	0	122	122
25	Satna	Paprenga	0	0	0	355	395	750
26	Satna	Kulpura	5	10	15	77	66	143
27	Satna	Ragala	104	70	174	218	243	461
28	Satna	Patharhata	281	277	558	119	128	247
29	Satna	Belhati	8	8	16	90	82	172
30	Satna	Kushali	97	94	191	0	0	0
31	Satna	Ichoul	682	668	1350	289	286	575
32	Satna	Jeetnagar	232	240	472	94	108	202
33	Satna	Barhi	36	33	69	10	18	28
34	Satna	Dolni	87	93	180	0	0	0
35	Satna	Tamha	0	0	0	0	0	0
36	Satna	Umari Paila	219	222	441	8	4	12
37	Satna	Parsokha	143	153	296	0	0	0
38	Satna	Tighra Kalan	0	0	0	1	0	1
39	Satna	Katiya Kalan	17	15	32	128	122	250
40	Satna	Lakhanpur	0	0	0	31	38	69
Total			4542	4288	8830	3244	3351	6595

Source: Census of India, 2011

Construction of Two / Four lane with paved shoulder from Km 80+800 to Km 120+125 (Satna to Maihar section) of NH 135BG under Bharatmala Pariyojana in the State of Madhya Pradesh (Package-III)

2.3.2 Literacy Level

The number of male literates is higher than the female literates in almost all affected villages. Literacy level in project influence villages is provided in **Table 2.12.**

Table 2.12: Literacy level in project influence villages

Sl. No.	District	Village/Settlements	Literate Population			Illiterate Population		
			Male	Female	Total	Male	Female	Total
1	Satna	Giduri	166	118	284	68	96	164
2	Satna	Etoura Kothar	314	186	500	90	174	264
3	Satna	Chakbandi	48	48	96	11	10	21
4	Satna	Majhbogwan Kothar	64	53	117	18	35	53
5	Satna	Lamtara	3	0	3	2	1	3
6	Satna	Sherganj	731	484	1215	210	296	506
7	Satna	Baghedi	7	4	11	0	1	1
8	Satna	Jiganhat	850	552	1402	402	555	957
9	Satna	Lohraura	1291	902	2193	479	698	1177
10	Satna	Hardua Kothar	189	117	306	151	208	359
11	Satna	Bandhi Mohar	1400	900	2300	973	1370	2343
12	Satna	Semri Kurmahai	232	171	403	72	118	190
13	Satna	Semaridubey Ubari	406	322	728	117	208	325
14	Satna	Guduva Ubari	94	77	171	45	53	98
15	Satna	Kolgawan Ubari	48	40	88	9	6	15
16	Satna	Govrao Khurd	678	492	1170	193	314	507
17	Satna	Dewar	606	399	1005	362	519	881
18	Satna	Kundahari Kala	375	292	667	154	211	365
19	Satna	Kundahari Khurd	136	84	220	35	64	99
20	Satna	Akahi Kothar	336	271	607	114	103	217
21	Satna	Naugawan	100	73	173	31	38	69
22	Satna	Piprikalan	1194	795	1989	578	842	1420
23	Satna	Bhandar Talai	0	0	0	0	0	0
24	Satna	Majhkapa Kothar	34	119	153	11	41	52
25	Satna	Paprenga	210	173	383	181	256	437
26	Satna	Kulpura	151	135	286	50	58	108
27	Satna	Ragala	483	359	842	302	391	693
28	Satna	Patharhata	863	612	1475	428	647	1075

Sl. No.	District	Village/Settlements	Literate Population			Illiterate Population		
			Male	Female	Total	Male	Female	Total
29	Satna	Belhati	81	43	124	131	147	278
30	Satna	Kushali	276	168	444	106	177	283
31	Satna	Ichoul	1648	1085	2733	1306	1674	2980
32	Satna	Jeetnagar	590	451	1041	263	379	642
33	Satna	Barhi	336	234	570	105	180	285
34	Satna	Dolni	320	226	546	125	178	303
35	Satna	Tamha	38	28	66	14	11	25
36	Satna	Umari Paila	658	501	1159	271	369	640
37	Satna	Parsokha	174	127	301	88	140	228
38	Satna	Tighra Kalan	471	340	811	111	189	300
39	Satna	Katiya Kalan	462	370	832	179	221	400
40	Satna	Lakhanpur	41	40	81	22	22	44
Total			16104	11391	27495	7807	11000	18807

2.3.3 Workforce in Project Affected Villages

Majority of work force in the project influence villages belongs to the category of main workers followed by the category of marginal workforce. The details of the workforce in affected villages are summarized in **Table 2.13**.

Table 2.13: Workforce in project influence villages

Sl. No.	District	Village/ Settlements	Main Workers			Marginal Workers			Total Workers		
			Male	Female	Total	Male	Female	Total	Male	Female	Total
1	Satna	Giduri	110	42	152	2	6	8	112	48	160
2	Satna	Etoura Kothar	94	9	103	125	82	207	219	91	310
3	Satna	Chakbandi	35	5	40	0	0	0	35	5	40
4	Satna	Majhbogwan Kothar	38	18	56	1	0	1	39	18	57
5	Satna	Lamtara	2	1	3	0	0	0	2	1	3
6	Satna	Sherganj	411	70	481	47	53	100	458	123	581
7	Satna	Baghedi	2	0	2	0	1	1	2	1	3
8	Satna	Jiganhat	620	342	962	15	10	25	635	352	987
9	Satna	Lohraura	815	127	942	141	72	213	956	199	1155
10	Satna	Hardua Kothar	191	25	216	1	1	2	192	26	218
11	Satna	Bandhi Mohar	939	168	1107	321	504	825	1260	672	1932
12	Satna	Semri Kurmahai	166	172	338	2	2	4	168	174	342
13	Satna	Semaridubey Ubari	299	155	454	11	15	26	310	170	480
14	Satna	Guduva Ubari	55	26	81	16	42	58	71	68	139
15	Satna	Kolgawan Ubari	21	2	23	3	1	4	24	3	27
16	Satna	Govrao Khurd	427	298	725	41	83	124	468	381	849
17	Satna	Dewar	237	165	402	278	351	629	515	516	1031

Sl. No.	District	Village/	Main Workers			Marginal Workers			Total Workers		
		Settlements	Male	Female	Total	Male	Female	Total	Male	Female	Total
18	Satna	Kundahari Kala	264	122	386	23	20	43	287	142	429
19	Satna	Kundahari Khurd	76	19	95	7	1	8	83	20	103
20	Satna	Akahi Kothar	161	15	176	62	14	76	223	29	252
21	Satna	Naigawan	65	30	95	10	12	22	75	42	117
22	Satna	Piprikalan	828	265	1093	85	136	221	913	401	1314
23	Satna	Bhandar Talai	0	0	0	0	0	0	0	0	0
24	Satna	Majhakpa	12	5	17	4	0	4	16	5	21
25	Satna	Paprenga	150	102	252	55	112	167	205	214	419
26	Satna	Kulpura	58	21	79	46	53	99	104	74	178
27	Satna	Ragala	368	153	521	61	129	190	429	282	711
28	Satna	Patharhata	556	89	645	92	53	145	648	142	790
29	Satna	Belhati	26	3	29	71	68	139	97	71	168
30	Satna	Kushali	144	94	238	55	81	136	199	175	374
31	Satna	Ichoul	1101	487	1588	413	539	952	1514	1026	2540
32	Satna	Jeetnagar	440	132	572	26	142	168	466	274	740
33	Satna	Barhi	213	17	230	0	1	1	213	18	231
34	Satna	Dolni	208	148	356	4	1	5	212	149	361
35	Satna	Tamha	21	6	27	0	0	0	21	6	27
36	Satna	Umari Paila	316	63	379	156	201	357	472	264	736
37	Satna	Parsokha	108	61	169	25	17	42	133	78	211

Sl. No.	District	Village/ Settlements	Main Workers			Marginal Workers			Total Workers		
			Male	Female	Total	Male	Female	Total	Male	Female	Total
38	Satna	Tighra Kalan	132	28	160	172	23	195	304	51	355
39	Satna	Katiya Kalan	341	111	452	7	16	23	348	127	475
40	Satna	Lakhanpur	33	15	48	1	6	7	34	21	55
Total			10083	3611	13694	2379	2848	5227	12462	6459	18921

2.3.4 Category wise distribution of workforce

It is well evident from the below table that people of the likely affected villages are either engaged in agriculture or industrial work. However, agriculture is also an important sector which engages the workforce as shown in **Table 2.14**.

Table 2.14: Distribution of workforce in project influence villages

Sl. No.	District	Villages	Cultivators			Agricultural Labourers			Household Industries			Other Workers			Non Workers			Total		Total
			Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	
1	Satna	Giduri	8	2	10	1	2	3	2	2	4	101	42	143	122	166	288	234	214	448
2	Satna	Etoura Kothar	75	6	81	112	71	183	2	5	7	30	9	39	185	269	454	404	360	764
3	Satna	Chakbandi	8	1	9	0	0	0	0	0	0	27	4	31	24	53	77	59	58	117
4	Satna	Majhbogwan Kothar	1	0	1	2	2	4	1	10	11	35	6	41	43	70	113	82	88	170
5	Satna	Lamtara	0	0	0	2	1	3	0	0	0	0	0	0	3	0	3	5	1	6
6	Satna	Sherganj	47	2	49	28	18	46	28	16	44	355	87	442	483	657	1140	941	780	1721

Socio-economic Profile of the Project Areas

Sl. No.	District	Villages	Cultivators			Agricultural Labourers			Household Industries			Other Workers			Non Workers			Total		Total
			Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	
7	Satna	Baghedi	2	1	3	0	0	0	0	0	0	0	0	0	5	4	9	7	5	12
8	Satna	Jiganhat	210	75	285	175	243	418	14	14	28	236	20	256	617	755	1372	1252	1107	2359
9	Satna	Lohraura	254	26	280	335	126	461	60	26	86	307	21	328	814	1401	2215	1770	1600	3370
10	Satna	Hardua Kothar	0	0	0	0	0	0	0	0	0	0	1	1	148	299	447	148	300	448
11	Satna	Bandhi Mohar	295	58	353	398	468	866	56	54	110	511	92	603	1113	1598	2711	2373	2270	4643
12	Satna	Semri Kurmahai	110	127	237	38	41	79	0	0	0	20	6	26	136	115	251	304	289	593
13	Satna	Semaridubey Ubari	94	26	120	109	118	227	1	1	2	106	25	131	213	360	573	523	530	1053
14	Satna	Guduva Ubari	40	16	56	24	47	71	3	1	4	4	4	8	68	62	130	139	130	269
15	Satna	Kolgawan Ubari	11	1	12	3	1	4	0	0	0	10	1	11	33	43	76	57	46	103
16	Satna	Govrao Khurd	155	130	285	72	107	179	16	21	37	225	123	348	403	425	828	871	806	1677
17	Satna	Dewar	88	39	127	411	472	883	0	1	1	16	4	20	453	402	855	968	918	1886
18	Satna	Kundahari Kala	113	42	155	117	74	191	9	18	27	48	8	56	242	361	603	529	503	1032
19	Satna	Kundahari Khurd	29	7	36	21	8	29	1	1	2	32	4	36	88	128	216	171	148	319

Consultancy Services for Preparation of DPR for Development of Economic Corridors, Inter Corridors,
Feeder Routes and Coastal Roads to Improve the Efficiency of Freight Movement in India
(Lot-1 / Madhya Pradesh / Package -6)
Chitrakoot- Majhgawa-Satna-Maihar (NH 135BG)
Package III – Satna-Maihar Section

Sl. No.	District	Villages	Cultivators			Agricultural Labourers			Household Industries			Other Workers			Non Workers			Total		Total
			Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	
20	Satna	Akahi Kothar	84	7	91	68	11	79	1	1	2	70	10	80	227	345	572	450	374	824
21	Satna	Naigawan	30	7	37	34	23	57	1	2	3	10	10	20	56	69	125	131	111	242
22	Satna	Piprikalan	178	20	198	151	207	358	71	69	140	513	105	618	859	1236	2095	1772	1637	3409
23	Satna	Bhandar Talai	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	Satna	Majhakpa	3	0	3	1	0	1	0	0	0	12	5	17	29	155	184	45	160	205
25	Satna	Paprenga	7	6	13	183	190	373	0	1	1	15	17	32	186	215	401	391	429	820
26	Satna	Kulpura	14	2	16	79	67	146	1	1	2	10	4	14	97	119	216	201	193	394
27	Satna	Ragala	139	63	202	59	78	137	23	44	67	208	97	305	356	468	824	785	750	1535
28	Satna	Patharhata	188	35	223	59	17	76	35	12	47	366	78	444	643	1117	1760	1291	1259	2550
29	Satna	Belhati	23	3	26	70	68	138	1	0	1	3	0	3	115	119	234	212	190	402
30	Satna	Kushali	97	66	163	96	104	200	2	1	3	4	4	8	183	170	353	382	345	727
31	Satna	Ichoul	363	175	538	560	633	1193	21	46	67	570	172	742	1440	1733	3173	2954	2759	5713
32	Satna	Jeetnagar	107	14	121	27	122	149	12	41	53	320	97	417	387	556	943	853	830	1683
33	Satna	Barhi	110	7	117	73	7	80	4	1	5	26	3	29	228	396	624	441	414	855

Socio-economic Profile of the Project Areas

Sl. No.	District	Villages	Cultivators			Agricultural Labourers			Household Industries			Other Workers			Non Workers			Total		Total
			Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	
34	Satna	Dolni	72	56	128	122	86	208	0	0	0	18	7	25	233	255	488	445	404	849
35	Satna	Tamha	11	6	17	9	0	9	0	0	0	1	0	1	31	33	64	52	39	91
36	Satna	Umari Paila	186	15	201	168	216	384	15	8	23	103	25	128	457	606	1063	929	870	1799
37	Satna	Parsokha	51	45	96	14	22	36	3	0	3	65	11	76	129	189	318	262	267	529
38	Satna	Tighra Kalan	65	6	71	128	22	150	14	6	20	97	17	114	278	478	756	582	529	1111
39	Satna	Katiya Kalan	61	16	77	68	63	131	9	5	14	210	43	253	293	464	757	641	591	1232
40	Satna	Lakhanpur	9	5	14	1	7	8	0	0	0	24	9	33	29	41	70	63	62	125
Total			3338	1113	4451	3818	3742	7560	406	408	814	4708	1171	5879	11449	15932	27381	23719	22366	46085

2.4 CONCLUSION

Overall, it can be concluded that the project influence area features viz., average industrialization, large scale population engaged in farming and allied activities and presence of Scheduled Tribes and Scheduled Caste population along the project corridor. Agriculture sector remains the largest source of employment across the project influenced district. These revelations will have a bearing on the project in terms of positive and adverse impacts due to the project road. Therefore, it is of utmost importance to assess the likely impacts on the population and properties due to the project implementation and to address the adverse impacts through proper mitigative measures.

