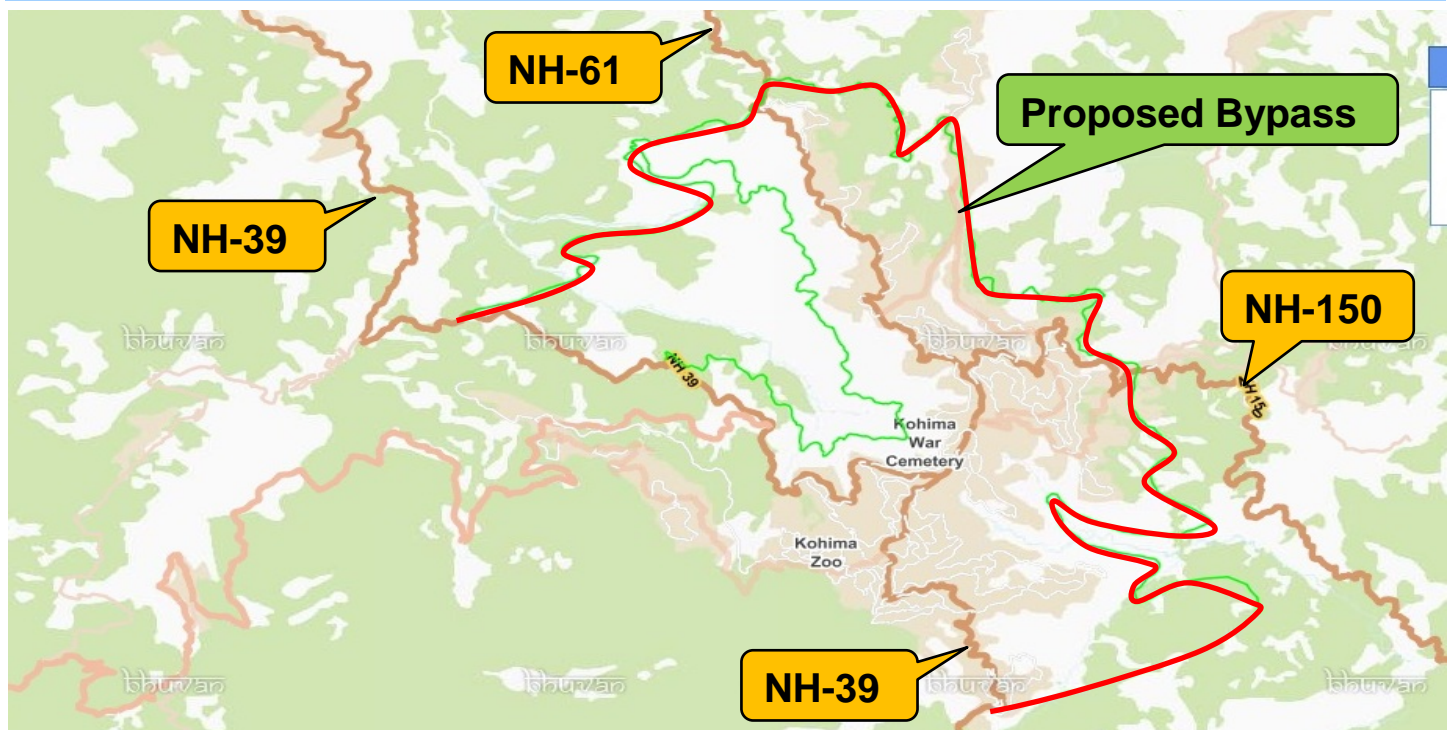


**NATIONAL HIGHWAY INFRASTRUCTURE
DEVELOPMENT CORPORATION LTD**
Government of India
(Ministry of Road Transport and Highways)

Preparation of Detailed Project Report (DPR) and providing pre-construction services in respect of 4 Laning of **Kohima Bypass** connecting NH-39 (New NH-02), NH-150 (New NH-02), NH-61 (New NH-29) and NH-39 (New NH-02) on Engineering, Procurement and Construction (EPC) mode in the state of Nagaland.



