

# Himachal Pradesh State Roads Transformation Program

(Under Funding Assistance of the World Bank)

Mandi-Rewalsar-Kalkhar Road (28 Km)

## Resettlement Action Plan

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DEVELOPMENT CORPORATION LIMITED**  
(Government of Himachal Pradesh Undertaking)  
(An ISO 9001:2008 QMS & ISO 14001:2004 EMS conforming company)

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## Abbreviations

AIDS	Acquired Immune Deficiency Syndrome
BPL	Below Poverty Line
CBO	Community Based Organization
CCTV	Closed Circuit Television
CD	Cross Drainage
Ch	Chainage
CMU	Construction Management Unit
COI	Corridor of Impact
CPRs	Common Property Resources
CRF	Central Road Fund
CSC	Construction Supervision Consultant
DLC	District Level Committee
DPR	Detailed Project Report
ESIA	Environmental and Social Impact Assessment
ESF	Environment and Social Framework
E&S	Environment and Social
ESMF	Environmental and Social Management Framework
ERoW	Existing Right of Way
ESMP	Environmental Social Management Plan
ESMU	Environment & Social Management Unit
FGDs	Focus Group Discussions
GoI	Government of India
GoHP	Government of Himachal Pradesh
GRC	Grievances Redress Committee
GRM	Grievances Redress Mechanism
GBV	Gender Based Violence
Ha	Hectare
HIV	Human Immunodeficiency Virus
HPDOT	Himachal Pradesh Department of Transport
HPMVA	Himachal Pradesh Motor Vehicle Administration
HPPWD	Himachal Pradesh Public Works Department
HPRIDCL	Himachal Pradesh Road and Infrastructure Development Corporation Limited
HPSRTP	Himachal Pradesh State Road Transformation Project
HQ	Headquarters
IRC	Indian Road Congress
IS	Indian Standards
LHS	Left Hand Side
LMP	Labour Management Procedure
MDRs	Major District Roads
MoEF&CC	Ministry of Environment and Forests & Climate Change
MoRTH	Ministry of Road Transport & Highways
NGO	Non-Government Organization
NH	National Highway
PAP	Project Affected Person
PAF	Project Affected Family
PAH	Project Affected Household
PCP	Project Contact Person
PD	Project Director

PIA	Project Influence Area
PWD	Public Works Department
RAP	Resettlement Action Plan
RFCTLARR Act	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act
RHS	Right Hand Side
RPF	Resettlement Policy Framework
R&R	Resettlement and Rehabilitation
RoW	Right of Way
SC	Schedule Caste
SEP	Stakeholder Engagement Plan
SGRC	State level Grievance Redress Committee
SH	State Highway or Sexual Harassment
SIA	Social Impact Assessment
SME	Small & Medium Enterprises
ST	Schedule Tribe
WB	The World Bank

## **EXECUTIVE SUMMARY**

### **1.0 Project Description**

1. GoHP's program for transforming state level transport institutions, improving mobility and logistics for horticulture and overall economic growth in HP, connecting HP to the Bharatmala network, and enhancing road safety, sets the goal for the institutional transformation envisaged to be implemented under the proposed HPSRTP. As such, HPSRTP will support launching of GoHP's program focusing on strengthening the institutional base for transportation infrastructure and logistics services administration, across the State.

2. The Project Development Objective of HPSRTP is to enhance the efficiency of the transportation, logistics and road safety institutions to stimulate horticulture and overall economic growth in Himachal Pradesh. The HPSRTP comprises three components namely (a) Component 1: Building HP's Transport and Logistics Institutions, and Resilience (b) Component 2: Improving fruit belts and stimulate HP's horticulture and overall economic growth and (c) Component 3: Enhancing Road Safety. The component 2

### **2.0 Sub Project Roads under Tranche I - HPSRTP**

3. Under Tranche I of HPSRTP, four road corridors with a cumulative length of 77.65 km are being considered for upgradation/widening in line with the objective of Component 2. The four corridors are (i) Baddi-Sai- Ramshahr (33.40 km) (ii) Dadhol-Ladrour (13.50 km) (iii) Mandi-Rewalsar-Kalkhar (28 km) and (iv) Raghunathpura-Mandi-Harpura- Bharari (2.74 km).

4. The first two corridors are approved and presently under implementation. The Mandi-Rewalsar-Kalkhar and Raghunathpura-Mandi-Harpura-Bharari corridors are being prepared for the implementation. The Resettlement Action Plan (RAP) for Mandi-Rewalsar-Kalkhar is presented in this volume whereas Raghunathpura-Mandi-Harpura-Bharari road does not warrant RAP, as it does not have any social impacts.

### **3.0 Associated Facilities of Tranche I - HPSRTP**

5. At present four bridges (3 minor and 1 major bridge) are under construction at different chainages along the 28 km long Mandi-Rewalsar-Kalkhar road by HPPWD and funded through the Central Road Fund (CRF) of Government of India (GoI). The Mandi Rewalsar Kalkhar is one of the four corridors under Tranche I and the four bridges, which are under construction meets all the three criteria set out in the ESF Policy of the World Bank to qualify as 'Associated Facilities'.

6. Since the qualifying Associated Facilities, mentioned above is not under the funding by any other multi-lateral or bi-lateral funding agencies, requirement for a common approach for the assessment and management of environmental/social risks and impacts will not apply. Further, the ESF policy stipulate that the qualifying Associated Facilities shall meet the ESSs requirements, to the extent that the borrower (HPRIDCL) has control over such Associated Facilities.

### **4.0 Sub-Project Road: Mandi- Rewalsar- Kalkhar**

7. The Mandi – Rewalsar- Kalkhar road is 28+000 Km and is designated as MDR-26 (Major District Road). The project road starts from Mandi town and ends at Kalkhar and traverses entirely within Mandi Tehsil of Mandi district. Project road connects to NH -154 at 0 km, NH-3 at Km 4.5 (Talyahar) and MDR 84/old SH 32 at Km 28.

8. Some of the big settlement areas along the project road are Mandi town itself having historical importance, Panjethi, Talyahar, Ghera, Gaddel, Rattipul, Raghwanoo, Randhara, Gambharpul, Rewalsar, Kalkhar. Out of the total 28 km length, the built-up areas of the settlements extend to 9 km, which is about 32% of the road length. There are 16 junctions along the project road, out of which 3 are major junctions and the rest 13 are minor junctions and connects to nearby villages/settlements.

9. Rewalsar, which is along the project corridor at 22.5 Km, is a tranquil place with its lake surrounded by wooded area is stunningly beautiful and has 4 Monasteries namely Drikung Kagyu, Tso-Pema Orgyen Heru-Kai, Zigar Drukpa Kagyud, Nyingmapa monasteries, 3 Hindu temples and 1 Gurudwara. Naina Devi temple, is also another revered place of religious importance, situated on hilltop and at a distance of 10 Km from Rewalsar. Therefore, Rewalsar serves as an important tourist destination for Buddhism followers in India and abroad. The Mandi Rewalsar Kalkhar road do not have any Schedule - V areas or tribal ouseholds that meet the characteristics outlined in ESS 7<sup>1</sup>.

### ***Proposed Upgradation for Mandi Rewalsar Kalkhar Road***

10. Based on the traffic demand forecast and Level of Service (LoS), as recommended by IRC, intermediate (25.18 km) and two lane (1.7 km) configurations have been considered for the Mandi-Rewalsar-Kalkhar road with 9 typical cross sections at different stretches of the road. The widening of the road will be restricted to the available right of way and no fresh land acquisition is required. The ownership status of existing RoW has been verified through joint site inspection with concerned PWD division, revenue and forest departments and ground-truthing was done by checking on boundary pillars, demarcating RoW on ground by project preparation Consultants.

### ***ESIA for Mandi Rewalsar Kalkhar Road***

11. ESIA for Mandi-Rewalsar-Kalkhar road has been prepared in accordance with the World Bank's Environment and Social Framework (ESF 2016). The ESIA conducted for the project corridor has indicated that although the existing RoW, was adequate for the proposed improvements with no requirement for fresh land acquisition, the right of way for Mandi-Rewalsar-Kalkhar was not free from encumbrances. The RoW had encroachments at many stretches, particularly along settlement areas and urbanised stretches. Such encroachments mainly comprised of extensions of residential, residential cum commercial and commercial structures into right of way by the adjacent land owners.

12. Based on the ESIA finding on the final design<sup>2</sup> and in accordance with the Resettlement Policy Framework of HPSRTP, this Resettlement Action Plan (RAP) has been prepared, which address the encroachments within the RoW at several locations along project road.

## **5.0 Resettlement Policy Framework**

13. The HPSRTP has a WB approved RPF for all Tranches under HPSRTP, which bridge the gaps between the National, State and WB ESS 5 and conform to the provisions of World Bank's ESS 5. In accordance with the principles of RPF, all affected persons/families/households are entitled to a combination of compensation packages and resettlement assistance depending on the nature of ownership rights on lost assets and scope of the impacts including socio-economic vulnerability of the displaced persons and measures to support livelihood restoration if livelihood impacts are envisaged.

## **6.0 Socio-Economic Profile of PAPs/ PAHs - Mandi-Rewalsar-Kalkhar Road**

14. The PAPs//PAHs along Mandi-Rewalsar-Kalkhar road constitute 79 persons (PAPs) with 18 household<sup>3</sup> (PAH's). Out of 79 PAPs, 66 are above 14 years and the remaining are children. The Project Road will affect total 16 structures out of the 18 families. Among the 79 PAPs, 41.77% are males and 58.23% are females and all of them residing along the project road for more than 10 years. More than 90 % of PAPs are literates. The income levels of 50% of PAPs fall under higher middle-income category earning between INR 10,000 to 20,000 per month. The lower-income families are about 11.11%, who earn less than INR 10,000 rupees per month. Out of PAFs, 27.78 % are in higher income group, earning more than INR 20,000 per month. The expenditure pattern of the surveyed PAFs indicates that majority of them are having an average monthly expenditure of less than INR 10,000 per month. Almost all

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<sup>1</sup> characteristics as outlined in ESS 7 – Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities

<sup>2</sup> Detailed Project Report prepared in November 2019 and later updated in March 2020

<sup>3</sup> Out of total 18 families, only 16 participated in socio-economic survey. The head of the 2 families are migrated on work to other states.

PAFs own consumer durables like television, fridge, two and four-wheeler vehicles. Out of the 16 families, who responded during the surveys, four have availed loans from public sector banks and notably none of PAFs have borrowed from private money lenders. Among the 79 PAPs, only one is handclapped since birth and one PAP has reported some chronic disease.

## 7.0 Stakeholder Consultations

15. Stakeholder's consultations were conducted with PAPs/ PAFs, which mainly acted as a forum to inform people about the project information and also to elicit their opinion and aspirations on the project components and impacts thereof. Information dissemination included (a) proposed alignment improvements, (b) road widening options, (c) role and responsibilities of the community, (d) grievance redress mechanism, (e) RPF provisions under the HPSRTP including issues pertaining to non-titleholder & encroacher's compensation, assistances to vulnerable groups, income restoration, employment generation, information flow, grievance redress mechanism etc were also discussed with the PAPs/ PAFs and local community. The participants, although raised the issues relating to transparency, but agreed in general on the priority of the state government and the need to widen the project roads and most importantly maintain them on recurring basis. The process of dissemination of project information and disclosure was highly appreciated by the PAPs/ PAFs and other local residents/participants.

## 8.0 Project Impacts

16. The proposed road up-gradation and widening of the project road corridor will be limited to the available right of way and hence, does not involve land acquisition. Further, efforts have been made to minimize adverse impact on structures and CPR's, which have been extended into right of way over the years by the adjacent landowners.

- **Impact on Land:** Project Road widening will be limited to the available existing right of way (RoW) and hence there will not be any requirement for fresh acquisition of private land. However, the RoW is encroached through extension by the adjacent titleholding landowners at certain locations.
- **Impact on Structures:** The survey of PAPs/PAFs indicate that 16 structures belonging to 18 PAFs will be impacted due to road widening. The impacted structures comprise 9 pucca type, 1 kuccha, and 5 are compound walls/ toilet/sheds and 1 temporary squatter. The extent of the impact is >50% for 3 structures, 30-50% for 1 and 10-30% for 5 and less than 10% impact on 7 structures. The families, whose structures are impacted more than 50% are considered as physically displaced PAFs<sup>4</sup> and considered for additional assistance.
- **CPRs:** The project road corridor has 24 religious shrines/places (peepal tree with platform), out of which 14 are retained and 10 are considered for renovation as a conservation measure, which include relocation of 2 religious shrines and one resizing of the platform, without significantly affecting the structure/shrine. The conservation/ enhancement plan for such structures are included under ESMP along with adequate budgetary provisions. Besides, RoW has 14 hand pumps, 1 water tank, 2 rain shelters (bus stop) and 1 public toilet, all of which will be relocated and remodelled and the provisions are included in the project cost.

## 9.0 Cut-off Date

17. The cut-off date for the social survey of the affected PAP's/PAF's along Mandi Rewalsar Kalkhar road is 12th October 2020.

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<sup>4</sup> Note: Out of 3 structures having 50% and above impact, 2 are commercial structures comprising 1 liquor shop run by tenant, 1 snack cum tea shop run by owner and 1 is a vegetable/ fruit seller on a fixed stall (squatter). All these 3 PAFs having 50% and above impact and 1 tenant of a commercial structure will have temporary loss of income and therefore treated as physically and economically displaced PAFs. All the economically displaced PAFs have consented to shift to adjacent location of their choice, which are available but expect/ need assistance.



## **10.0 Budget Provision for RAP Implementation**

18. The estimated budget for RAP implementation for Mandi-Rewalsar-Kalkhar road is INR 72.48 lakhs (INR 7.24 million).

## **11.0 RAP Implementation Arrangements**

19. HPRIDCL has appointed an NGO for the implementation of the RAP for all the 4 corridors under Tranche I under HPSRTP, which includes the Mandi-Rewalsar-Kalkhar road. The NGO will ensure that PAPs/ PAFs and other stakeholders are duly informed and consulted about the sub-project road, its social impact, their entitlements and provisions under RAP.

20. As per Access to Information Policy of the World Bank, all key project documents like SEP, LMP, RPF, Executive Summary of RAP (in local language), entitlement matrix, list of eligible PAPs/PAHs/PAFs, ESIA (executive summary in local language) will be disclosed on the web portal of HPRIDCL at <http://himachalservices.nic.in/hpridcl/HPSRTP.html> and shared for disclosure on the web portal of World Bank.

## **12.0 Monitoring & Evaluation**

21. HPRIDCL will engage an external agency for independent monitoring of RAP implementation. The external agency will conduct midterm and end term evaluation of the RAP implementation.

## **13.0 Grievance Redress Mechanism**

22. HPRIDCL will establish GRM at each contract package level, which resolve complaints/grievances from both PAP's/PAFs, to redress the complaints arising during on-site verification of PAPs/PAFs, determination of applicable entitlements, disbursements of entitlements during implementation of RAP, all of which will be largely completed during pre-construction phase. The GRM will also address the complaints arising due to construction activities of contractor like loss of access, damage to some private or common property or utilities, vibration, noise and dust levels due to excavation works, inadequate/inappropriate diversions, traffic mismanagement, community safety and other similar issues/concerns. The GRM will have designated institutional arrangements, procedure for receiving complaints, time limits for redressal of complaints, which will be displayed at respective project construction offices.

23. In addition, the contractor will be contractually obligated to set up another GRM, to redress complaints relating to workforce deployed for project road construction, in accordance with the labor management procedure (LMP) under HPSRTP. The GRM to be set up by the Contractor will have designated institutional arrangements, procedure for receiving complaints, time limits for redressal of complaints, which will be detailed in C- ESMP, to be submitted by the contractor and approved by CSC prior to commencement of works.

24. The contact details/information for lodging grievances, inquiries, and further feedback under project road as well as any project intervention under HPSRTP will be displayed at respective project construction offices as well as website of HPRIDCL.

## **14.0 RAP Implementation Schedule**

25. The scheduled completion period for the project road widening is 24 months excluding monsoon season. However, HPRIDCL will ensure the implementation of RAP is completed by the NGO within 6 months of the award of the work and ensure that compensation is disbursed prior to removal of encroachments and commencement of civil works and encumbrance free stretches of the project road is timely made available to the contractors.

# 1 INTRODUCTION

## 1.1 Project Description

1. GoHP's program for transforming state level transport institutions, improving mobility and logistics for horticulture and overall economic growth in HP, connecting HP to the Bharatmala network, and enhancing road safety, set the goal for the institutional transformation envisaged to be implemented under the proposed HPSRTP. As such, HPSRTP will support launching of GoHP's program focusing on strengthening the institutional base for transportation infrastructure and logistics services administration, across the State.

2. The Project Development Objective of HPSRTP is to enhance the efficiency of the transportation, logistics and road safety institutions to stimulate horticulture and overall economic growth in Himachal Pradesh.

3. The HPSRTP comprises the following components and sub-components:

### **Component 1: Building HP's Transport and Logistics Institutions, and Resilience, including:**

- **Sub-component 1.1:** Re-establishing the Himachal Pradesh Road and Infrastructure Development Corporation (HPRIDCL) with an objective to support GoHP's initiative to create a corporate entity responsible for the administration of HP roads and delivering safe, resilient and well performing roads supporting the horticulture and overall economic development of the State. This involves, re-establishing HPRIDCL as the road asset and other public infrastructure manager, responsible for the development and maintenance of all roads and other infrastructure under the jurisdiction of the HPPWD.
- **Sub-component 1.2:** Supporting the commercialization process of the direct labor operations and promoting competitive performance-based maintenance contracting. The objective is to support GoHP's initiative to improve the efficiency of road maintenance and reduce maintenance cost, by laying the ground for the full commercialization of HPPWD's direct labor operations.
- **Sub-component 1.3:** Establishing HP Motor Vehicle Administration (HPMVA), strengthening the Directorate of Transportation of HPDOT and developing logistics system and strategy. The objective is to deliver efficient customer services, as well as competitive, safe and clean/less pollutant transportation in HP.