• • •

3. EVALUATION OF SOCIAL IMPACT AND LAND ACQUISITION

3.1 INTRODUCTION

The social impact assessment at this stage aims to record impact on the settlement and community in order to prepare the resettlement and rehabilitation framework and provide the basic information to the engineering design team to integrate it with technical design. The thrust of this integration is to minimize the adverse impacts, if any with the best possible socio-economic mitigation measure and engineering solutions at the most appropriate cost.

The present exercise will explore the impact on the population as well as on the properties. This was done after the design improvements were finalized.

3.2 SCOPE OF LAND ACQUISITION

The land acquisition for the project section has been calculated considering the proposed ROW along the existing road. The area of land to be acquired is around **193.26 hectares** (excluding existing ROW) in which **166.27 hectares** are private. The land, which has to be acquired includes private as well as government land. Refer **Table 3.1**.

Table 3.1: Details of Land being acquired for the Project

Sl. No.	Type of Land	Area (in Ha)
1	Private	166.27
2	Government Land	26.99
Total		193.26

Source: Preliminary LA Assessment, ICT New Delhi, 2018/2019

3.3 IMPACT ON STRUCTURES

The properties to be affected by the proposed road are primarily assessed at this stage by using structured schedule. These properties may include houses, shops, offices, religious establishments, markets, or any other structure. It has been attempted to get the details of various structures that are located within the proposed ROW of the project road.

The total number of 8 properties are going to be affected (**refer Annexure 3.1**), owned by individuals. The number of properties is depicted in **Table 3.2**.

Table 3.2: Ownership of Properties to be affected

Sl. No.	Type of Properties	No. of Affected Structures		Total
		Left	Right	
1	Private	5	3	8

Source: Census Survey, ICT New Delhi, 2018/2019

3.3.1 Type of Private properties to be affected

The total number of private properties to be affected due to the project is 8 in number. These private properties are used for residential and res-cum-commercial purpose only. Out of 8 structures 7 structures (87.50%) are residential, 1 (12.50 %) is residential-cum-commercial structure as shown in **Table 3.3**.

Table 3.3: Type of Private Properties to be affected

Sl. No.	Type of Private Property	No. of Affected Structures		Total	%age
		Left	Right		
1	Residential	4	3	7	87.50
2	Res-cum-Commercial	1	0	1	12.50
Total		5	3	8	100.00

Source: Census Survey, ICT New Delhi, 2018/2019

3.3.2 Type of Construction of the Structures

Maximum numbers of structures, which are to be impacted, are Semi Pucca (87.50%) in nature followed by Pucca (12.50%). The details of type of constructions of the structures are summarized in the **Table 3.4**.

Table 3.4: Type of Construction of Private Structures

Sl. No.	Type of Construction	No. of Affected Structures		Total	%age
		Left	Right		
2	Semi Pucca	4	3	7	87.50
3	Pucca	1	0	1	12.50
Total		5	3	8	100.00

Source: Census Survey, ICT New Delhi, 2018/2019

3.3.3 RELIGIOUS PROPERTIES TO BE AFFECTED ALONG THE ROAD

No religious property is getting affected due to PROW.

3.3.4 PUBLIC/COMMUNITY PROPERTY TO BE AFFECTED ALONG THE ROAD

No Public or Community property found inside the PROW

3.4 SOCIAL PROFILE OF THE PAPs ALONG THE PROJECT ROAD

The purpose of our survey was to create a broad database of the affected properties as well as the project-affected persons (PAPs) in order to understand the social profile of the project-affected area. It helps to appraise the positive as well as negative change in the life style of the communities in the project influence area due to implementation of the project as an external intervention.

Based on the primary data collected during census survey, an assessment of the social profile of the affected population has been outlined in the following paragraphs and tables.

3.4.1 Total Affected Households

Due to loss of land and structures many people are losing their properties/ livelihoods and will be adversely affected. As per the social assessment of affected population as many as total **1734** households will be affected due to land/properties acquisition. The enumeration of which was warranted as per new land acquisition policy. The details for the same are shown in **Table 3.7**.

Table 3.7: Number of Affected Households

Sl. No.	Category of AHs		Total	%age
1	Land Only	Titleholder	1726	99.54
2	Land and Structures Only	Titleholder	7	0.40
3	Structures Only	Non -Titleholder	1	0.06
Total			1734	100.00

Source: Census Survey, ICT New Delhi, 2018/2019

3.4.2 Total Number of PAPs along the project road

The analysis of the census survey shows that all the affected 1734 households (Land and structures) comprise of about 7782 PAPs, who are to be affected directly or indirectly by the project within the corridor of impact. This figure does not include the affected persons of those households who were not available at the time of survey and the family members of the wage earners.

Out of the total number of PAPs, 52.00% are male, 48.00% are female. The detail of number of PAPs, enumerated here has been mentioned in **Table 3.8**.

Table 3.8: Number of PAPs along the Project Road

Sl. No.	Category	Nos. of Affected Persons	%age
1	Male	4047	52.00
2	Female	3735	48.00
Total		7782	100.00

Source: Census Survey, ICT New Delhi, 2018/2019

3.4.3 Religious Category of PAHs along the Project Road

Social customs and tradition play a major role in determining the socio-economic development as well as occupational pattern in the influence area, keeping this in mind an initial analysis has been conducted taking into account the religious profile of the PAPs within the corridor of impact. In the project road majority of the PAHs belong to Hindu religion, i.e., 96.71% followed by Muslim 2.95%, Christian 0.06% and 0.28% could not be enumerated at few locations due to reluctance and non-availability of the affected person's. **Table 3.9** delineates the religious cluster of the affected Households.

Table 3.9: Religious Categories of PAHs along the Project Road

Sl. No.	Religious Group	No. of Affected Households	%age
1	Hindu	1677	96.71
2	Muslim	51	2.95
3	Christian	1	0.06
4	NA	5	0.28
Total		1734	100.00

Source: Census Survey, ICT New Delhi, 2018/2019

3.4.4 Social Category of PAHs along the Project Road

In many places, especially in rural India the social category plays a dominant role in determining the accessibility to resources. People from other backward castes or general castes are deprived of their rights. Such sections of the society need special concern while rehabilitating them.

The analysis of collected data indicates that out of total PAHs, 53.23% belong to Other Backward Class followed by General category 33.51%, Schedule Caste (SC) 4.56% and only 1.27% are Schedule Tribe (ST) category are to be affected and the same has been presented in **Table 3.10**.

Table 3.10: Social Stratification of PAPs along the Project Road

Sl. No.	Social Category	No. of Affected Households	%age
1	SC	79	4.56
2	ST	22	1.27
3	OBC	923	53.23
4	General	581	33.51
5	NA/NR	129	7.44
Total		1734	100

Source: Census Survey, ICT New Delhi, 2018/2019

3.4.5 Type of family of PAHs along the Project Road

The project influence area is dominated by Nuclear families with 58.70% of the total affected households, in comparison to Joint family, which is 5.07% only. At few location 36.23% families could not be enumerated due to reluctance of people. The details of type of family are summarized in **Table 3.11**.

Table 3.11: Type of family of PAHs along the Project Road

Sl. No.	Type of Family	No. of Affected Households	%age
1	Joint	88	5.07
2	Nuclear	1018	58.70
3	NA	628	36.23
Total		1734	100

Source: Census Survey, ICT New Delhi, 2018/2019

3.4.6 Occupation Pattern in the family along the Project Road

The project road is dominated by families involved in agriculture activities. Out of total 1734 affected households about 69.01% of them are engaged in agriculture for their livelihood. (9.87%) are engaged in business activities 7.08% are belongs to service class activities 6.63% are engaged in labour activities & 7.41% could not be enumerated. The details of occupation pattern are tabulated in **Table 3.12**.

Table 3.12: Occupation Pattern along the Project Road

Sl. No.	Occupation	No. of Affected Households	%age
1	Service	123	7.08
2	Business	171	9.87
3	Agriculture	1197	69.01
4	Labour	115	6.63
5	NA/ NR	128	7.41
Total		1734	100

Source: Census Survey, ICT New Delhi, 2018/2019

3.4.7 Annual Income of Households

The PAHs falling within the corridor of impact were divided among different annual income groups. As per G.O. Madhya Pradesh, the income below poverty line ((BPL Level) is Rs. 27000.

According to the social survey, a majority of households (56.46%) have reported their annual income in the range between Rs. 50,001 to 100,000, while 24.57 %

populations are below poverty line. Following **Table 3.13** provides the income categories of PAHs.

Table 3.13: Annual Income of Affected households

Sl. No.	Annual Income	No. of Affected Households	%age
1	Up to 27000 (BPL)	426	24.57
2	27001 to 50,000	39	2.25
3	50,001 to 100,000	979	56.46
4	100,001 to 200,000	101	5.82
5	Above 200,001	6	0.35
7	NA/NR	183	10.55
Total		1734	100

Source: Census Survey, ICT New Delhi, 2018/2019

3.4.8 Vulnerable families along the Project Road

The census survey also reveal the social stratification of PAHs along the project corridor. An assessment was made to bring out the vulnerable PAPs (Schedule Caste, Schedule Tribe, Below Poverty Line, Women Headed Households, Physically Handicapped and Aged Persons who belongs to more than 65 age). Their distribution on the stretch in terms of absolute numbers and percentage is given below.

The data reveals that 79 (13.14%) households belong to SC families and 22 (3.66%) households belong to ST families and about 10.82% is WHHs category. 70.88% population is below poverty level (BPL). Details of vulnerable families are presented in **Table 3.14**.

Table 3.14: Vulnerable Groups along the Project Road

Sl. No.	Vulnerable population	No. of Affected Households	%age
1	*SC	79	13.14
2	*ST	22	3.66
3	PH	8	1.33
4	WHH	65	10.82
5	BPL	426	70.88
6	Aged 65+	1	0.17
Total Vulnerable Households		601	34.66
Not Vulnerable HHs		1133	65.34
Total Affected Households		1734	100

Source: Census Survey, ICT New Delhi, 2018/2019

*SC/ST population has not been considered in BPL/WHH category.

3.5 SUMMARY PROJECT IMPACTS

As per findings of the preliminary assessment and census survey of affected land and non-land assets, the project impacts can be broadly classified as (i) impacts on private land, (ii) impacts on private structures (iii) impacts on livelihoods due to loss of private properties and (iv) loss of common property resources. From the analysis of impacts, it is noted that altogether **193.26 Ha** of land including

166.27 Ha of private land and 8 private structures will be affected due to the project. The details of project impacts are presented in the **Table 3.15**.

Table 3.15: Summary of Project Impacts

Sl. No.	Impacts	Number
1	Total land acquisition requirements (Govt. + Pvt.) (in hectare)	193.26
2	Total private land acquisition requirements (in hectare)	166.27
3	Total number of private structures affected (TH-7)+(NTH-1)	8
4	Total number of households affected Land (1726)+Structure(8)	1734
5	Total Number of SC(79)/ST(22) households affected	101
6	Total number of Affected persons (APs)	7782
7	Losing Primary source of Income (Land Owner & Structure owner)	1733

Source: Census Survey, ICT New Delhi 2018/2019

3.6 CONCLUSION

The construction of project road may affect the agriculture land of many people, while little impact on livelihood, residential and commercial assets. In order to mitigate the adverse impact of the project on people and properties/ assets, mostly new alignment was followed and social impact assessment with stakeholders was done. The new alignment was followed to avoid the acquisition of properties in large number.

• • •

4. RESETTLEMENT POLICY AND LEGAL FRAMEWORK

4.1 POLICIES AND LEGAL FRAMEWORK

A road-upgrading project often involves the acquisition of land where the existing right of way is not adequate to accommodate the improved road requirements. This process leads to the involuntary displacement of the affected people and loss of their livelihoods (both temporary and permanent), culminating in a process of impoverishment. The country and the State have administrative, policy and legal framework to counter this process, including the Indian *Land Acquisition Act 1896/1984*, the *National Highways Act 1956*, the Indian *Ministry of Environment and Forests Guidelines 1989*, and the Indian '*The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013*'¹. An overview of these laws and policies are attempted in this chapter in the context of the social impact of the present project.

4.2 THE INDIAN LEGAL FRAMEWORK

4.2.1 Ministry of Environment and Forests Guidelines, 1989

As this project will require acquisition of land, structures and other assets and cause displacement of people as a consequence, the social impact requirement of the Government of India refers to the Relocation section in the Environmental Guidelines for Rail/Road/Highway Projects. The Guidelines recommend the following mitigation measures for social impacts, including a special programme for squatters:

Advance notification of enough (say, two years) time must be given to enable the relocatees to find a suitable place. At the same time, the Project Authorities could arrange for public relations through television, radio, and advertisement on the need for the project and how land acquisition and compensation will be effected.

- Advance realistic payment should be available in some form for the relocatees to secure a new unit.
- The estimation of compensation for land and property should be based on the fair market value. The term *fair market value* is defined as being the amount at which the property would exchange between a willing buyer and a willing seller and both parties should have reasonable knowledge of all relevant facts.
- The choice of replacement of a living unit organized by the Project Authority may be made available for the relocatees who are not satisfied with the compensation amount or who cannot find a suitable house.
- Re-establishment cost must be carefully considered to offset the loss in income, increase in expenditure resulting from disconnection of public utility services and moving cost. Special attention must be paid to the possible loss of jobs or business that cannot be re-established.
- In case of any squatters, a special programme for construction of a low cost housing unit (the labour provided by relocatees) may be set up.
- A social work sub-section should be established in the PIU to follow up and monitor the problems faced by the relocatees. This sub-section should also be entrusted with the responsibility to ensure that individual households relocated receive sufficient compensation with enough lead time to secure a living unit.

¹Published in the Gazette of India, Extraordinary, Part 1, Section 1, dated the 26th September, 2013.

Discussion

While the land acquisition process according to the Land Acquisition Act spans a minimum of 2-3 years because of the lengthy procedures and possible litigation involved, the relocation parameters of the Environmental Guidelines makes a modest suggestion of giving at least two years notice to the affected persons whose land will be acquired by the Government. The provision of assistance to the encroachers and squatters is a good consideration of the Guidelines.