FINAL DETAILED PROJECT REPORT

SOCIAL IMPACT ASSESSMENT REPORT (VOLUME-V)

OCT 2018



In Association with



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CHAPTER 5.0 INITIAL SOCIAL ASSESSMENT AND PRELIMINARY LAND ACQUISITION/RESETTLEMENT PLAN

5.1 Introduction

The National Highways & Infrastructure Development Corporation Ltd.(NHIDCL) has been entrusted for Consultancy Services for carrying out Feasibility Study, Preparation of Detailed Project Report (DPR) and providing pre-construction services in respect of 4 Laning of Kohima Bypass connecting NH-39 (New NH-02), NH-150(New NH-02), NH-61(New NH-29) and NH-39 (New NH-02) on Engineering, Procurement and Construction (EPC) mode in the state of Nagaland for proper structuring and implementation of projects on EPC mode .

M/s Highway Engineering Consultant (HEC) in Association with Agnitio Infrastructure Projects Pvt. Ltd. (AIPPL) has been instructed to commence the services from 12.12.2016 vide NHIDCL HQ letter no. NHIDCL/ DPR/ Nagaland/ Kohima Bypass/2016/179 dated 11.01.2017.

5.2 Project Description

The project lies in the Northeastern part of India. Kohima is capital of the state of Nagaland. The Kohima district share its border with Dimapur District in the West, Phek District in the East, Manipur State and Peren District in the South and Wokha District in the North.

The current project is to bypass the heavily congested Kohima town. The maximum length of the proposed bypass is new alignment. Hence, details of existing road do not have any major impact on the project.

However, we have collected data of existing road considering 0.00 chainage at High court junction. The alignment of existing road starts from High Court junction and terminates near BSF camp on NH-150 through NBCC Junction. Total length of the existing road is 10.300 kilometer.

5.3 Expected Socio-Economic Benefits

The objective of the proposed road is to bypass the heavily congested Kohima town and maintain smooth connectivity between NH-39, NH-61 & NH-150.

The proposed road creates opportunity of development of the area along the alignment near Kohima town without disturbing inside traffic of Kohima town and it will reduce the pollution of Kohima town also, which have positive impact on people's health and wealth of peoples of Kohima and that region.

Objective of the Study

1. Avoid wherever feasible, or at least minimize involuntary resettlement, by exploring all viable project alternatives
2. Determine the magnitude of adverse social impacts and propose mitigation measures with the agreed policy provisions
3. Outline results of stakeholders' consultation and incorporate the outcome of these consultations in the social management plan
4. Develop institutional mechanism for implementation of the R&R activities and for monitoring and evaluation of the R&R implementation process
5. Address other social issues related to vulnerable groups (including tribals), road safety measures and HIV/AIDS
6. Prepare a plan to address all social issues associated with the project

Methodology

A reconnaissance of the entire stretch was undertaken together with engineering and environmental teams. The purpose of the reconnaissance was to have an overview of the likely extent of impact on people because of the impending development work of the highway.

The survey also brought out issues pertaining to the proposed alignment, which traverses through some settlements. The survey was conducted within the proposed ROW for the Kohima Bypass to understand social impact of the project and the likely impact of the project road widening and a broad overview of the socio-economic profile of the project area.

Simultaneously, a team comprising social and environmental experts, field investigators, surveyors and engineers carried out physical survey of the entire length of the project stretch to measure land and structures to be affected by the widening and strengthening of the project road.

The secondary data/information was collected from various government and non-government agencies so as to verify the ground realities and comprehend the socio-economic characteristics, physical features and cultural set-up of the project area before undertaking detailed field investigations.

A format was used to record the relevant information on squatters and encroachers. The verification included collection of information on the structure, its type and use and portion within ROW. The information collected on field was only used in estimating the PAPs within the Corridor of Impact (COI).

5.4 Project Road Description

The project road starts from the Km 173.00 of existing NH-39, (which is under widening and improvement for four lane configuration from Dimapur to Kohima), and crosses NH-61, NH-151 and again meets with NH-39 after crossing Kohima town between Km 192.00 & Km 193.00.

The latitude and longitude of the start location of project road is 25.68 & 94.05 and latitude and longitude of the end location of project road is 25.12 & 94.12 respectively.

Table 5.1: Villages along the Project Road

S.No	Chainage		Name of Village
	From	To	
1	0.00	4.00	Jyotsma
2	4.00	9.00	Merima
3	9.00	10.500	Theziama
4	10.500	15.500	Kohima Town
5	15.500	24.500	Kohima Village
6	24.500	27.500	Pfuchama
7	27.500	30.208	Phesama

5.5 Stakeholders Consultation

Introduction

The stakeholders consultation, as an integral part of social assessment process throughout the project preparation stage not only minimizes the risks and unwanted political propaganda against the project but also abridges the gap between the community and the project formulators, which leads to timely completion of the project and making the project people friendly. Public consultation and participation have been viewed as a continuous two way process, involving, promoting of public understanding of the processes and mechanisms through which developmental problems and needs are investigated and solved.