### **Component 2: Improving fruit belts and stimulate HP's horticulture and overall economic growth including:**

4. This component will finance upgrading priority target collector roads/MDRs. The upgrading of approximately 77.65 km of roads connecting small holding farmers production and primary processing clusters to wholesale markets/SME clusters.

### **Component 3: Enhancing Road Safety, including:**

- **Sub-component 3.1:** Promoting the 'Safe System': This focuses on strengthening enforcement on state roads and critical accident spots along rural roads, by enhancing patrolling and establishing emergency response system.
  - **Sub-component 3.2:** Promoting the 'Safe Corridor initiative': The Safe Corridor initiative will support the state highway patrol by providing surveillance equipment (CCTV cameras for speed control, accident recording, etc.), variable messaging system (VMS), training the police, and establishing emergency response posts.
5. The implementation of the core initiatives of the HPSRTP is expected to result in: i) Improved efficiency of transport and logistics institutions; ii) Reduction in maintenance expenditure; iii) Reduction in transport cost for transporting products from production clusters to SME/wholesale

markets along the project roads; iv) Reduction in road accident fatalities per 100,000 population in pilot areas.

## 1.2 Sub Project Roads under Tranche I - HPSRTP

6. Under Tranche I, four road corridors with a cumulative length of 77.65 km are being considered for upgradation/widening in line with the objective of Component 2 of HPSRTP. The details of the four corridors are given in **Table 1-1**.

**Table 1-1: Roads Proposed for Widening/Upgradation under Tranche I- HPSRTP**

S. No	Name of the Road	District	Length (in Km)
1	Baddi – Sai – Ramshahr	Solan	33.40
2	Dadhol – Ladrouer	Bilaspur	13.50
3	Mandi – Rewalsar – Kalkhar	Mandi	28.00
4	Raghunathpura-Mandi-Harpura- Bharari	Bilaspur	2.75
	<b>Total</b>		<b>77.65</b>

## 1.3 Associated Facilities of Tranche I - HPSRTP

7. At present four bridges (3 minor and 1 major bridge) are under construction at different chainages along the 28 km long Mandi-Rewalsar-Kalkhar road by HPPWD and funded through the Central Road Fund (CRF) of Government of India (GoI). The Mandi Rewalsar Kalkhar is one of the four corridors under Tranche I and the four bridges, which are under construction meets all the three criteria set out in the ESF Policy of the World Bank to qualify as ‘Associated Facilities’.

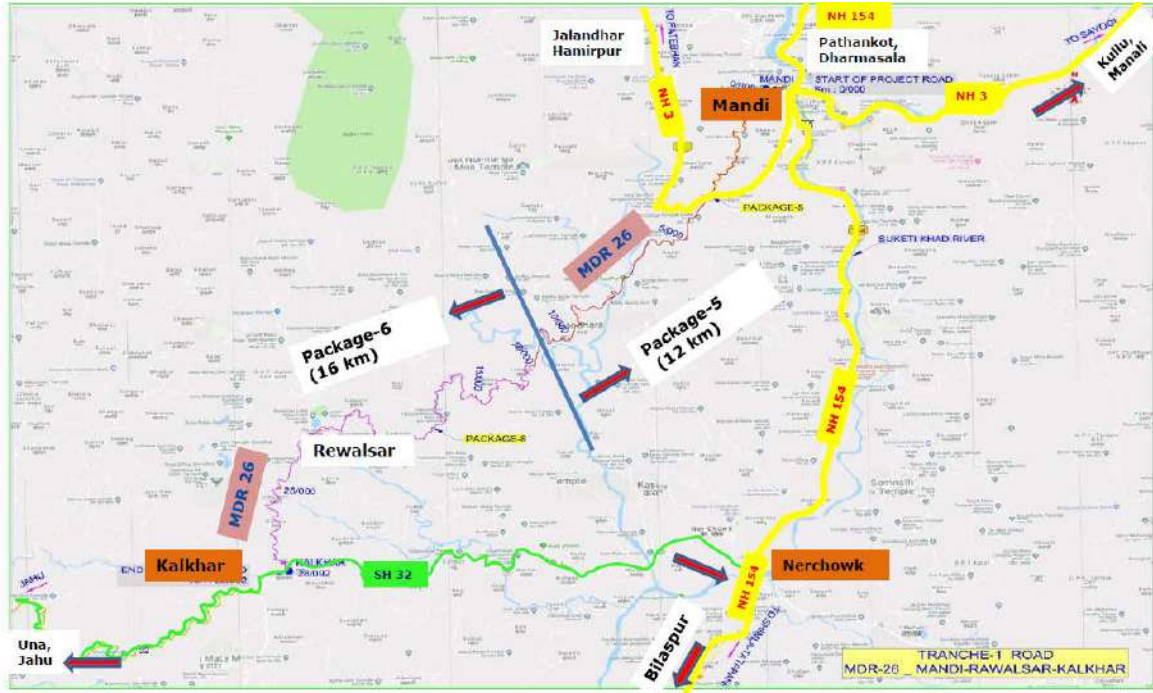
8. Since the qualifying Associated Facilities, mentioned above is not under the funding by any other multi-lateral or bi-lateral funding agencies, requirement for a common approach for the assessment and management of environmental/social risks and impacts will not apply.

9. Out of the four corridors<sup>5</sup> under Tranche I, Mandi -Rewalsar- Kalkhar road corridor (28km) is included under this Resettlement Action Plan (RAP), whereas Raghunathpura-Mandi-Harpura-Bharari (2.74km) does not warrant preparation of RAP.

## 1.4 Sub-Project Road: Mandi- Rewalsar- Kalkhar

10. The Mandi – Rewalsar- Kalkhar road is 28+000 Km and is designated as MDR-26 (Major District Road). The project road starts from Mandi town and ends at Kalkhar and traverses entirely within Mandi Tehsil of Mandi district. Project road connects to NH -154 at 0 km, NH-3 at Km 4.5 (Talyahar) and MDR 84/old SH 32 at Km 29 (**Figure 1-1**). The latitude and longitude of the project road at Mandi and Kalkhar are 31.707°N to 31.632°N and 76.930°E to 76.833°E respectively. The altitude of project corridor from Mandi to Kalkhar ranges between 850-1350 m above mean sea level (MSL).

<sup>5</sup> The RAP for the first two corridors given in Table 1-1, had been prepared earlier in first quarter of year 2020, and the project corridors are presently under implementation by HPRIDC.



**Figure 1-1: Location of Mandi-Rewalsar-Kalkhar corridor in Mandi District**

#### 1.4.1 Proposed Improvement for Project Road

11. Based on the traffic demand forecast and considering a Level of Service (LoS), as recommended by IRC, the lane configuration considered for the Mandi Rewalsar Kalkhar road is given in **Table 1-2**. The proposed improvement/widening scheme for this road comprises of 16 typical cross sections (TCS) (ref. **Appendix-1**).

**Table 1-2: Lane Configuration of Project Road**

Sl. No	From (m)	To (m)	Length (m)	Lane Configuration
1	0+0	1+700	1700	Intermediate Lane
2	1+700	4+370	2670	Two lanes
3	4+370	27+854	23483.82	Intermediate Lane
	<b>Total Length (m)</b>		<b>27854</b>	

12. The widening of the Mandi Rewalsar Kalkhar road is restricted to the available right of way, for which the ownership status of land is readily available with the PWD and therefore no fresh land acquisition is required. The existing RoW and the proposed corridor of improvement for widening and upgradation of corridor is given in Appendix-3 of ESIA report for the project road. The ownership status of existing RoW along the project corridor has been verified through consultations and joint site inspection with concerned PWD division, revenue and forest departments and ground-truthing was done by checking on boundary pillars that demarcate existing RoW on ground, jointly by project preparation Consultants.

#### 1.5 ESIA and RAP Preparation

13. The ESIA prepared for Mandi-Rewalsar-Kalkhar has indicated that although the existing RoW, was adequate for the proposed improvement with no requirement for fresh land acquisition, the right of way for Mandi-Rewalsar-Kalkhar was not free from encumbrances. The RoW had encroachments at many stretches, particularly along settlement areas and urbanised stretches. Such encroachments mainly comprised of extensions of residential, residential cum commercial and commercial structures into right

of way by the adjacent landowners. Specifically, the following types of social impacts have been recorded:

- Partial loss of structures used for residential, commercial and other purposes and associated loss of livelihood.
- Impacts on non-titleholders (encroachers & squatters)
- Impacts on vulnerable and disadvantaged population
- Loss of other properties and assets such as boundary walls, shed, etc.

14. Based on the ESIA findings on the final design<sup>6</sup> and in accordance with the WB approved Resettlement Policy Framework<sup>7</sup> (RPF) for HPSRTP, this Resettlement Action Plan (RAP) for the project road corridor has been prepared, which address the encroachments within the RoW at several locations by non-title holders/ encroachers along project road.

## 1.6 Resettlement Policy Framework

15. Under the approved RPF for HPSRTP, several categories of project affected persons /families/households are recognized with varying eligibility for the compensation and assistance packages. In accordance with the principles of RPF, all affected persons/families/households will be entitled to a combination of compensation packages and resettlement assistance depending on the nature of ownership rights on lost assets and scope of the impacts including socio-economic vulnerability of the displaced persons and measures to support livelihood restoration if livelihood impacts are envisaged.

16. The affected persons/families/households along Mandi-Rewalsar Road will be entitled to the following types of compensation and assistance packages in accordance with the RPF under HPSRTP:

- a. Compensation for structures (residential/ commercial) and other immovable assets at replacement cost without depreciation
- b. Assistance in lieu of the loss of business/ wage income and income restoration assistance
- c. Assistance for shifting and provision for the relocation

## 1.7 Objectives of Resettlement Action Plan

17. The objective of Resettlement Action Plan (RAP) is:

- i To identify adverse impacts and determine mitigation measures
- ii To present the entitlements and action plan for payment of compensation and assistance for restoring livelihoods and improving or at least retain present living standards in post-resettlement phase
- iii To present the institutional arrangements for implementation, monitoring and grievance redressal along with timelines and an overall budget for RAP implementation.

## 1.8 Structure of RAP

18. The RAP is structured into Sections as follows:

1. **Introduction:** The section describes the project background, Project Road Widening Proposals, Available RoW, nature of impacts, resettlement policy framework and objectives of RAP.
2. **Baseline Socio-Economic Profile:** The section describes the socio-economic and demographic profile of PAPs/PAH's /PAF's along with a brief account of vulnerable groups population.
3. **Stakeholder Consultations:** This section describes the key outcome of stakeholder consultations carried out along the project corridor(s) and the ways in which the concerns and

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<sup>6</sup> Detailed Project Report prepared in November 2019 and later updated in March 2020

<sup>7</sup> RPF is available at HPRIDC web site- <http://himachalservices.nic.in/hpridc/>

suggestions of the PAPs/PAH's/PAF's were integrated into the project design to minimize impacts.

4. **Project Impacts:** The section presents the nature and extent of social impacts on PAPs/PAH's/PAF's along with impacts on community property resources/facilities along the project road corridor.
5. **RAP Implementation Arrangements:** The section describes the institutional arrangement for the implementation of RAP including the roles and responsibilities, grievance redress mechanism, monitoring & evaluation and implementation schedule. The section also describes the budgetary provisions for the PAPs/PAH's/PAF's and community property resources/facilities as per the entitlement matrix under RPF for the project road corridor under HPSRTP.

## 2 BASELINE SOCIO-ECONOMIC PROFILE

### 2.1 Profile of PAPs/ PAHs

19. The socio-economic profile of the Project Affected Persons (PAPs) and Project Affected Households (PAHs) of Mandi-Rewalsar-Kalkhar project road corridor, based on primary social and census survey information is summarised hereunder;

20. The PAPs/PAHs of project road corridor constitute 79 persons (PAPs) with 18 families<sup>8</sup> (PAF's). Out of 79 PAPs, 66 are above 14 years and the remaining are children. The project road will affect total 16 structures, belonging to 18 families. The details of the primary social and census survey information of PAPs/ PAFs are described in following paras.

21. The demographic profile of the 79 PAP's indicates that of 41.77% males and 58.23% females. All the surveyed families are residing along the project corridor with extensions into RoW, since more than 10 years. Analysis on literacy level of the surveyed families/households indicate nearly 95.46% of them are literates except a small percentage (4.54%) of illiterates. The average household size is 4.3, which is comparable with that of district and state as a whole. Occupation wise, 17.72% of PAH's are engaged in service sector (private and government service), 11.39% are engaged in commercial activities like trade/business, 6.33% are into agriculture. The demographic and social- economic profile of PAPs/PAFs for Mandi-Rewalsar-Kalkhar project road corridor is given in **Table 2-1 & 2-2**.

**Table 2-1: Demographic Profile of PAPs/PAFs along Project Road**

Particulars	Description	No's	% of total
Population	Male	33	41.77
	Female	46	58.23
	Total	<b>79</b>	<b>100.0</b>
Religious Group	Hindu	18	100.0
	Muslim	0	0.00
	Sikh	0	0.00
	Total	<b>18</b>	<b>100.0</b>
Caste/Social Group	General	16	88.89
	BC	0	0.00
	SC	2	11.11
	ST	0	0.00
	Total	<b>18</b>	<b>100.0</b>
Family Type	Joint	7	38.88
	Nuclear	9	50.00
	Not Available	2	11.11
	Total	<b>18</b>	<b>100.0</b>
Years of stay	Up to 10 years	8	44.44
	11 to 20 Years	1	5.56
	21-50 Years	5	27.78
	Above 50	2	11.11
	Not Available	2	11.11

8

*Out of total 18 families only 16 participated in socio-economic survey. The remaining two head of 2 families have migrated on work to other states. The structure of these 2 families have been considered for impact assessment and included in RAP provisions. These families would be covered for socio economic survey during the updating of profile of PAFs, as part of RAP implementation by NGO.*

Particulars	Description	No's	% of total
	Total	<b>18</b>	<b>100.0</b>
Education level of surveyed PAF's/HHs	Illiterate	3	4.54
	Primary	3	4.54
	Secondary	36	54.55
	Higher-graduate	22	33.34
	Professional	2	3.03
	Others	0	0.00
	Total	<b>66</b>	<b>100.0</b>

**Table 2-2: Occupational Profile of Project Affected Families**

Particulars	Description	No's	% Total
Occupation of PAPs	Agriculture	5	6.33
	Trade/Business	9	11.39
	Govt. Service	6	7.59
	Private Service	8	10.13
	Unemployed	24	30.38
	Students	13	16.46
	Household Family Duties	14	17.72
	Total	<b>79</b>	<b>100.0</b>
Monthly Income of PAFs/HHs	<10000	2	11.11
	10001 - 20000	9	50.00
	>20000	5	27.78
	Not Available	2	11.11
	Total	<b>18</b>	<b>100.0</b>

Source: Primary data Collection, 2020

22. The income levels of majority of the 16 families, who responded during the survey, 50% fall under higher middle-income category earning between INR 10,000 to 20,000 per month. The lower-income families are about 11.11%, who earn less than INR 10,000 rupees per month. Out of 16 families, 27.78 % are in higher income group, earning more than INR 20,000 per month.

23. The expenditure pattern of the surveyed project affected families indicate that majority of them are having an average monthly expenditure less than INR 10,000 per month. The monthly expenditure pattern of PAFs is given in **Table 2-3**.

**Table 2-3: Monthly expenditure Pattern of PAFs**

Monthly Expenditure (Rs)	Description	No of HHs	% of HHs
	<10000	16	88.89
	10001 - 20000	00	0.00
	>20000	00	0.00
	Not Participated	2	11.11
	<b>Total</b>	<b>18</b>	<b>100.0</b>

Source: Primary data Collection, 2020



24. In order to infer on the consumption pattern/ living standards of the PAFs, information on their possession of various consumer durables was recorded during the survey. All the families have minimum standards of living, which can be seen from **Table 2-4**. Out of the total surveyed households, 88.89% possess TV, 66.67% fridge and 55.56% possess washing machine and 100% of PAF's/Hs have mobile phones.

**Table 2-4: Consumer Durables owned by PAFs**

S. No	Consumer Durables	Total HHs	% of HHs
1	Television	16	88.89
2	Refrigerator/Fridge	12	66.67
3	Washing Machine	10	55.56
4	Geyser	5	27.78
5	Cycles	5	27.78
6	Two-Wheeler	6	33.33
7	Four-Wheeler	7	38.89
8	Mobile (cell Phone)	16	100.00

Source: Primary data Collection, 2020

25. Out of the 16-households surveyed, 4 families (25%) have availed loan from banks for various purposes, notably they have not borrowed from the any private money lenders as given in **Table 2-5**.

**Table 2-5: Debt levels of PAF's**

Purpose of Borrowing	Source of Borrowing	No of HH's
Agriculture	Bank	1
Commercial	Bank	1
House Construction	Bank	1
Education	Bank	1
<b>Total</b>		<b>4</b>

Source: Primary data Collection, 2020

26. **Health Status:** Data on health status of PAFs/PAHs indicate that only 1 PAP is handicapped by birth and 1 PAP has reported other chronic disease (**Table 2-6**), although no major illness has been reported among PAPs during the social survey.