4.2.2 The National Highway Act 1956

The National Highways Authority of India acquires land for a public purpose by invoking Section 3 (and its sub-sections) of the National Highways Act 1956. The Land Acquisition Act of 1894 does not apply when the National Highways Act 1956 is invoked. The NH Act 1956 provides for acquiring land through competent authority, which means any person or authority authorized by the Central Government by notification in the official Gazette to perform functions of the competent authority for such areas as may be specified in the notifications. Like the Land Acquisition Act, 1894, the National Highways Act, 1956, too does not per se provide for mitigation measures, but the Competent Authority under this Act determines the amount payable as compensation.

For the purpose of land acquisition, the NH Act defines the various procedures as follows:

- Section 3A – Intention of Central Government to acquire land
- 3B-power to enter for survey
- 3C-hearing of objections
- 3D-declaration of acquisition
- 3E-power to take possession,
- 3F-power to enter into the land where land has vested in the central government
- 3G-determination of compensation and
- 3H-deposit and payment of the amount.

The Act requires that the processes must be completed within a year from 3A to 3D. Although the NH Act significantly reduces the timeframe for acquisition, the rules and principles of compensation have been derived from the LARR Act of 2013.

As indicated before, the existing laws do not address many of the social and economic issues associated with displacement and resettlement, which will be addressed in this project with a project specific resettlement and rehabilitation policy framework.

4.2.3 The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013

The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 has been effective from January 1, 2014 after receiving the assent of the President of Republic of India. This Act extends to the whole of India except the state of Jammu and Kashmir. The Act replaced the Land Acquisition Act, 1894. The Act has since late December 2014 been amended to make it more flexible and the description of the amendment is described below.

The aims and objectives of the Act include is to ensure, in consultation with institutions of local self-government and Gram Sabhas established under the Constitution of India, a humane, participative, informed and transparent process for land acquisition for industrialization, development of essential infrastructural facilities and urbanization with the least disturbance to the owners of the land and other affected families. It provides for compensation and resettlement assistance to the affected families whose land or other assets are affected by the project. A few of key features that are revised from the old Act include the recognition of non-title holders to compensations if they have lived in the area proposed to be acquired in the past three years as well as compensations for loss of livelihood.

Section 26 of the Act defines the method by which market value of the land shall be computed under the proposed act. Schedule I outlines the proposed minimum compensation based on a multiple factor of market value. Schedule II outline the resettlement and rehabilitation entitlements to land owners and livelihood losers, which shall be in addition to the minimum compensation per Schedule I.

An Amendment Ordinance to the Act was promulgated on December 31, 2014. The Ordinance provides exemptions for five categories of projects from the certain requirements: (i) Defence; (ii) Rural infrastructure; (iii) Affordable housing; (iv) Industrial corridors; (v) Infrastructure projects including Public Private Partnership (PPP) projects where the central government owns the land. These 5 categories of projects are exempted from the requirement of consent of 80% of land owners to be obtained for private projects and that the consent of 70% of land owners be obtained for PPP projects as well as conducting the Social Impact Assessment through a notification.

In the context of this project, it is to fall within one of the categories exempted from the Social Impact Assessment (category "Infrastructure projects including Public Private Partnership (PPP) projects where the central government owns the land"). An SIA will still be conducted as it is required by the ADB SPS, but without following the LARR guidelines.

4.3 THE ENTITLEMENT MATRIX

The basic features of the proposed policy framework, for implementation of the RFCTLARR Act 2013, are the following:

Sl. No.	Category / Target Group	Provisions in RFCT-LARR 2013
A	Applicability	
1	Infrastructural Project	<p>3 (o) "infrastructure project" shall include any one or more of the following, namely:—</p> <p>(i.) any project relating to generation, transmission or supply of electricity;</p> <p>(ii.) any project relating to telecommunication services;</p> <p>(iii.) construction of roads, highways, Defense projects, bridges, airports, ports, rail systems or mining activities, educational, sports, health care, tourism, transportation, inland waterways, inland port, space programme, projects involving agro-processing and supply of inputs to agriculture, projects for</p>

Sl. No.	Category / Target Group	Provisions in RFCT-LARR 2013
		<p>preservation and storage of processed agro-products and perishable agricultural commodities and housing for such income groups, as may be specified from time to time by the appropriate Government;</p> <p>(iv.) water supply project, irrigation project, water harvesting and water conservation structures, water treatment system, sanitation and sewerage system, solid waste management system;</p> <p>(v.) any other project or public facility as may be notified in this regard by the Central Government;</p>
B	Policy Definitions	
1	Project	3 (z) “project” means a project for which land is being acquired, irrespective of the number of persons affected;
2	Family	3 (m) “family” includes a person, his or her spouse, minor children, minor brothers and minor sisters dependent on him;
3	Displaced Family/ Involuntary displacement	Defined in clause 3.c (i) (ii) (iii) (iv) (v) & (vi) of affected family.
4	Project affected family/Affected Family	<p>3.c The definition of '<i>Affected family</i>' has been defines as:</p> <p>3.c (i) A family whose land or other immovable property has been acquired or who have been permanently displaced from their land or immovable property;</p> <p>3.c (ii) A family which does not own any land but a member or members of such family may be agricultural labourers, tenants, share-croppers or artisans or may be working in the affected area for three years prior to the acquisition of the land, whose primary source of livelihood stand affected by the acquisition of land;</p> <p>3.c (iii) Tribal and other traditional forest dwellers who have lost any of their traditional rights recognized under the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 due to acquisition of land;</p> <p>3.c (iv) Family whose primary source of livelihood for three years prior to the gatherers of forest produce, hunters, fisher folk and boatmen and such</p>

Sl. No.	Category / Target Group	Provisions in RFCT-LARR 2013
		<p>livelihood is affected due to acquisition of land;</p> <p>3.c (v) A member of the family who has been assigned land by the State Government or the Central Government under any of its schemes and such land is under acquisition;</p> <p>3.c (vi) A family residing on any land in the urban areas for preceding three years prior to the acquisition of the land or whose primary source of livelihood for three years prior to the acquisition of the land is affected by the acquisition of such land.</p>
5	Affected Zone/Affected Area	3 (zc) “ <i>Resettlement Area</i> ” means an area where the affected families who have been displaced as a result of land acquisition are resettled by the appropriate Government;
6	Marginal farmer	3 (t) “marginal farmer” means a cultivator with an un-irrigated land holding up to one hectare or irrigated land holding up to one-half hectare;
7	Khatedar	Not mention in the policy
8	Requiring body	3 (zb) “ <i>Requiring Body</i> ” means a company, a body corporate, an institution, or any other organisation for whom land is to be acquired by the appropriate Government, and includes the Appropriate Government, if the acquisition of land is for such Government either for its own use or for subsequent transfer of such land in public
9	Appropriate Government	<p>3 (e) “<i>Appropriate Government</i>” means,—</p> <p>(i) in relation to acquisition of land situated within the territory of, a State, the State Government;</p> <p>(ii) in relation to acquisition of land situated within a Union territory (except Puducherry), the Central Government;</p> <p>(iii) in relation to acquisition of land situated within the Union territory of Puducherry, the Government of Union territory of Puducherry;</p> <p>(iv) in relation to acquisition of land for public purpose in more than one State, the Central Government; and</p> <p>(v) in relation to the acquisition of land for the purpose of the Union as may be specified by notification, the Central Government;</p> <p>interest to a company, body corporate, an institution, or any other organisation, as the case may be, under lease, license or through any other mode of transfer of land.</p>

Sl. No.	Category / Target Group	Provisions in RFCT-LARR 2013
10	Small Farmer	3 (ze) “small farmer” means a cultivator with an un-irrigated land holding up to two hectares or with an irrigated land holding up to one hectare, but more than the holding of a marginal farmer.
11	Holding	3 (n) “holding of land” means the total land held by a person as an owner, occupant or tenant or otherwise;
C	Homestead Land/House Construction Assistance	
1	Each Project Affected Family/Displaced Family	<p>(1) If a house is lost in rural areas, a constructed house shall be provided as per the Indira Awas Yojana specifications. If a house is lost in urban areas, a constructed house shall be provided, which will be not less than 50 sq. mts in plinth area.</p> <p>(2) The benefits listed above shall also be extended to any affected family which is without homestead land and which has been residing in the area continuously for a period of not less than three years preceding the date of notification of the affected area and which has been involuntarily displaced from such area;</p> <ul style="list-style-type: none"> • Provided that any such family in urban areas which opts not to take the house offered, shall get a one-time financial assistance for house construction, which shall not be less than one lakh fifty thousand rupees: • Provided further that if any affected family in rural areas so prefers, the equivalent cost of the house may be offered in lieu of the constructed house; • Provided also that no family affected by acquisition shall be given more than one house under the provisions of this Act
D	Agricultural Land	
1	Each Project Affected Family/Displaced Family Owning agriculture land.	<p>a. Land will be acquired by the competent authority in accordance with the provisions of RFCTLARR Act, 2013.</p> <p>b. Replacement cost for land will be, higher of (i) market value as per Indian Stamp Act, 1899 for the registration of sale deed or agreements to sell, in the area where land is situated; or (ii) average sale price for similar type of land, situated in the nearest village or nearest vicinity area, ascertained from the highest 50% of sale deeds of the preceding 3 years; or (iii)</p>

Sl. No.	Category / Target Group	Provisions in RFCT-LARR 2013
		<p>consented amount paid for PPPs or private companies.</p> <p>c. The compensation includes the multiplying factor of 2 in rural areas, while in urban areas the single multiplying factor will be applicable.</p> <p>d. Plus 100% solatium and 12% interest from date of notification to award on the total amount.</p> <p>In the case of irrigation project, each affected family owning agricultural land in the affected area and whose land has been acquired or lost, or who has, as a consequence of the acquisition or loss of land, been reduced to the status of a marginal farmer or landless, shall be allotted, in the name of each person included in the records of rights with regard to the affected family, a minimum of one acre of land in the command area of the project for which the land is acquired:</p> <ul style="list-style-type: none"> • Provided that in every project those persons losing land and belonging to the Scheduled Castes or Scheduled Tribes will be provided land equivalent to land acquired or two and a one-half acres, whichever is lower: • Provided further that where the land is acquired for urbanization purposes, twenty per cent. of the developed land will be re-served and offered to land owning project affected families, in proportion to the area of their land acquired and at a price equal to cost of acquisition and the cost of development. • In case the project affected family wishes to avail of this offer, an equivalent amount will be deducted from the land acquisition compensation package payable to it.
E	Construction of Cattle Shed/Petty Shops	
1	Each Project Affected family/Displaced Family	Each affected family having cattle or having a petty shop shall get one-time financial assistance of such amount as the appropriate Government may, by notification, specify subject to a minimum of twenty five thousand rupees for construction of cattle shed or petty shop as the case may be.
F	Shifting/Transportation Allowance	
1	Each Project Affected Family/Displaced Family	Each affected family which is dis-placed shall get a one-time financial assistance of fifty thousand rupees as transportation cost for shifting of the family, building materials, belongings and cattle.

Sl. No.	Category / Target Group	Provisions in RFCT-LARR 2013
G	Construction of Working Shed or Shop	
1	Each Project Affected Persons/Displaced Persons	Each affected family of an artisan, small trader or self-employed person or an affected family which owned non-agricultural land or commercial, industrial or institutional structure in the affected area, and which has been involuntarily displaced from the affected area due to land acquisition shall get one-time financial assistance of such amount as the appropriate Government may by notification, specify subject to a minimum of twenty-five thousand rupees .
H	Employment Assistance	
I	Subsistence Allowance	
1	Each Project Affected Family/Displaced Family	Each affected family which is displaced from the land acquired shall be given a monthly subsistence allowance equivalent to three thousand rupees per month for a period of one year from the date of award. In addition to this amount, the Scheduled Castes and the Scheduled Tribes displaced from Scheduled Areas shall receive an amount equivalent to fifty thousand rupees .
J	Annuity Policies	
1	Each Project Affected Family/Displaced Family	The appropriate Government shall ensure that the affected families are provided with the following options: R&R assistance is given to all the affected families irrespective of their legal holdings. It comprises annuity allowance @ Rs. 5,00,000/- to all the land owners, whose land is acquired, and the family whose source of livelihood is dependent upon such land and is dislocated due to such acquisition. It is important to mention here that normally the impact on employment doesn't occur in linear projects like national highways, however, since, these provisions have a correlation with the overall scheme of RFCTLARR Act, 2013; the applicability of the provisions will be specified by the appropriate government. Moreover, for this project, the annuity allowance has been kept in the budgetary provision, which will be applicable by the provision of the appropriate Government.

Sl. No.	Category / Target Group	Provisions in RFCT-LARR 2013
K	One time Resettlement Allowance	
1	Each Affected Family/Displaced Family	Each affected family shall be given a one-time "Resettlement Allowance" of fifty thousand rupees only.
L	R & R Benefits to schedule Caste & Tribe Families	
1	Each Tribal Project Affected Families/Schedule Tribe Displaced Families	<p>(1) In case of a project involving land acquisition on behalf of a Requiring Body which involves involuntary displacement of the Scheduled Castes or the Schedule Tribes families, a Development Plan shall be prepared, in such form as may be prescribed, laying down the details of procedure for settling land rights due but not settled and restoring titles of tribal on alienated land by undertaking a special drive together with land acquisition (U/S-41 (4))</p> <p>(2) The Development Plan shall also contain a programme for development of alternate fuel, fodder and non-timber forest produce resources on non-forest lands within a period of five years sufficient to meet the requirements of tribal communities as well as the Scheduled Castes. (U/S-41 (5))</p> <p>(3) In case of land being acquired from members of the Scheduled Castes or the Scheduled Tribes, at least one-<i>third</i> of the compensation amount due shall be paid to the affected families at the outset as first installment and the rest shall precede the taking over of the possession of the land. (U/S-41 (6))</p> <p>(4) The Scheduled Tribes affected families shall be resettled preferably in the same Scheduled Area in a compact block, so that they can retain their ethnic, linguistic and cultural identity. (U/S-41 (7))</p> <p>(5) The resettlement areas pre-dominantly inhabited by the Scheduled Castes and the Scheduled Tribes shall get land, to such extent as may be decided by the appropriate Government, free of cost for community and social gatherings. (U/S-41 (8))</p> <p>(6) Any alienation of tribal lands or lands belonging to members of the Scheduled</p>

Sl. No.	Category / Target Group	Provisions in RFCT-LARR 2013
		<p>Castes in disregard of the laws and regulations for the time being in force shall be treated as null and void; and in the case of acquisition of such lands, the rehabilitation and resettlement benefits shall be available to the original tribal land owners or land owners belonging to the Scheduled Castes. (U/S-41 (9))</p> <p>(7) The affected Scheduled Tribes, other traditional forest dwellers and the Scheduled Castes families having fishing rights in a river or pond or dam in the affected area shall be given fishing rights in the reservoir area of the irrigation or hydel projects. (U/S-41 (10))</p> <p>(8) Where the affected families belonging to the Scheduled Castes and Scheduled Tribes are relocated outside of the district then they shall be paid an additional twenty-five percent. Rehabilitation and Resettlement benefits to which they are entitled in monetary terms along with a one-time entitlement of fifty thousand rupees. (U/S-41 (11))</p>

• • •

5. PUBLIC CONSULTATION AND STAKEHOLDERS ANALYSIS

5.1 INTRODUCTION

Involuntary resettlement brings about a feeling of insecurity, curiosity and misunderstanding amongst the potential project affected persons (PAPs). Social assessment and community consultation and people's participation help remove such uncertainties and at the same time help the project proponent to incorporate valuable indigenous suggestions in the project road design. Community consultation is an entry point to social assessment. The purpose is to undertake systematic listening, which gives voice to the PAPs particularly poor and vulnerable groups of the affected communities.