Project Stakeholders Analysis

During the consultation, different government officials, key informants and other Local peoples have been consulted during environmental and social study in the process of information dissemination, collecting relevant information and to acquaint with social requirements of the project. The personalities of the likely affected communities will be consulted about the issues relating to removal of unauthorized encroachments, shifting of religious properties where people’s sentiments are involved and also to remove all kind of barriers pertaining to environmental social, political and religious, which may be obstacles in the way of project road.

Stakeholders Analysis Matrix

Table 5.2: Stakeholders Analysis

Stakeholder Category	Relevant Stakeholders	Characteristics (Social, location, size, organizational capacity)	Interests terms support opposition	in of /	Influence (H-High, M-Medium, L-Low)
Government	Chief Engineer PWD, S.E. PWD, E.E. PWD, NHIDCL	NHIDCL	Support		High
Other concerned departments	DFO	Forest Department	Support		Medium
Intended beneficiaries	Local peoples of Project affected villages	Social	Support		Medium
Adversely affected persons	Persons affected by upgradation	Social	Opposition		Medium
Civil society (NGOs, CBOs, religious organizations)	NGOs , Women Groups	Social	Support		Medium
Other external / internal stakeholders	Heads of affected community centers	Social	Support		Medium

Conclusion / Recommendation

People should understand that the construction of the project road will give the boost to the economy of the entire area & improves the quality of riding on the road. Peoples are eager to know compensation matrix, wants the security measures on the road.

It is recommended that

1. Proper compensation should be given to the PAPs.
2. Proper time must be given for resettlement.
3. All possible care should be taken in designing so that minimum land acquisition is to done & that can minimize the adverse effect on environment.
4. Footpath & Railings to be given near community places, if, any.

5.6 Institutional and Legal Framework

Applicable Land Acquisition Act

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

Institutional Setup

Participation / Consultation Framework

The Participation Framework envisages involvement of all the stakeholders' at each stage of project planning and implementation. The PIU will be responsible for ensuring participation of the community at sub-project level. Involvement of the community is not limited to interactions with the community but also disclosing relevant information pertaining to the project tasks. Community participation shall be undertaken at the following stages:

Pre-Feasibility Stage

Identification of Stakeholders

Identification of important stakeholders for this project was done considering their expected roles in the planning and implementation of the project. Primary stakeholders are ones with whom the project will have direct interactions.

Table 5.3: Identification of Stakeholders

Primary Stakeholders	Potential PAPs
Secondary Stakeholders	Revenue Department (RD) Forest Department (FD) Groups of affected persons; Village representatives like Pradhan and members Health workers, Patwaris Local voluntary organizations like CBOs and NGOs; State AIDS Control Society representatives, Commissioner office of Social Welfare, Tribal Development, Other project stakeholders such as official of line Department

Levels of Consultation

The consultation mechanism had been planned in stages at each level of project preparation. Village and Block level consultations were planned during SA stage which will be continued even during the project implementation. District level consultations, key informant interviews and other focused consultative procedures were organized during the baseline socio-economic/census survey. One of the features of consultation program during SA was to ensure continued involvement of local engineers of NHIDCL & Nagaland PWD in preparing SA framework. Level of consultations carried out during the project preparation and participating stakeholders are presented below.

Consultation during Feasibility Stage

During feasibility stage, consultations were held all over the project road. The focus at this stage was to develop a framework of consultation mechanism; identify needs of the local people in relation to the project and resources assess potential impacts of the proposed improvements; and ascertain options and preferences of people for their R&R including livelihood restoration, relocation sites, alternate alignments etc.

SA at the feasibility stage included consultations at individual PAF level, groups of local people and focused group discussions at strategic locations such as bypasses, locations of likely displacement and other sensitive receptors (such as temples likely to be relocated). The overall objective of the consultations was to ensure that people participate willingly; they are allowed to express their concerns and opinions; and agreements are reached on their suggestion/preferences which are eventually shared with them. For this purpose, the consultation mechanism was initiated with the information dissemination, followed by structured consultation.