**Table 2-6: Health Status of PAPs**

S. No.	Health Status of PAPs	Number	% of PAPs
1	Handicapped by Birth	1	50.00
2	Other Chronic Disease	1	50.00
<b>Total</b>		<b>2</b>	<b>100.0</b>

Source: Primary data Collection, 2020

### 3 STAKEHOLDER CONSULTATIONS

#### 3.1 Consultations with PAPs/ PAFs

27. Stakeholder's consultations with PAPs/ PAFs mainly acted as a forum to inform people about the project information and also to elicit their opinion and aspirations on the project components and impacts thereof. In the process of RAP preparation, several consultations were conducted with project affected people, disadvantaged community, vulnerable community and women groups for project road corridor. Consultations were also carried out with secondary stakeholders: local community-based organizations (CBOs) and community representatives as well as government departments etc.

28. Information dissemination included (a) proposed alignment improvements, (b) road widening options, (c) role and responsibilities of the community, (d) grievance redress mechanism, (e) RPF and resettlement and rehabilitation provisions under the HPSRTP. Issues pertaining to non-titleholder & encroacher's compensation, assistances to vulnerable groups road safety, income restoration, employment generation, information flow, grievance redress, role of administration etc were also extensively discussed with the PAPs/ PAFs and local community. The participants, although raised the issues relating to transparency, but agreed in general on the priority of the state govt. and the need to widen the project roads and most importantly maintain them on recurring basis. The process of dissemination of project information and disclosure was highly appreciated by the PAPs/ PAFs and other local residents/participants.

29. The schedule of consultations, locations, dates and participant details including the GBV consultations are also given in **Table 3-1**. The brief summary of the concerns and aspiration of the PAPs/ PAFs of project road is given in **Table 3-2**. The photographs and attendance sheet of consultations along the project road is given in Appendix-15, 17 & 18 of the ESIA report.

**Table 3-1: Stakeholder Consultations along Project Corridor**

Sl. No.	Date	Location	Type of Participants	Number and Gender of participants (M/F/Others)
<b>Mandi-Rewalsar-Kalkhar Road</b>				
<b>A. Community Consultations</b>				
1	13.09.2019	Kunthaya Gram Sewa - Rewalsar	Project Affected Persons and other interested persons	13 (6 males.7 females)
2	13.09.2019	Vyapar Mandal Rewalsar	Project Affected Persons and other interested persons	10 (10 males)
3	14.09.2019	Zangdok Parli Rewalsar	Project Affected Persons and other interested persons	9 (9 males)
4	14.09.2019	Lomus Taxi Union, Rewalsar	Project Affected Persons and other interested persons	13 (13 males)
5	13.09.2019	Local people at Kalkhar	Project Affected Persons and other interested persons	14 (12 males. 2 females)
<b>B. Focus Group Discussions</b>				
6	30.09.2019	At Gram Panchayat at Kelkar Junction	Project Affected Persons and other interested persons	16 (13 males.3 females)
7	22.09.2019	At Gram Panchayat Rewalsar @ KM 22+500	Project Affected Persons and other interested persons	15 (10 males.5 females)
8	26.09.2019	At Mandi KM 0+000 to 1+400	Project Affected Persons and other interested persons	30 (22 males.8 females)

Sl. No.	Date	Location	Type of Participants	Number and Gender of participants (M/F/Others)
9	26.09.2019 and 27.09.2019	Along settlement areas	Project Affected Persons and other interested persons	12 (9males.3 females)
10	22.09.2019	At marketplaces (Rewalsar and Kalkhar)	Project Affected Persons and other interested persons	11 (10 males.1 female)
<b>C. Focus Group Discussions with Women</b>				
11	20.12.2019	At Rewalsar	Women Participants	10
12	20.12.2019	At Garouda	Women Participants	9
13	21.12.2019	At Riuri	Women Participants	10
14	21.12.2019	Randhara	Women Participants	20
15	22.12.2019	Thalyahada	Women Participants	10
16	23.12.2019	Rathipool	Women Participants	10
<b>D. GBV Consultations with Women and Adolescent Girls</b>				
17	03-11-2020	Kalkhar	Women Participants	7
18	03-11-2020	Garodu (gararu) Chahri	Women Participants	9
19	03-11-2020	Randhara	Women Participants	11
20	03-11-2020	Gararu	Women Participants	10
21	04-11-2020	Saphru	Women Participants	15
22	04-11-2020	Randhar	Women Participants	14
23	04-11-2020	Hanuman Mod	Women Participants	11
24	05-11-2020	Unity Public School, Rewalsar	Teachers and Adolescent girls	38
25	05-11-2020	Galu	Women Participants	15
26	05-11-2020	Rewalsar Police Chowki	Police Staff (Male & Female)	9
27	06-11-2020	Govt. Sen. Sec. School, Talyahar	Teachers and Adolescent girls	19
28	06-11-2020	Ghera	Women Participants	10

**Table 3-2: Summary of concerns/suggestions of Stakeholder Consultations**

Affected Persons	Other interested Persons/onlookers	Disadvantaged persons/group	Women group
Those with impacted house structures wanted to know what alternative would be provided by the project.	The people asked the project authority not to impact the temples, as it is considered sacred in the villages, and used for various religious and community purposes/gathering	Access to bus stops should be improved, if possible, by providing ramps	All cash compensation shall be given on joint account beneficiaries names for entitled HH's.

Affected Persons	Other interested Persons/onlookers	Disadvantaged persons/group	Women group
Consider available open land, wherever possible instead of impacts to households and their properties.	safety measures near PHC's, community hospitals and school zones	Alternative access to roads and safety precautions at habitations during construction stage.	All labor/wage work generated by the project shall be given to women and men of landless, marginal and small farmer families of the affected village on a priority basis.
PAP's enquired about the compensation and assistance package provided for the encroachers	They want the road construction works shall be planned and completed swiftly without extended delays. Have informed inordinate delay work by PWD	Enquired about the employment and petty contract opportunities during the construction stage.	People want speed breakers near settlement areas, schools and overall improvement of road safety along road for pedestrians, women and school going children
People did not express serious concern for removal/clearance of encroachments for road widening purposes but expect advance information for such removal of encroachments	Executing agency should take up bridges and culverts in priority during the early phase of the proposed project widening as it would increase the accident risk or otherwise these works mostly gets delayed as per their past experience.	Lack of public toilets (ladies' toilets) at marketplaces as well as near bus stops	Equal wages to all wage workers and access to better facilities.
Houses/structures were getting affected, people asked for replacement cost of the Structure.	Landslide prone locations along road were a major concern and communities wanted the project authority to address this issue	None	None

### 3.2 Outcome of Consultations Specific to RAP

30. The important issues raised/discussed, perceptions/suggestions of PAPs/ PAFs and measures considered in preparation of RAP is given in **Table 3-3**. Details of Analysis of Alternatives carried out to avoid or minimize social impacts are given in Chapter 5 of the ESIA report for Mandi-Rewalsar-Kalkhar Road.

**Table 3-3: Key Outcome of Consultations on Specific Issues**

S No.	Issue Raised/ Discussed	People's Perceptions/ Suggestions	Considerations/Inclusions in RAP/ ESMP
1	Compensation payment procedure	The compensation rates should be at par with market rates	Compensation for land, structure and other properties shall be paid as per RFCTLARR Act 2013 and Government of Himachal Pradesh Land Acquisition Rules.
2	Provision of employment, income restoration to the affected household	Additional assistance and employment opportunity to locals.	Additional assistance to temporary loss of income as restoration. Preference to local people for civil construction works to be included in bid documents and maintenance contracts will also include similar provisions for engagement of locals for bio engineering works.
3	Religious Structure at Kalkhar Junction	At the end point of road near Khalkar, a small temple and 5 structures are at 4-legged	At the location, junction improvement is proposed with speed restrictions, traffic

<b>S No.</b>	<b>Issue Raised/ Discussed</b>	<b>People's Perceptions/ Suggestions</b>	<b>Considerations/Inclusions in RAP/ ESMP</b>
	<p>in Mandi-Rewalsar-Kalkhar Road</p> <p>Relocation of other CPRs-like religious temples, Water Tank, Tube well and hand pumps in along the project road .</p>	<p>crossroads. This junction is an accidental prone area</p> <p>Some people are averse to shifting of age-old temples and most people have expressed total willingness for relocation of temples in case road widening the same. But in case of some temples, which are deemed to be private, are averse to any kind of disturbance to road widening and require more consultations in such specific case</p>	<p>signage, and road markings with safety measures.</p> <p>Rehabilitation or Reconstruction of assets (CPR's)</p> <p>Temple at the end point not impacted but provision for enhancement with better provisions has been considered in ESMP.</p> <p>The ESMP considers renovation/ enhancement of natural water resources, religious shrine, peepal tree with platform at several locations along the project road (ref; ESMP of the respective roads).</p>

## 4 PROJECT IMPACTS

### 4.1 Resettlement Impact due to Land Acquisition

31. The proposed road up-gradation and widening for project road corridor will be limited to the available RoW and hence, does not involve land acquisition. Further, efforts have been made to minimize adverse impact on structures and CPR's, which have been extended into right of way over the years by the adjacent landowners.

### 4.2 Design Consideration for Minimization of Impacts

32. Environmental and Social Impact Assessment concurrent to project preparation (design phase) helps to minimize, reduce or mitigate potential adverse impacts of project and enhance beneficial impacts, sustainability and development benefits. The recommendations of social impact assessment, from the impact minimization perspective were shared with the project preparation (DPR) team for finalization of the project design. The concerns raised by the community have also been documented and discussed with the project preparation (DPR) team for incorporation in the project road designs.

33. Efforts have been made to reduce adverse social impacts through design intervention with two standard engineering options namely: "Eccentric widening" - This option provides for the widening to be all on one side of the existing carriageway, while utilizing the existing carriageway for one direction flow. Second option is "Concentric widening", in which widen the road symmetrically along both sides of existing road/carriageway. During the initial stages of the project preparation on project road corridor, considerable effort was expended to determine, which will be the best option to be used for each of the project road. It was determined that eccentric widening was possible for most length of the project roads. Concentric widening has been proposed in two types of situations: (a) in transition zones where the widening is being shifted from one side to the other; and (b) where existing right-of-way is more than 10m. Various typical cross sections based on eccentric and concentric widening were considered while finalizing the road designs depending upon the site conditions and impact minimization consideration.

### 4.3 Impacts on Structures & CPRs

34. The impacts on structures due to widening of the project corridor has been assessed and included in the ESIA reports. Similarly, impacts on natural water sources, religious shrines/places, schools and hospitals along the project road have also been assessed for avoidance or minimization of impacts. The project corridor wise impacts on structures and CPRs are briefly described below. The ESIA report for the road corridor provides detailed description on impacts.

35. **Impact on Land:** Project Road widening will not require fresh acquisition of private land, since there is adequate Right of Way available with HPPWD. However, the RoW is encroached through extension by the adjacent land-owners at certain locations.

36. **Impact on Structures:** The primary social survey indicated that 16 structures, belonging to 18 families will be impacted due to road widening. The overall social impact due to the project road widening is summarized in **Table 4-1**. The type and extent of impacts on structures due to the road widening are given in **Table 4-2**. Out of 16 impacted, the extent of impacts on 2 commercial and 1 squatter exceeds 50%. Since, the extent of impacts on such 3 structures exceeds 50%, all such 3 PAFs will have temporary loss of income and therefore treated as economically displaced PAFs. The list of impacted structures and PAFs/ PAFs along the project road are given in **Appendix-2 & 3**.

**Table 4-1: Summary of Social Impacts - Mandi-Rewalsar-Kalkhar road**

Sl. No.	Impact Type/ Category	Total Numbers
1	Impact of Land Acquisition (area in ha.)	00
2	Total Project Affected Families (PAFs)	18

Sl. No.	Impact Type/ Category	Total Numbers
3	<b>Total PAPs</b>	<b>79<sup>1</sup></b>
4	<b>Impact on Properties of Non-titleholders/Encroachers</b>	<b>16<sup>2</sup></b>
	- Residential	3
	- Commercial	2 <sup>3</sup>
	- Residential + Commercial	4
	- Others (Toilet/Cattle Shed/ Compound Walls)	6
	- Squatter (Commercial)	1 <sup>4</sup>
5	Tenant (Commercial)	1
6	Vulnerable PAFs	7 <sup>5</sup>
<p><i>Note:</i></p> <ol style="list-style-type: none"> <li>1. Out of 18 PAFs surveyed, 2 PAFs didn't respond, 79 PAPs belong to 16 PAFs. These 2 PAFs will be covered during the verification of PAFs under RAP implementation stage,</li> <li>2. 16 structures belong to all 18 PAFs</li> <li>3. Out of 2 commercial structures, 1 is run by owner himself (snacks/ tea shop) another 1 is liquor shop which is run by a tenant</li> <li>4. Squatter is a vegetable/ fruits seller on a fixed stall</li> <li>5. Vulnerable persons comprise 2 SC HHHs, 2 HHHs with 65 years &amp; above, 1 WHH with 65 years &amp; above, 1 WHH and a handicapped family member and 1 HHH with chronic family member.</li> </ol>		

**Table 4-2: Type and Extent of Impact on Structures**

S. No	Type of Structure and Impact	Total
1	Pucca	9
2	Semi-Pucca	0
3	Kutchra	1
4	Commercial Squatter	1
5	Compound Wall/Toilet/Shed	5
<b>Extent of impact on Structure</b>		
1.	Less than 10%	7
2.	10% to 30%	5
3.	30% to 50%	1
4.	50% & above	3*
<p>Note: Out of 3 structures having 50% and above impact, 2 are commercial structures comprising 1 liquor shop run by tenant, 1 snack cum tea shop run by owner and 1 is a vegetable/ fruit seller on a fixed stall (squatter). All these 3 PAFs having 50% and above impact and 1 tenant of a commercial structure will have temporary loss of income and therefore treated as economically displaced PAFs. All the economically displaced PAFs have consented to shift to adjacent location of their choice, which are available but expect/ need assistance.</p>		

37. **CPRs:** The Mandi Rewalsar Kalkhar road has 24 religious shrines/ places (peepal tree with platform), out of which 13 are retained with no renovation/ enhancement, 7 are considered for renovation as a conservation measure, 2 are considered for relocation, 1 Peepal tree with platform has been considered for marginal resizing without significantly affecting the structure/shrine and 1 Peepal

tree with platform has been completely lost for road widening. The drawings showing the conservation/enhancements of religious shrines/structures have been included under ESMP along with adequate budgetary provisions. Besides, this, the impacted CPRs along the road include 4 religious' structures, 14 Hand pumps, 1 water tank, 2 rain shelters, 1 public toilet due to the project road widening. Out of 4 religious' structures, 2 small temples are considered for relocation, 1 Peepal tree with platform having marginal impact is resized and 1 Peepal tree with platform is completely impacted and lost due to the road widening (ref. Table 3-26, 5-2, 5-4, 5-6 & 5-7 of the ESIA Report). The summary list of CPRs along the project road along with budget provision for conservation and enhancement are included in Section 7 ESMP (Table 7-1) of ESIA report.

#### 4.3.1 Entitlement of PAPs/ PAFs as per RPF

38. The category of PAPs/ PAFs and the respective entitlements as per the RPF provisions are summarized in **Table 4-3**.

**Table 4-3: Category of PAPs/ PAFs and Entitlements as per RPF**

Category of PAPs/ PAFs	Type of Impact	Unit of Entitlement	Entitlements as per RPF	Mandi-Rewalsar-Kalkhar Project Road Corridor
Squatter-Commercial	Loss of Structure	Individual/Household	<ul style="list-style-type: none"> <li>Replacement Cost for affected portion of structure as per latest Building Schedule of Rates (BSR) of Govt. of HP without depreciation.</li> <li>Subsistence grant to residential, commercial &amp; res-cum-commercial PAPs (if extent of impact on structure is around or more than 25%).</li> <li>three months' notice to vacate occupied land/structure.</li> <li>skill development for livelihood support/enhancement for livelihood losers; enrolment into existing government schemes, counselling for usage of assistance,</li> <li>Right to salvage the affected materials</li> </ul>	1
Non-Title Holder/ Encroacher-Residential	Loss of Structure	Structure Owner	<ul style="list-style-type: none"> <li>Replacement Cost for affected portion of structure as per latest Building Schedule of Rates (BSR) of Govt. of HP without depreciation.</li> <li>Subsistence grant to residential, commercial &amp; residential-cum-commercial PAPs (if extent of impact on structure is structure is around or more than 25%).</li> <li>Skill development for livelihood support/enhancement for livelihood losers.</li> </ul>	3
Non-Titleholder/ Encroacher-Commercial Structure	Loss of Structure	Structure Owner		2
Non-Titleholder/ Encroacher-Residential cum commercial structure	Loss of Structure	Structure Owner	<ul style="list-style-type: none"> <li>three months' notice to vacate occupied land Right to salvage the affected materials</li> <li>Compensation for temporary loss of income due to loss of access was determined as per data collected during Social survey, and an amount of less than Rs.10, 000/- to be paid to commensurate for the period of loss of income</li> </ul>	4
Non-Titleholder/ Encroacher - Cattle Shed/ Compound Wall/Toilet	Loss of Structure	Structure Owner	<ul style="list-style-type: none"> <li>One time Rehabilitation grant to Cattle Shed owner</li> </ul>	6
Vulnerable groups	Marginalised/	Individual/Household	<ul style="list-style-type: none"> <li>Additional one-time Resettlement Allowance for vulnerable SC and ST families</li> </ul>	7*



Category of PAPs/ PAFs	Type of Impact	Unit of Entitlement	Entitlements as per RPF	Mandi-Rewalsar-Kalkhar Project Road Corridor
	vulnerable HH			
CPR's	Loss of Community Assets	Community	<ul style="list-style-type: none"> <li>Appropriate provisions have been included in the ESMP budget of respective roads for the Rehabilitation or Reconstruction of affected CPRs and also enhancement of unaffected CPRs within RoW as a conservation measure</li> </ul>	

\*Vulnerable persons comprise 2 SC HHs, 2 HHs with 65 years & above, 1 WHH with 65 years & above, 1 WHH and a handicapped family member and 1 HH with chronic family member.