Public consultation has been taken up as an integral part of social assessment process of the Project. Public consultation has been viewed as a continuous two way process, involving promotion of public understanding of the processes and mechanisms through which developmental problems and needs are investigated and solved. Consultation was used as a tool to inform and educate stakeholders about the proposed action both before and after the development decisions were made. It assisted in identification of the problems associated with the project as well as the needs of the population to be impacted. This participatory process helped in reducing the public resistance to change and enabled the participation of the local people in the decision making process. The involvement of affected people and other stakeholders have been ensured in this project with the objectives of minimizing probable adverse impacts of the project through alternate design solutions (alignment and cross-sectional) and to achieve speedy implementation of the project through bringing in awareness among the community on the benefits of the project. Several meetings were organized at various locations, promoting public understanding of the processes and mechanisms through which developmental problems and needs are investigated and resolved.

Extensive public consultations were carried out with various stakeholders at various locations throughout the length of the project road corridor. Consultations were undertaken with project affected persons (PAPs), and meetings conducted with district authorities, revenue officials, village panchayats and public representatives in selected villages/towns. The locations, number of people that participated and the consultation methods are summarized in **Table 5.1**.

Table 5.1: Summary of Consultation Sessions

Sl. No.	Date	Chainage/ km	State	District	Village	No. of person	Type of Consultation
1	15.06.2018	Km. 81.150	MP	Satna	Sohawal	7	Meeting and Group Discussion
2	17.06.2018	Km. 95.890	MP	Satna	Uchehra	6	Public Consultation
3	20.06.2018	Km. 103.100	MP	Satna	Uchehra	7	Public Consultation

5.2 CLASSIFICATION OF STAKEHOLDERS

Stakeholder analysis typically classifies stakeholders or all those who have an interest in the project, into three categories:

- Primary stakeholders who are directly or indirectly affected by a project, such as the project beneficiaries and not least of all, the people who are to be adversely affected by a project, such as being displaced by the new road construction or the improvement component of the project.
- Secondary stakeholders are those who are involved in the delivery of the project outputs, such as the government, the implementing agency (NHAI), the executing agency, funding agencies, and NGOs, etc.
- External stakeholders are those who are “outside” the ambit of the project activities, but who can influence the outcome of the project, such as the media, politicians, religious leaders and other opinion leaders.

5.3 IDENTIFICATION OF STAKEHOLDERS AND THEIR PRIORITIES

The project has identified the following entities/institutions as stakeholders of Satna-Maihar road project. Consultations & Meetings were carried out with these eight entities are described in the following sub-sections.

- Members of Business Committee
- Potentially Affected People
- General Public
- Head/ Pradhan/Chairman of the villages/Town
- Authorities of the various religious properties in the hot spot areas
- Government Officials
- Non-Governmental Organizations
- Political Leaders

5.4 CONSULTATION WITH POTENTIALLY AFFECTED PAPS

Public consultations have been carried out during social impact survey throughout the project road. As the proposed alignment is a Greenfield alignment there were 8 structures falling on the proposed alignment. However, to make people aware about the project, consultations were conducted with different stakeholders. Local people and PAPS were consulted for possible dates and places of meeting and the issues to be discussed. On the specified date and time the consultants’ team carried out the consultations in the markets, towns, and villages falling along the project road or nearby areas of alignments.

The location/village wise lists of participation of people in public consultation are attached in **Annexure 5.1**.

5.4.1 Findings of Public Consultations and Focus Group Discussions

During the public meetings and focus group discussions, village and town wise specific issues and concerns were raised. The participants put up their views and suggestions during the meeting and group discussions. Focus group discussions provided more in-depth insights on people’s views/opinions about the project and specific needs. Consultations were held comprising PAPS and their representatives from panchayat and local bodies in order to involve them in the design of this proposed road project.

5.4.2 Project and Resettlement Issues Raised during Consultations

Project's preliminary design and its anticipated impacts were shared with the affected/benefitted people during each consultations and group discussions. The major issues that were discussed included:

- a) project details and alignment;
- b) benefit and adverse impact of the Project;
- c) opinion on the compensation against potential losses;
- d) compensation for the vulnerable population;
- e) mechanism of compensation, and
- f) Resettlement assistance and options.

The stakeholder participants joined actively in all discussions and shared their views, needs and aspirations from the project.

5.4.3 People's Perception about the Project

Stakeholders have a very positive attitude towards Satna - Maihar Greenfield Highway. They opined that, the road will bring connectivity to many important sector of the country. The stakeholders were happy to learn that the road communication of the country will be modernized in terms of its system and services. As the road is used frequently by the mass people due to its comfort and cost- effectiveness; and it provides an environment friendly means of transportation in the country, therefore, this project will accelerate overall socio-economic development in the region. The local people were happy that the road communication system will be improved as an outcome of the livelihood. They were ready to support the project implementing authority as they understood that the project will improve local infrastructures and businesses as well as establish improved connection with other parts of the region/country in terms of education, health care, trade and commerce and tourism etc.

5.4.4 Concerns Raised at the Consultation Meetings

The stakeholders identified the prospects as well as issues related to the construction of the project and recommended solutions as per their own perceptions. Suggestions were duly recorded in the meeting and the minutes also documented accordingly. During the consultation the stakeholders expressed their views of the overall benefit and adverse impacts of the project. **Table 5.2** presents the perceived outputs of the proposed project as discussed in the consultation meetings.

Table 5.2: Perceived Benefits and Impacts of the Project

Issues	Responses
Perceived Outputs of the Proposed Project	
Benefits of the Project	<ul style="list-style-type: none"> • Modernization of road sector with improved communication system and quality service which leads to the growth of tourism sectors • Development of local infrastructures of roads, highways and railways

Issues	Responses
	<ul style="list-style-type: none"> • Development in communication network and business with neighboring states cities, and town • Enhancement of socio-economic state of the locality as well as the country • The new alignment will provide new livelihood opportunities for local people as the new road will be constructed, local people can start/open new business/shops along the proposed greenfield highway • New Greenfield alignment will provide better connectivity for local as well as people of state and the people of the country
Adverse impacts of the Project	<ul style="list-style-type: none"> • Loss of cultivated land • Out of 8 displacement families 1 households may face temporary unemployment due to loss of business/dislocation • Adverse impacts on extended/joint family and increase of nuclear family • Loss of trees/plants and degradation of environment • Noise and air pollution during construction

**Source: Public consultation during social survey.*

The general issues and concerns that were discussed in the consultation meetings are presented in **Table 5.3**. During the series of consultations, the stakeholders were primarily expressed their concerned about the alignment of new Greenfield road, impacts of structures, land acquisition and loss of income. The general issues and concerns that were discussed in the consultation meetings are presented below.

- (i) Adequate resettlement and rehabilitation measures should be taken;
- (ii) Vehicular underpasses should be designed at required locations;
- (iii) Wayside amenities and public facilities to be provided;
- (iv) Adequate compensation should be provided for both Structures and Land.
- (v) Payment of compensation should be made in the mode of cash and as per New Act LARR 2013;
- (vi) Loss of fertile and residual land, residential structures and commercial assets.
- (vii) Proposed project may divide their villages, which will lead to social and commercial severance of ties and may also lead to separation from their farm land and may impede their cattle from crossing one side to the other to go in the nearby forest areas and grazing field.

Table 5.3: Stakeholders' Concerns, Responses and Action Taken

Issues	Observations by Stakeholders	Responses and Follow up Action Taken to Address the Issues
Project alignment	<ul style="list-style-type: none"> • The selection of alignment has not done appropriately in many areas; hence require re-design by the authority concerned. • The authority should clearly disclose all information regarding the existing and required land on the both sides of the road. 	<ul style="list-style-type: none"> • The communities were told that their concerns would be taken into account and shall be incorporated in the design, if technically feasible. • The alignments will be subsequently adjusted taking into accounts key concerns.
Effect of the land acquisition on asset	<ul style="list-style-type: none"> • Loss of land, houses, trees. • Loss of productive agricultural land. • Day labourers / landless people will lose work and/or shelter, or both, therefore, livelihoods will be severely hampered. 	<ul style="list-style-type: none"> • The communities were told that their concerns would be taken into account and that any impact on their land, asset or livelihood would be compensated as per Government of India RFCTLARR 2013. • The concerns with regard to loss of structures and livelihoods have been adequately addressed in accordance the Government of India RFCTLARR Act, 2013.
Effect of the land acquisition on work /source of income	<ul style="list-style-type: none"> • Temporary loss of jobs / business / work hampers Income sources from business / trade / crop/labour wage. • The women community and their children will be at risk of being relocated and unable to adapt new environment after displacement. • Income sources will be hampered up until replaced/ rehabilitated. 	<ul style="list-style-type: none"> • The issues of loss of business, income/livelihoods, and relocation adjustments will be addressed in terms of compensation and assistance. • Since the affected families are likely to relocate within the vicinity, the disruptions will be limited, including access to schools for children. Essentially, the families will re-establish themselves within their communities.

**Source: Public consultation during social survey.*

The opinion on compensation issues e.g., type and form of compensation mechanism and modalities of compensation payment including suggestions offered by the people on restoration/rehabilitation assistance are given in **Table 5.4.**

Table 5.4: Issues and Concerns Regarding Compensation and Responses

Issues	Concerns Raised by Stakeholders	Responses and Policy Actions
Compensation against loss (Land and Structures)	<ul style="list-style-type: none"> • Special consideration for the people who will lose all their land and structures entirely. • Consider all affected HHs irrespective of titles. • Compensation should be determined according to current market price. • Affected infrastructure should be rebuilt/ reconstructed by authority. • Acquired land should be compensated/replaced by land as much as possible 	<ul style="list-style-type: none"> • Compensation for land will be paid as per RFCTLARR Act 2013 and at market rates with multiple factors; • Since land for land is not possible, market value will be provided so that those losing lands may buy or rent replacement land. For title holders, the Project will pay assistance and transaction costs such as stamps and duties required. • Compensation for structures will be paid as per Basic Schedule Rate (BSR), which will be equivalent to replacement cost of the structures. There will be no depreciation of cost estimation.
Compensation for vulnerable population (BPL, WHH, PH, SC, ST, Aged, Land Less, Small Trader, Artisans)	<ul style="list-style-type: none"> • Arrange land within same area and/or set up cluster villages in elsewhere for the resettlement of slum dwellers. • Landless people should be given gross amount/ compensation at a time so that they can relocate/resettle to other places. 	<ul style="list-style-type: none"> • Compensation for structures, including those illegally built on government land, will be paid. The establishment of new markets may be explored although government land beside road is very limited. • Poor women and vulnerable people will get additional assistance as per Government of India RFCTLARR 2013.
Compensation type including relocation	<ul style="list-style-type: none"> • Suitable places/lands for relocation are very scarce in the area as people are unwilling to sell homestead/ commercial lands. • Alternative land in the same area or nearby as compensation for commercial/ homestead/ agriculture purpose. • Alternative accommodation facility (single/cluster) for low earners group. • The affected community should be relocated near their village of origin so that they can continue their local business/ work/ farming. 	<ul style="list-style-type: none"> • Land for land is not an option due to land scarcity. • Those affected and requiring relocation will be assisted by the RP Implementing Agency/ NGO in identifying land/ structure to buy or to rent, in addition to compensation for the structures will be paid. • Salvageable of goods will be allowed to be taken away free of costs. • Relocation grant/ assistance will be provided. • All these elements will be explained in the entitlement matrix for compensation and resettlement.

Construction of Two / Four lane with paved shoulder from Km 80+800 to Km 120+125 (Satna to Maihar section) of NH 135BG under Bharatmala Pariyojana in the State of Madhya Pradesh (Package-III)

Issues	Concerns Raised by Stakeholders	Responses and Policy Actions
Livelihood restoration/ rehabilitation assistance	<ul style="list-style-type: none"> A livelihood Improvement programme will be provided along with financial assistance for better livelihood for the low earners group 	<ul style="list-style-type: none"> The RP Implementing Agency/NGO will conduct additional survey to identify skill and training needs.

**Source: Public consultation during social survey.*

The photographs of public consultations of Project Road are shown below.



A Glimpse of Public consultation

5.5 CONSULTATION WITH LOCAL GOVERNMENT AGENCIES

The process of information dissemination about the project is one of the major tools to ensure and initiate the participation of the stakeholders. This also helps in collecting relevant information for the social requirements of the project. Meetings were held with the government officials of several villages & towns during the course of social survey. Relevant data was collected from them which included demographic features, available resources, land rates and other important features. The details of the consulted members have been provided in the **Table 5.5**.

Table 5.5: Consultation with Government Officials

Sl. No.	Name	Contact Number	Position	Issues Discussed
1	Mr. Sumesh Banzal	9425163700	Project Director, NHAI, Katni	<ul style="list-style-type: none"> Information dissemination to make people aware of the very objective of the project. Bypasses and realignments proposed in the project road.
2	Mr. Shivam Chandel	9752835353	Registration & Stamps Department, Satna	
3	Mr. Hasan Ali	9827347403	Registration & Stamps Department, Rewa	
4	Mr. Nanhku	9425886502	Patrakar, Satna	

Sl. No.	Name	Contact Number	Position	Issues Discussed
5	Mr. Gyanendra Bahadur Singh	8305340733	Stakeholder	• Resettlement, land acquisition and income restoration.
6	Mr. Meraj	8874612185	Registration & Stamps Department, Karvi, Chitrakoot	

Source: Government Officials Consultation during Social Survey 2018

5.6 CONCLUSION

Many developmental projects suffer setbacks due to the lack of dissemination of information and consultation with the stakeholders. The misinformation about the project leads to agitation against the projects resulting delay in implementation and inflating the total project cost.

Consultation with the stakeholders and incorporating their views about the project at the design stage (especially the PAPs who are to lose their structures or any other assets and livelihood) helps to reduce the adverse social impact and make the project people friendly.

To involve the people in the planning process, proper care was taken to record their views on the advantages and disadvantages of the project. Public consultation was held at various places where social risks were anticipated. The consultation revealed the fact that the PAPs were aware of the project and they were more concerned about the type/amount of compensation to restore their livelihood at a new place.

• • •

6. INSTITUTIONAL ARRANGEMENT

6.1 INTRODUCTION

In order to implement and monitor the R&R component of the project in an effective manner, there will be a Project Implementation Unit (PIU) at the local office of the NHAI. The responsibilities include planning, implementation and monitoring of land acquisition and R&R related programmes. The district administration will acquire private land on behalf of the NHAI.

6.2 STAFF REQUIREMENT

The preparation of the RAP commences with the appointment of the Administrator or Project Director at the PIU. Considering that a large number of people are to be affected by the complete project road, it is required to set up a regular unit within the PIU to deal with the R&R activities. The **Table 6.1** outlines a typical staffing requirement for this purpose.

Table 6.1: Staffing Requirement

Level	Job Title Description	Number
NHAI (State Level at Madhya Pradesh)	Project Director	1
	Rehabilitation Officer (R&R co-ordinator)	1
	Land Acquisition Officer	1
	Computer Operator	1
NHAI Division and District Administration	Executive Engineer (as Rehabilitation Officer)	1
	Revenue Officer	1
	Land Survey official (s)	As required
	District Development Officer	1
	District Agricultural Officer	1
Construction Package Level	Resettlement Specialist (Consultant engagement)	1
	R&R Officer (NGO/CBO engagement)	1
	Field Assistant	3

6.2.1 State Level Arrangement

The Project Director at the PIU is responsible for overall performance of the R&R Cell and the Rehabilitation Officer as the programme coordinator will be responsible for overall project coordination and management. The R&R Cell will have a small team of support staff dedicated to the social aspects component of the PIU, including a land acquisition officer.

The Project Director, during the design phase, will be responsible for reviewing and monitoring the work of the DPR consultant in relation to preparation of the RAP for the project affected families (PAF), preparation of the land acquisition plan and finalisation of budget for R&R assistance and land acquisition.

The R&R Cell of the PIU will be responsible for the establishment and

maintenance of a centralised RAP management system. In the development of this system, particular attention will be paid to:

- Procedures for undertaking and completing census and asset verification exercises
- Updating of RAP database for the project as a whole
- Integration of land acquisition, compensation and construction activities
- Establishment of procedures for internal monitoring and review of road level progress reports
- Procedures for the prompt implementation of corrective actions and the resolution of grievances.

6.2.2 District Level Arrangement

In the project-affected district, the Executive Engineer of the Division will function as the Rehabilitation Officer of the District Level Committee (district level R&R Cell). It is recommended, if necessary, to bring in competent officials from other Government Departments as well and obtain their services through deputation to undertake this work. These officers, especially the Executive Engineer as Rehabilitation Officer, will work closely with the NGOs engaged at the project level.

The R&R Policy Framework for the project recommends the assistance of the District Revenue Officer and any other representative from the district administration and representatives of the PAPs/PDPs in the District Level Committee (DLC). Based on the valuation input of the local government approved Valuer, the DLC will be responsible for assessing the replacement value of the project-affected properties.

6.2.3 Project Level Arrangement

While the PIU level and district level arrangements are necessary for the coordination of the RAP activities, the construction package level arrangements are most important for effective RAP implementation. The work of identifying and developing the resettlement zone for individuals or groups and other R&R related development activities will be undertaken by the construction package level R&R officer (NGO/CBO) appointed by the PIU.

The contracted NGO will appoint a Project Manager/R&R Officer, to be supported by three Field Assistants for a minimum period of 12 months and more. This package level R&R team will be advised by the DLC discussed above. The overall functions of the package level R&R team are:

- To establish and maintain consultation mechanisms with the supervising Rehabilitation Officer
- To integrate land acquisition, compensation and construction activities
- To establish proper PAP data base
- To establish and maintain effective consultation mechanisms with the affected households and communities
- To regularly lease with the DLC regarding the list of entitled persons, eviction notices, compensation payments and grievance redress
- To regularly lease with the District Revenue Officer to ensure prompt transfer of affected land titles to the Revenue Department
- To ensure implementation of resettlement and rehabilitation and support

measures as detailed in the entitlement policy.

The proposed institutional organization within the PIU is presented in the following **Fig. 6.1**:

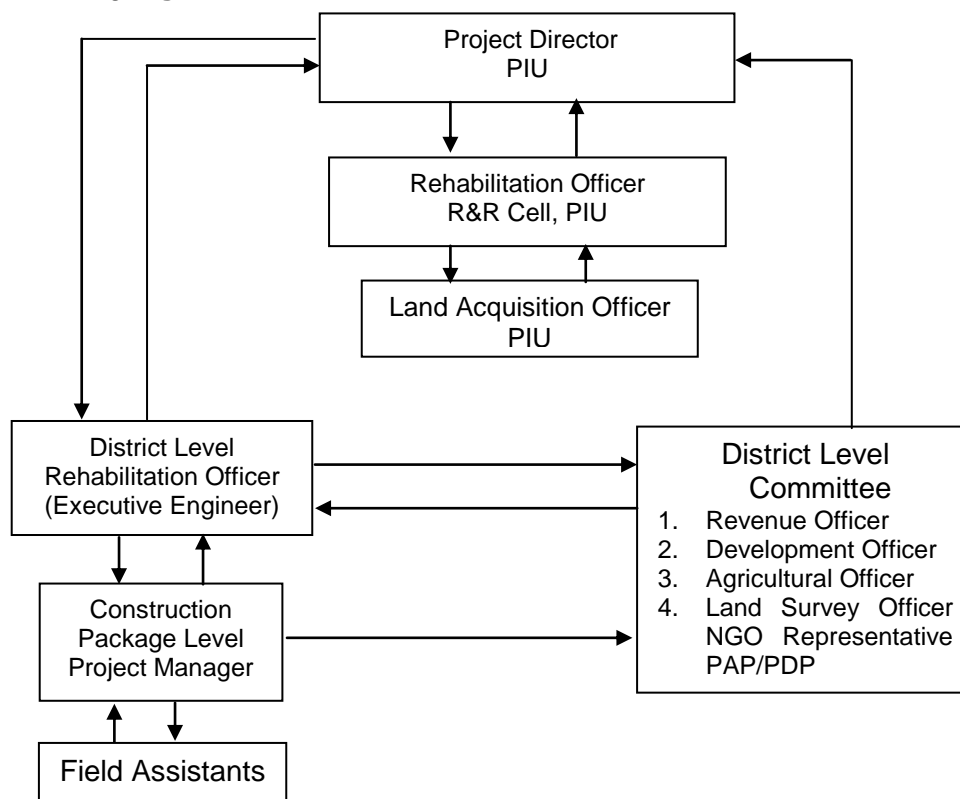


Fig. 6.1: Schematic Organisational Structure

6.3 TRAINING

NHAI officers at the State or district level who will be associated with the R&R and environmental activities need to be identified and trained for the purpose. The joint training exercise to include social and environmental issues will need to be periodically organised.

The NOIDA (in UP) based Indian Academy of Highway Engineers formerly NITHE under the Ministry of Shipping, Road Transport and Highways, Government of India, is an appropriate training organisation for the purpose.

The process of selecting NGOs to be associated with the project should be started as soon as the project is cleared for implementation. The training contents will be repeated to include the identified personnel of the Supervision Consultants when they are in place. The following **Table 6.2** outlines the training programme on R&R and Environmental issues, to be organised by the PIU of the NHAI.

Table 6.2: Training Programme on R&R and Environment

Sl. No.	Who Attends?	Training Programme on	Instruction	Duration
1	NHAI's PIU RO, Division Executive	Regulation and Policies Related to Land Acquisition/R&R and Environment: land acquisition; R&R policy; basic features of the RAP;	Presentation and Lecture	1 day

Sl. No.	Who Attends?	Training Programme on	Instruction	Duration
	Engineer etc.	institutional arrangement; monitoring, evaluation and reporting; planning for relocation; documentation requirement of the project; environmental overview; environmental regulations and Acts.		
2	NHAI's PIU Project Director and RO, Chief Engineer, Superintending Engineers, Division Executive Engineer	Salient Features of the R&R Policy and general EA aspects: implementation arrangements, roles and responsibilities, grievance redress cell and district level committees, continued consultation and feedback, labour laws, gender issues, health and hygiene issues, environmental awareness and safeguards in the project.	Workshop	1 day
3	NHAI's PIU Project Director and RO, Chief Engineer, Superintending Engineers, Division Executive Engineer	Effective R&R and EMP Implementation: experience sharing related to R&R and EMP implementation, disbursement mechanism, conflict resolution methods, contingency management, rapid appraisals, documentation, monitoring and reporting, pollution and environmental impact assessment.	Lecture and Group Discussion	1 day
4	NHAI's PIU Project Director and RO, Chief Engineer, Superintending Engineers, Division Executive Engineer	Long Term Environmental and Social Issues in the Highway Sector: social and environmental assessment methods, analytical tools, monitoring and evaluation, social risk assessment and management, concept of R&R resource centres, integration of social and environmental issues and good practices, long term environmental issues in highway management.	Lecture and Group Discussion	1 day

6.4 ROLE OF R&R CELL

The roles and responsibilities of the designated personnel for the implementation of the RAP are outlined in the following **Table 6.3**.

Table 6.3: Roles and Responsibilities

Level	Implementation Staff	Roles and Responsibilities
Project Implementation Unit	Project Director	<ul style="list-style-type: none"> • Oversees the preparation by the DPR consultant of census, socio-economic survey, RAP, land acquisition plan. • Oversees the progress of land acquisition through the competent authority. • Participates in the DLC to facilitate land acquisition. • Contracts NGOs for the implementation of the RAP • Coordinates with other Government line Departments and NGOs for ensuring effective delivery of mitigation and rehabilitation support.
R&R Cell, PIU	R & R Officer	<ul style="list-style-type: none"> • Makes budgetary provisions for land acquisition and R & R activities • Coordinates the implementation of R & R activities with in-house and field staff • Translates or have translated the R&R Policy Framework in local language • Printing of the Policy and Identity Cards for the PAPs • Consolidates the micro R & R plans prepared by the PIU on physical and financial needs on a monthly basis • Organises training for the PIU and NGOs for capacity building to implement R & R. • Prepares monthly progress reports. • Monitors the progress of R & R. and land acquisition and public consultations at the road level. • Prepares terms of reference and facilitate the appointment of external agencies for monitoring and evaluation (M&E). • Develops terms of reference for any studies identified to enhance the implementation of R & R and facilitate the appointment of consultants and coordinate the studies. • Coordinates with the NGOs appointed for the implementation of the R & R. • Organizes bi-monthly meetings with the NGOs to review the progress on R & R. • Keeps formal accounts for all project funding

Level	Implementation Staff	Roles and Responsibilities
		and prepare for and cooperate with Government audits.
	Land Acquisition Officer	<ul style="list-style-type: none"> • Effects land acquisition • Monitors the progress of land acquisition • Ensures that the contractor has paid the mutually agreed amount to the people for the land taken over as borrow areas, and ensures that the land is returned to the owner within the stipulated time as per the agreement and has not been made unproductive • Prepares land acquisition plans and submits to the district administration for acquisition
	Computer Operator	<ul style="list-style-type: none"> • Manages the database of affected persons
District	District Level Committee	<ul style="list-style-type: none"> • Meets regularly to review the progress of land acquisition • Decides on the replacement value on the basis of the methodology mentioned in the RAP • Facilitates the implementation of Government programmes in the project-affected areas • Liaises with the District Administration for dovetailing Government's income generating and developmental programs for the PAPs.
	Rehabilitation Officer (Executive Engineer)	<ul style="list-style-type: none"> • Overall responsible for land acquisition and R & R activities in the field • Liaises with district administration for support for land acquisition and implementation of R & R • Participates in the District Level Committee • Coordinates with the NGOs appointed for the implementation of the R&R • Monitors road level R&R activities and submit monthly reports • Ensures the development of resettlement zone and agricultural land, wherever required • Participates in the allotment of residential, commercial and agricultural plots • Organises the disbursement of cheques for assistance and compensation in the affected

Level	Implementation Staff	Roles and Responsibilities
		area in public
Project (Road Level)	Project Manager (NGO Contractor)	<ul style="list-style-type: none"> • Coordinates with the District Rehabilitation Officer to implement the R & R activities • Develops rapport with the PAPs • Prepares micro-plans for R & R • Implements information dissemination campaigns and distributes the translated R&R Policy Framework to the project affected households <hr/> <ul style="list-style-type: none"> • Verifies project affected households listed in the RAP • Ensures inclusion of those PAPs who may not have been covered during the census survey • Issues identity cards to the project affected households (PAH) • Facilitates the opening of joint accounts in local banks to transfer assistance for R&R for the PAFs • Participates in the disbursement of cheques for the assistance at public places • Carries out public consultations with the PAHs on a continuing basis during the implementation of the project • Generates awareness about the alternate economic livelihood and enables the PAHs to make informed choice • Identifies training needs of the PAPs for income generating activities • Establishes linkages with inter-agency, e.g., financial institutions, Government departments, etc. for income restoration and R&R services. • Enables the PAHs to identify the alternate sites for agriculture, residential and commercial plots • Participates in the consultations on allotment of shops and residential plots • Ensures that the PAPs have received their entitlements • Ensures the preparation of rehabilitation sites (resettlement zone)

Level	Implementation Staff	Roles and Responsibilities
		<ul style="list-style-type: none">• Participates in the meetings organized by the PIU• Assists the Supervision Consultant in ensuring that the contractors are following the various provisions of the applicable laws concerning the worker's safety, health and hygiene, women's issues and the child labour issues• Submits monthly progress reports.
	Resettlement Specialist (CSC)	<ul style="list-style-type: none">• Will monitor the Resettlement Implementation and Activities of NGOs.• Will Assist the PIU in Resettlement Implementation Activities

• • •

7. GRIEVANCE REDRESSAL MECHANISM

7.1 INTRODUCTION

A grievance is indignation or resentment stemming from a feeling of having been wronged. In case of projects involving land acquisition and involuntary resettlement, the grievance procedure and appeal mechanism are an important aspect related to R & R of the PAPs. In the subproject RP implementation there is a need for an efficient grievance redressal mechanism that will assist the APs in resolving queries and complaints.