#### 4.4 Cut-off Date

39. The cut-off date for the social survey of the affected PAP's/PAF's along the project road corridor is given in **Table 4-4**.

**Table 4-4: Cut-off Date of Survey of Project Road Corridor**

Sl. No.	Project Road Corridor	Cut-off Date of Survey
1	Mandi-Rewalsar-Kalkhar	12 <sup>th</sup> to 15 <sup>th</sup> October, 2020

#### 4.5 Budget Provision for RAP Implementation

40. The budget provision for implementation of RAP for Mandi Rewalsar Kalkhar road includes (i) non-titleholder squatter/ encroachers (residential, commercial & residential cum commercial), (ii) non-titleholder encroachers (cattle shed, compound wall & toilet), (iii) vulnerable groups. The estimated budget is INR 72.48 lakhs (INR 7.24 million) and the breakup of the budget provision is given in **Table 4-5**.

**Table 4-5: Budget for RAP Implementation- Mandi Rewalsar Kalkhar Road**

S. No	Cost Items	Unit	Rate-Rs	Quantity (in sq.m)	Amount (in Rs.)	Amount INR Million
<b>Compensation for Impacted Structures at Replacement Cost</b>						
1	Pucca	sqm	16660	313.27	5,219,078	5.22
2	Semi Pucca	sqm	13390	0.00	0.00	0.00
3	Kutchha	sqm	6700	10.00	67,000.00	0.067
<b>Sub Total A</b>					<b>5,286,078</b>	<b>5.29</b>
<b>R&amp;R assistance for PAFs</b>						
4	Subsistence grant to residential, commercial & res-cum-commercial PAFs	Nos	43200	18	777,600	0.77
5	Additional one-time Resettlement Allowance for vulnerable families	Nos	60000	7	420,000	0.42
6	One-time assistance for displaced artisan/small traders/small shops/families	Nos	30000	4	120,000	0.12

S. No	Cost Items	Unit	Rate-Rs	Quantity (in sq.m)	Amount (in Rs.)	Amount INR Million
7	Sub-assistance allowance equivalent to minimum daily wage income for 3 months as per govt. norms <i>(*3 physically displaced families (see note below) having impact more than 50% &amp; 1 tenant, total 4 for 3 months =12)</i>	Nos	10000	12*	120,000	0.12
8	Transportation / Shifting assistance for economically displaced <i>(* 1 owner of commercial shop/ structure, 1 commercial squatter and 1 tenant of commercial structure shop – applicable for physically displaced families)</i>	Nos	60000	3	180,000	0.18
<b>B</b>	<b>Sub Total B</b>				1,617,600	<b>1.61</b>
9	<b>Total A &amp; B</b>				6,903,678	<b>6.90</b>
10	<b>Add Contingency at 5%</b>				345,183	<b>0.34</b>
11	<b>Total Cost for RAP Implementation</b>				<b>7,248,862</b>	<b>7.24</b>
12	CPRs Rehabilitation /Reconstruction Cost and enhancement measures				Included in the Project Cost and ESMP Budget Provisions	
13	Cost of engaging NGO for RAP Implementation				NGO for RAP implementation has been already contracted by HPRIDCL and hence no separate figure indicated	
<p><i>Note: All the physically displaced PAFs have consented to shift to adjacent location of their choice, which have been identified and confirmed by themselves but expect/ need assistance.</i></p>						

## **5 RAP IMPLEMENTATION ARRANGEMENTS**

### **5.1 RAP Implementation Process**

41. HPRIDCL has already appointed an NGO for the implementation of the RAP for all the 4 corridors under Tranche I HPSRTP, which includes the Mandi-Rewalsar-Kalkhar road.

#### ***5.1.1 Focus Group Discussion, Awareness Campaign and Dissemination of Information***

42. In order to make the RAP implementation process transparent, the NGO will initiate a series of FGDs / meetings etc with all PAPs/ PAFs and other stakeholders of Mandi Rewalsar Kalkhar road for dissemination of information regarding the implementation of RAP and entitlements as per RPF.

#### ***5.1.2 Identification, Verification and Updating of PAPs/PAHs***

43. The NGO will undertake the identification, verification and updating the information PAPs/PAFs, through door-to-door social survey and interview of each head of the household of PAPs.

44. The verified and updated information of PAPs/PAHs will be processed, and a database would be created, which would also help in effective monitoring of the overall process of RAP implementation. The final output of this exercise would be a profile of each PAPs/ PAFs with socio-economic indicators like demography, income, occupation, nature, extent, value of losses, details of entitlement etc. This information will be useful for preparing and issuing identity cards to the PAPs/PAHs.

#### ***5.1.3 Micro Plans for Non-title and Title Holders***

45. The NGO will prepare micro plans for each of the Title Holders (TH) and Non-title Holders (NTH) (kiosks, squatters and tenant) as per the entitlement matrix and the provision under RAP.

#### ***5.1.4 Entitlement cum Identity Card***

46. In order to keep transparency in RAP implementation, the entitlement-cum-identity card indicating type of loss and entitlement will be provided to each PAPs/PAHs, by the NGO.

#### ***5.1.5 Opening of Bank Account and Disbursement of Assistance***

47. The next critical step in the RAP implementation would be opening up individual bank accounts for the PAPs/ PAFs, which will be proactively assisted by the NGO. The bank account would be opened in the joint name of husband and wife of the eligible / entitled PAPs/ PAFs. The assistance will be disbursed only on the basis of the recommendations of the independent NGO and authenticated by competent/ authorized officials of Revenue and district administration officials, based on the community focussed and transparent mechanism.

#### ***5.1.6 Measurement and Valuation of Impacted Structures and CPRs***

48. One of the important aspects of RAP implementation would be measurement and evaluation of structures. The measurement and valuation of different structures like private houses, buildings etc would need to be done by a committee comprising LAO, revenue department and district administration officials. The Standard Schedule of Rates (Building-Civil Works) of GoHP without depreciation would be the basis for valuation of the structures to be displaced or affected due to road widening. The CPRs will either be renovated or shifted to a new location and the community's decisions would be the basis for renovating and/or rebuilding such CPRs.

#### ***5.1.7 Rehabilitation of PAFs and Restoration of Income/ Livelihood***

49. Rehabilitation of all the PAFs is one of the critical tasks of the RAP implementation in order to help the communities derive the maximum benefits out of the project without losing their livelihoods and with least impact on socio-cultural aspects of their lives. It includes livelihood analysis, preparation and implementation of a comprehensive livelihood support plan and development of a comprehensive

livelihood support system. This process must result in improved or at least restored living standards, earning capacity or improve the quality of life of the people affected by the project.

50. Accordingly, RAP will be implemented as a development program with particular attention to the needs of women headed households and vulnerable groups. The effort would be to improve the PAPs/ PAFs economic productive capacity and building up a permanent capacity for self-development. One of the key strategies would be to facilitate the process of forming Self-Help Groups (SHGs) through community mobilisation efforts within the overall framework of the project. This will be done through a set of livelihood analysis on the basis of different indicators like backward and forward linkages, raw material, resources, credit, marketing linkages etc. The process will also take care of the convergence of other state and central government programs for income generation etc. Organising the economic activities would be according to the skills possessed by the affected families and in case such options are not economically viable, the corresponding skill up gradation support for the economic activities would be facilitated. The PAPs/ PAFs will be free to choose to act as individuals or as informal groups like SHGs for accessing credit etc., with their overall operating efficiency and viability of the livelihood options chosen by them. In context of the socio-economic profile of the region, their existing activity base and the skills, efforts would also be made to ensure that the groups are resettled in a manner so that their backward and forward linkages in the activities performed by them are maintained and they are provided support in improving their income through support of other government sponsored programs also.

51. The NGO will look into all aspects of Rehabilitation of PAPs/ PAFs and Restoration of Income/ Livelihood, on the lines mentioned in the above-mentioned paras.

#### ***5.1.8 Compensation and Assistance Procedure***

52. The NGO will ensure that the compensation and eligible assistances as per entitlement and provision of RAP shall be provided to the eligible PAPs/PAFs. The NGO will facilitate the joint verification of PAPs/ PAFs by the committee constituted LAO, revenue department and district administration officials. The valuation of affected assets will be carried out by committee constituting revenue, district administration officials and NGO. The NGO will facilitate and assist in the valuation of assets including the preparation of micro-plan for each the PAPs/ PAFs. The micro-plan will have details of affected area of land, structure and the compensation for the same (including compensation for various assets located within the affected land/ structure) along with entitlements as per the RPF for respective type of the PAPs/ PAFs. The compensation for structure and other assets for non-titleholders/ encroachers as per entitlement of RAP along with and assistance of R&R will be disbursed through the district administration, through coordination of NGO.

#### ***5.1.9 Disclosure of information & Future Consultations***

53. The NGO appointed for RAP implementation will ensure that PAPs/ PAFs and other stakeholders are duly informed and consulted about the project road, its impact, their entitlements and options, and allowed to participate actively during RAP implementation. In order to make the RAP implementation process a transparent, a series of public consultation meetings with all stakeholders will be carried out by the NGO for dissemination of information regarding rehabilitation process and entitlement framework.

54. The Executive Summary of the RAP will be translated in local language - Hindi disclosed through the HPRIDCL website <http://himachalservices.nic.in/hpridcl/HPSRTP.html>. These documents will also be shared with the World Bank for disclosure at web portal of the World Bank.

55. The documents available in public domain shall include:

- Entitlement Matrix, ESIA and RAP (executive summary in local language)
- list of eligible PAPs/PAHs/PAFs for compensation and R&R benefits.
- Resettlement Policy framework for HPSRTP (Tranche-1)

## 5.2 Institutional Arrangements for RAP Implementation

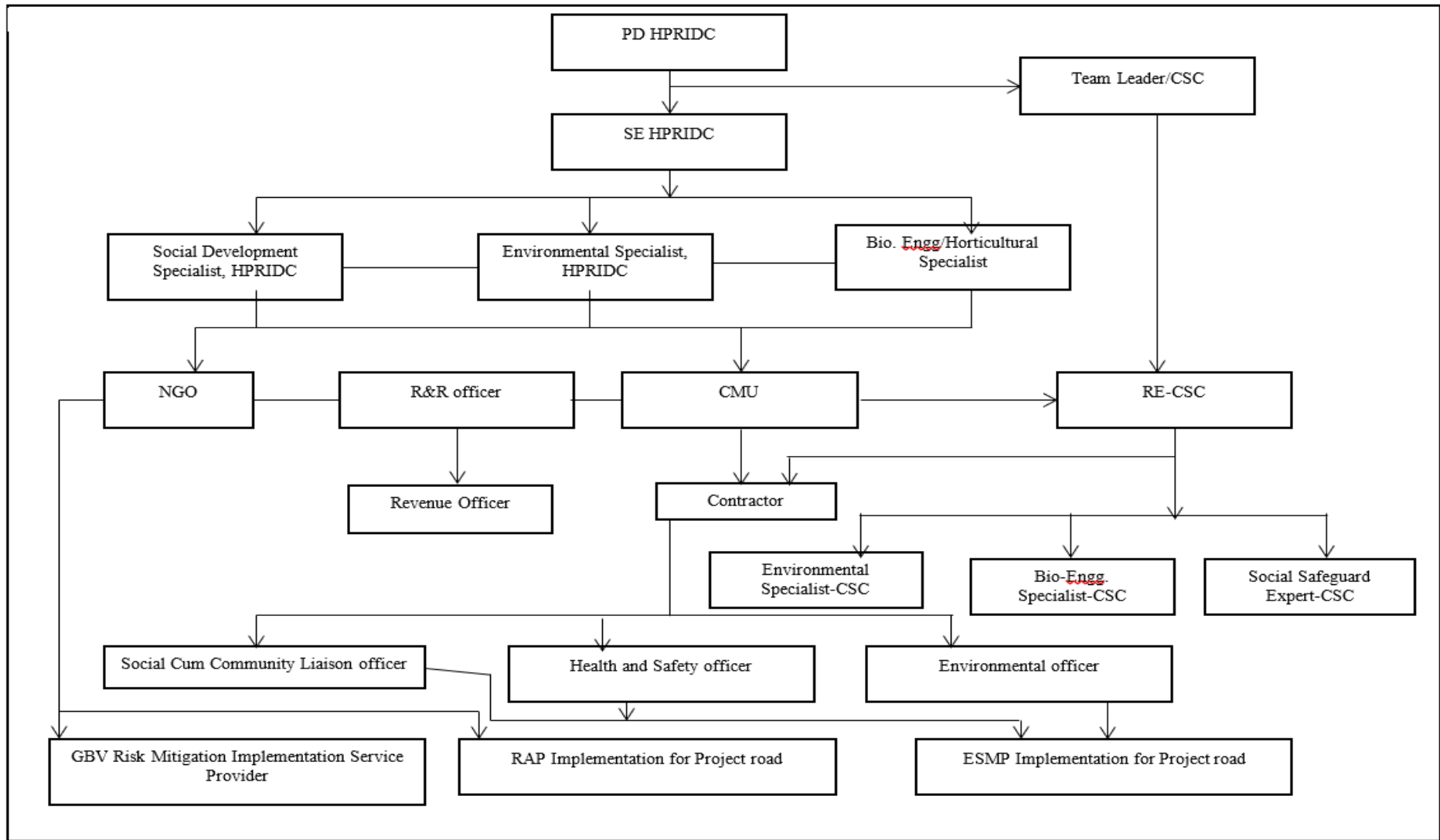
56. The institutional arrangements for implementation of RAP and ESMP have an objective to achieve environmentally as well as socially sustainable project activities under HPSRTP as well as to meet the World Bank ESS (Environment and Social Standards), which concurrently also will enable that to comply with the GoI as well as GoHP regulations during the pre-construction, construction and operational phases of HPSRTP. The RAP and ESMP implementation arrangements will also ensure to comply with loan covenants as specified by the various conditions of loan agreement between the World Bank and the GoHP.

57. The institutional arrangement/ organization structure for implementation of RAP and ESMP is given in **Figure 5-1**. The implementation of RAP and ESMP will be overseen at HPRIDCL by the Project Director cum Chief Engineer, who is also responsible for the successful implementation of all project activities under HPSRTP.

58. The HPRIDCL has appointed an NGO for implementation of RAP for all road corridors/ contract package levels under Tranche 1, HPSRTP. The NGO will provide required Social Development Officer and other field staff, and coordinate with revenue departments and district administration as well as with CSC for effectively implementing the RAP provisions in accordance RPF and ensure timely disbursement of compensation/ entitlements prior to clearing of encroachments. The NGO shall also coordinate with CSC in timely handling over the encumbrance free stretches to the contractor for commencement of construction.

59. The Project Director (PD) will be assisted by Construction Supervision Consultant (CSC) for implementation of ESMP at each of the contract package levels. The CSC shall provide one Environmental Specialists, one Social Development Specialist and one Bio-diversity Specialist for implementation of ESMP and shall coordinate with the Environmental Specialist at HPRIDCL headquarters for the implementation of ESMP for all the contract packages under the overall guidance of Project Director.

60. At specific project road corridor or contract package level, the Contractor shall provide one Social cum Community Liaison Officer, one Health & Safety Officer and one Environmental Officer, who shall be responsible for implementation of ESMP at field level under the guidance of the CSC.



**Figure 5-1: Institutional arrangements for implementation of RAP and ESMP**

### 5.3 Training and Capacity Building

61. As a training and capacity building initiative, designated staff of HPRIDCL and CSC can be sent on exposure visits to other similar road construction projects with good track record for RAP and ESMP implementation. The designated staff can also be sponsored for training courses conducted by accredited institutions in Resettlement and Rehabilitation (R&R), RAP implementation and ESMP implementation.