The National Highways Act has provisions at different stages of the land acquisition process for the affected persons to object to the proposed acquisition of land and other properties, etc. It also allows the affected persons to receive compensation under protest and to approach the court for settlement.

While an affected person cannot challenge the land acquisition by Government (which involves a “public purpose”) in court, an aggrieved person may go to a court of law in order to challenge the amount of compensation. Experience shows that litigation causes unnecessary delays and cost overruns in many projects. Keeping in mind the legal procedures involving such cases, the PIU will constitute a committee for grievance redress which will provide a forum for people to express their dissatisfaction over compensation and R & R provisions. It does not imply that the affected people will be debarred from approaching the court on the compensation issue.

7.2 GRIEVANCE REDRESS COMMITTEE

The PIU will constitute a Grievance Redress Committee (GRC) at Satna District Headquarter within two months of commencement of the implementation of the project. The GRC will comprise the road level Project Manager (NGO contractor), District Collector or his representative, representatives from panchayat or municipality, NGOs and the project affected persons. The District Collector or his designated representative for the purpose will head the Committee.

The GRC may function as one body. Apart from being involved in grievances on resettlement issues, the R&R committees may also take an informal role in the handling of grievances and issues related to land acquisition in an effort to minimise the numbers of PAPs taking their grievances to the court system.

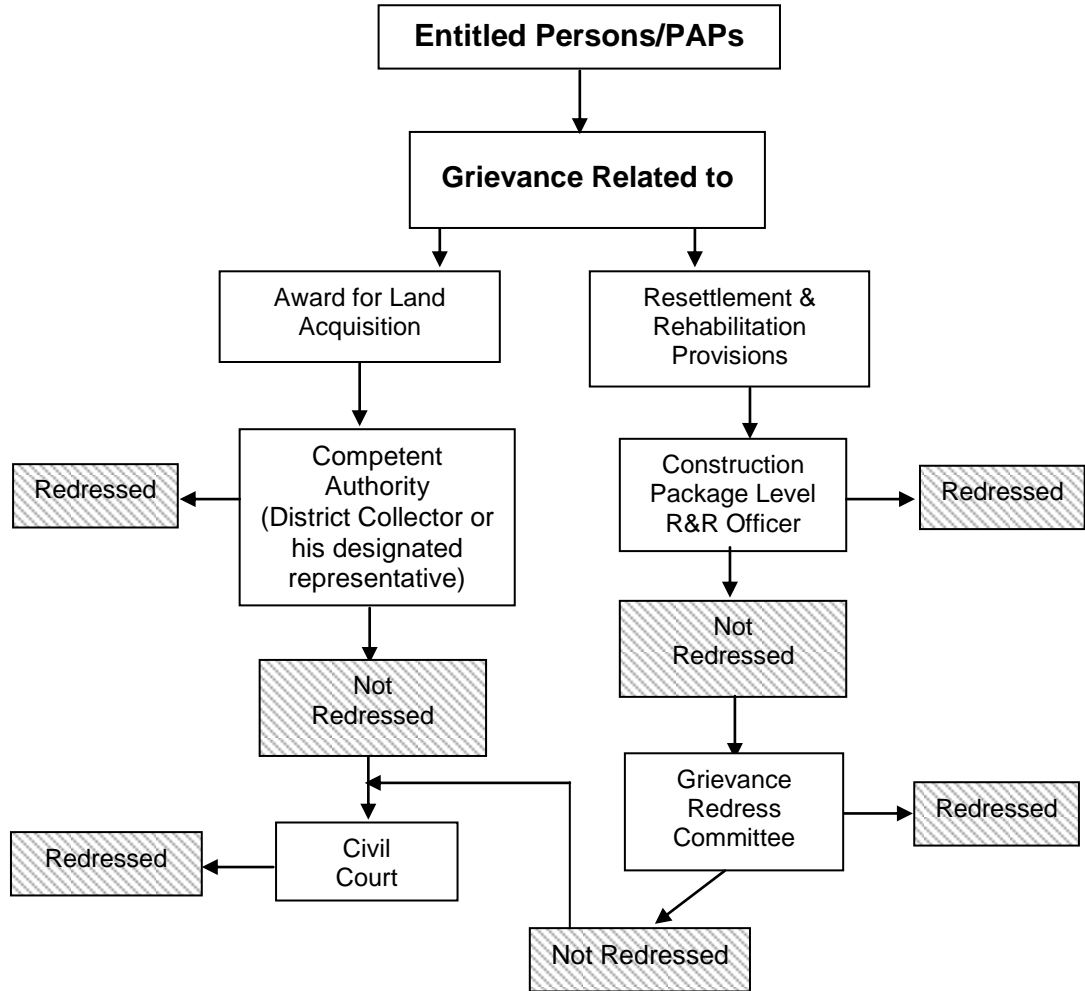
7.3 GRIEVANCE REDRESS MECHANISM

The PAP and NGO representatives will bring the PAP grievances before the GRC/R&R Committee. The main objective is to provide a step-by-step process for registering and addressing the grievances. It is expected that this mechanism will ensure redress to the aggrieved party. The PAPs will have access to the committee that will function throughout the project period.

7.4 RESPONSE TIME

The GRC will hear grievances once in 15 days. Since the entire resettlement and rehabilitation process has to be completed before road construction work starts, the GRC may meet more than once every 15 days depending upon the number of such cases. The GRC will inform the concerned Entitled Person of their decision within 15 days of the hearing of the grievance.

The following organogram illustrates the sequential steps for the grievance redress mechanism:



Organogram 7.1: Grievance Redress Mechanism

7.5 GRIEVANCE REDRESS MONITORING

The NGO engaged for the RAP implementation will develop a format for monthly and cumulative grievance redress monitoring. It should contain information on the reason of grievances, the number of grievances received, resolved, reason of GRC's decision and the number of unresolved grievances. It is to be signed by the Chairman of the Grievance Redress Committee (the District Collector).

• • •

8. IMPLEMENTATION SCHEDULE

8.1 INTRODUCTION

The implementation of the RAP will consist of land acquisition and R&R activities. The PIU will further detail the implementation schedule. The programme schedule for the major tasks of the RAP is shown in **Table 8.1**. This schedule will be updated as the project progresses.

It is expected that the R&R activities of the project will be completed in approximately 12 months time, with some activities stretching out longer. If environmental clearance is required or there are other unforeseen problems, land acquisition will take longer.

8.2 THE IMPLEMENTATION PROCEDURE

The implementation of the RAP consists of five major stages:

- The need for training of the NHA officials responsible deployment and training of staff
- Issuing of legal notification for land acquisition and the cut-off date
- Verification of entitled persons (EP) and estimation of their type and level of losses
- Preparation of list of EPs for relocation
- Relocation and rehabilitation of EPs.

For R&R activities and the NGOs and the training contents have been addressed in Chapter-6. As indicated therein, in addition to in-house capacity building, NGOs and other professional organisations could be hired for the R&R implementation.

8.2.1 The Basis of Implementation

The basis of RAP implementation is the PAPs database comprising census and socio-economic information in Microsoft Excel format.

The list of affected PAPs and assets needs to be verified prior to construction/upgrading works and accordingly adjustment to be made with the PAPs database. There is a possibility of the number of EPs increasing or decreasing.

8.3 GENERAL ACTIVITIES

- Appointment of staff at the PIU
- Contracting NGOs
- District level committees set-up by the District Administration
- Training of the R&R managers and NGOs for the implementation of the RAP
- Translation and printing of the R&R policy in local language. Preparing pamphlets of R&R policy in local language
- Distributing the R&R policy to the EPs
- Verification of the EPs
- Updating the census data base to include those who may have been left out during the census survey
- Distribution of Identity Cards

- Opening of joint accounts in the name of EP, representative of NGOs and the construction package level R&R officer
- Public consultations and creating awareness about the project amongst the PAPs
- Monitor physical and financial progress
- Prepare monthly progress reports.

8.4 LAND ACQUISITION

Land will be permanently and temporarily affected by the project.

(a) Permanent acquisition will be under the RFCTLARR Act 2013 and will comprise the following activities:

- Preparing land plans and land schedules for acquisition with details about the total holding and the area affected
- Appointment of the competent authority
- Issue of notices as per the Land Acquisition Act for acquisition
- Announcement of compensation award as per the Act
- Issue of cheques in public places prior to taking possession

(b) Temporarily affected land will facilitate civil works on the project roads by providing diversion routes for traffic and for earth works from borrow areas:

- Contractor negotiates with owners the area to be leased
- The contract signed between the owner and the contractor will include the terms of payment and return of the land to the owner
- Complete payments will be made to the Contractor after the PIU is satisfied that the terms and conditions of the contract have been met
- Returning the land after restoring to its original condition.

8.5 RESETTLEMENT

- Civil works will begin after people have been relocated.
- Verification of the displaced population – agriculture, residential and commercial;
- Identification of alternate plots in consultation with the people
- Development of the resettlement zone with basic infrastructure facilities
- Disbursement of the R&R allowance to cover shifting, rental and wage loss
- Setting up of temporary sites if needed
- Announcement and disbursement of the replacement value of the property affected of EPs and payment through cheques in public places
- Allotment of plots to EPs through public consultations
- Construction of residence and shops at the resettlement zone by the PAPs or the PIU as desired by the PAPs
- Developing shopping complexes wherever required
- Building/relocating the community facilities in consultation with the community
- Enhancement of the existing facilities identified in the RAP and any other during the course of implementation by the community.

8.6 REHABILITATION

- Verification of EPs entitled to transitional allowance, alternative economic rehabilitation support and economic rehabilitation grant
- Providing information to EPs to make informed choice about income generation (IG) programme
- Training for upgrading of skills for IG programme
- Income generating activity for each EP to be planned by the EPs in consultation with the NGOs.

8.7 IMPLEMENTATION SCHEDULE

Implementation schedule for resettlement, which is linked to the civil works contract, is presented in **Table 8.1**, which shows the scheduled activities linked to land acquisition procedures to indicate clearly what steps and actions will be taken at different stages of the project implementation cycle. As indicated, the tentative schedule is prepared presuming as the beginning of Year-1 of the project implementation.

Table 8.1: RAP Implementation Schedule

Activities	Particulars	1 st Year
PMU Staffing	Executive Engineer (R&R Coordinator)	1-day of first month
	Assistant Engineer (R&R)	1-day of first month
	Land Acquisition Officer	1-day of first month
Field Office	Executive Engineer (Rehabilitation Officer)	15-day of first month
	Assistant Exe. Engineers (3) (Environment +Social +LA)	15-day of first month
Field Office (LA)	Revenue Officer	15-day of first month
	Land Survey Officials (2)	15-day of first month
	Village Assistant (1)	15-day of first month
	Revenue Inspector (1)	15-day of first month
NGO	Bid opening for NGO recruitment	31- day of month
	Completion of NGO recruitment	29- day of second month
Training	In-house training for NGOs and NHAI staff	15- day of third month
	Field visits of NGOs and NHAI staff	15 day of fourth month

Implementation Schedule

Activities	Particulars	1st Year
Land Acquisition	Issuance of notice under section 3A(1)	31- day of first month
	Initiate surveys, etc. u/s 3B	15- day of second month
	Issuance of notice under section 3D	31- day of fifth month
Details of R&R	Printing of the R&R Policy in local language	15- day of third month
	Consultations and awareness campaign	15- day of third month
	Verification of entitled persons	15- day of third month
	Preparing of micro plans	15- day of fourth month
	Opening of joint bank accounts	30- day of fourth month
	Updating census and socio-economic data	15- day of fifth month
	Distribution of identity cards	30- day of fourth month
	Disbursement of R&R Assistance	31- day of fifth month
	Identification and purchase of alternative plots	15- day of sixth month
	Development of relocation sites by civil works	30- day of sixth month
Relocation of Cultural property	Identification of cultural property by NGOs	15- day of third month
	Consultation with people by NGOs	15- day of third month
	Identification of land for relocation	15- day of fourth month
Utility Shifting	Joint verification NHAI and Telephone Department	30- day of fourth month
	Clearance for relocation	15- day of fifth month
	Relocation by Telephone Department	15- day of sixth month
Tree Cutting	Joint verification by NHAI and Forest Department	30- day of fourth month

Construction of Two / Four lane with paved shoulder from Km 80+800 to Km 120+125 (Satna to Maihar section) of NH 135BG under Bharatmala Pariyojana in the State of Madhya Pradesh (Package-III)

Activities	Particulars	1st Year
	Clearance by Forest Department	31- day of fifth month
	Valuation by Forest Department	31- day of fifth month
	Auction by NHA	30- day of sixth month
	Cutting and removal of trees by the bidders	15- day of seventh month
Grievance Redress	Set up the committee for grievance redress	30- day of fourth month
	Grievance redress	15- day of fifth month
Monitoring and Evaluation	Internal monitoring	15- day of second month

• • •

9. RESETTLEMENT BUDGET

9.1 INTRODUCTION

A consolidated overview of the budget is provided and the cost estimates given below shall be viewed accordingly. In the Resettlement Budget, the provision for compensation and R&R assistance to the affected people is made as per the entitlement framework based on The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.

The budget is indicative of outlays for the different expenditure categories and will be updated and adjusted to the inflation rate as the project continues. Unit cost of the items may need to be updated if the findings of the district level committee on market value assessment justify it.

9.2 ESTIMATED R&R BUDGET

The proposed resettlement budget as per impact categories are delineated as follows:

9.2.1 Cost of the Land

Considering the provision of new land acquisition policy, the circle rate (government rate) of the land has been considered as unit rate for estimation of land cost. To meet the replacement cost of land, the compensation has been calculated as per RFCTLARR Act, 2013 with the formula of factorization as per specific area/locality. Thus, depending upon the available circle rates of land (**refer Annexure 9.1**) an estimate of land cost was done as mentioned in **Table 9.1**. However, the competent authority will finalize the rate of the land to be acquired when land acquisition process will be started.

Table 9.1: Estimated Land Acquisition Cost

Sl. No.	Item	Quantity (Hect.)	Average Land Rate/in Hect. (INR)	Total Amount (Rs.)	Compensation Factors to be multiplied in Rural by 1	100% Solatium	Grand Total (INR)
Land Acquisition							
1	Rural	166.27	As per Circle rate	471702721	471702721	471702721	943405443
Total Land Cost							943405443

9.2.2 Cost of Structure

A proper methodology was followed to estimate the cost of the affected properties and assets. All type of structures, be it commercial or residential, were enumerated and cost estimates was done to meet the replacement value of the affected properties. In estimating the cost of the affected properties, the PWD 'Basic Schedule of Rates, Government of Madhya Pradesh, was considered. The estimated cost of the properties/ structures being affected has been delineated for project in the following **Table 9.2**.

Table 9.2: Valuation of Structures

Sl. No.	Details of structures	Nos. of Structures	Area/No. (In Sq. mtrs.)			Rate per Sq. m (in Rs.)	Cost (Rs.)		
			TH	NTH	Total		TH	NTH	Total
1	Pucca	1	700	0	700	8136	5695200	0	5695200
2	Semi-Pucca	7	215	192	407	7051	1515965	1353792	2869757
Total		8					7211165	1353792	8564957
Solatium 100% as per RFCTLARRA-2013									8564957
Grand Total									17129914

9.2.3 R&R Assistance

R&R assistance is given to all the affected families irrespective of their legal holdings. It comprises annuity allowance @ Rs. 5,00,000/- to all the land owners, whose land is acquired, and the family whose source of livelihood is dependent upon such land and is dislocated due to such acquisition. It is important to mention here that normally the impact on employment doesn't occur in linear projects like national highways, however, since, these provisions have a correlation with the overall scheme of RFCTLARR Act, 2013; the applicability of the provisions will be specified by the appropriate government. Moreover, for this project, the annuity allowance has been kept in the budgetary provision, which will be applicable by the provision of the appropriate Government.

In addition, one-time grant @Rs. 25,000/- for small traders and artisan, transportation cost @ Rs. 50,000/- for displaced family (Owner), subsistence assistance @ 36,000 for all displaced family, resettlement allowance @ Rs. 50,000/- to all TH losing residential and commercial structures and one-time financial assistance @ 25,000 to Commercial displaced (small Traders) and NTH of petty Shops. In addition special provision to SC/ST population @ Rs 50,000 will also be paid. For considering other type of assistance as per Schedule- 2 of RFCTLARR Act- 2013, no eligible affected persons are found. **(Table 9.3)**

Table 9.3: Estimated Cost of the R&R Assistance

Sl No.	Item	Eligibility	Quantity	Unit Rate (Rs)	Amount (Rs)
1	Annuity allowance, losing primary source of Income	Land Owners & Residential, Commercial Structure Owner (Fully Displaced)	1733	500,000	866500000
2	Subsistence Assistance for displaced family	TH Losing Residential and Commercial Structures (Fully Displaced)	7	36,000	252,000
3	Transportation cost for fully displaced family	TH Losing Residential and Commercial Structures (Fully Displaced)	7	50,000	350,000

Construction of Two / Four lane with paved shoulder from Km 80+800 to Km 120+125 (Satna to Maihar section) of NH 135BG under Bharatmala Pariyojana in the State of Madhya Pradesh (Package-III)

SI No.	Item	Eligibility	Quantity	Unit Rate (Rs)	Amount (Rs)
4	Resettlement Allowance	TH Losing Residential and Commercial Structures (Fully Displaced)	7	50,000	350,000
5	Special Provision for SC/ST Population	SC/ST Population	101	50,000	5,050,000
Total					872,502,000

9.2.4 Cost of NGOs Involvement

The involvement of NGOs is required to help in implementation of the project, especially when the compensation is distributed among the affected households. The NGO will be selected on a normative and transparent manner. The experience, expertise and credibility of the NGO will be taken into consideration while selecting them. The lump sum budget which includes salary of the key professionals, sub-professionals, office staff, field staff, vehicle cost, vehicle running cost, training and workshop expenses, conducting HIV and AIDS awareness programs, office equipment expenses, rent of the office, stationery, overhead expenses and miscellaneous expenses etc. for one NGO is Rs. **4,000,000** for the project road.

9.2.5 Total R&R Cost

The R&R budget for the widening of existing road worked out approximately for project is Rs. **192.89 Crores** which includes the cost of land and structures, relocation or enhancement of religious, government and community structures and R& R Assistance given to affected people. The details of the tentative budget are given in **Table 9.4**.

Table 9.4: Total R&R Cost

SI. No.	Component	Total Cost (INR)
1	Land Acquisition Cost	943405443
2	Cost of Private Structures	17129914
3	Detailed cost of R&R assistance	872,502,000
4	RP Implementation	4,000,000
Total Sum (1+2+3+4)		1,837,037,357
Contingency @ 5%		91,851,868
Grand Total (In Rs.)		1,928,889,225
(In Crores)		192.89

• • •

10. MONITORING AND EVALUATION

10.1 INTRODUCTION

Monitoring and evaluation (M&E) of the RAP implementation are critical activities in involuntary resettlement. Monitoring involves periodic checking to ascertain whether activities are carried out according to the RAP. It provides the necessary feedback for project management to keep the programme on schedule. By contrast, evaluation is essentially a summing up job, the end of the project's assessment of whether those activities planned to be carried out actually achieved their intended objectives.

One of the objectives of the RAP is to ensure that the affected individuals and households regain, and preferably improve upon, their living standards. The measures detailed in this Report are designed to meet this objective. An M&E programme will, accordingly, be implemented to (a) record and assess project inputs and the number of persons affected and compensated, and (b) confirm that former living standards are being re-established.

There are two broad activities to be monitored: first, the progress of land acquisition and second, the R&R activities. The ranges of activities and issues that will have to be recorded and monitored include:

- Land acquisition and transfer procedures
- Disbursement of compensation and assistance
- Construction of replacement buildings by the displaced households
- Re-establishment of displaced households and business enterprises
- Rehabilitation of income levels.

Two broad categories of indicators, (a) input and output indicators and (b) outcome/impact indicators, will be used to monitor the project implementation. Input and output indicators relate to the physical progress of the works and include such items as the extent of land acquisition and compensation paid, the number of households displaced and resettled, the extent of government land identified and allotted to the project affected households, other R&R assistance extended and the related financial aspects. The outcome/impact indicators relate to overall project objectives as stated in the R&R policy.

Monitoring will be carried out internally by the NHA and periodic progress and updates will be made in the Monitoring Report.

10.2 M&E MECHANISM AND REPORTING

Internally, the R&R coordinator at the PIU will be responsible overall for monitoring the progress of land acquisition and R&R. The Land Acquisition Officer, also at the PIU, will be responsible for monitoring the progress of land acquisition and the Rehabilitation Officer at the District level will be responsible for the progress of the R&R activities. These officials will undertake this internal monitoring monthly. The R&R Officer will complete the monthly monitoring inputs in reporting formats, which will be developed by the DPR Consultants. Monitoring the contractor's conformity and the labour issues will form a part of the Construction Supervising Consultant's activities and is dealt with in the Environmental Management Plan.

10.3 MONITORING PROJECT INPUT AND OUTPUT INDICATORS

Project monitoring at the road level will be the responsibility of the District Rehabilitation Officer who will prepare monthly progress reports on the R&R

activities. The reports will compare the progress of the project to targets set up at the commencement of the project. The R&R Coordinator at the PIU will consolidate the monthly reports prepared as per the reporting formats. The progress of the project will be monitored with respect to these broad categories of indicators: financial progress, physical progress, social development, and participation of stakeholders. A suggested input and output monitoring indicators format is presented in **Table 10.1**. Monthly reporting format with the monitoring indicators is given as **Annexure 10.1**.

Table 10.1: Input and Output Indicators

Type	Indicator	Examples of Output Variables
Process Indicator	Staffing	<ul style="list-style-type: none"> • Number of NHAI staff on the project by job function • Number of other line agency officials available for tasks
	Consultation	<ul style="list-style-type: none"> • Number of R&R Committees established and meetings held • Grievances by type and resolution • Number of field visits by/NHAI-PIU staff • Number of NGOs participating in the project
	Procedures in Operation	<ul style="list-style-type: none"> • Census and asset verification/quantification procedures in place • Effectiveness of compensation delivery system • Number of land transfers (owner to NHAI) effected • Coordination between NHAI and other line agencies
Output Indicator	Acquisition of Land	<ul style="list-style-type: none"> • Area of cultivation land acquired by road section and contract • Area of other private land acquired • Area of government land acquired
	Buildings	<ul style="list-style-type: none"> • Number, type and size of private buildings acquired • Number, type and size of community buildings acquired • Number, type and size of government buildings acquired
	Trees and Crops	<ul style="list-style-type: none"> • Number and type of private trees acquired • Number and type of government/community trees acquired • Crops affected by area, type and number of owners

Type	Indicator	Examples of Output Variables
	Compensation and Rehabilitation	<ul style="list-style-type: none"> • Number of households affected (land, buildings, trees, crops) • Number of owners compensated by type of loss • Amount compensated by type and owner • Number and amount of allowances paid (shifting, rental etc.) • Number of replacement houses constructed by concerned owners • Number of replacement businesses constructed by concerned owners • Number of owners requesting assistance with purchasing of replacement land • Number of replacement land purchases effected
	Reestablishment of Community Resources	<ul style="list-style-type: none"> • Number of community buildings repaired or replaced • Number of cultural properties relocated/benefits enhanced • Number of trees planted by government agency • Number of forestry resource user groups established/in operation

10.4 MONITORING PROJECT OUTCOME/IMPACT INDICATORS

The progress of the project should be monitored against the objectives of the project, through impact performance indicators. However, **Table 10.2** contains a list of suggested outcome/impact performance indicators, which will be used to monitor project objectives. These indicators are important tools in understanding the progress targeted and planned in the RAP and will form the basis for monitoring of the implementation of the RAP. The socio-economic survey undertaken during the project preparation will provide benchmarks for comparison on the socio-economic status of the PAPs in the post project period.

Table 10.2: Impact Monitoring Indicators

Type	Indicator	Examples of Variables
Impact Indicator	Household Earning Capacity	<ul style="list-style-type: none"> • Employment status of economically active members • Landholding size, area cultivated and production volume by crop • Changes to income earning activities—pre and post-project • Amount and balance in income and expenditure.

Type	Indicator	Examples of Variables
	Changes to Status of Women	<ul style="list-style-type: none"> • Participation in training programmes • Use of credit facilities • Participation in road construction • Participation in commercial enterprises.
	Changes to Status of Children	<ul style="list-style-type: none"> • School attendance rates – males and females
	Settlement and Population	<ul style="list-style-type: none"> • Growth in number and size of settlements • Growth in market areas • Influx of squatters.

Monitoring indicators and expected results for resettlement and living/livelihood is given in the **Table 10.3**.

Table 10.3: Monitoring items and expected results

Item	Monitoring Item	Monitoring Results during Report Period
Resettlement	<ul style="list-style-type: none"> • Setting-up of PIU and deployment of staff • Selection and mobilization of NGO • Training of PIU and NGO staff • No. of PAPs verified by NGO • No. frequency and quality of participation of PAPs in consultation meetings • Progress of submission and Implementation Micro Plan • Progress of distribution of I-Cards • Progress of distribution of compensation and other entitlements to PAPs • Progress of Relocation Activities • Progress of 	<ul style="list-style-type: none"> • PIU with required staff are in place • Competent NGO has been selected for facilitating R&R implementation • PIU and NGO staff are capacitated to implement the RAP. • All PAPs are listed • Public consultations were conducted frequently with various groups especially with vulnerable population and the opinion/grievances of the people are well taken. • Micro plan for each PAF is ready • All PAFs got ID card with the details of entitlement • All PAFs received the compensation before relocation • All PAFs received R&R assistance and they are well settled. • Initiated skill development training and income restoration activities. • Grievances of the PAFs were redressed in time • All the affected PAPs are resettled as per the R&R policy frame work.

Construction of Two / Four lane with paved shoulder from Km 80+800 to Km 120+125 (Satna to Maihar section) of NH 135BG under Bharatmala Pariyojana in the State of Madhya Pradesh (Package-III)

Item	Monitoring Item	Monitoring Results during Report Period
	restoration/ integration relocated PAPs <ul style="list-style-type: none"> • Efficacy of Grievance Redressal Mechanism 	
Living / Livelihood	<ul style="list-style-type: none"> • Progress of skill up gradation programme • Linkages of PAPs with other govt. schemes • Effectiveness other income restoration measures such as utilization of ERG etc 	<ul style="list-style-type: none"> • Identified the training requirements; identified training institutes; prepared training modules; started training programs; participants acquired skills for doing better job. • PAFs restored their income status • Living standard of the all the PAPs are elevated or at least restored to the pre project level

The outcome/impact indicators are, in effect, parameters for measuring the qualitative impact of the project and how the project has changed the lives of the people qualitatively. These indicators are expected to provide information about whether the project objectives are being achieved or not. A key objective of the project is the restoration and improvement of affected people's income and quality of life.