### 5.4 Roles and Responsibilities for RAP Implementation

62. The roles and responsibilities of designated officials for RAP implementation is given in **Table 5-1**.

**Table 5-1: Roles and Responsibilities of RAP Implementation**

Designated Officials	Roles & Responsibilities
Project Director cum Chief Engineer at HPRIDCL	<ul style="list-style-type: none"> <li>• Overall, in charge for implementation of RAP for all contract packages under HPSRTP</li> <li>• Coordinate for State and District level meetings to facilitate and resolution of matters relating to implementation of RAP.</li> <li>• Responsible for ensuring RAP implementation through NGO and subsequently independent monitoring and evaluation (M&amp;E) of RAP.</li> <li>• Overseeing of RAP implementation for all contract packages under HPSRTP and update progress to GoHP and the World Bank as per requirements</li> </ul>
Superintending Engineer and Executive Engineer at HPRIDCL	<ul style="list-style-type: none"> <li>• Overall, in charge of day-to-day activities for implementation of RAP for all contract packages under HPSRTP including LA and R&amp;R matters</li> <li>• Co-ordinate the implementation of R&amp;R activities with CMU, field staff, engineering and revenue officials.</li> <li>• Approve of micro plans prepared by the NGOs for implementing RAP</li> <li>• Monitor the progress of R&amp;R activities and LA carried out by the NGO and M&amp;E Consultants.</li> <li>• Hold periodic meetings on R&amp;R implementation and report to the Project Director</li> <li>• Provide advisory support to CSC and NGO for monitoring of RAP implementation.</li> </ul>
Social Development Officer (SDO) at HPRIDCL	<ul style="list-style-type: none"> <li>• Co-ordinate implementation of R&amp;R activities with CSC, NGO and field staff.</li> <li>• Facilitate the appointment of external agency for impact evaluation and co-ordinate evaluation activities to be taken up by the implementing NGO.</li> <li>• Assist SE and EE and CSC in implementation of RAP and R&amp;R activities.</li> <li>• Review the work in finalization of resettlement site development.</li> <li>• Monitor the RAP implementation Progress prepared at NGO/ CSC level and submit review comments for Taking Corrective Actions/Steps if any required</li> </ul>
CMU- In-Charge at Executive Engineer Level (Specific to respective contract packages and/or Districts wise allocated contract packages)	<ul style="list-style-type: none"> <li>• Participate in District level meetings to facilitate and resolution of matters relating to implementation of RAP</li> <li>• Oversee the process of implementation of RAP in the field.</li> <li>• Ensure NO pre-construction work is started or site handed over to contractor, prior to disbursement of compensation and dismantling of encroached structures</li> <li>• Oversee the process of shifting of CPRs and other assets in the field.</li> <li>• Scrutinise and certify the structures valuation report submitted by the valuers/revenue officials.</li> <li>• Co-ordinate selection of resettlement site.</li> <li>• Conduct periodic review with staff</li> <li>• Submit monthly progress reports to PD on RAP implementation and M &amp; E matters</li> </ul>

Designated Officials	Roles & Responsibilities
Role of CSC	<ul style="list-style-type: none"> <li>• Overall, in charge of construction supervision, contract administration including ensuring availability of encumbrance free right of way to contractor</li> <li>• On site marking of corridor of improvement (CoI) as per design of project road.</li> <li>• Provide coordination to NGO for identification and marking of impacted structures</li> <li>• Ensure NO pre-construction work is started or site handed over to contractor, prior to disbursement of compensation and dismantling of encroached structures</li> <li>• Oversee the process of shifting of CPRs and other assets in the field.</li> <li>• Conduct periodic review with NGO and CMU for RAP implementation</li> <li>• Provide inputs for monthly progress reports to PD/CMU on RAP implementation and M &amp; E matters</li> </ul>
NGO/Support Organisation for RAP Implementation	<ul style="list-style-type: none"> <li>• Responsible for RAP implementation in coordination with CSC and CMU</li> <li>• Verification of PAPs</li> <li>• Distribution of ID cards.</li> <li>• Preparation of micro plans.</li> <li>• Dissemination of information.</li> <li>• Assist to PAPs to avail R&amp;R assistance and compensation.</li> <li>• Identify resettlement /vendor market sites.</li> <li>• Identify training needs and provide the same.</li> <li>• Facilitate in opening joint accounts.</li> <li>• Enable PAPs/ to identify alternate sites for house/shop</li> <li>• Assist PAPs to relocate.</li> <li>• Provide monthly progress reports on implementation</li> </ul>
M&E Consultants/ Support Organisation	<ul style="list-style-type: none"> <li>• Conduct monitoring of RAP implementation activities.</li> <li>• Conduct internal, external and concurrent monitoring.</li> <li>• Provide early alert to CSC to redress any potential problems.</li> <li>• Monitor target achievements and slippages.</li> <li>• Certification of readiness from LA and R&amp;R view at the time of issuing bid documents and award of contract.</li> </ul>
Grievance Redressal Committee	<ul style="list-style-type: none"> <li>• Receive the grievances and redress them in a time bound manner without any retribution to PAPs</li> <li>• Support PAPs in resolving issues related to RAP implementation including R&amp;R and LA</li> <li>• Inform CSC about any serious cases.</li> <li>• Report to the aggrieved parties about the decisions of the CSC</li> </ul>

## 5.5 Monitoring & Evaluation

63. Monitoring and Evaluation (M&E) is a critical activity during implementation of RAP. Monitoring involves periodic checking to ascertain whether activities are going according to the plan. It provides the feedback necessary for project management to keep the programmes on schedule. By contrast, evaluation is essentially a summing up, the end of the project assessment of whether those activities actually achieved their intended aims. The RAP as part of the socio-economic indicators and other implementation schedule actions contain indicators and benchmarks for achievement of the objectives such as: Compensation for structure; Preparation and dissemination of entitlement leaflets to various stakeholders; Preparation and approval of micro plans; Number of joint bank accounts opened; Issuance of identity cards; Submission of monthly progress reports; Shifting allowance for all affected categories; Livelihood Restoration Allowance for affected categories; Vulnerable groups; number of PAPs who have received training for livelihood restoration; Nos of PAPs, who have taken up a job after training



64. In order to assess achievement of the overall objective of the RAP, a Mid and End-Term evaluation exercise will be carried out to review the project implementation and progress against the pre-project baseline information. The parameters shall include: Economic i.e. households below poverty level, household income, occupational status (including changes if any), changes in ownership of other economic (productive or non-productive) assets. It shall form the basis for carrying out any mid-course corrections, if required and as necessary. **Table 5-2, 5-3 and 5-4** presents the indicative monitoring indicators and **Table 5-5** provides the indicative indicators for mid and end-term impact evaluation.

**Table 5-2: Indicative Monitoring Indicators for Physical Progress- RAP Implementation**

Monitoring Indicators	Implementation Target	Revised Implementation Target	Progress this Month	Cumulative Progress	% against Revised Implementation Target
Govt Land transferred – (Ha)					
Compensation for land (INR)					
Compensation for Structure (sqm)					
Preparation and dissemination of leaflets to various stakeholders					
Preparation and approval of micro plans					
Number of joint banks accounts opened					
Issuance of identity cards					
Submission of monthly progress reports					
One time rehabilitation grant provided					
Livelihood Restoration Allowance for affected categories					
Allowances paid to Vulnerable groups					
Community Assets rehabilitated					
No. of PAPs who have received training for livelihood restoration					
No. of PAP who have taken a job after training					

**Table 5-3: Indicative Monitoring Indicators for Financial Progress-- RAP Implementation**

Category	Estimated Budgetary Provision (INR)	Financial Progress this month (%)
R&R Assistance		
NGO Services		
M&E Services		

**Table 5-4: Monitoring of Grievances Redress Services-- RAP Implementation**

Particulars	Quarters			
	Q1	Q2	Q3	Q4
No. of cases referred to GRC				
No. of cases settled by GRC				
No. of cases pending with GRC				
Average time taken for settlement of cases				
No. of GRC meetings				
No. of PAPs moved court				
No. of pending cases with the court				
No. of cases settled by the court				

**Table 5-5: Broad Indicative Impact Evaluation Indicators**

Indicators	Pre-Project Baseline		Mid Term Evaluation	End Project Evaluation
<i>i) Below Poverty Line</i>	None			
<i>ii) Household income (Annual)</i>	<b>Monthly Income Range (in INR)</b>	<b>No of HH</b>	<b>%</b>	
	<10000	2	11.11	
	10001 - 20000	9	50.00	
	>20000	5	27.78	
	Not Available	2	11.11	
	<b>Total</b>	<b>18</b>	<b>100.0</b>	
<i>iii) Occupation</i>	<b>Occupation</b>	<b>No</b>	<b>% Total</b>	
	Agriculture	5	6.33	
	Trade/Business	9	11.39	
	Govt. Service	6	7.59	
	Private Service	8	10.13	
	Unemployed	24	30.38	
	Students	13	16.46	
	Household Family Duties	14	17.72	
	<b>Total</b>	<b>79</b>	<b>100.0</b>	
<i>iv) Asset Ownership</i>	<b>No of HH with Assets</b>	<b>Total</b>	<b>%</b>	
	Television	16	88.89	
	Refrigerator/Fridge	12	0.00	

Indicators	Pre-Project Baseline		Mid Term Evaluation	End Project Evaluation
	Washing Machine	10	0.00	
	Geyser	5	11.11	
	Cycles	5	<b>100.0</b>	
	Two-Wheeler	6	88.89	
	Four-Wheeler	7	0.00	
	Mobile (cell Phone)	16	88.89	

65. The RAP implementation monitoring will be undertaken internally by CSC on a regular basis. In addition, an external independent agency will be hired for periodic monitoring and evaluation. The external agency will conduct midterm, and end term evaluation of the project. The Terms of reference for engagement of agency for monitoring and evaluation is given in **Appendix-4**.

## 5.6 Grievance Redress Mechanism

66. HPRIDCL will establish GRM at each contract package level; which resolve complaints/grievances from both PAP's/PAFs, to redress the complaints arising due to on-site verification of PAPs/PAFs, determination of applicable entitlements, disbursements of entitlements during implementation of RAP, of which will be largely completed during pre-construction phase.

67. The same GRM (through sub-committee) will also address the complaints received during the project construction phase, which could be mainly arising due to construction activities of contractor like loss of access, damage to some private or common property or utilities, vibration, noise and dust levels due to excavation works, inadequate/inappropriate diversions, traffic mis-management, community safety and other similar issues/concerns. Some of the PAPs/PAHs may also become grieved/ complainants during construction phase.

68. The GRM will be independent as per respective mandates and function under CMU/ HPRIDCL. The institutional arrangements, procedure for receiving complaints, time limits for redressal of complaints are as stipulated in the stakeholder engagement plan (SEP) under for HPSRTP.

69. In addition, the contractor will be contractually obligated to set up another GRM, mainly to redress complaints relating to workforce, deployed for project road construction, in accordance with the labor management procedure (LMP) under HPSRTP.

70. The GRM to be set up by the Contractor will have designated institutional arrangements, procedure for receiving complaints, time limits for redressal of complaints, of which, will be detailed in C- ESMP, to be submitted by the contractor and approved, prior to commencement of works.

71. The contact details/information for lodging grievances, inquiries, and further feedback under project road as well as any project intervention under HPSRTP is given in **Table 5-6** hereunder. Notifications regarding constitution of committees by HPRIDCL would be done prior to award of works by HPRIDCL and the details will be notified prior to commencement of construction at the prominent community locations and also in the villages en-route along project corridors. Additionally, all such details would also be displayed in the micro-plans (prepared for provision of R&R assistances) that would be displayed in the project affected villages, along project corridors under HPSRTP.

**Table 5-6: Contact Details for Lodging Grievances and Feedback under HPSRTP**

Description	Contact details
Company:	Himachal Pradesh State Road & Infrastructure Development Corporation Limited (HPRIDCL)
To:	Chief Engineer-cum-Project Director,

Description	Contact details
	HP State Roads Transformation Program (HPSRTP)
Address:	Nirman Bhawan, Nigam Vihar, Shimla – 171 002
E-mail:	pdsrp-hp@nic.in
Website:	<a href="http://www.himachalservices.nic.in/hpridcl">http://www.himachalservices.nic.in/hpridcl</a>
Telephone:	Tel: 0177 – 2627602, 2620663
Fax:	0177 – 2620663

## 5.7 Co-ordination with Civil Works

72. The RAP implementation will be co-coordinated with the timing of procurement and commencement of civil works. The required co-ordination has contractual implications, and will be linked to procurement and bidding schedules, award of contracts, and release of cleared COI sections to the contractors. The project will provide adequate notification, counselling and assistance to affected people so that they are able to move or give up their assets without undue hardship before commencement of civil works and after receiving the compensation. The bid documents will specify the extent of unencumbered land to be handed over at the time commencement of works and subsequent milestones and this will be strictly followed to ensure that land is provided on a timely basis to the contractors and also plan implementation of RAP in line with procurement and civil work time-table. All the compensation and resettlement assistance will be paid prior to displacement of people or removal of affected assets.

## 5.8 RAP Implementation Schedule

73. The RAP will be implemented as per the schedule given in this section. The construction period for the Project is tentatively scheduled for 24 months. All activities related to RAP implementation have been planned to ensure that the compensation is paid prior to displacement and commencement of civil works. Public consultation, independent monitoring and grievance redress will be undertaken intermittently throughout the implementation of the project. The schedule will be updated during the implementation depending on the progress of the project activities. An implementation guideline for RAP implementation will be prepared as a standalone document which will help all those involved in implementation as an operational manual for interpretation of various provisions and entitlements as well as various actions to be taken at various stages during the implementation.

74. The implementation of the RAP will include: (i) identification of cut-off-date and notification, (ii) verification of losses and extent of impacts, (iii) finalization of entitlements and distribution of identity cards, (iv) consultations with PAPs on their needs and priorities, and (v) resettlement, provision of compensation and assistance, and income restoration for PAPs. The RAP implementation schedule highlighting various steps given in **Table 5-7**.

**Table 5-7: RAP Implementation Schedule**

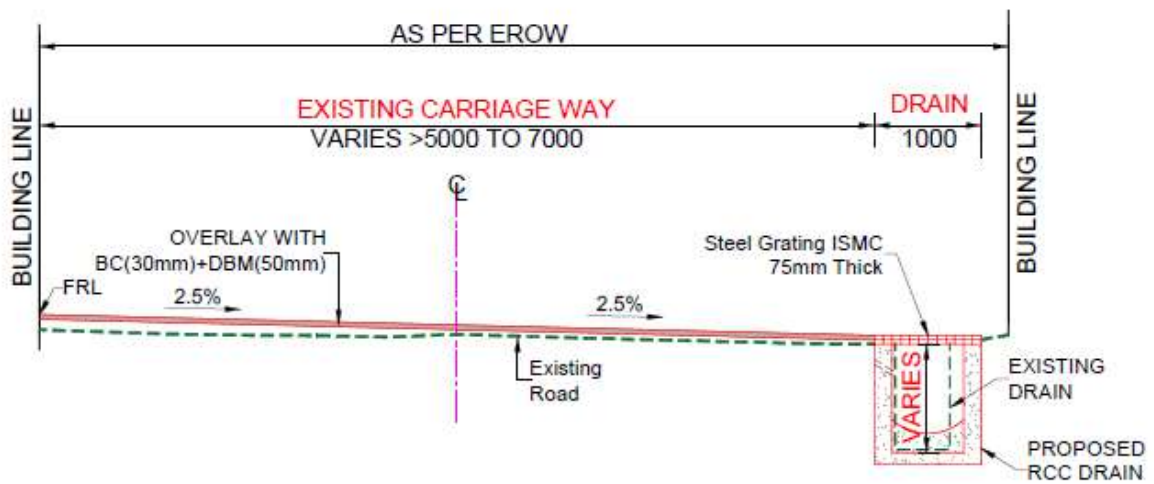
Particulars of activity	2021				2022	
	Q1	Q2	Q3	Q4	Q1	Q2
Appointment of NGO	=====					
Baseline survey of PAPs by NGO		=====				
Identification & Verification of PAPs by NGO			=====			
Valuation of structure			=====			
Preparation of Micro Plans for Rehabilitation & Resettlement by the NGO				=====		
Disclosure of Micro Plans				=====		
Issuance of ID Cards				=====		
Update draft Resettlement Plan to reflect surveys, consultations, design changes, and due diligence results				=====		
Consultation's disclosure, & awareness generation			=====	=====	=====	
R&R Award for Non-Titleholders/ encroachers					=====	
Issue notice to affected persons				=====	=====	
Disbursement of R&R assistance amounts						=====
Compensation payment and certification of full payment and completion of all R&R activities prior to hand over of land						=====
Handover of land to contractors first & second milestone						=====

## **Appendix-1**

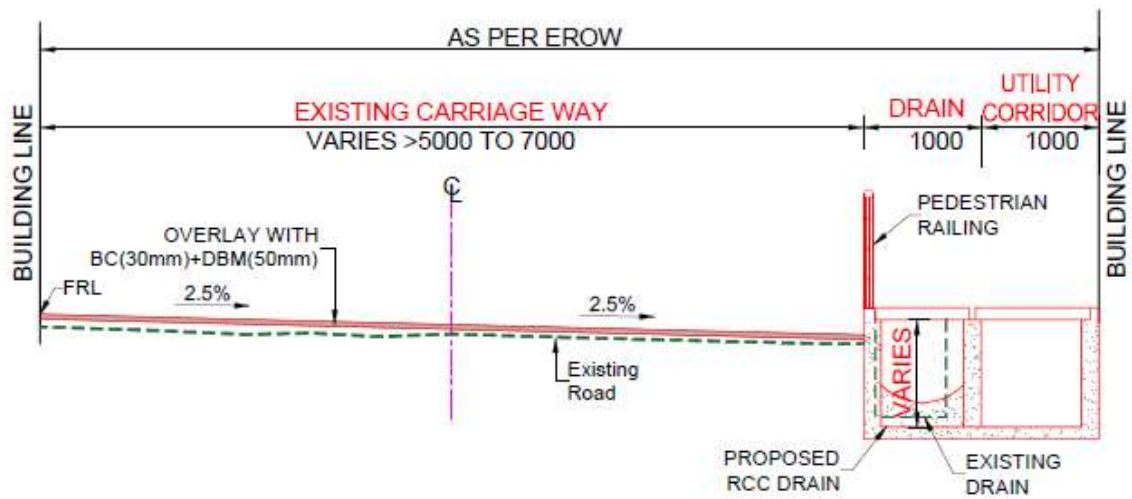
# **Typical Cross Section (TCS) along Project Road**

### Appendix-1: Typical Cross Section (TCS) along Project Road

S. No	Design Ch from	Design Ch To	Length (m)	Type of TCS
1	0	350	350	TCS-1 (CoI width 9m)
2	350	1700	1350	TCS-1 A (CoI width 9m)
3	4370	5590	1220	TCS-2 (CoI width 8m)
4	6300	6750	450	
5	7060	7540	480	
6	7920	8100	180	
7	8280	8850	570	
8	9330	9990	660	
9	11900	12100	200	
10	16000	16250	250	
11	21700	23250	1550	
12	5590	6300	710	
13	6750	7060	310	
14	7540	7920	380	
15	8100	8280	180	
16	8850	9330	480	
17	9990	11900	1910	
18	12100	16000	3900	
19	16250	21700	5450	
20	23250	27854	4604	TCS4 (CoI width 9.5m)
21	1700	2100	400	
22	2850	3350	500	
23	4190	4370	180	TCS-5A to 5F (CoI width 9.7 to 11m)
24	2100	2850	750	
25	3350	4190	840	
			27854	

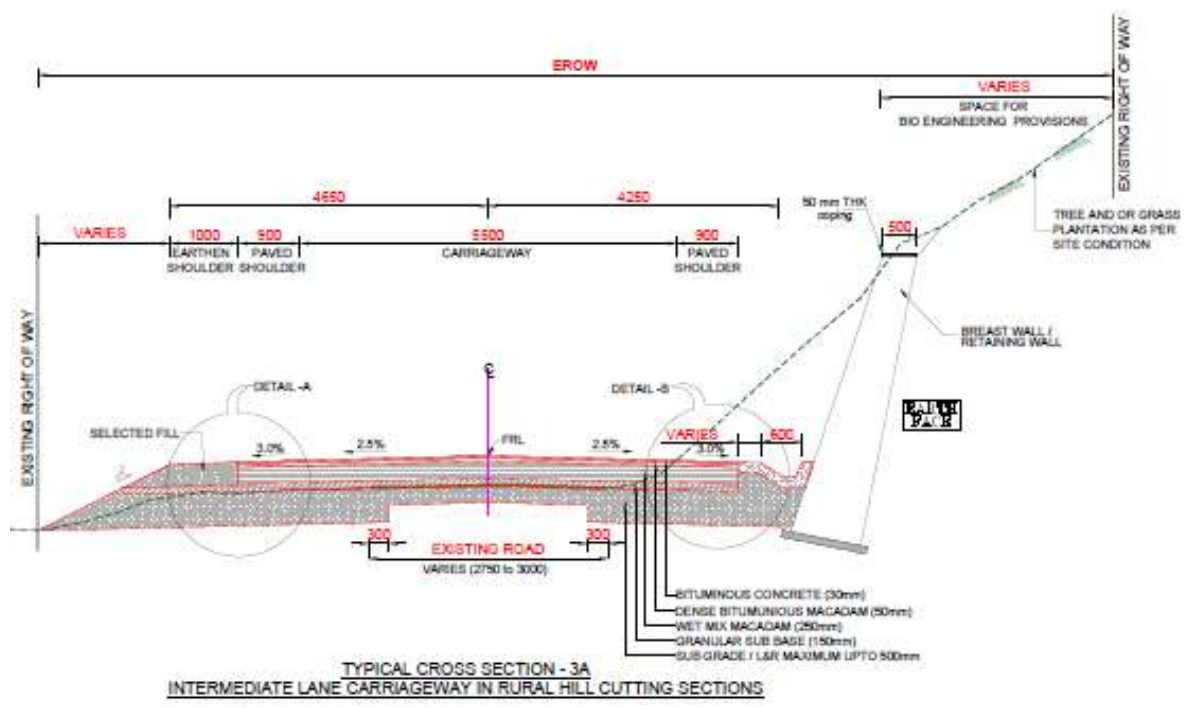
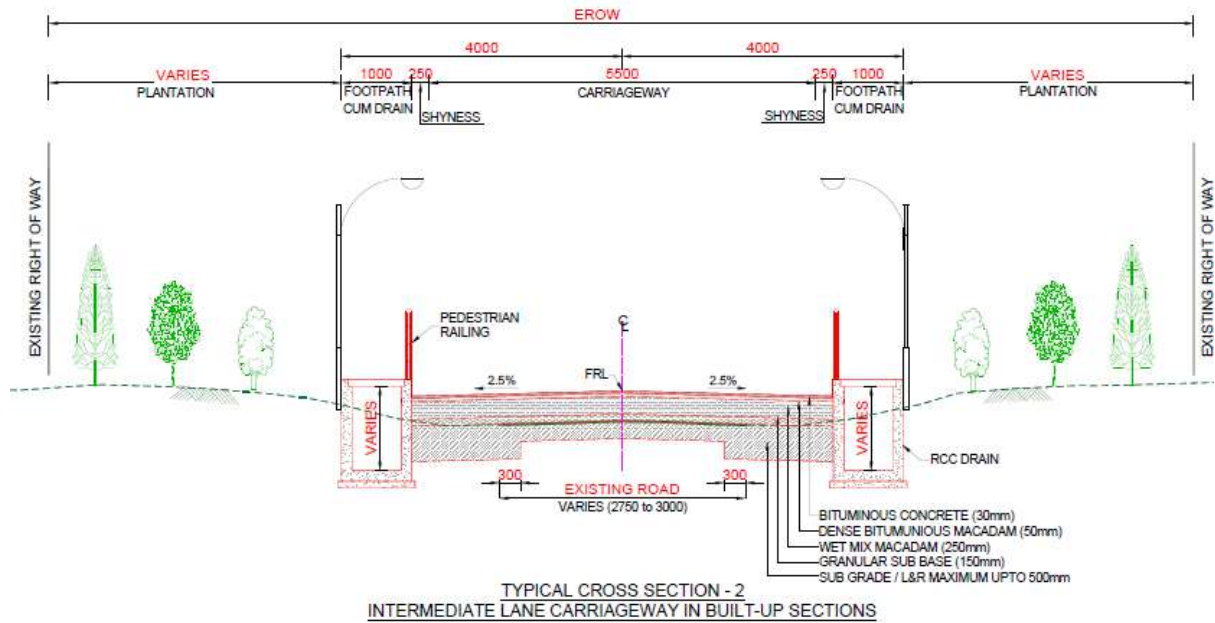


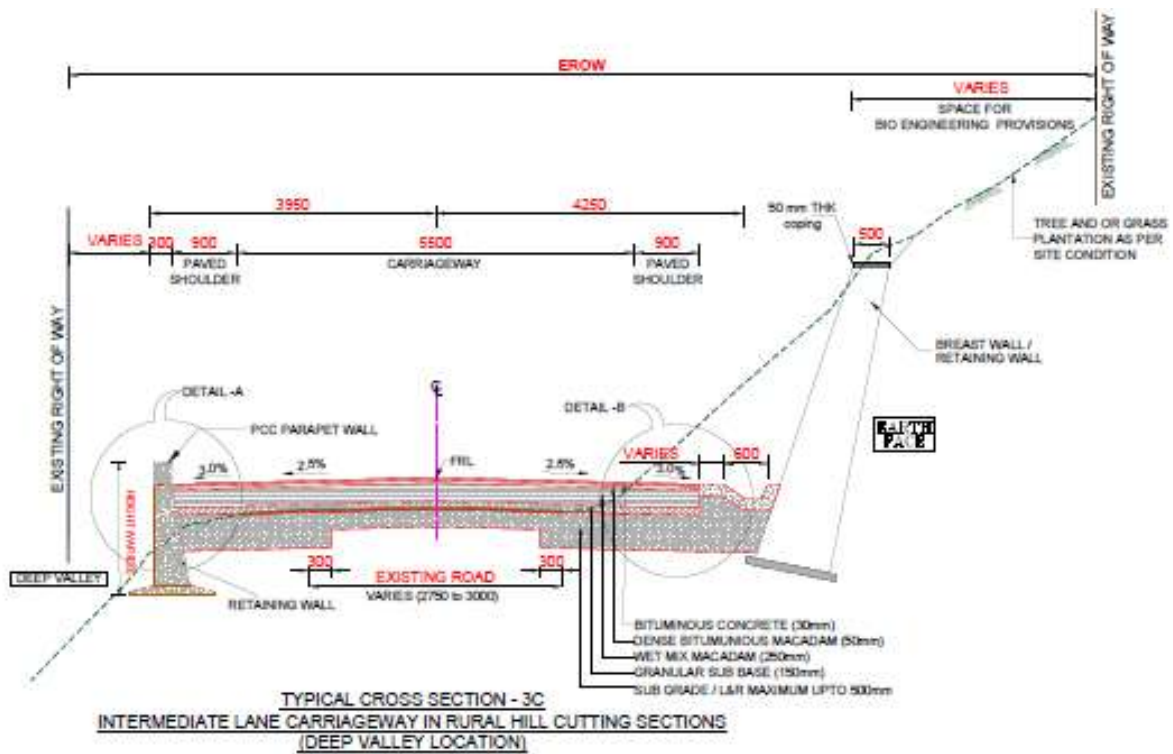
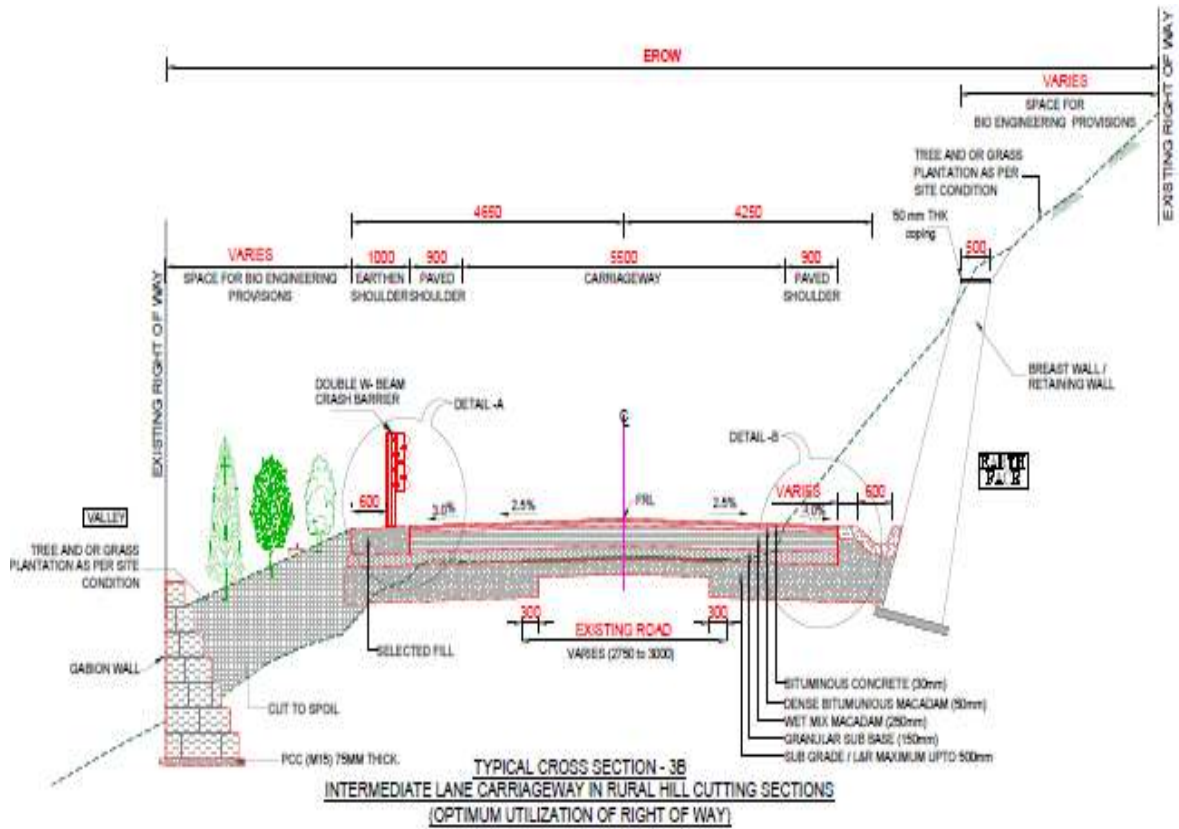
**TYPICAL CROSS SECTION - 1A**  
**EXISTING ROAD (OVERLAY WITH BC+DBM)**  
**IN BUILT-UP LOCATIONS**

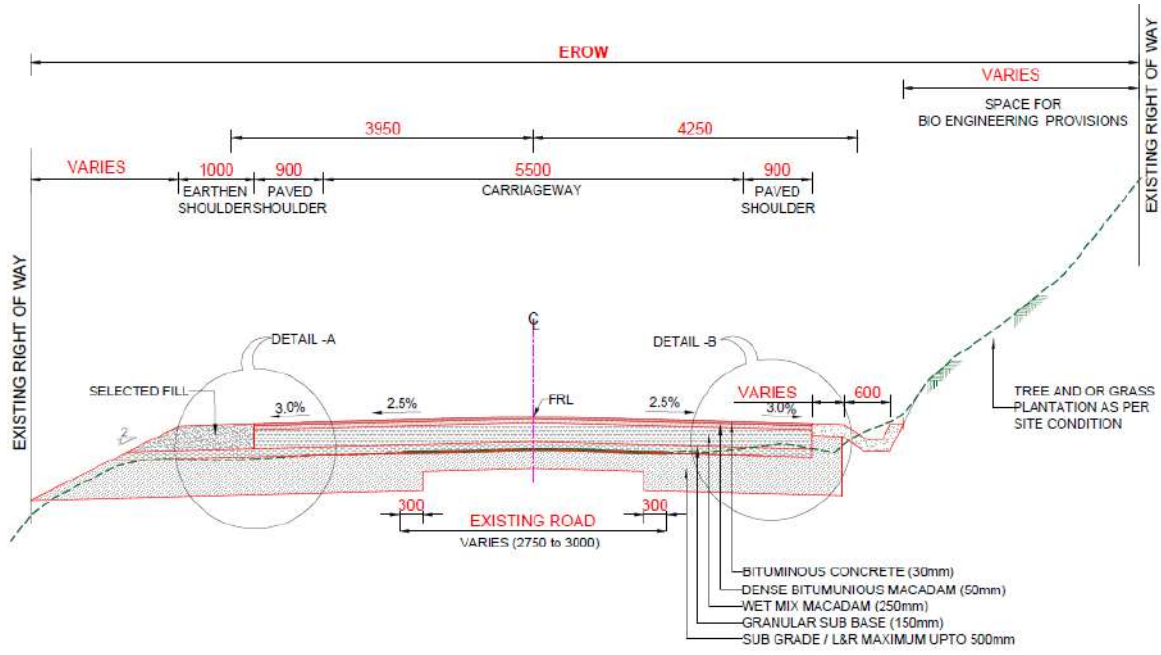


**TYPICAL CROSS SECTION - 1A**  
**EXISTING ROAD (OVERLAY WITH BC+DBM) WITH DRAIN**  
**ON RHS IN BUILT-UP LOCATIONS**

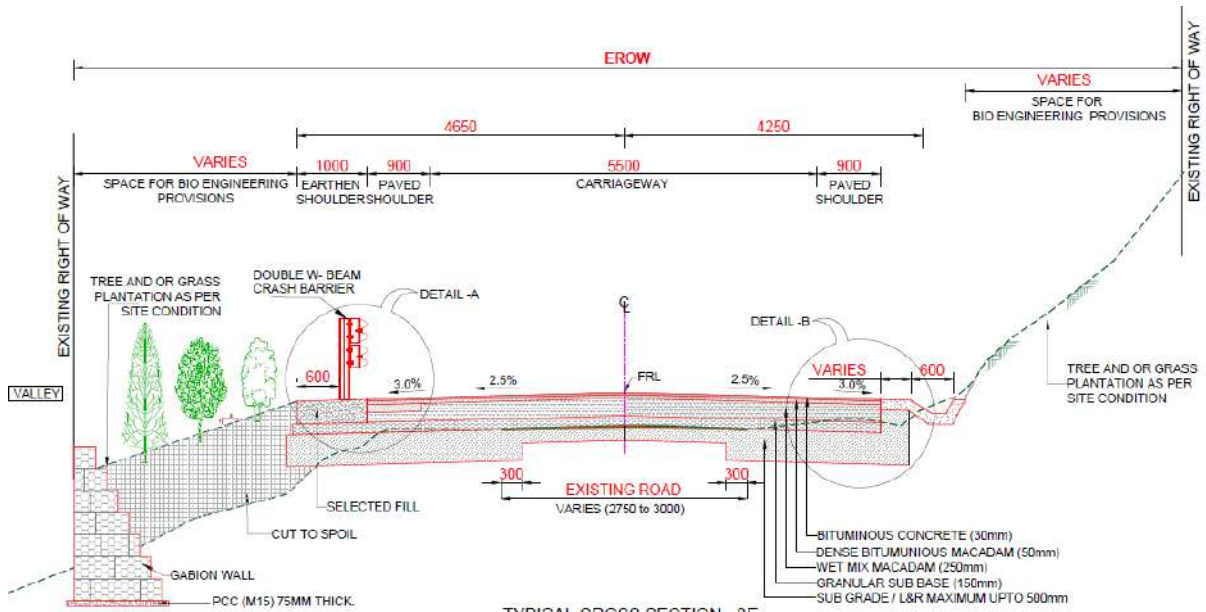




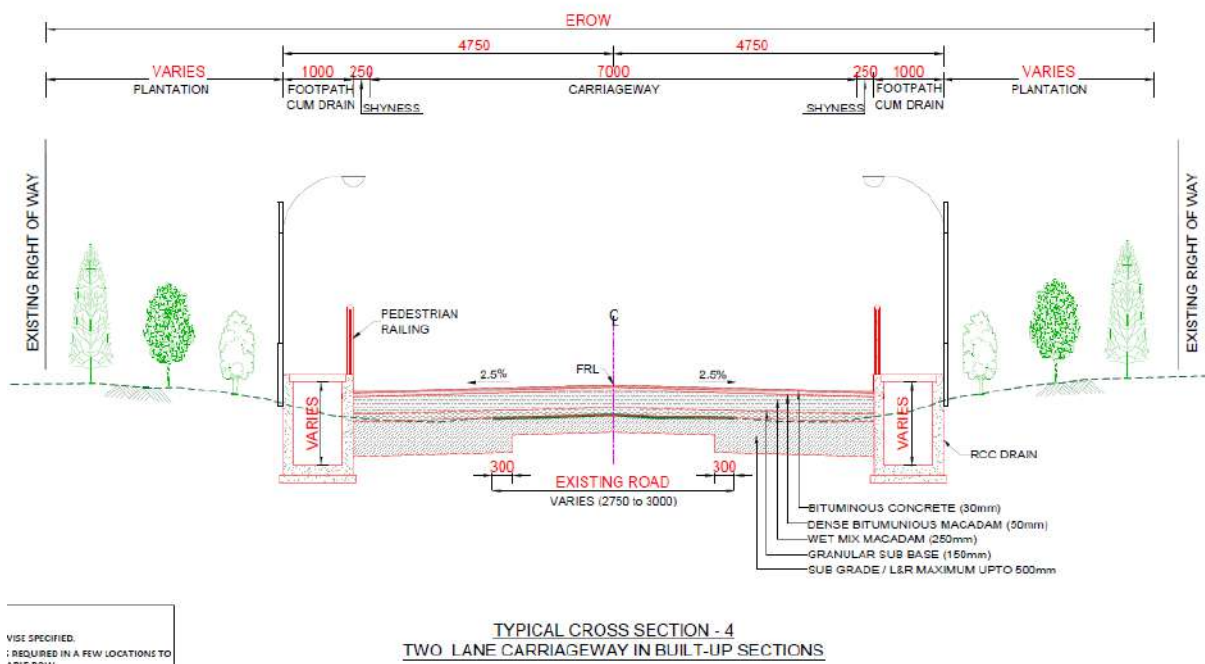
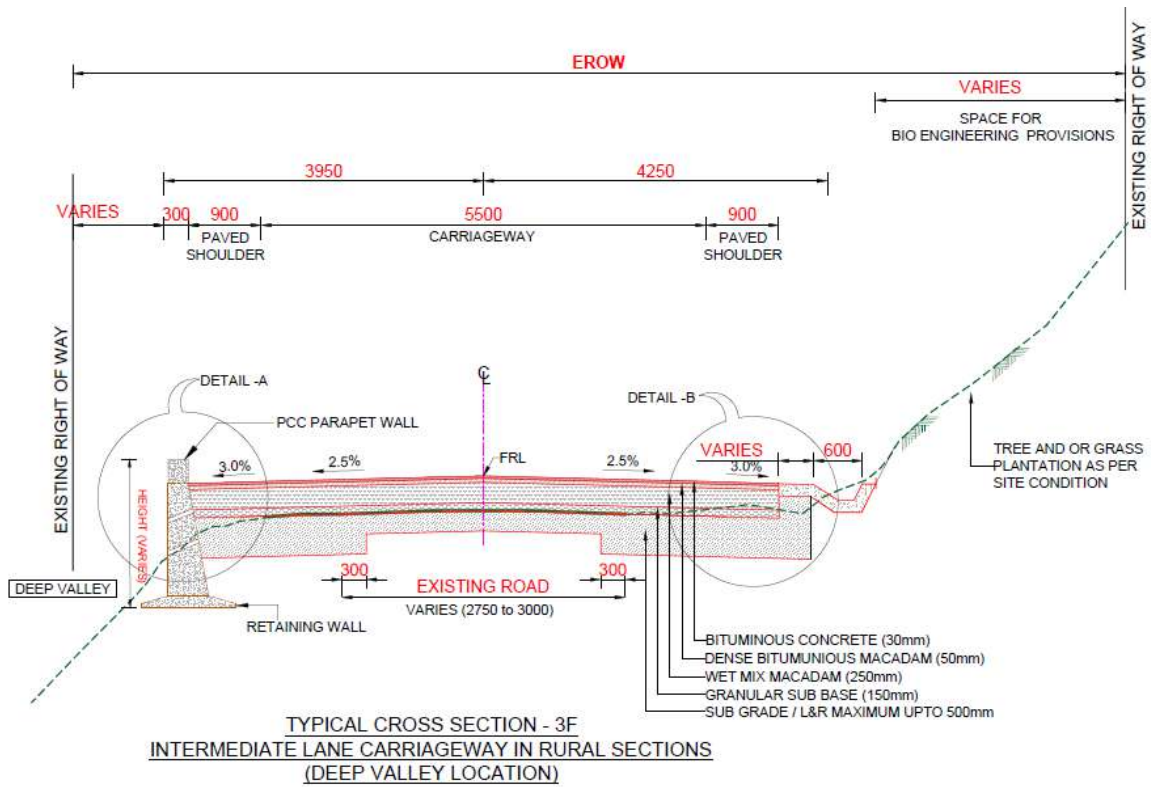




TYPICAL CROSS SECTION - 3D  
INTERMEDIATE LANE CARRIAGEWAY IN RURAL SECTIONS

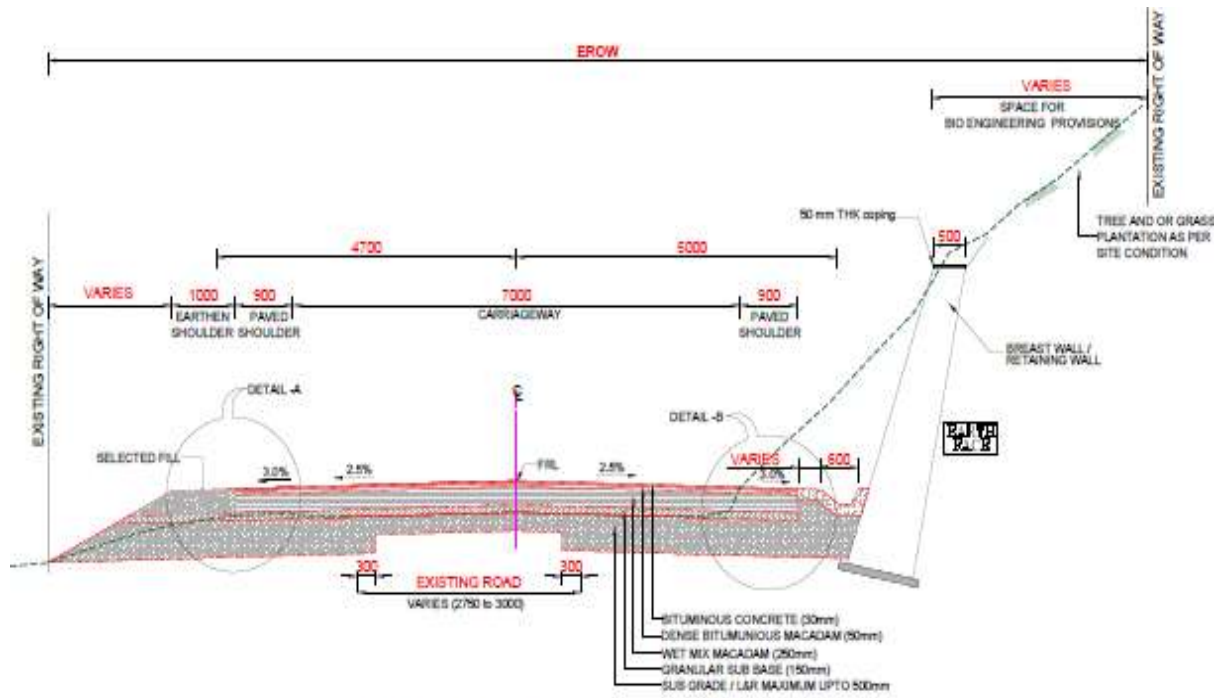


TYPICAL CROSS SECTION - 3E  
INTERMEDIATE LANE CARRIAGEWAY IN RURAL SECTIONS  
(OPTIMUM UTILIZATION OF EROW)

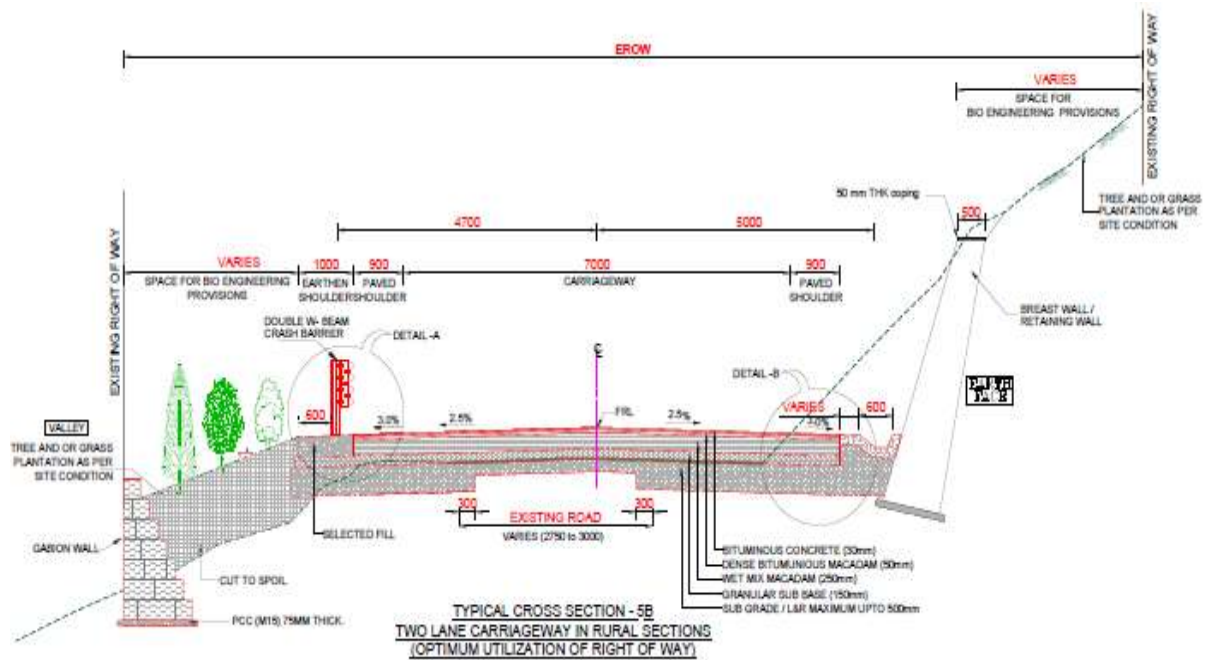


NOTE: VISE SPECIFIED:  
 : REQUIRED IN A FEW LOCATIONS TO  
 ABLE ROW.

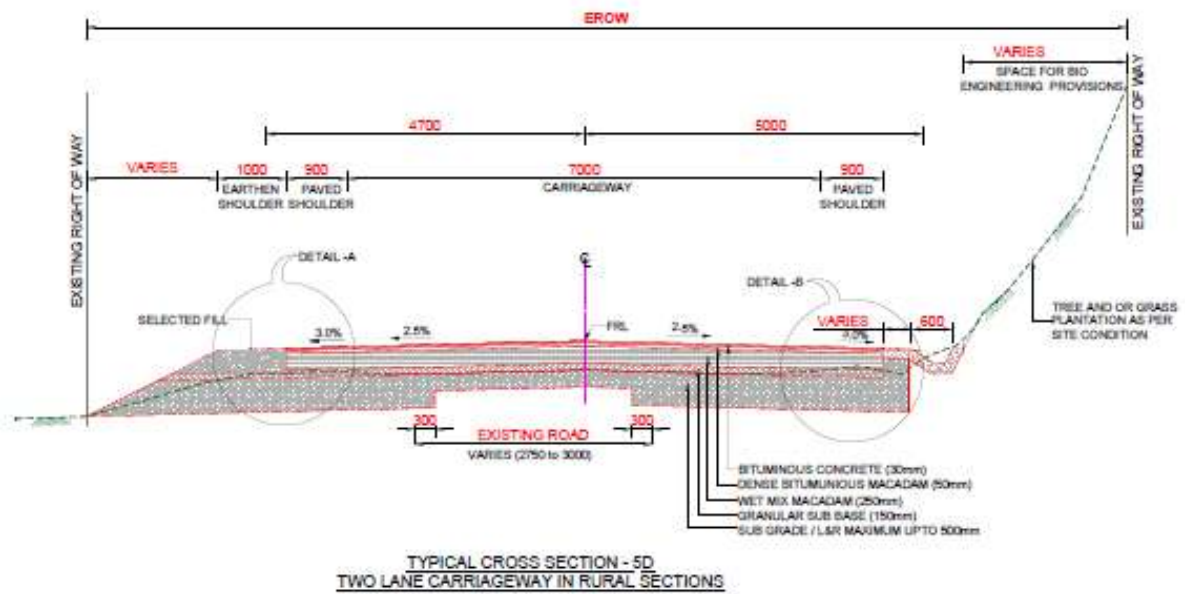
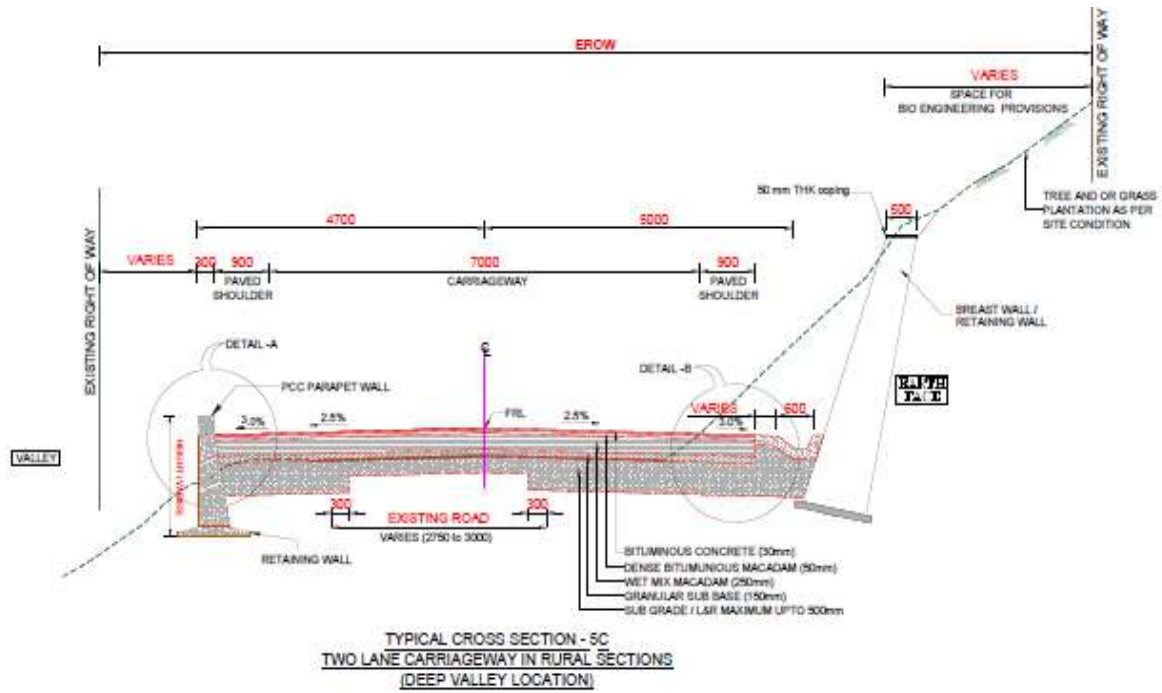


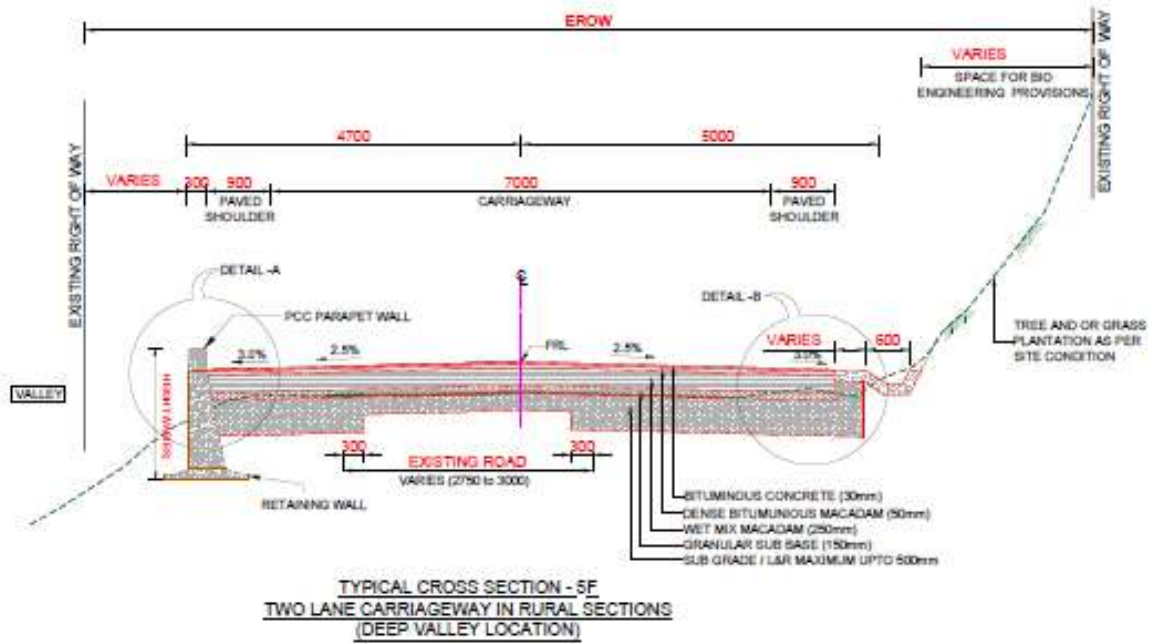
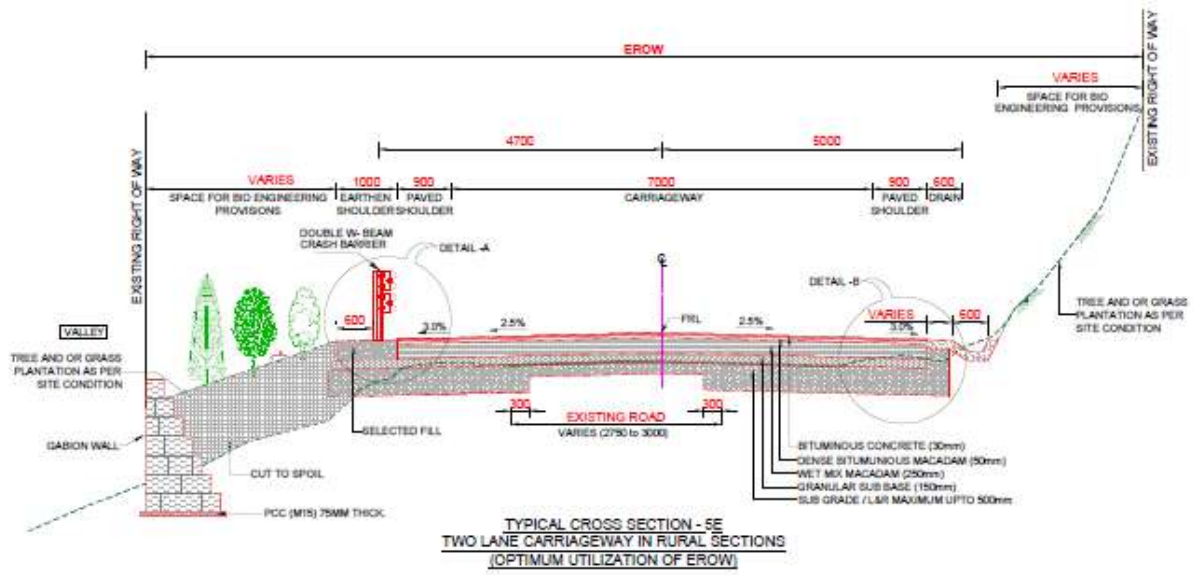


**TYPICAL CROSS SECTION - 5A**  
**TWO LANE CARRIAGEWAY IN RURAL SECTIONS**



**TYPICAL CROSS SECTION - 5B**  
**TWO LANE CARRIAGEWAY IN RURAL SECTIONS**  
**(OPTIMUM UTILIZATION OF RIGHT OF WAY)**









## **Appendix-2**



### **Inventory of the affected structures: Mandi – Rewalsar - Kalkhar Road**






**Appendix-2: Inventory of the affected structures: Mandi – Rewalsar - Kalkhar Road**




Sr. No.	Site marked Chainage	Village	Side	Usage/ Type of Property	Design Requirement from existing centreline	Distance from existing Centreline	Impact	Length of the Structure	Width of the Structure	Remarks	Photos
1.	2+110	Panjethi	RHS	Resi. cum Commercial	7.4	3.7	3.7	16	10	Impact residence with car washing station	
2.	4+400	Taliyar	LHS	Residence	4.6	3.7	0.9	19	7	Partial Impact	



Sr. No.	Site marked Chainage	Village	Side	Usage/ Type of Property	Design Requirement from existing centreline	Distance from existing Centreline	Impact	Length of the Structure	Width of the Structure	Remarks	Photos
3.	7+465	Rattipul	LHS	Residential cum Commercial	11.6	8.0	3.6	7.5	20	Tea stall & General store	
4.	10+215	Randhara	LHS	Residential cum Commercial	4.3	3.4	0.9	7.2	10.0	Store Room under the Ramp	



Sr. No.	Site marked Chainage	Village	Side	Usage/ Type of Property	Design Requirement from existing centreline	Distance from existing Centreline	Impact	Length of the Structure	Width of the Structure	Remarks	Photos
5.	13+020	Hawani	RHS	Residence	5.6	4.0	1.6	19.0	15.0	Impact wall, toilet and platform	
6.	16+410	Ghour	RHS	Residence	8.4	7.0	1.4	9.0	7.0	Wall of the Structure impacted	

Sr. No.	Site marked Chainage	Village	Side	Usage/ Type of Property	Design Requirement from existing centreline	Distance from existing Centreline	Impact	Length of the Structure	Width of the Structure	Remarks	Photos
7.	16+730	Ghour	RHS	Residential cum Commercial	9.7	7.7	2.0	3.7	3.0	Toilet and staircase Impacted	
8.	19+810	Saphru	RHS	Residence	9.5	8.0	1.5	20.0	10	Only gate impacted	
9.	19+920	Saphru	RHS	Boundary wall	8.9	4.6	4.3	1.5	5.0	Boundary wall impacted	



Sr. No.	Site marked Chainage	Village	Side	Usage/ Type of Property	Design Requirement from existing centreline	Distance from existing Centreline	Impact	Length of the Structure	Width of the Structure	Remarks	Photos
10.	19+940	Saphru	RHS	Boundary wall	6.9	4.3	2.6	6.0	3.4	Boundary wall impacted	
11.	24+275	Dehri Galu	RHS	Residence	7.6	4.0	3.6	6.5	10.0		
12.	24+660	Dehri Galu	RHS	Shade	7.0	6.2	0.8	4.0	2.5	Temporary tin shade/ cattle shade	

Sr. No.	Site marked Chainage	Village	Side	Usage/ Type of Property	Design Requirement from existing centreline	Distance from existing Centreline	Impact	Length of the Structure	Width of the Structure	Remarks	Photos
13.	24+715	Dehri Galu	RHS	Resi. cum Commercial	7.0	5.8	1.2	16.7	5.0		
14.	28+480	Kalkhar	RHS	Squatter	11.1	0.6	10.5			Temporary tin shade movable fruits and vegetable squatter from last 4 years	

Sr. No.	Site marked Chainage	Village	Side	Usage/ Type of Property	Design Requirement from existing centreline	Distance from existing Centreline	Impact	Length of the Structure	Width of the Structure	Remarks	Photos
15.	28+490	Kalkhar	LHS	Commercial	10.3	3.9	6.4	6.0	4.0	Commercial shop	
16.	28+495	Kalkhar	LHS	Commercial	10.7	5.0	5.7	8.4	4.0	Liquor Shop Impacted	

## **Appendix-3**

### **List of PAPs/ PAFs of Impacted Structures**



**Appendix-3: List of PAPs/ PAFs of Impacted Structures**

Sl. No.	Village/ Town ID	Side	No	Start	End	Name of the Village/Hamlet/ Scheduled Area	Name of Owner of Land/Property/ Structure	Length (m)		Width (m)		Area (sq.m)	
								Total	Affected	Total	Affected	Total	Affected
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
1	PJT	R	01A	2+110	2+126	Twambra/Panjeti	Bhupendar Thakur	16	16	10	3.7	160	59.2
2	PJT	R	01B	2+110	2+126	Twambra/Panjeti	Krishan Kumar	2 PAP is residing in the same premises (2 families of brothers)					
3	THR	L	13	4+390	4+409	Talihar	Karam Singh Guleriya	19	19	7	0.9	133	17.1
4	RTP	L	2	7+460	7+468	Gaddal	Inder Chandra Sharma	7.5	7.5	20	3.6	150	27
5	RND	L	3	10+215	10+222	Randhara	Mr. Rajesh Kumar	7.2	7.2	10	0.9	172	6.48
6	RLD	R	4	13+010	13+029	Hawani	Mr. Kashmir Singh	19	19	15	1.6	285	30.4
7	GHAUR	R	5	16+410	16+419	Ghaur	Jeevan Lal	9	9	7	1.4	63	12.6
8	GHAUR	R	6	16+730	16+734	Ghaur	Deewan Chand	3.7	3.7	3	2	11.1	7.4
9	SPR	R	7	19+810	19+830	Saphru	Gulab Chand	20	20	10	1.5	200	30
10	SPR	R	8	19+920	19+922	Saphru	Kishan Chand	1.5	1.5	5	4.3	7.5	6.45
11	SPR	R	9	19+940	19+946	Saphru	Subhash Chandra	6	6	3.4	2.6	20.4	15.6
12	DHG	R	10	24+275	24+282	Dhar Galu	Devki Devi	6.5	6.5	10	3.6	65	23.4
13	MJW	R	11	24+660	24+664	Mujwari	Teerath Raj	4	4	2.5	2.5	10	10
14	MJW	R	12	24+715	24+732	Mujwari	Gyan Chand	16.7	16.7	10	1.2	167	20.04
15	KLK	R	14	28+480	28+482	Kalkhar	Krishan Chand	2	2	1.5	1.5	3	3
16	KLK	L	15	28+490	28+496	Kalkhar	Chhaju Ram	6	6	4	4	24	24
17	KLK	L	16	28+496	28+504	Kalkhar	Savitri Devi (owner)	8.4	8.4	4	4	33.6	33.6
18	KLK	L	16	28+496	28+504	Kalkhar	Mrs. Kanta Kaushal (tenant)	2 PAPs for the same structure - (1 owner & 1 Tenant of commercial shop)					
<b>Total</b>								<b>153</b>	<b>152.5</b>	<b>122</b>	<b>39.3</b>	<b>1505</b>	<b>326.27</b>

**Other details of PAPs/ PAFs of Impacted Structures**

Sl. No.	Name of Owner of Land/Property/ Structure	Father Name of the Present Land/Property/ Structure Holder/ Occupier	Address, Phone Number and LANDMARK	Phone Number	ID Proof	No of Years in the Settlement
(15)	(16)	(17)	(18)	(19)	(20)	(21)
1	Bhupendar Thakur	Lt. Shri Ram Singh Thakur	Vill. Twambra, PO Talihar, Dist. Sadar, HP	9418166797	724842993061	70
2	Krishan Kumar	Lt. Shri Ram Singh Thakur	Vill. Twambra, PO Talihar, Dist. Sadar, HP	9816122182	385245427203	70
3	Karam Singh Guleriya	Lt. Govind Singh	Vill. Talihar, PO Talihar, Mandi	9218778005	552825270255	36
4	Inder Chandra Sharma	Lt. Laxman Sharma	Near Rattipul, Gaddal, PO Alathu, Sadar, Mandi	8219279117	645064968453	22
5	Mr. Rajesh Kumar	Lt. Shree Heera Singh	BPO Randhara, Teh. Sadar, Distt Mandi, HP	8580880453	726798902048	20
6	Mr. Kashmir Singh	6361826649	Met person refuse to provide any kind of other information			
7	Jeevan Lal	Deewan Chand	Teh. Sadar, Ghaur, Dist. Mandi, Reur		221161917367	3
8	Deewan Chand	Shree Dutt Ram	Met person refuse to provide any kind of other information			
9	Gulab Chand	Murli Ram	Vill. Saphru, PO Reur, Distt. Mandi, The. Bhal	9817665106	406056970335	24
10	Kishan Chand	Narottam Ram	Vill. Gerloni, PO Rewalsar, Dist. Mandi	9816765341	672678749177	5
11	Subhash Chandra	Het Ram	Vill. Saphru, PO Rewalsar, Distt. Mandi	9816348065	968068014895	25
12	Devki Devi	W/O Rama Krishnan	Dhar Galu, PO Rewalsar, Teh. Rewalsar	7018810127	881834161261	7
13	Teerath Raj	Shiv Ram	Teh. Ner Chowk, Dhar, Rewalsar, Mandi	7876524147	366364113677	10
14	Gyan Chand	Tek Chand	Vill. Dhar 1, PO Rewalsar, Teh. Bal	9805873665	797971599158	45
15	Krishan Chand	Lt. Dile Singh	BPO Kalkhar, Teh. Bal., Vill. Naundhar	9805224463	810236601539	5
16	Chhaju Ram	Makandu Ram	PO Kalkhar, Vill Kalkhar,	9805083030	336965298949	5
17	Savitri Devi	W/O Lt. Rameshwar Ram	PO Kalkhar, Vill Kalkhar,	8580772169	213868584968	10
18	Mrs. Kanta Kaushal	W/O BB Kaushal	Nr. SBI, Chitrokhadi, Salah, Sunder Nagar, Distt. Mandi		347659203403	3

## **Appendix-4**

# **Terms of Reference for Monitoring and Evaluation Agency**

## **Appendix-4: Terms of Reference for Monitoring and Evaluation Agency**

The Himachal Pradesh Road & Infrastructure Development Corporation Limited (HPRIDCL) has undertaken the Himachal Pradesh Road Transformation Project which consists of improvement of Mandi-Rewalsar-Kalkhar and Raghunathapura-Harpura-Bharari roads. The project will be implemented with loan assistance from the World Bank. Detailed Project reports, feasibility reports, and detailed engineering designs have been prepared for the project, including comprehensive environmental and social assessments.

A detailed resettlement action plan (RAP) has been prepared for compensating and assisting the project-affected persons (PAPs) including the project-displaced persons (PDPs) to restore their life and livelihood. The RAP prepared fully complies with the requirements of the Government of India and the World Bank requirements. Implementation of the RAP is an important part of the overall project.

To assist the HPRIDCL for the Evaluation of the RAP, HPRIDCL now invites the services of eligible consultants/organization to be procured under 'Quality and Cost Based Selection' (QCBS).

All possible steps have been taken to minimize land acquisition and demolition of structures so as to reduce adverse effect on people settled along the road. The HPRIDCL has formulated a Resettlement Policy Framework, which had been the basis of the RAP. The consultants engaged for preparing the RAP conducted baseline socio-economic surveys and a census of the project affected persons (PAPs). Among others, the RAP stipulates involvement of a consulting agency for evaluation of implementation of the RAP.

The overall project is being implemented by one project implementation unit called Environmental Social Management Unit charged with a Social development Officer. The RAP is being implemented with support of non-governmental organizations (NGOs). In order to ensure effective implementation of the RAP and achievement of the set targets, monitoring and evaluation of the R&R component of the project will be carried out to provide an assessment so as to enable timely adjustment of implementation set-up and procedures. It is in the background that the HPRIDCL intends to hire the services of an independent consultant to evaluate implementation of the RAP being carried out by the HPRIDCL with the support of the NGO/s deployed.

### **Objectives of the Assignment**

The objectives of the evaluation consultancy services are (a) to assess whether the implementation of the RAP is as per the HPRIDCL RPF and the RAP; (b) to monitor the schedules and the achievement of targets; (c) to evaluate whether the outcomes of social development objectives of the project are being achieved.

### **Scope of Services**

1. The consulting agency (CA) shall conduct evaluation of mid-term and end term of the RAP for the first two years of service. The CA shall also undertake mid-term and end-term evaluation of the R&R components of the project.
2. The CA shall develop formats for evaluation on the basis of indicators for all the R&R activities included in the RAP and other required indicators. The CA shall collect data from secondary and primary sources, which shall include field visits and interviews with a section of the PAPs. At least 25% PAPs should be interviewed.
3. evaluation of the RAP for the project (for all contract packages) shall include but not limited to the following:
  - > Appointment of the required staff (quarterly only);
  - > Training (quarterly only);
  - > Payment of compensation;
  - > Consultation and participation of the people;
  - > Inclusion of the vulnerable groups in the decision-making process;

- > Verification of the PAPs and distribution of identity cards;
  - > Relocation and development of resettlement sites;
  - > Distribution of assistance;
  - > Rehabilitation;
  - > Financial and physical progress;
  - > Any deviation from the RAP
4. The CA shall undertake annual and mid-term evaluation of the R&R components of the project, which shall include but not limited to the following aspects:
- > The process of implementation of the RAP;
  - > The process of consultation;
  - > Transparency;
  - > The processes for delivery of the R&R services within the timeframe;
  - > The grievance redressal processes;
  - > The processes related to the district level committees (DLCs);
  - > The processes of disbursement of compensation and assistance;
  - > The processes of relocation;
  - > The processes of rehabilitation, which includes restoration of livelihood;
  - > Training of staff of the HPRIDCL and the PAPs.
  - > The institutional arrangement and capacity to implement the RAP.
5. The CA shall undertake and end-term evaluation of the R&R components of the project, which includes but is not limited to the following:
- > Evaluate whether the goal of the HPRIDCL R&R Policy to improve or restore the livelihood of the PAPs has been achieved;
  - > Evaluate consultation and participation of the people enabled the implementation of the RAP;
  - > Evaluate how the vulnerable groups benefited from the project;
  - > Evaluate the HPRIDCL R&R Policy and RAP in the context of the diverse social and cultural groups;
  - > Evaluate the impact of the project specific measures to address the issues of (a) the quality of life of the PAPs; (b) health and hygiene; (c) gender sensitivity and empowerment; and (d) sexually transmitted diseases (STDs) including HIV/AIDS.
6. People's perception about the processes adopted for implementation of the RAP including about the (a) compensation and /or assistance received; (b) new relocation sites; (c) grievance redressal committees; (d) the district level committees; (e) the services of the NGOs; and (f) the HPRIDCL.

## **Reporting**

The CA shall submit the following reports:

1. Draft Mid-Term Evaluation Report & Final Mid-Term Evaluation Report;
2. Draft End-Term Evaluation Report & Final End-Term Evaluation Report.

## **Methodology**

Following methods are suggested for monitoring and evaluation:

1. Focus Group Discussions
2. Social Mapping
3. Questionnaires
4. Depth Interviews

## **Team for the Assignment**

The CA shall deploy a team of which the positions and minimum qualification are stated in the following:

**Team Leader:** S/he should be a post-graduate in social sciences with at least 10 years of experience in the field of social development. S/he should have monitoring and evaluation experience of more than 5 projects, and should have held responsible positions in the previous assignments including as team leader. S/he should have adequate managerial skill and should be conversant with the region and the regional language.

**Sub-Professional I:** S/he should be a graduate in social sciences with at least 7 years of experience in the field of social development and participating rural appraisal. S/he should have adequate knowledge of computers and should be conversant with the region and the regional language.

**Sub-Professional II:** S/he should be a graduate in statistics with good knowledge of computerized database development and management and should be conversant with the region and the regional language.

**Sub-Professional III:** S/he should be a graduate in civil engineering with at least 7 years of experience in construction/maintenance of National/State Highways. S/he should have good knowledge of land measurement and should be conversant with the region and the regional language.

**Support Staff:** There should be an adequate number of support staff. They should be able to perform as asked by the members of the team.