• • •

Annexure 3.1 List of Affected Private Structures																											
Sl. No.	Side	Chainage (Km.)	Name of Settlement Area	Block	Distance from Centerline	Name of Head of the Household	Father's Name of Head of the Household	Occupation	Use of Structure / Properties	Ownership status	Type of construction	Total Area of Structure (In Mtrs.)				Affected Area of Structure (In Mtrs.)				Impact	Family	Religious Group	Social Category	Entitlement Category	Literacy Level	Monthly Income (in Rs.)	No. of family members
1	Left	84.4	Sohawal/Sherganj	Satna	0	Shiv Parshad Divadi	Suray Parshad	Business	Res-cum-Comm	Title Holder	Semi-pucca	16	12	1	192	16	12	1	192	100	Joint	Hindu	General	Aged (65+)	NA	NA	1
2	Left	85.52	Sohawal/Sherganj	Satna	2	NA	NA	NA	Residential	Title Holder	Semi-pucca	4	6	1	24	4	6	1	24	100	NA	NA	NA		NA	NA	NA
3	Right	85.55	Sohawal/Sherganj	Satna	17	NA	NA	NA	Residential	Title Holder	Semi-pucca	3	3	1	9	3	3	1	9	100	NA	NA	NA		NA	NA	NA
4	Right	103.1	Palanpur	Uchera	10	Lodhi	NR	NR	Residential	Title Holder	Semi-pucca	4	6	1	24	4	6	1	24	100	Joint	Hindu	NA		NA	NA	NA
5	Left	103.7	Palanpur	Uchera	18	NA	NA	NA	Residential	Title Holder	Semi-pucca	6	6	1	36	6	6	1	36	100	NA	NA	NA		NA	NA	NA
6	Left	105.02	Karhai	Uchera	1.5	Godwan(Rice mill)	NR	NR	Residential	Title Holder	Pucca	28	25	1	700	28	25	1	700	100	Joint	Hindu	General		NA	NA	NA
7	Right	112.31	Katiya Kalan		17	NA	NA	NA	Residential	Title Holder	Semi-pucca	10	5	1	50	10	5	1	50	100	NA	NA	NA		NA	NA	NA
8	Left	112.35	Katiya Kalan		17	NA	NA	NA	Residential	Title Holder	Semi-pucca	6	12	1	72	6	12	1	72	100	NA	NA	NA		NA	NA	NA

NATIONAL HIGHWAY AUTHORITY OF INDIA

Project Road: Chitrakoot-Satna-Maihar

Madhya Pradesh / Package -6

(Km. 0.00 to Km. 119.535)

Interview Schedule for FGDs

Name of Village/Township: Sohawal

Chainage km 81.150 Date 15/6/18 Time 3:00 PM

Sl. No.	Name	Profession	Sex	Age	Caste	Signature
1	Bhujan Garg	Ag	M	30		
2	Raja Patel	Ag	M	35		Raja Patel
3	Sarvan Kumar	?	M	48		Sarvan Kumar
4	Shesh Muni	?	M	45		
5	Guman Singh	?	M	45		Guman Singh
6	Manoj Soni	?	M	38		Manoj
7	Grand Man	?	M	42		Grand Man
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

NATIONAL HIGHWAY AUTHORITY OF INDIA

Project Road: Chitrakoot-Satna-Maihar

Madhya Pradesh / Package -6

(Km. 0.00 to Km. 119.535)

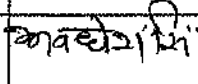

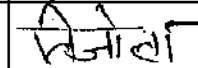
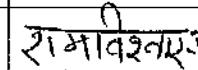
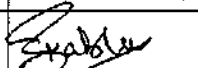
Interview Schedule for FGDs

Name of Village/Township: Ucheha

Chainage km 95.890 Date 17/6/18 Time 11:00 AM

Sl. No.	Name	Profession	Sex	Age	Caste	Signature
1	Rakesh Soi	Ag	M	32		Rakesh
2	Balu Singh	"	M	31		
3	Ramnaresh	"	M	31		Ramnaresh
4	Sukhen Singh	"	M	34		
5	Mantu	"	M	28		Mantu
6	Looli	"	M	25		Looli
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

NATIONAL HIGHWAY AUTHORITY OF INDIA**Project Road: Chitrakoot-Satna-Maihar****Madhya Pradesh / Package -6****(Km. 0.00 to Km. 119.535)****Interview Schedule for FGDs**Name of Village/Township: UchehnaChainage km 103.100 Date 20/6/18 Time 2:30 PM

Sl. No.	Name	Profession	Sex	Age	Caste	Signature
1	Avelush Singh	Ag	M	38		
2	Vishva	"	M	40		
3	Tijala Dohu	"	M	48		
4	Rambiswar Bunkar	"	M	45		
5	Bablu	"	M	30		
6	Kamlesh	"	M	35		
7	Bimlesh Kushwah	"	M	50		
8						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						

Chitrakoot - Maihar Road Project (Package - III)

Village wise Private & Govt. Area

S.No.	Distirct	Tehsil	CALA	Reference No. Guidelines Circle Rate 2017-18		Village Name	Govt. land	Private Irrigated Land in Hectare	Private Unirrigated Land in Hectare	Private Commercial Land in Hectare	Circle rate (in Ha.)			Total Amount Irrigated (INR)	Total Amount Unirrigated (INR)	Total Amount Commercial (INR)	Compensation of Land as per circle Rate	Multiplier factor *1	Solatium Amount (100 %)	Total Land cost in Rs.
				Sr. No.	Page No.						Irrigated	Unirrigated	Commercial							
1	Satna	Raghuraj Nagar	Raghuraj Nagar	2097	305	Giduri	0	0.4072	0.0000	0.0000	5264000	2632000		2143500.80	0.00	0.00	2143500.80	2143500.80	2143500.80	4287001.60
2				2073	302	Etoura Kothar	0.0948	4.1469	0.8011	0.0000	6147200	3073600		25491823.68	2462260.96	0.00	27954084.64	27954084.64	27954084.64	55908169.28
3				2070	302	Chakbandi	0.7932	0.5902	0.9976	0.0000	5488000	2744000		3239017.60	2737414.40	0.00	5976432.00	5976432.00	5976432.00	11952864.00
4				2077	302	Majhbogwan Kothar	0.0638	0.3219	0.2808	0.0000	2648000	1324000		852391.20	371779.20	0.00	1224170.40	1224170.40	1224170.40	2448340.80
5				2075	302	Lamtara	1.7295	0.4257	0.0000	0.0000	2664000	1332000		1134064.80	0.00	0.00	1134064.80	1134064.80	1134064.80	2268129.60
6				2082	303	Sherganj	0.5730	0.6479	3.8403	0.0000	8800000	4400000		5701520.00	16897320.00	0.00	22598840.00	22598840.00	22598840.00	45197680.00
7				2084	303	Baghedhi	0.1941	0.1660	0.3417	0.0000	2880000	1440000		478080.00	492048.00	0.00	970128.00	970128.00	970128.00	1940256.00
8	Satna	Uchehara	Uchehara	2812	410	Jiganhat	9.3855	0.5220	0.7731	0.0000	6160000	6160000		3215520.00	4762296.00	0.00	7977816.00	7977816.00	7977816.00	15955632.00
9				2814	410	Lohraura	7.3669	3.7537	1.1786	0.0000	3872000	3872000		14534326.40	4563539.20	0.00	19097865.60	19097865.60	19097865.60	38195731.20
10				2819	411	Hardua Kothar	0.1050	3.1106	0.1753	0.0000	1672000	836000		5200923.20	146550.80	0.00	5347474.00	5347474.00	5347474.00	10694948.00
11				2815	410	Bandhi Mohar	0.0000	15.2072	0.5478	0.0000	1584000	792000		24088204.80	433857.60	0.00	24522062.40	24522062.40	24522062.40	49044124.80
12				2836	413	Semri Kurmahai	0.0736	1.9870	0.0000	0.0000	1056000	528000		2098272.00	0.00	0.00	2098272.00	2098272.00	2098272.00	4196544.00
13				2835	413	Semaridubey Ubari	0.0000	1.3694	0.0050	0.0000	1056000	528000		1446086.40	2640.00	0.00	1448726.40	1448726.40	1448726.40	2897452.80
14				2854	415	Guduva Ubari	0.3830	7.5328	0.3080	0.0000	968000	484000		7291750.40	149072.00	0.00	7440822.40	7440822.40	7440822.40	14881644.80
15				2856	415	Kolgawan Ubari	0.1828	1.4753	0	0.0000	1016800	508400		1500085.04	92935.52	0.00	1593020.56	1593020.56	1593020.56	3186041.12
16				2858	416	Govrao Khurd	0.4755	8.7345	0.6542	0.0000	1056000	528000		9223632.00	345417.60	0.00	9569049.60	9569049.60	9569049.60	19138099.20
17				2876	418	Dewar	0.0000	1.5755	0.0310	0.0000	1584000	792000		2495592.00	24552.00	0.00	2520144.00	2520144.00	2520144.00	5040288.00
18				2866	417	Kundahari Kala	0.2625	4.9691	0.2350	0.0000	1320000	660000		6559212.00	155100.00	0.00	6714312.00	6714312.00	6714312.00	13428624.00
19				2868	417	Kundahari Khurd	0.0594	4.0987	0.2141	0.0000	1320000	660000		5410284.00	141306.00	0.00	5551590.00	5551590.00	5551590.00	11103180.00
20				2874	418	Akahi Kothar	0.0855	4.1692	0.4322	0.0000	1348000	674000		5620081.60	291302.80	0.00	5911384.40	5911384.40	5911384.40	11822768.80
21				2866	417	Naugawan	0.0750	1.1999	0.0811	0.0000	1320000	660000		1583868.00	53526.00	0.00	1637394.00	1637394.00	1637394.00	3274788.00
22				28943	421	Piprikalan	0.0350	4.8911	0.2802	0.0000	1364000	682000		6671460.40	191096.40	0.00	6862556.80	6862556.80	6862556.80	13725113.60
23				2892	421	Bhandar Talai	0.0635	5.5957	0.4053	0.0000	1364000	682000		7632534.80	276414.60	0.00	7908949.40	7908949.40	7908949.40	15817898.80
24				2929	426	Majhkapa Kothar	0.3123	0.4561	1.0235	0.3240	5016000	5016000	24000000	2287797.60	1625184.00	7776000.00	11688981.60	11688981.60	11688981.60	23377963.20
25				2888	420	Paprenga	0.2353	3.3630	0.0670	0.2168	840000	420000	13000000	2824920.00	28140.00	2818400.00	5671460.00	5671460.00	5671460.00	11342920.00
26				2928	426	Kulpura	0.2844	5.4123	0.1335	0.0000	968000	484000		5239106.40	64614.00	0.00	5303720.40	5303720.40	5303720.40	10607440.80
27				2931	426	Ragla	0.7957	7.3586	0.4465	0.0000	968000	484000		7123124.80	216106.00	0.00	7339230.80	7339230.80	7339230.80	14678461.60
28				2937	427	Patharahata	0.1182	8.2021	0.4758	0.0000	1016800	508400		8339895.28	241896.72	0.00	8581792.00	8581792.00	8581792.00	17163584.00
29				2935	427	Belhati	0.2286	1.9533	0.0700	0.0000	1016800	508400		1986115.44	35588.00	0.00	2021703.44	2021703.44	2021703.44	4043406.88
30				2936	427	Kushli	0.0000	1.7663	0.2026	0.0000	1016800	508400		1795973.84	103001.84	0.00	1898975.68	1898975.68	1898975.68	3797951.36
31	2924	425	Ichoul	1.7297	14.2687	0.9348	0.0000	1144000	572000		16323392.80	534705.60	0.00	16858098.40	16858098.40	16858098.40	33716196.80			
32	Satna	Maihar	Maihar	943	141	Jeetnagar	0.3499	4.1746	0.1834	0.0000	3024000	1512000		12623990.40	277300.80	0.00	12901291.20	12901291.20	12901291.20	25802582.40
33				792	118	Barhi	0.6802	5.0324	0.1735	0.0000	1240000	620000		6240176.00	107570.00	0.00	6347746.00	6347746.00	6347746.00	12695492.00
34				796	119	Dolni	0.0350	2.4246	0.2044	0.0000	1240000	620000		3006504.00	126728.00	0.00	3133232.00	3133232.00	3133232.00	6266464.00
35				798	119	Tamha	0.0000	2.6695	0.0873	0.0000	784000	392000		2092888.00	34221.60	0.00	2127109.60	2127109.60	2127109.60	4254219.20
36				699	104	Umari Paila	0.0605	2.3344	0.2021	0.2040	9600000	4800000	96000000	22410240.00	970080.00	19584000.00	42964320.00	42964320.00	42964320.00	85928640.00
37				704	105	Parsokha	0.1549	8.8251	0.5366	0.4125	6400000	3200000	200000000	56480640.00	1717120.00	82500000.00	140697760.00	140697760.00	140697760.00	281395520.00
38						Tighra Kalan	0.0000	1.2684	0.2186	0.4500	6400000	3200000	14000000	8117760.00	699520.00	6300000.00	15117280.00	15117280.00	15117280.00	30234560.00
39						Katiya Kalan	0.0000	1.5442	0.0280	0.0000	6400000	3200000		9882880.00	89600.00	0.00	9972480.00	9972480.00	9972480.00	19944960.00
40						Lakhanpur	0.0000	0.1367	0.0000	0.0000	6400000	3200000		874880.00	0.00	0.00	874880.00	874880.00	874880.00	1749760.00
Total							26.99	148.09	16.5700	1.6073						471702721.32	471702721.32	471702721.32	943405442.64	
In Cr.																		94.34		

**Consultancy Services for Preparation of DPR for Development of Economic Corridors,
Inter Corridors, Feeder Routes and Coastal Roads to Improve the Efficiency of Freight
Movement in India**

(Lot-1 / Madhya Pradesh / Package -6) Chitrakoot- Majhgawa-Satna-Maihar (NH 135BG)

Package III – Satna-Maihar Section

Monitoring of RAP Implementation

Report for the month of

Part-I: Quantitative monitoring format

Activity	Indicator	Target		Achievement	
		This Month	Cumulative	This Month	Cumulative
Staffing	Number of NHAI staff on the project by job function				
	Number of other line agency officials available for tasks				
Appointment of NGO	Date of appointment of NGO				
	No. of staff in the NGO				
Verification of impact	No. of project affected households				
	No. of project affected people				
	No. of people loss residence				
	No. of people loss livelihood				
	No. of people displace				
Resettlement	No. of people provided with ID Card				
	No. of resettlement sites developed				
	No. of people received compensation before starting construction activities				
	Area of private land acquired				

Activity	Indicator	Target		Achievement	
		This Month	Cumulative	This Month	Cumulative
	Area of Govt. land acquired				
	No. of people resettled				
	No. of religious properties relocated				
	No. of community properties relocated				
	No. of Govt. properties relocated				
	Rehabilitation	No. of training agencies identified			
No. of people undergone skill development training					
No. of people restarted their income restoration activities					
No. of new enterprises started					
Grievance Redressal	No. of grievance redress committee formed				
	No. of grievance redress committee meetings conducted				
	No. of grievances received				
	No. of grievances addressed				
Public consultation/ Disclosure of information	No. of public consultations				
	Frequency of consultation				
	No. of participants in the consultation meetings				
	Whether the entitlement matrix has been translated in a understandable local language.				
	No. of translated copies				

Activity	Indicator	Target		Achievement	
		This Month	Cumulative	This Month	Cumulative
	distributed to relevant stakeholders including Aps				
	No. of locations where the list of entitled persons displayed				
Review and Monitoring	No. of staff meetings conducted at PIU level				
	No. of review meetings with NGOs				
	Date of appointment of external monitoring agency				
	Frequency of submitting progress reports				
Awareness programs	No. of HIV/AIDS awareness programs conducted				
	No. of hotspots identified				
	No. of road safety awareness programs conducted.				
Fund utilization	Funds utilized				

Part-II- Qualitative Monitoring format

1. Composition/type of participants and specific issues raised by the participants especially the vulnerable groups.
2. Actions/follow-up taken to address the issues raised in the public consultation meetings.
3. Process adopted for the relocation of AFs, religious and community structures. The process adopted for relocation of squatters and other vulnerable groups may be specified.
4. Process of distribution and allotment of compensation and other R&R assistances.
5. When the compensation/assistance has been paid, and the utility of compensation amount and other R&R assistances.
6. Type of grievances, its reasons and measures taken to address this.

7. Brief description of income generation activities undertaken by the AFs.
8. Major issues faced during RAP implementation and actions taken to resolve it.
9. Major lessons learned and documented.

Signature
Name and Designation of the Reporting officer

Place:

Date: