

**Social Impact Assessment Report on  
Land Acquisition For The Purpose Of  
Widening and Improvement to 2 Lane of NH-40  
Between Shillong to Dawki Road,  
(Bakur, Dawki to Tamabil village), New Dawki  
Realignment,  
West Jaintia Hills District**



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## **About Meghalaya Institute of Governance**

The Meghalaya Institute of Governance (MIG) was created as one of the institutional support mechanisms of the Meghalaya Basin Development Authority (MBDA) with a vision to explore, share and promote good governance in the state by assisting the government, the private sector and communities in putting good governance into practice for the well-being of citizens and society with special emphasis on traditional institutions, cultural organisations and village heads. In exercise of powers conferred by the Sub Section (1) of Section 4 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (No. 30 of 2013), the Government of Meghalaya had notified the Meghalaya Institute of Governance as the State Social Impact Assessment Unit for carrying out Social Impact Assessment Study.

The Meghalaya Institute of Governance was notified to conduct a Social Impact Assessment (SIA) study on land acquisition for the road widening project vide Notification No. RDA.47/2018/27 dated 6<sup>th</sup> February, 2019. The objective of the study is to prepare a complete inventory of structures, affected families and persons and to identify social impacts from the proposed land acquisition.

## Declaration

This final Social Impact Assessment and Social Impact Management Plan report is based on the information made available by the land owner(s), and occupant(s) of the land along with the Headman and members of the Village Executive Committee of:

- i. Bakur village
- ii. Tamabil village

Maps and project details for conduct of the SIA study were provided by the Office of the Deputy Commissioner, West Jaintia Hills District, Jowai, and from the National Highways and Infrastructure Development Corporation (NHIDCL), Shillong. This Social Impact Assessment and Social Impact Management Plan is the final SIA report after the Public Hearing

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## **Abbreviations**

BADP	-	Border Area Development Plan
BOP	-	Border Outpost
BSF	-	Border Security Force
C&RD	-	Community and Rural Development
CPR	-	Common Property Resource
DPR	-	Detailed Project Report
EROW	-	Existing Right of Way
FGD	-	Focus Group Discussion
HH	-	Households
JICA	-	Japan International Corporation Agency
KII	-	Key Informant Interview
LHS	-	Left Hand Side
MBDA	-	Meghalaya Basin Development Authority
M&HO	-	Medical and Health Officer
MIG	-	Meghalaya Institute of Governance
NHIDCL	-	National Highways and Infrastructure Development Corporation
PAF	-	Project Affected Family
PAP	-	Project Affected Person
PHC	-	Public Health Centre
PHE	-	Public Health Engineering
PROW	-	Proposed Right of Way
PSU	-	Public Sector Undertaking
RFCTLARR	-	Right to Fair Compensation Transparency in Land Acquisition Rehabilitation and Resettlement
RHS	-	Right Hand Side
SIA	-	Social Impact Assessment
SIAU	-	Social Impact Assessment Unit
SIMP	-	Social Impact Management Plan
VDP	-	Village Defence Party

## **Executive Summary**

A Social Impact Assessment study was conducted by the Meghalaya Institute of Governance with regards to acquisition of land for the purpose of road widening/improvement of NH-40 Shillong to Dawki road from Bakur village to Tamabil village. This section of the road, or Package-4 as it is called, passes through three villages in the Amlarem C&RD Block of West Jaintia Hills District. The widening of the road under Package 4, is also called the Dawki Re-alignment Road.

The NH 40 road, even though well maintained is extremely narrow with sharp turns and blind corners which hinder the travel of all vehicles. The road project is under the scheme “North East Road Network Connectivity Project Phase IV” with loan assistance of Japan International Cooperation Agency (JICA). It is meant to better the quality and connection of roads in the North Eastern Region, to strengthen the linkages of this region and to improve the economic situation of the region as a whole. Public purpose for this project as it stands; the road is an arterial road connecting not just villages in Meghalaya but India with Bangladesh itself. The road, even though well maintained is extremely narrow with sharp turns and blind corners resulting in fatal accidents. The left hand side (LHS) of the road is on a steep gorge and the right hand side (RHS) is a hill face. The existing carriageway of all the stretches is varying between single lanes to intermediate lane. The condition of the pavement is very poor, and at some locations not traffic worthy. In addition, the stretches are also susceptible to landslides. There is a need to improve and develop these roads to two lanes with paved shoulder.

The condition of the EROW between Dawki and Tamabil is potholed and the road is extremely dilapidated due to heavy traffic. This EROW includes the existing Dawki Bridge. As such, there is a proposal for a new Dawki road (Dawki Re-alignment Road) which starts at Pomshutia village passes through Wahkdait and Umsyiem villages in East Khasi Hills District till it reaches the River Umngot. From here a new Dawki Bridge has been proposed which is 300 metres upstream of the existing bridge and connects with Dawki village on the West Jaintia Hills District. This Dawki Re-alignment road in West Jaintia Hills District starts from Dawki village, passes through Bakur village till it reaches Tamabil village where the



Indo-Bangladesh Border begins. The total stretch of the road is approximately 2 kms. The affected project corridor is from 69.600 km – 71.520 km.

This Dawki Re-alignment road cuts through the Dawki Public Health Centre (PHC) at Bakur village. It will move southward till it meets the NH 40(E) at Bakur village. From this junction, it will follow the NH 40 (E) till it arrives at the Lumparing locality of Bakur. It crosses through this locality where a truck lay bye has been designed and passes through the compound of the Forest Beat Office. It cuts across a seasonal stream and joins the road in front of the Tamabil Petrol Pump where it continues on the existing PROW till it reaches the Indo-Bangladesh Border.

The total area proposed to be acquired is 81631.670 sq. m that is about 20.17 acres including both LHS and RHS of the road in West Jaintia Hills District, Meghalaya. A total number of 28 stakeholders were identified by the Office of the Deputy Commissioner (Revenue), West Jaintia Hills District, Jowai. Of which 15 are individual landowners, one school (St. Francis De' sales School, Bakur), 2 BSF lands (one Dawki, BOP and one BSF land at Tamabil), 3 government lands (Dawki PHC, Forest Beat Office, Customs land) and 7 unknown plots. Apart from this, during the Public Hearing held at Bakur on the 5<sup>th</sup> March 2019, the names of 20 individual landowners whose land will be impacted, were submitted to this office and they have been attached to this report<sup>1</sup>.

Most of the lands likely to be affected are agricultural and residential land. There was low participation from the landowners as most of the landowners were not available for the survey. Most of the land owners present at the consultation were ready to give their land for land acquisition except for the land owner at Tamabil village. A total of 13 individual structures used for residential and commercial purposes will be affected from the proposed road project as these structures will need to be fully or partially dismantled and relocated elsewhere. Community assets, infrastructure and property like School compound, PHC building, BOP land, Petrol pump and Land Custom land at Bakur village are likely to be affected directly and partially from the road project.

A Public Hearing was held on the 5<sup>th</sup> March 2019 for this purpose. During the Public Hearing, the residents and community members of the affected villages said that they have no objection to the proposed acquisition, however the headman of Bakur requested that the existing Dawki road be upgraded. A Social Impact Management Plan has been prepared for this project and provides for the protection of resource on the land, the compensation for lost residential and commercial structures, amongst other measures. The same is attached at the end of this report.

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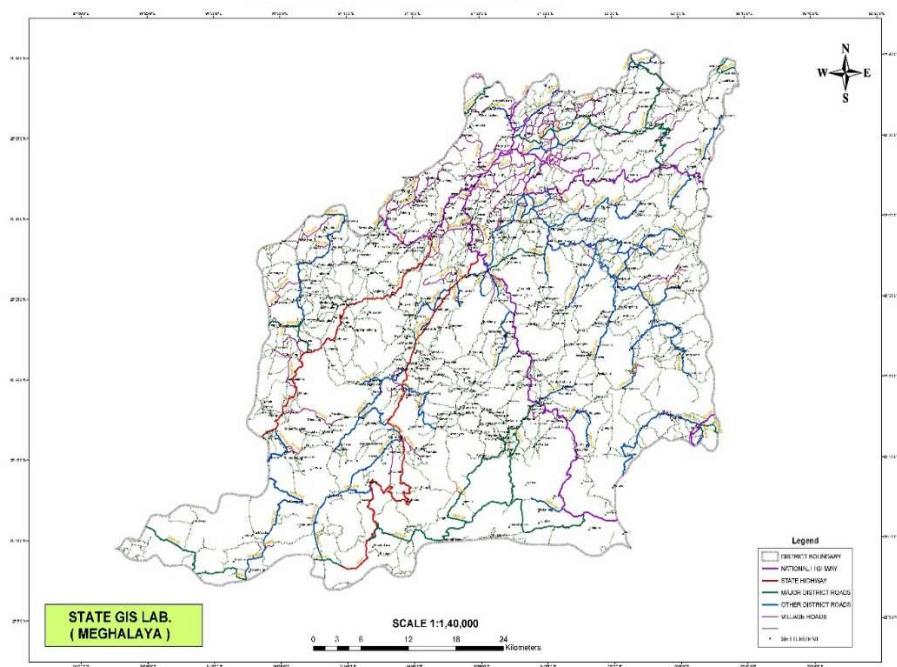
<sup>1</sup> See Annexure 1

# Part I: Detailed Project Description

## Background of the Project

Meghalaya being a land locked and hilly state, depends on road connectivity as the main channel to the rest of the country. Although, road connectivity in the state is adequate, in many cases it is seen that the roads are not wide enough to meet the growing demands of users.

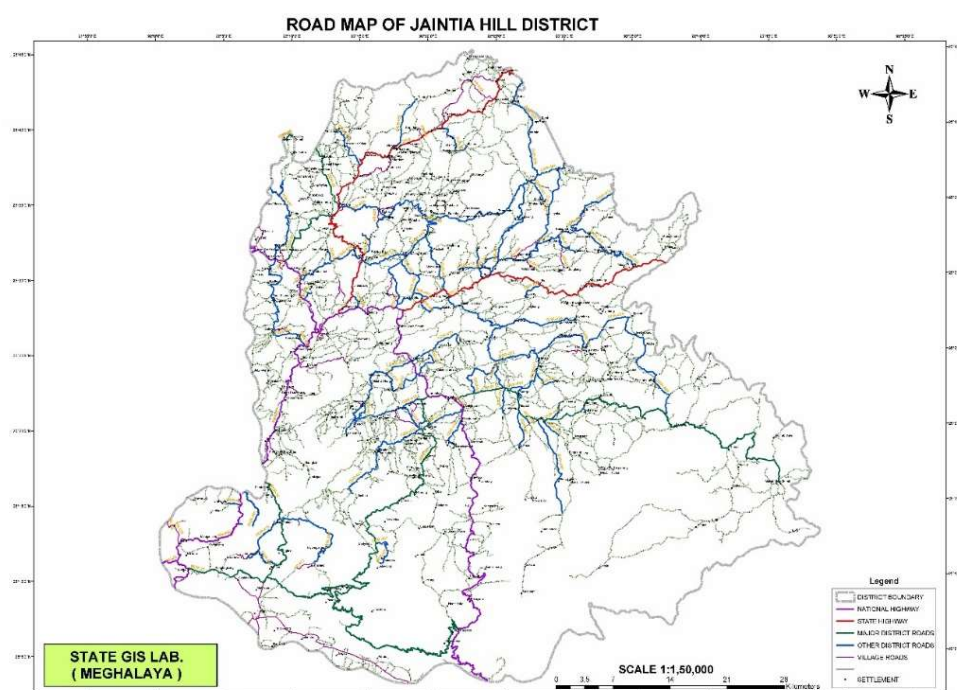
*Map 1 Road Map of East Khasi Hills*



Roads play an important role in the development of a place and contribute to the overall performance of the community. Roads also are significant in the socio-economic

development of an area as they eliminate the isolation of people. A strong road network is a supreme backbone for economic growth, social development, prosperity and meets the demands for a sustainable mobility of both people and goods. Access to major roads provides relative advantages to communities as most businesses, industries and agricultural activities depend on proper road connectivity. NH 40 is a key resource that connects the state of Meghalaya with its neighbouring states as well as with its neighbouring country, Bangladesh. The growth of the road network in general and more so the improvement and upkeep of this intrinsic network is vital to the development of international trade and commerce, inter-state connectivity, transportation of goods and services and not to mention assist in the growing tourism industry of the state.

*Map 2 Road Map of Jaintia Hills District*



There are four national highways which pass through Meghalaya state, these are, NH 40, NH 44, NH 51 and NH 62, together they are 1205.338 km in length<sup>2</sup>. Generally this project is concerned with the road widening of NH 40 from Rilbong to Dawki; specifically this SIA study is concerned with stretch of road from Dawki village to Tamabil village, i.e. Package 4 of the entire project. NH 40 starts from Jorabat and terminates at Tamabil (Dawki) on the Indo-Bangla border. It covers a total road length of 162.661 km<sup>3</sup>. This national highway consists of two sections, the Guwahati-Shillong section and the Shillong-Tamabil section. The Guwahati-Shillong road has already been upgraded to 4 lane, while, the portion of NH 40 from Barapani to Tamabil is still a two lane road and under the maintenance of the

<sup>2</sup> Source: Public Works Department, Government of Meghalaya, Achievement During Road Development Plan accessed from <http://megpwd.gov.in/roads.html> on 11th September 2018

<sup>3</sup> Source : Public Works Department, Government of Meghalaya, National Highways accessed from <http://megpwd.gov.in/nh.html> on 11th September 2018

State Public Works Department. The condition of the road is fairly good. From 82 km to 161.62 km (including the construction of the Dawki Bridge) road improvement has been included under Japan International Cooperation Agency (JICA) funding for widening to two lane including geometric improvement.

## Public Purpose of the Project

As it stands, the road is an arterial road connecting not just villages in Meghalaya but India with Bangladesh itself. The road, even though well maintained is extremely narrow with sharp turns and blind corners resulting in fatal accidents. The left hand side (LHS) of the road is rocky hill and on the right hand side (RHS) is a steep gorge leading to the river Umngot. Certain segments of the road which are key commercial centres face a lot of traffic congestion as there are many tourist vehicles that travel from this road.

Public purpose for this project may be defined as the need to ease traffic on this highway which is seen as an important international connectivity. The need to ensure free flow of traffic, safety measures to the commuters and road travelers is crucial for this project to materialize.

*Figure 1 Existing Road Alignment from Dawki to Tamabil*



## Project Details

The JICA road improvement/widening commenced under the onus of the North East Road Network Connectivity Project. This project includes the development of 403 km of National Highways in Meghalaya and Mizoram; of this 52 km will be in Meghalaya. The projects will be taken up for implementation during the financial year 2017-18 whereby civil works are expected to be completed by 2021 and maintenance works are anticipated for completion by 2025. The projects will encourage sub-regional socio-economic development by improvement of infrastructure in Meghalaya and Mizoram and will also enhance the

connectivity with inter-state roads and International Borders. The works for development to two lane standards are under the scheme “North East Road Network Connectivity Project Phase I” with loan assistance of Japan International Cooperation Agency (JICA)<sup>4</sup>. It is meant to better the quality and connection of roads in the North Eastern Region, to strengthen the linkages of this region and to improve the economic situation of the region as a whole.

The existing carriageway of all the stretches is varying between single lanes to intermediate lane. The condition of the pavement is very poor, and at some locations not traffic worthy. In addition, the stretches are also susceptible to landslides. There is a need to improve and develop these roads to two lane.

The project in the Information Disclosure under the new Environmental Guidelines of JICA, falls under Category A. Under Category A the project will have significant adverse impacts on the environment and society<sup>5</sup>. The reason for this categorization is because “The project falls into the road and bridge sectors and is likely to have significant adverse impact due to its characteristic under the JICA Guidelines for Environmental and Social Considerations (April, 2010).”<sup>6</sup> The widening of the road will be limited to the existing ROW as much as possible.

### **Size of area to be acquired**

The total area proposed to be acquired is 81631.670 sq. m. that is about 20.17 acres including both LHS and RHS of the road in West Jaintia Hills District, Meghalaya.

### **Location of the project**

The section of the NH 40 for which the project is proposed, starts from Dawki village to Tamabil village for a total stretch of 2 km approximately including the new Dawki Bridge. The affected project corridor is from 69.600 km – 71.520 km. This stretch of road passes through the villages of Dawki, Bakur and Tamabil. At present the road is well maintained but very narrow. This road connects with Dawki-Tamabil which is the Indian land port for Bangladesh. It is desirable that the road be improved to encourage economic cooperation and growth in the region.

## **Dawki Realignment Road**

The Dawki Re-alignment road starts from the village of Pomshutia and passes through Wahkdait, Mawriang and Umsyiem villages till it reaches the River Umngot on the Khasi Hills side. The road connects to the other side of the river via the New Dawki Bridge which is about 300 m upstream of the existing one. This road continues through to the West Jaintia Hills District and cuts across the Dawki PHC. This road will meet the NH 40 E at the Amlarem junction. From here the road continues down on the EROW with slight variations till Lumparing locality of Bakur. It passes across this locality where a truck lay bye has been

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<sup>4</sup> (Press Information Bureau 2017)

<sup>5</sup> (J. I. Agency n.d.)

<sup>6</sup> (J. I. Agency n.d.)

designed and comes out at the Forest Beat Office. It cuts across a seasonal stream and joins the road in front of the Tamabil Petrol Pump where it continues on the existing PROW.

### Objective of the project

The objective of the proposed project is *to improve/widen the existing road to 2 lane of NH 40 between Shillong to Dawki Road section New Dawki realignment from Bakur, Dawki to Tamabil, West Jaintia Hills of Meghalaya.*

### Ancillary Infrastructural Facilities

The road widening/improvement project includes the construction of waiting sheds, parking bays, and improvement of basic facilities like PHE water pipes, electricity supply and others.

### Alternative Land

There is *no alternative land* for the proposed road improvement/widening and the proposed land to be acquired is seen to be necessary for this project.

### Other Studies Conducted On This Project

A preparatory study on the road improvement project funded by JICA was consulted during the framing of this report.

### Applicable Legislation and Policies

Development and infrastructure projects in the area are governed by a number of Acts, and Policies. The following applicable Acts and Notifications are enumerated below.

*Table 1: Applicable Acts/Rule/Policies*

No.	Acts/Rules/Policies	Relevance to the project.
1.	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013	It extends to the whole of India and defines who PAFs, the compensation, rehabilitation and resettlement process.
2.	National Rehabilitation & Resettlement Policy	This policy covers all cases of involuntary displacement. It works on the principle of rehabilitation before displacement and if possible it should be land for land compensation. It also seeks Skill development support and preference in project jobs (one person per nuclear family), a Rehabilitation Grant in lieu of land/job, housing benefits to all affected families including the landless. The placement of an Ombudsman for Grievance Redressal.



3.	Meghalaya Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2017	Extends to the whole state of Meghalaya elucidating the process of land acquisition in this Sixth Schedule state and sees that there will be updating of land records and the rehabilitation and resettlement process.
4.	The United Khasi-Jaintia Hills Autonomous District Council (Management and Control of Forests) Act 1958	The Act describes the management and control of forests.
5.	The National Tribal Policy 2006	Provides an environment for the preservation of the traditional and customary systems and regime of rights enjoyed by different Scheduled Tribes.
6.	Meghalaya Transfer of Land (Regulation) Act, 1971	Regulates the transfer of land in Meghalaya for the protection of the Scheduled Tribes therein.
7.	The Meghalaya Transfer of Land (Regulation) (Amendment) Act, 1991	Seeks to ascertain whether the land sought to be transferred is for the purpose of implementing a scheme to promote the interest of the tribal in the field of education or industry.
8.	The National Highways Act, 1956	An Act to provide for the declaration of certain highways to be national highways and for matters connected therewith.
9.	The Control of National Highways (Land and Traffic) Act, 2002	An act to provide for control of land within the National Highways, right of way and traffic moving on the national highways and also for the removal of unauthorized occupation thereon.
10.	Meghalaya Protection of Catchment Areas Act 1992	Provides for the protection of catchment areas with a view to preserve water and to make provision for matter connected therewith.
11.	The Water (Prevention and Control of Pollution) Act 1974	Act provides for the prevention and control of water pollution and maintaining or restoring of wholesomeness of water, for the establishment, with a view to carry out purposes aforesaid.
12.	The KHADC (Protection and Promotion of Khasi Traditional Medicine) Act, 2011	Codifies and makes provisions for the protection and promotion of Khasi traditional medicine.
13.	The Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006	Provides for recognition of forest rights to Scheduled Tribes in occupation of the forest land prior to other traditional forest dwellers who are in occupation of the forest land for at least 3 generations i.e. 75 years, up to maximum of 4 hectares. These rights are heritable but not alienable or transferable.
14.	Joint Forest Management Guidelines 1990 and 2002	Framework for creating massive people's movement through involvement of village committees for the protection, regeneration and development of degraded forest lands

## **Part II: Research Methodology**

The SIA process places emphasis on stakeholder participation in the development of research strategies. Views on issues affecting the future sustainability of impacted communities have been sought, as well as operative suggestions for leveraging the positive benefits from the road widening project. Baseline assessment and consultation findings have been reflected in the SIMP to promote transparency.

The SIAU is comprised of:

- |                                  |   |   |
|----------------------------------|---|---|
| 1. Shri. Aiban Swer              | - | Officer on Special Duty                 |
| 2. Smt. Naphisha Kharkongor      | - | Programme Associate (Research)          |
| 3. Smt. Beautiqueen Shylla       | - | Programme Associate (Research)          |
| 4. Shri. Spainlang Lyngdoh       | - | Programme Associate                     |
| 5. Smt. Biloris Malngiang        | - | Programme Associate                     |
| 6. Smt. Ibanlamti Diengdoh       | - | Programme Associate                     |
| 7. Smt. Deiphibiang Kharkongor   | - | Programme Associate                     |
| 8. Shri. Paramjit Paul           | - | Programme Associate                     |
| 9. Shri. Lahbor Shylla           | - | Field Assistant and Data Entry Operator |
| 10. Shri. Sylvester Iano         | - | Field Assistant and Data Entry Operator |
| 11. Shri. Sorbin Mawiong         | - | Field Assistant and Data Entry Operator |
| 12. Smt. Rejoicy Kharlukhi       | - | Field Assistant and Data Entry Operator |
| 13. Shri. Benedict Myllem Umlong | - | Field Assistant and Data Entry Operator |

### **Purpose of Social Impact Assessment**

The Social Impact Assessment process began as part of the new land acquisition act called the Right to Fair Compensation, Transparency in Land Acquisition Resettlement and Rehabilitation (RFCTLARR) Act, 2013 of the Government of India, under Section 2 of the said Act. It is a people friendly, Rights Based Approach to development that considers possible impacts from the loss of land; impacts to the community wellbeing, livelihood,



security, sentiments of the people; impacts to the institutions present near the project site that the implementation of the government project might bring about; not just from an environmental point of view but from the social – institutional point of view.

Prior to this, land acquisition was at the behest of the requiring department. It was based on the idea of “*eminent domain*” which refers to the power of the government to take private land for public use. This concept has always been recognized as an essential attribute of sovereignty as it connotes the legal capacity of the state to take private property of individuals for public purpose. Eminent domain ignored that land acquisition for any project may also cause certain difficulties to peoples’ livelihoods, activities, social and political structure and the environment. Land acquisition was completed without considering whether the acquisition of the land would be detrimental to the people who resided on or who used the land for economic gain or whether it would have adverse impacts on common property resources (CPR). Thus on 31st December 2014 the President of India promulgated an ordinance with the official mandate to “meet the twin objectives of farmer welfare along with expeditiously meeting the strategic and development needs of the country.”

As per the Act the State or Union government can acquire land, provided it shows the “public purpose” of the project. Public purpose includes projects related for strategic purposes such as those related to the armed forces, national security; infrastructure projects; projects for project affected families (PAF); projects which provide housing for low income groups; projects for residential purposed of the poor or landless and those displaced by natural calamities or other reasons. The underlying clause in this Act was that land acquisition could only occur if 70% of the population to be affected consent to the land acquisition in case of land acquired for private companies or for Public Sector Undertakings (PSU).

The new land acquisition Act warrants the carrying out of a Social Impact Assessment<sup>7</sup> study to ascertain whether the land acquisition would be beneficial or detrimental to the community which is a stakeholder. Rigorous field level data collection exercises were conducted for this purpose. They begin with a preliminary site visit to assess the project site and help in preparing a detailed TOR for the project. The next step, with the help of the acquiring body is to meet with direct stakeholders such as village *dorbar* members as well as the land owners, residents of the village who would be indirectly affected by the land acquisition, but directly affected by the proposed project. The final step is to hold a public meeting bringing together, the district authority, the village authority, the land owners and the village residents to air out any further grievances or thoughts on the proposed land acquisition.

### Rationale of the study

The purpose of the social impact assessment is to analyze impacts and manage the intended and unintended social consequences which may be both positive and negative and

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<sup>7</sup> Section 2 of the RFCTLARR Act, 2013 and the Meghalaya Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2017 under Chapter II Section 3

also any social change that may arise due to the road widening/improvement. The primary purpose is to bring about a more sustainable and equitable environment.

### Sampling method

The sampling method used for this study is snowball sampling, i.e. a type of purposive sampling where existing participants recruit future subjects. In this project, the SIA Unit depended on a few village headmen to identify the actual land owners and land users to consult for the study. These ‘gate keepers’ also, pointed out missing villages on the road stretch which were missing from the projects’ Detailed Project Report (DPR). The SIA Unit spoke to Village Headmen and their counterparts, to the landowners, land users and other community leaders. A total of 2 villages were visited and a total number of 16 individuals were consulted to.

### Data Collection Methods

Secondary data was collected through a literature review of books, articles, reports and census data which are relevant to the study. Based on this literature review, the SIA Unit was able to obtain an insight on the background of the project and allowed for group identification and formulation of questionnaires. This was done so as to:

1. Understand the issues and opportunities from the concerned project. To do this it:
  - a. Identifies all stakeholders in the project starting from the land owners, land users, local grassroots governance bodies and create a social profile of them.
  - b. After the stakeholders have been identified, they are consulted to identify impacts, needs and opportunities from the project.
2. The MIG-SIAU seeks to identify the likely impacts and benefits. This includes the identification of impacts and analysis of the significance of the impacts and benefits, the assessment of community investment opportunities.

To conduct this study the SIAU undertook primary data collection. Data was collected through structured questionnaires. Key Informant Interviews (KII) was held with village headmen and members of the village *dorbars*’ executive committee. It spoke to community leaders like the representatives of Raids. Focus Group Discussions (FGD) and KIIs were held with the landowners and the land users.

### Schedule of consultations

The Social Impact Assessment Unit conducted a number of Key Informant Interviews, Focus Group Discussions with the Village *Dorbar* and then with the land owners and some land users on different days. The dates of consultation are shown below.

*Table 2 Date of Field Visits*

Name of Village	Field Visit Type	Date of Visit
<b>All villages</b>	Reconnaissance	13-February-2019
<b>Bakur</b>	KII and Consultation	19- February 2019
<b>Tamabil</b>	KII and Consultation	21 February 2019

## Data Analysis

Data obtained during the field work for this SIA project was categorically arranged and interpreted using Microsoft Excel applications. Qualitative data was interpreted to bring out a proper understanding of the impacts of the project and to help design mitigation measures for the project.

## Part III: Profile of Affected Villages

This section describes the demographic profile of the project affected area which are likely to be impacted from the proposed land acquisition for widening and improvement of the NH 40 from Dawki to Tamabil up to Indo-Bangladesh border. The villages likely to be impacted from this land acquisition are as follows:

### Bakur

Bakur is a medium size village located in Amlarem C&RD Block of West Jaintia Hills District, Meghalaya with total 349 families residing. The Bakur village has population of 1,911 people of which 976 are males while 935 are females as per Population Census 2011. In Bakur village population of children with age 0-6 is 299 which makes up 15.65 % of total population of village. Average Sex Ratio of Bakur village is 958 which is lower than Meghalaya state average of 989. Child Sex Ratio for the Bakur as per census is 929, lower than Meghalaya average of 970.

Bakur village has higher literacy rate compared to Meghalaya. In 2011, literacy rate of Bakur village was 84.12 % compared to 74.43 % of Meghalaya. In Bakur Male literacy stands at 87.70 % while female literacy rate was 80.40 %.

*Table 3: Demographic Profile Summary of Bakur Village*

Particulars	Male	Female	Total
Total No of Households	-	-	<b>349</b>
Population	976	935	<b>1911</b>
Child (0-6)	155	144	<b>299</b>
Schedule Caste	110	100	<b>210</b>
Schedule Tribe	762	765	<b>1527</b>
Literacy	87.70%	80.40%	<b>84.12%</b>
Illiterate	256	299	<b>555</b>
Total Workers	569	334	<b>903</b>
Main Worker	478	195	<b>673</b>
Marginal Worker	91	139	<b>230</b>
Non-Working	407	601	<b>1008</b>

## Caste Factor

In Bakur village, most of the village population is from Schedule Tribe (ST). Schedule Tribe (ST) constitutes 79.91% while Schedule Caste (SC) is 10.99% of total population in Bakur village.

## Work Profile

In Bakur village out of total population 1,911 people, 903 people are engaged in various activities. 673 people or 74.53% of the population describe their work as main work (employment or earning more than 6 months). The main work of the people can be divided into other workers (649 people), cultivators (14 people), agricultural labourer (7 people) and household industries (3 people). While 25.47% of the population are involved in marginal activities, providing livelihood for less than 6 months.

Bakur village is further divided into a number of localities. They are:

- Border of Tamabil
- Lumparing
- Dong Am Sohkhthar
- Lower Bahun
- Dong Sacred Heart
- Upper Bahun
- Pdengshnong
- Poh Surok

Table 4: Infrastructures and Public Services Available in Bakur Village

Sl. No.	Infrastructure/Public Service	Units	Affected (Y/N)	Nature of Impact
1.	Primary School	3	Y	St. Francis De 'sales School
2.	Secondary School	2	N	
3.	Higher Education			
4.	Anganwadi Centre	3		
5.	Self Help Groups	1		
6.	Public Distribution Centre	1		
7.	Hospital			
8.	Public/Community Health Centres	1	Y	Hospital to be demolished
9.	Community Hall	1	N	
10.	Library	1	N	
11.	Youth clubs	1	N	
12.	Traditional healers			
13.	Religious institution	3	Y	St. Francis Church
14.	Accessibility to PHE water		Y	Pipe and Platform
15.	Accessibility to community well			
16.	Road(Black top and			

	Kutcha)/Footpath			
17.	Transportation			
18.	Community Forests			
19.	Cremation/burial ground			
20.	Playgrounds	1	Y	St. Francis Playground
21.	Market		Y	Indirect effect of the road is more
22.	NGOs			
23.	Bank			
24.	Others			
25.	Footpath		Y	NREGA Footpath at Lumparing

## Tamabil

Tamabil is a very small village located in Amlarem Block of Jaintia Hills District, Meghalaya with total 12 families residing. The Tamabil village has population of 48 of which 27 are males while 21 are females as per Population Census 2011. In Tamabil village population of children with age 0-6 is 8 which makes up to 16.67 % of total population of village. Average Sex Ratio of Tamabil village is 778 which is lower than Meghalaya state average of 989. Child Sex Ratio for Tamabil as per census is 600, lower than Meghalaya average of 970.

Tamabil village has lower literacy rate compared to Meghalaya. In 2011, literacy rate of Tamabil village was 45.00 % compared to 74.43 % of Meghalaya. In Tamabil Male literacy stands at 45.45 % while female literacy rate was 44.44 %.

*Table 5: Demographic Profile Summary of Tamabil Village*

Particulars	Male	Female	Total
Total No of Households	-	-	12
Population	27	21	48
Child (0-6)	5	3	8
Schedule Caste	0	0	0
Schedule Tribe	6	4	10
Literacy	45.45%	44.44%	45.00%
Illiterate	17	13	30
Total Workers	12	2	14
Main Worker	12	2	14
Marginal Worker	0	0	0
Non-Working	15	19	34

### **Caste Factor**

In Tamabil village, there are only Scheduled Tribes.



## Work Profile

In Tamabil village, all of the working population are engaged in main work. 7 people are engaged as agricultural labourers, 6 people in other works, and 1 person as cultivator. There are no marginal workers.

*Figure 2: Various parts of affected areas along the Shillong-Dawki road*



*PHC building to be dismantled*



*Shrub land of individual landowner*



*BOP Dawki of BSF*



*Boundary wall of individual landowner*



*St. Francis compound and boundary wall*



*St. Francis school toilet*



*Individual houses to be affected*



*Betel nut plantation of individual landowner*





*Individual truck lay bye at Bakur village*



*Road towards the custom office land*



*BPCL to be affected at Bakur village*



*Old weigh bridge to be dismantled*



## **Part IV: Stakeholder Consultation**

This chapter includes the consultation that the SIA Unit held within the project affected areas. The consultation meeting discusses issues related to the road project where opinions, perceptions, ideas, and suggestions were discussed with the stakeholders who may be affected directly or indirectly by the project. The key participants include institutional stakeholders like traditional village councils, social organization, amongst others and primary stakeholders such as the Project Affected Families (PAF), local residents, shopkeepers, farmers, and others.

### **Reconnaissance Survey**

On the 13<sup>th</sup> of February, 2019 a reconnaissance survey was conducted on the project affected areas of Bakur village and Tamabil by the SIAU of the Meghalaya Institute of Governance accompanied by officials of the NHIDCL.

From the reconnaissance survey it was found that the proposed land to be acquired belongs to:

- Individual land owners
- Health and Family Welfare Dept., Govt. of Meghalaya (Dawki PHC)
- Border Security Force
- Forest Dept.
- Weights and Measures Dept.
- Land Customs
- Social/Institutional property (Roman Catholic Church)
- Educational institution property (St. Francis De' Sales School, Bakur)

The Dawki PHC's administrative building, hospital, staff building and toilets will be dismantled and will need to be relocated. The proposed new structure for PHC building will

be constructed by NHIDCL as part of the resettlement cost and has been assessed by PWD (Building) and cost is included in the total project estimate. The sentry outpost of the BSF and the entrance will be acquired. A non-functioning weigh bridge fall under the DPR. Apart from this, the assembly area of the St. Francis De 'sales School will be acquired.

### Description of the Land

It was also noted by the SIA Unit that most of the land to be acquired may be classified as shrub vegetation with other areas used for betel nut cultivation, government structures and residential structures. A detailed breakdown of the area is given below.

- Chainage from 69600 – 69900, belongs to unknown individuals. This land is important as it is the end of the new Dawki Bridge which is connected to the Dawki new realignment road.
- Between chainage 69900 – 69960, the land belongs to the Meghalaya Health and Family Welfare Department and the Dawki PHC is situated here.
- The chainage from 69960 – 70000 (40 m) has no land owner listed and no mention of it has been made in the land owners' schedule.
- All of the land from chainage 69600 to 71490 is under the aegis of the Bakur Dorbar Shnong.
- According to the survey, from chainage 70280 – 70380 the Dawki BOP will be affected. This includes the approach road, and the sentry outpost. Land for land has been arranged by NHIDCL for all the BSF land that will be affected during the implementation of the project.
- From chainage 70340 – 70440 the new approach road to the St. Francis School starts. This road will be an alternate road entry to the school premises.
- The land from chainage 70440 – 70520 belongs to the St. Francis School. The acquisition of land would include the school playground and toilet but will not affect the school and church structures. On the opposite side of the school, the approach road to a newly constructed pucca structure will be affected as well as a kutcha commercial structure.
- On the chainage 70520 m there is an existing culvert.
- From chainage 70890 m the road shifts to the left through Lumparing locality, Bakur. This changes the entire road alignment and it passed through the compound of the Office of the Forest Beat Officer. This land belongs to Smt. Dlisibon Khonglah, who has a number of structures including 1 to 2 pucca structures, 3- 4 semi-pucca structures and 2 kutcha residential structures. This affects the footpath that was constructed under the NREGA schemes. There are also a number of betel nut trees and other vegetation on the land to be acquired. This land also has been identified for the construction of trucks lay bye.
- From the office of the Forest Beat officer the roads cuts directly over one seasonal stream and reaches the petrol pump at Tamabil. From here the road will join with the existing NH- 40 till the Indo- Bangla Border at Tamabil.

*Figure 3: Consultation with village authority and community members of Bakur*



### Community Consultation with Bakur

A consultation was held with the Headman of Bakur village, Shri Daniel Khongsit and Secretary of VDP Shri Richard D. Phlong. During the consultation it was noted that the Village Durbar felt the proposed project to be beneficial; but in the overall process of implementation of the project, they do not want it to disturb some institutions present in the area.

The Dorbar Shnong also informed the SIA Unit that this project has been ongoing since the year 2009 and land had been already acquired for this. The respondents question the viability of the new road alignment and also said it will only cost the government more to acquire new land.

The village authority was against the demolishment of the Dawki PHC. The Headman had informed the interviewer that the land on which the Dawki PHC is currently situated was bought by the Village Dorbar from private individuals and offered to the Health Dept. for the construction of a PHC. Also, the Village Dorbar does not have alternative land to shift the PHC. Stressing on this, the headman said that should this PHC be shifted elsewhere it would cause a lot of inconvenience to residents from neighbouring villages, as this PHC is situated at a very convenient location and services people from both districts.

St. Francis De 'sales School and Church will be affected by the proposed acquisition of land. The St. Francis De 'sales School playground will also be affected. With regards to this, the respondents said that the school authorities will not agree to the land acquisition. The water pipes and platform of the PHE water supply will be directly affected by the acquisition. The respondents of the Bakur village felt that the water supply and the presence of water bodies in the area will be polluted during the project implementation period.

Apart from this the other services which are likely to be affected are security (BOP Dawki), education (St. Francis De 'sales School), health (Dawki PHC), water (pipelines), electricity (transformers and electricity posts) as well as services as provided by the petrol pump.

*Figure 4: Interview with the headman of Bakur village*



The headman noted that all land owners whose surname has been mentioned as “Ryngilsai” in the list of the landowners issued by the government department needs to be corrected to “Ryngksai” as mentioned by the Headman of Bakur village. Even the correction of surname also has to be made from “Gashnya” to “Gashnga”.

The Headman and the respondents from the Bakur village felt that the new proposed road should not pass through the PHC and the St. Francis School. They also feel it’s better to follow the old road alignment.

### Community Consultation with Tamabil

From the stakeholder consultation with the community authority of Tamabil village and land owner, it was put forth that they are not willing to give the land for the proposed road project.

*Figure 5: Interview with one of the landowners from Bakur and Tamabil villages*



## Consultation with Officials, Social Institution and Public Service Providers

Consultation with Officials/ Social Institution/ Public service providers who are likely to be affected from the acquisition:

*Table 6: Consultation with officials, social institution and public service providers*

Sl. no	Departments/ Officials/ Social Institution	Consultations and Discussions
1.	Dr. Simon Khonglah, Medical and Health Officer, Dept., of Health and Family Welfare	<p><b>Existing infrastructure</b></p> <ul style="list-style-type: none"> <li>The PHC has 2 Doctors and 6 other staffs who reside in the PHC campus.</li> <li>There are a total of 10 pucca structures within the PHC complex. These include: <ol style="list-style-type: none"> <li>The main PHC building with 12 beds</li> <li>7 staff quarters</li> <li>1 public toilet</li> <li>1 public cafeteria</li> <li>1 garage</li> <li>1 electricity transformer</li> <li>1 water storage tank</li> <li>Boundary wall</li> <li>Approach road to PHC</li> </ol> </li> </ul> <p><b>Affected infrastructures</b></p> <ol style="list-style-type: none"> <li>The main PHC building</li> <li>Approximately 2-3 staff quarters.</li> <li>A few water pipelines that will need to be relocated.</li> </ol> <p><b>Relocation plans</b></p> <ul style="list-style-type: none"> <li>A proposal has been made by NHIDCL to relocate the PHC to an alternative land but no site has been identified yet.</li> </ul> <p><b>Inputs from respondent(s)</b></p> <ul style="list-style-type: none"> <li>The existing PHC according to the M&amp;HO is small and congested but is very convenient for effective service delivery and is accessible to all as it is near the market and residential area.</li> <li>The M&amp;HO is not aware if the SDO or Health Dept., are willing to give the land or not, but have requested that the new PHC should be better equipped with modern technology and be more spacious as this PHC services locals and also both domestic and international tourists.</li> <li>However, the M&amp;HO stated that there is concern that the new PHC would be too far to properly service the population.</li> <li>The location of the PHC is ideally suited to serve not only</li> </ul>

		people from West Jaintia Hills, but also the neighbouring villages in East Khasi Hills. The shift of this PHC might deprive residents of neighbouring villages' proper medical care.
2.	Shri. Ramesh, Asst., Commandant, Dawki BOP, Border Security Force	<p><b>Existing infrastructure</b></p> <ul style="list-style-type: none"> <li>The land to be acquired is currently used by BSF for the purpose of a Border Outpost (BOP). The area to be acquired measures about 688.432 Sq. m (LHS) and 1303.901 Sq. m. (RHS).</li> </ul> <p><b>Affected infrastructure</b></p> <ul style="list-style-type: none"> <li>There are no residential or administrative buildings that will be affected from the acquisition. However, only a single room pucca bunker and boundary wall are likely to be dismantled.</li> </ul> <p><b>Relocation plans</b></p> <ul style="list-style-type: none"> <li>It was pointed out that NHIDCL has proposed a “land for land” exchange with BSF but the officials stated that, the proposed land for exchange is a lowland area which is very close to the International Border of Bangladesh and will create a hindrance in the service delivery and security purposes of the Border Outpost. Another reason cited was, the officials are not aware about the rightful landowner for the proposed land to be exchange.</li> </ul> <p><b>Input from respondent(s)</b></p> <ul style="list-style-type: none"> <li>The officials stated that the existing land for BOP is very convenient for service delivery and surveillance purposes as it is of a dominating height. They stated that they are not willing to give the land for acquisition but requested that additional land from LHS be taken to avoid disturbance to the existing BOP.</li> <li>The officials pointed out that with the improvement of the existing road, transportation and movement of manpower will be easier.</li> </ul>
3.	Shri. Ramesh Kr. Singh; Manager, Bharat Petroleum Corporation Limited (BPCL) Pump	<p><b>Existing infrastructure</b></p> <ul style="list-style-type: none"> <li>The Petrol pump which was installed in 2004, belongs to an individual owner Shri. Phiyoo Hiyo Plain from Jowai. The manager stated that they are not aware about the extent of land to be acquired from them.</li> </ul> <p><b>Affected infrastructure</b></p> <ul style="list-style-type: none"> <li>The likely structures to be dismantled directly from the acquisition are 1 pucca building used for cash office and lubricant store room, 2 toilets, boundary wall, 2 generator room, and 1 air machine room. 2 dispenser machines and 1 logo board will need to be relocated. 1 pucca residential structure will be affected indirectly.</li> </ul> <p><b>Relocation plans</b></p>



		<ul style="list-style-type: none"> <li>• This acquisition will bring a huge loss to the company, the owner and the staff, as the income from this petrol pump will be reduced and thus threaten their job security until a new site is identified for relocation.</li> <li>• The manager is in a dilemma as he stated difficulties in giving away the land due to the absence of an alternative land for relocation.</li> </ul> <p><b>Input from respondent(s)</b></p> <ul style="list-style-type: none"> <li>• The manager cited grave concerns arising from the acquisition as the proposed road project cuts through the centre of the petrol pump, reducing the area of the land to relocate the affected assets and buying additional land will be too expensive also adjacent land may not be available.</li> <li>• He also stressed that service delivery will be disturbed as there are no other petrol pumps nearby. In West Jaintia Hills, the next petrol pump is at a distance of about 45 km and in East Khasi Hills it is about 15 km. The acquisition will also reduce the truck lay bye.</li> <li>• Requests have been made to acquire more land from the RHS to avoid dismantling of Dispenser Machine and other assets. Land for land exchange near adjacent land has also been made so that other assets likely to be dismantled can be relocated.</li> </ul>
4.	Shri. Pherbak F. Sumer, School Teacher, representatives from St. Francis De' sales School and Catholic Church.	<p><b>Existing infrastructure</b></p> <ul style="list-style-type: none"> <li>• The land to be acquired belongs to the Roman Catholic Church. On it are a school building and a church.</li> <li>• The land likely to be affected is the school compound which is used as an assembly place, a playground and lunch space during school hours and as a social gathering place during church service.</li> </ul> <p><b>Affected infrastructure</b></p> <ul style="list-style-type: none"> <li>• Structures to be affected are two pucca bio-digester toilets sponsored by the BADP scheme, boundary wall and a gate. The toilet is used by more than 250 students per day.</li> <li>• There are also fruit bearing trees and about 50 nos. of betel nut trees.</li> </ul> <p><b>Relocation plans</b></p> <ul style="list-style-type: none"> <li>• No alternative land to relocate the playground even if land for land is proposed. The respondent said that the land propose to be given in lieu of this identified plot to be proposed has to be adjacent to the school.</li> </ul> <p><b>Input from respondent(s)</b></p> <ul style="list-style-type: none"> <li>• The authorities have stated that the acquisition will reduce the</li> </ul>

		<p>open space and playground of the school.</p> <ul style="list-style-type: none"> <li>• It will also reduce the greenery surrounding the school.</li> <li>• Currently, the proximity of the school to the existing road creates a problem for the safety and security of the school going children and with the acquisition the insecurity increases.</li> <li>• He was also concerned with the disturbance to the school and church that will occur during the construction phase.</li> <li>• The respondent requested that proper compensation be paid for the land and reconstruction of retaining wall, boundary wall and gate of the school and church compound will need to be undertaken.</li> </ul>
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*Figure 6: Consultation with Government officials, BOP Dawki, BSF representative and BPCL manager*





## Part V: Social Impact Assessment of Project Affected Area and Households

This chapter presents a detailed analysis on the project affected areas and affected households from the proposed improvement/ widening to two lane of Shillong- Dawki road NH 40 section New Dawki Realignment, West Jaintia Hills District, Amlarem C&RD Block in the state of Meghalaya.

### Socio-Economic Profile of Project Affected Households

The socio-economic profile of the likely PAHs has been prepared based on the data generated from the primary survey conducted during the month of February, 2019. The data was collected from the head of the PAHs or an adult whose ages is above 18 years. From the household survey of PAHs, there were total turnouts of 12 PAHs who are likely to be affected directly. As the area of study is a tribal area, all the PAHs belong to Scheduled Tribe community.

#### Location wise PAHs

Table 7: Location Wise PAHs

Sl.no	Location	No. of PAHs	No. of PAPs
1.	Bakur	12	97
2.	Tamabil	1	6
<b>Total</b>		<b>13</b>	<b>103</b>

The table on location wise PAHs has a turnout of 13 PAHs with a total numbers of 103 PAPs. From the table it can be interpreted that there were minimal participation from the PAHs as most of the land owners having land in the proposed affected area of Bakur are from other villages like Shnongpdeng, Lamin, and Darrang.

### Age Groups of Respondents

Table 8: Age Groups of Respondents

Sl.no	Age Groups	No. of Respondents
1.	18 - 30 years old	2
2.	31 - 50 years old	5
3.	51 - 70 years old	5
4.	Above 71 years old	1

The table on age groups of respondents' shows that majority of them fall in the age groups between 31 to 50 years old that is 5 respondents. 5 respondents are aged between 51 to 70 years. 2 respondents fall between the age groups of 18 to 30 years old and only 1 respondent is above 71 years of age.

### Gender of Respondents

Table 9: Gender of Respondents

Sl.no	Gender	No. of Respondents
1.	Female	8
2.	Male	4

The table on gender of respondents' shows that majority of the respondents are females (8) while 4 respondents are males. This indicates that majority of the land owners who are likely to be affected from the land acquisition are women, the sole custodian of the land.

### Occupation of Respondents

Table 10: Occupational Status of Respondents

Sl.no	Occupational status	No. of Respondents
1.	Farmer/ Cultivators	1
2.	Business	3
3.	Daily wage worker	3
4.	Government employee	1
5.	Homemaker	3
6.	Unemployed	0
7.	Others	2

The table on occupational status of respondents shows that most of them are involved in business (exporter, and other), as daily wage labourers and as homemakers. There is only one respondent each who identify as farmer, government servant, and private school teacher. The table can be interpreted that a majority of the respondents are employed having at least one type of livelihood activity to sustain themselves.

## Income of PAHs

*Table 11: Income of PAHs*

Sl.no	Income status	No. of PAHs
1.	Less than Rs. 9999	0
2.	Rs. 10,000- 39,999	0
3.	Rs. 40,000- 69,999	1
4.	Rs. 70,000 – 99,999	0
5.	More than 1,00,001 and above	8
6.	No Income	4
7.	Don't know	0

The table on income status of the PAHs shows that a majority of them earn more than Rs. 1,00,001 annually. Only one PAH has an earning between Rs. 40,000 to Rs. 69,999 annually while 4 have no income as they are homemaker or cannot say.

## Detail on land use of PAHs

*Table 12: Detail on Land use of PAHs*

Sl.no	Detail on land use	No. of PAHs
1.	Agricultural land	3
2.	Residential	6
3.	Quarry	0
4.	Animal husbandry	1
5.	Shop	2
6.	Fallow land	3
7.	Forest	0
8.	Industry	0
9.	Others	1

The table on land use of PAHs shows that majority of the respondents uses their land for agricultural purposes and residential structures. Only one household has an animal shed and the other land owners have not utilised their land for any purpose. Others<sup>8</sup> mentioned here refer to the facilities available at St. Francis De' sales School, Bakur.

## Detail of structural assets on land of PAHs

*Table 13: Detail of Structural Assets on Land of PAHs*

Sl.no	Detail of structural assets on land	No. of PAHs
1.	Kutchra residential structure	1
2.	Semi-pucca residential structure	4
3.	Pucca residential structure	1
4.	Kutchra rented residential structure	0
5.	Semi-pucca rented residential structure	1

<sup>8</sup> Such as school compound, toilets, playground, boundary wall and the entrance including the gate.

6.	Pucca rented residential structure	0
7.	Animal husbandry shed	1
8.	Storage shed	1
9.	Kutchi shop	1
10.	Semi- pucca shop	1
11.	Pucca shop	0
12.	Kutchi rented shop	0
13.	Semi- pucca rented shop	0
14.	Pucca rented shop	1
15.	Others	1
<b>Total structures</b>		<b>13</b>

The table on structural assets on land shows that there is a total of 13 structures which will be affected from the proposed land acquisition. Most of the individual structures to be affected are at Lumparing locality, Bakur Village.

### Industries on land of PAHs

Table 14: Industries on land of PAHs

Sl.no	Industries on land	No. of PAHs
1.	Fabrication	0
2.	Concrete block/ brick paint	0
3.	Automobile repair shop	1
4.	Others	0

The table on availability of industries on land likely to be acquired for the road project shows that only 1 respondent has an automobile repair shop which will be affected from the acquisition.

### Services on land of PAHs

Table 15: Services on Land of PAHs

Sl.no	Services on land	No. of PAHs
1.	Car Wash	0
2.	Restaurant	0
3.	Tea shop	1
4.	Others	1

The table shows the services provided by PAHs on their land. Only one PAH has a tea stall that will be affected from the acquisition. Others here refer to a petrol pump that will need to be relocated.

### Availability of natural resources on land of PAHs

Table 16: Availability of Natural Resources on Land of PAHs

Sl.no	Availability of natural resources on land	No. of PAHs
1.	Trees (timber)	8
2.	Trees (horticulture )	7
3.	Vegetation	2
4.	Streams/ river	4
5.	Springs	1
6.	Barren land/ shrub arable land/ Jhum land/ sand	3
7.	Minerals (limestone/coal/clay/ glass-sand etc.)	0

The table on availability of natural resources on land of PAHs shows that majority of the respondents have agricultural land. Fruit bearing trees like jackfruit; plantation of betel nut, betel leaf, broom, bamboo; vegetables; and other matured trees are some of the common type of cultivation or vegetation found in the project affected area. There is a stream crossing through the land of 4 PAHs and there is only one individual household who has a spring. 3 PAHs have fallow land.

### Availability of alternate land for relocation of PAHs

Table 17: Availability of Alternate Land for Relocation of PAHs

Sl.no	Availability of alternate land	No. of PAHs
1.	Yes	1
2.	No	12

The table on availability of alternate land for relocation of PAHs indicates that a total of 12 project affected house have no alternate land to relocate their structures or any other agricultural land. While only 1 PAH has alternative land elsewhere.

### Willingness to give the land

Table 18: Willingness to give the land

Sl.no	Willing to give the land	No. of PAHs
1.	Yes	10
2.	No	1
3.	Not decided	2

The table on willingness to give the land for the road project shows that 10 PAHs are willing to give their land while 2 PAHs have not decided on whether to give the land or not. At Tamabil village, the landowner does not want the land to be acquired.

### Concerns arising from the land acquisition

Table 19: Concerns arising from the land acquisition

Sl.no	Major Concern	Nos of PAHs
1.	Loss of land	11
2.	Loss of income	7

3.	Loss of residence	8
4.	Fair compensation	10
5.	Disturbance to agricultural land	4
6.	Disturbance to water sources	2
7.	Disposal of soil	3
8.	Landslide	1
9.	Others	2

The table on concerns arising from PAHs shows that a majority of respondents have cited loss of land, loss of income, loss of residence and lack of fair compensation as the key challenges. Concerns arising from the duration construction time, indirect impacts to agricultural land and water sources outside the scope of the DPR, may be affected from soil dumping and siltation. Mudslides and landslides due to the absence of proper land stabilization is also a concern that arises during operation phase of the project. Other challenges are the inability to replace the lost land, the loss of productivity of the soil, the loss of usage and accessibility of the acquired land.

#### **Aspirations from the proposed road project made by PAHs**

*Table 20: Aspirations from the Proposed Road Project made by the PAHs*

Sl.no	Aspiration from the proposed road project	No. of PAHs
1.	Employment	9
2.	Proper compensation	10
3.	Realignment of road	5
4.	Land for land	5
5.	Road safety measures	4
6.	Others	3

This table on the aspirations from the proposed road project shows that majority of the PAHs requested for proper compensation for all losses. They stated that it's not possible to replace the acquired land to its natural form or to purchase a new land. They also cited change of occupation from agricultural activity to commercial activity due to the absence of alternative agricultural land.

9 PAHs requested for employment during the construction/operation project 5 PAHs have requested that they be provided land for land. While another 5 PAHs requested for a realignment of road from the existing Dawki Road. 4 PAHs has requested for road safety measures to be taken into consideration throughout the project phases. Other 3 PAHs has asked for other safety measures such as a retaining wall and reconstructing of structures in hill cut steep.

## Social Impact of Project Affected Area

### **Impact on project affected households**

From the stakeholder consultation and survey, there are 13 PAHs who will be directly affected from the road project. Most of the lands likely to be affected are agricultural and residential land. There was low participation from the landowners as most of the landowners were not available for the survey. Most of the land owners present at the consultation were ready to give their land for land acquisition except for the land owner at Tamabil village. They requested for fair monetary compensation, rehabilitation and resettlement for all project affected households and displaced person.

### **Impact on land use**

Accessibility and usage of land after acquisition for road project will be minimal as agricultural land, residential area and medical facilities will be converted into a development area. The inability to use the land will impact the livelihood and income of the project affected families. However, the respondents of the project affected area welcomed the road project and have stated that with fair compensation they will be able to purchase a new land. From the village authority consultation, it was pointed out that the existing Shillong Dawki Road needs to be improved as it causes huge traffic congestion due to the narrow width of the road and lack of vehicles bay. Services like PHC need to be relocated nearby to avoid inaccessibility to medical facilities.

### **Impact on structure, community assets, infrastructure and property**

A total of 13 individual structures both residential and commercial, will be affected from the proposed road project as these structures will need to be fully or partially dismantled and relocated elsewhere. Community assets, infrastructure and property like school compound, PHC building, BOP land, petrol pump and Land Customs land at Bakur village are likely to be affected directly and partially from the road project. The community members have requested that with fair compensation and reconstruction of basic facilities, the losses can be replaced back to normal or better form. The community members can also be linked to schemes and programs to avail infrastructural development in the area.

### **Impact on food Security**

As per chapter 3 para (4) of RFCTLARR Act 2013, provided that the provision of this section shall not apply in the case of project that are linear in nature such as those relating to railways, highways, major district roads, irrigation canals, power lines and the like. While most of the agricultural land acquired are used for betel nut plantation and broom cultivation, it can be said that food security of the region will not be affected but only income and livelihood of individual PAHs will be impacted.

### **Impact on public utilities and services**

Public utilities and services likely to be affected from the road project are footpath, approach road, individual water pipes and electricity post at Bakur village. To prevent any kind of discontinuity of services to the community members, relocation and continuity of services during the project implementation phase needs to be ensured.

### **Impact on environment**

From the field survey and consultation, majority of land to be acquired falls under agricultural land like broom and betel nut plantation and shrub land. This acquisition will require land, trees and forest clearance. Water sources like seasonal stream and springs available in individual land will likely be impacted from soil dumping and siltation. It is important to ensure that water sources used by community members are not polluted during the construction period and afforestation should be encouraged to improve the greenery of the area.

### **Impact on health and well being**

The proposed road project will pass through the PHC campus and the administrative and staff building will need to be relocated. This will disrupt the service delivery of the PHC and chances are there that the proposed relocation of PHC will be far away from the existing location. However, it can be pointed out that disruption in services will be of a short term which will be felt only during the construction period.

### **Impact on religious, cultural and historical site**

The St. Francis Catholic Church will be partly affected from this land acquisition.

### **Impact on the village norms, beliefs, value and cultural life**

According to the field survey, community discussion and informal conversations with local leaders, it was noted that there will be no negative impact on the village norms, belief, values and cultural life from the up-gradation of the road project.

### **Overall impact from the road project**

From the stakeholder consultation, it was seen that the community members of the area welcomed the road widening project. They said that the road project will ensure easy transportation of services and goods and reduce the traffic congestion especially within Dawki village.



Table 21: Approximate Loss for Landowners

Name of Land Owner	Use of Land	Total Residences	Loss of Residence	Total Shops	Total Sheds	Total Other Structures	Loss of Income	Loss of Land	Impact on Agriculture
Bakur/Lumparing/Dawki									
St. Francis School	School and church	-	No	-	-	2	No	Yes	No
Dlissibon Khonglah	Agriculture Residential Forest	-	Yes	-	-	-	Yes	Yes	Yes
Rita Lanong	Fallow	-	No	-	-	-	No	Yes	No
(L) Albert Dkhar	Residential Shop	1	Yes	1	-	-	Yes	Yes	No
Misarful Gayang	Residential	1	Yes	-	-	1	No	Yes	No
Misarful Gayang	Agriculture Residential	-	Yes	-	-	-	No	Yes	Yes
Bina Gayang	Residential Animal Husbandry	2	Yes	-	1	-	Yes	Yes	No
Jublin Ryngksai	Shop Forest	-	No	1	-	-	Yes	Yes	No
Limai Pala (landowner) ) Vitus Khonglah (tenant)	Agriculture Residential	1	Yes	-	-	-	Yes	Yes	Yes
Lastly Khonglah	Fallow	-	No	-	-	-	Yes	Yes	No
Amabilis Gayang Lamin	Agriculture Residential	2	Yes	-	-	-	Yes	Yes	Yes
Tamabil									
D. Donstan Khonglah	Residential Forest	1	Yes	-	-	-	Yes	Yes	No
Dolly Khonglah	Residential	-	No	-	-	-	No	Yes	No

## Part VI: Public Hearing

The Public Hearing for the proposed land acquisition for improvement to two lane with paved shoulder/ 4 lane of NH 40 between Shillong to Bangladesh Border Section – New Dawki Realignment Road under Package 4 in Meghalaya, Amlarem C&RD block, West Jaintia Hills District was held on the 5<sup>th</sup> of March, 2019 at Bakur Community Hall, Bakur village. The hearing was chaired by Shri. ABS Swer, Officer on Special Duty, Meghalaya Institute of Governance along with the SIA Team in the presence of Dr. Simon Khonglah, M&HO, PHC Dawki; Shri. Daniel Khongsit, headman of Bakur village and community members from Bakur, Lamin and Darang. The hearing was attended by 40 participants<sup>9</sup>.

*Figure 7 Public hearing held at Bakur village*



Before the commencement of the hearing, the chairman along with the SIA team members gave an overview on the purpose and objective for conducting the Public Hearing under the Right to Fair Compensation and Transparency, Rehabilitation and Resettlement Act, 2013 as part of Social Impact Assessment Study for the proposed land acquisition for the road project. The compiled draft SIA report was shared with the community member present

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<sup>9</sup> See Annexure 3

at the hearing. After which the floor was open for discussion, queries, and sharing of opinions which were addressed by the chairman.

The following table lists out the discussion held at the Public Hearing.

Sl. no	Participants	Queries/ Comments	Responses made by officials
1.	Shri Dropti Ryngksai, (Landowner, Dawki)	<ul style="list-style-type: none"> <li>• He enquired about the names of people willing to give up their land for the road project.</li> <li>• He stated that he and the other landowners weren't aware of the Public Hearing but only came to know of it from friends.</li> <li>• He further stated that he along with the other landowners have never received any kind of information from the government regarding the proposed acquisition for the road project. He requested that the government should directly communicate with the landowners to decide on the kinds of compensation and the extent of land to be acquired from them.</li> <li>• He also asked for a full compensation before the acquisition is made to avoid any kind of conflict.</li> <li>• He further suggested that another consultation with landowners should be taken up to receive a collective response on the willingness and unwillingness to give up their land.</li> </ul>	<ul style="list-style-type: none"> <li>• The official stated that disclosing the name of landowners was not possible as this will violate the spirit of confidentiality and privacy.</li> <li>• Final declaration of awards will be made by the respective Deputy Commissioner Office's after consultation with all expert committee group and further information on the said project will be published in the daily newspaper as and when required.</li> </ul>
2.	Smt. Rita Lanong, Landowner	<ul style="list-style-type: none"> <li>• The landowners stated that she has bought a portion of land from Shri. Dropti Ryngksai, while the previous owner name is listed in the official list of landowner, her name has not be included. She has registered her land too with the</li> </ul>	<ul style="list-style-type: none"> <li>• The chairman requested the landowners present to give their names to the headman who can then send a copy of the final list of landowners to the Revenue Department. Or they may give their names to SIA team.</li> </ul>

		government but no information has been made about the acquisition.	
3.	Shri. Pherbak Lamin, Chairman St Francis School	<ul style="list-style-type: none"> <li>• He suggested the inclusion of some landowners who are likely to be directly affected from this road project.</li> <li>• He also stated that the fear of the landowners may arise from the uncertainty of not receiving a full one-time payment which may cause difficulty for the land owners in the future.</li> <li>• As for the impact on the school and church open space, he stated that they have no objection to the acquisition. However, the acquisition will reduce the land size and increase the feeling of insecurity on the safety of the school children.</li> <li>• With regards to the road project, he said that the new road will only benefit the exporter and tourist and not the local populace.</li> <li>• Villages such as Umkrem, Umsyiem, Kongwang, Sohlong, Mawriang, Pyrdi Wah, Mawkyngkang and Er Bamon in the East Khasi Hills will be detrimentally affected as the new road would be farther away from them and access to medical facilities would be more cumbersome for them. Also the roads would make their access to markets more time consuming.</li> </ul>	<ul style="list-style-type: none"> <li>• Compensation is solely decided by the Deputy Commissioner Office, but under the RFCTLARR Act, 2013 compensation and R&amp;R plan will be made as per the provision of the Schedule 1 and 2.</li> <li>• To address the safety and security of the school children, boundary walls and a slip road to the church/ school has been proposed under the DPR of the road project.</li> </ul>
4.	Shri. Firstly Joy Dhar, Landowner from Lamin	<ul style="list-style-type: none"> <li>• A small portion of his mother's land at Lumparing, Bakur will be acquired for the road project but her name has not been included.</li> </ul>	<ul style="list-style-type: none"> <li>• Name of the missing person can be given to the Headman or to the SIA team.</li> </ul>
5.	Shri. Daniel	<ul style="list-style-type: none"> <li>• The headman related that an</li> </ul>	<ul style="list-style-type: none"> <li>• The Chairman further</li> </ul>

	Khongsit, Headman of Bakur	<p>earlier proposal had already been made to improve the Dawki road along the EROW including a proposal to construct the new Dawki Bridge about 100 meters downstream. Land acquisition for this project had already been completed. However, now the government's proposal to acquire new land which will affect the PHC. He does not want the PHC to be relocated elsewhere as the present site is ideal and the shift would hinder service delivery.</p> <ul style="list-style-type: none"> <li>• Requested that the existing Shillong Dawki road be upgraded.</li> <li>• He also suggested for quick implementation of the project as it has been delayed for many years.</li> </ul>	requested the landowner to directly go and give their name to the Revenue office for quicker response.
6.	Dr. Simon Khonglah, PHC Dawki	<ul style="list-style-type: none"> <li>• He requested for the construction of a new PHC building within the village which is still nearer and accessible to all the villages from EKH and WJHs respectively. He shared that the existing location of PHC building was given as a free deed from the community members to the Health Department and objection or approval of the project is solely with the Government of Meghalaya.</li> </ul>	-

From the Public Hearing, it can be pointed out that the community members and landowners present at the hearing has no objection to the proposed acquisition and welcomed the quick implementation of the road project. However, it can also be stated that the land owners want the inclusion of their names. Secondly, there is a fear that the existing PHC will be relocated to a far location making health services inaccessible and time consuming.

*Figure 8: One of the land owners expressing his opinion at the public hearing*



## **Part VII: Social Impact Management Plan**

The following are the measures to reduce and alleviate any negative impacts that may arise from the road widening project from Bakur to Tamabil village in West Jaintia Hills, Meghalaya.

### **Resettlement Measures**

- i. As per Section 8 of the RTFCLARR Act 2013 the Rehabilitation Commissioner shall publish the approved Rehabilitation and Resettlement Scheme by affixing it in conspicuous places in the affected areas.
- ii. Relocation and rehabilitation of all displaced families.
- iii. As per Section 101 of the RFCTLARR Act 2013 when any land acquired under the Act remains unutilised for a period of five years, it shall be returned to the legal owners or the legal heirs.
- iv. As per Section 41 (6) as the land shall be acquired from a Scheduled Tribe family, one-third of the compensation amount due should be paid to the affected family as first instalment.
- v. There are several families who will have to be resettled as part of this land acquisition process. The residents of Bakur and Tamabil village will have to be resettled as they will face a total loss of their residences. It is of utmost importance that they be resettled near their original village.

### **Rehabilitation Measures**

- i. Even though this is a tribal dominated area there is no need to put forth a Development Plan for Scheduled Tribe families as per Section 9 of the RFCTLARR Act 2013 by the Requiring Body as the state is a tribal dominated state and falls under the Sixth Schedule.
- ii. The land owners of the land may be compensated as per the First Schedule of the RFCTLARR Act 2013. This may include the:
  - Market Value of land as determined under Section 26
  - Factor by which the market value is to be multiplied in rural areas
  - The value of assets attached to the property.



- Solatium, i.e. an award for inconvenience, loss or the like.
- iii. For all affected families the following is provided for as per the Second Schedule of the RFCTLARR Act, 2013:
  - For the loss of house a constructed houses shall be provided as per the Indira Awas Yojana specifications or the equivalent cost of the house in lieu of a constructed house.
  - A onetime payment of five lakh rupees per affected family or annuity policies for a period of twenty years.
  - Each affected family which is displaced shall be given a monthly subsistence allowance equivalent to three thousand for a period of one year.
  - As the PAFs are from the Scheduled Areas, the affected family shall be relocated to a similar area to ensure continuity in their culture and community.
  - Each PAF with a petty shop or cattle shall get a onetime financial assistance.
  - Each PAF are entitled to one time “Resettlement Allowance”.
- iv. When jobs are created through the project, suitable training and skill development should be given so as to ensure employment at a rate not lower than the minimum wages; or ;
- v. Proper financial training for all; to help those who have been awarded compensation to be more financially aware and thus be able to plan their financial resources sustainably.
- vi. Vocational or skill training of the affected family members who have suitable educational qualifications.
- vii. Provide training and market linkage support to women through SHGs.
- viii. If any affected household is reduced to the status of a marginal farmer or landless, they shall be allotted a minimum one acre of land in the command area.
- ix. Attempts should be made by the project proponent to reconstruct the community infrastructures most likely to be affected by the project.
- x. Although the public wants to follow the 2009 alignment, consideration of this should be made viz-a-viz to better the road alignment.
- xi. Relocation of the Dawki PHC should be done at a site that is nearest to the existing one so as to enable efficient service for all the dependant population.

### Environmental Measures

- i. Under the Forest (Conservation) Act, 1980 Chapter 3 Section 3.1(i) compensatory afforestation must be made for the loss of all trees in the area.
- ii. Trees to be planted to reduce the pollution caused during construction and implementation of the project.
- iii. Land stabilisation of the lower slopes can be done through afforestation of the land. At the same time, to ensure there is no total loss of income to those who have lost cultivation areas, permission may be allowed to grow betel nut trees on the ROW. Those who use this land however, must recognise that they are merely land users and have no claims to the land.
- iv. To ensure that there is no loose earth that may cause landslides later.

- v. Protection of the water sources at the project site so as to protect it from pollution during the construction period.
- vi. Efforts must be taken not only for the creation of adequate drinking supply but for the protection of the already present water resources.
- vii. To install a Dust Mitigation Plan<sup>10</sup> such as the one installed in Delhi -National Capital Region (NCR) by the Ministry for Environment, Forest & Climate Change, and Government of India. The following measures may be followed by the construction company:
  - a. No loose soil or sand or construction and demolition waste or any construction material that causes dust shall be left uncovered.
  - b. Wind-breaker of appropriate height.
  - c. Water sprinkling system shall be put in place.
- viii. As per a case study of construction of a rural road in Thanjavur, Tamil Nadu mentioned in the *Guidelines on Environmental Management of Construction & Demolition (C&D) Wastes*, the addition of C&D waste in the sub-base layer of the road structure, the conventional laterite layer can be further strengthened – the quantity of laterite used is reduced and cost of road construction is also reduced. The same may be adopted in certain stretches of the road from the C&D waste that will be accumulated from the demolition of structures on this new Right of Way (ROW). This will reduce the visual annoyance of construction debris and may mitigate the waste dumping measure.
- ix. There are also two seasonal streams that flow in the affected villages, where one is just opposite to the petrol pump and the other at the end of St. Francis School. Measures should be taken to protect these streams from soil dumping and other hazards during the construction phase.
- x. Since the DPR consist the construction of a new bridge over River Umngot, proper care should be taken to check the integrity of the river as this side is a major tourist attraction and any disturbance to it may cause loss of income to the local population and inconvenience to the tourists.
- xi. Preservation of PHE water supply in all the villages and replacement of lost water platforms, water tanks and village water supply pipelines.

### Miscellaneous

- i. Inclusion of all rightful landowners in the government's list.
- ii. Relocation of the Dawki PHC to the nearest available site to ensure continuity of service delivery to all villages.
- iii. The name of Dawki village should also be included as one of the affected villages in the list as some areas of the village will be affected by the acquisition of land for the road widening project.

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<sup>10</sup> (Press Information Bureau, 'Rules Should be Enforced, There Should be No Laxity': Union Environment Minister 2018)

- iv. The name of the river should be verified as in the map it is mentioned as Piyang River whereas the people of the village are not aware of the name that is provided in the maps. They call it by a different name.
- v. Proper care should be taken while constructing road near the petrol pump in Tamabil to ensure safety for all.
- vi. As this is an international road which sees heavy traffic from domestic as well as international tourists, the new widened road will ease traffic congestion at Tamabil. The DPR which includes the truck lay by at Lumparing, Bakur, proper safety measures should be undertaken as it is a residential area.
- vii. A link road should be constructed which will connect the under constructed Integrated Check Post that is located in Tamabil. At present, the ICP is located at a distance from the main road, and because of this position, it will be difficult for the security personnel to perform their duties accordingly.
- viii. All approach roads should be maintained especially the road to Muktapur.
- ix. During construction period, since it is a school area, measures should be taken to control the noise pollution.
- x. Road safety measures should be taken for the school children during the school hours and the travelling of the school going children should not be hampered.
- xi. To install a Community Engagement Strategy which contains a list of key stakeholders and describes their interest in the project; actions, outcomes, mechanisms, to support a regular review of the effectiveness of the community engagement strategy. This would engage local grassroots bodies in the identification of suitable areas to dump soil, to monitor and supervise construction labourers engaged in the construction of the road.
- xii. To ensure that there is cooperation between the village durbars and the construction company so as to create a sense of security among the people and avoid untoward incidents with road construction labourers.
- xiii. To install a Dispute Resolution Mechanism.
- xiv. To install a Grievances Redressal Mechanism (GRM) and to ensure that a Grievances Redressal Officer (GRO) is placed at the ground level who is accessible by all stakeholders. The functioning and hierarchy of the GRM should be properly explained beforehand.

### Rehabilitation and Resettlement Committee

Although Section 45(1) of the RFCTLARR Act 2013 puts provision for the establishment of a Resettlement and Rehabilitation Committee when the area of land to be acquired is more than one hundred acres. As such it is desirable to constitute a similar body to see and review and monitor the progress of rehabilitation and resettlement once in a month till the process of rehabilitation and resettlement is completed. This Committee is also set up for the purpose of carrying the post-implementation social audits and grievance redressal.

## Annexures

### 1. List of landowners missing from the official list

Sl no.	List of landowners	Villages	Respondents
1.	Mano Gashynga	-	
2.	Milibon Gashynga	-	
3.	Rita Lanong	Darang	
4.	Sheba Gayang	Bakur	
5.	Brango Khriam	-	
6.	Misarful Gayang	Bakur	
7.	Angel Lamin	Bakur	Land owner
8.	Shabar Lamin Gayang	Bakur	Land owner
9.	Anita Lamin	Bakur	Land owner
10.	Eurica Tariang	Opposite custom	Land owner
11.	Akos Dkhar	Lumparing (Bakur)	Land owner
12.	Bity Ryngksai	Darang	Land owner
13.	Wang Ryngksai	Darang	Land owner
14.	Mum Ryngksai	Darang	Land owner
15.	Ruby Ryngksai	Darang	Land owner
16.	Methelda Ryngksai	Darang	Land owner
17.	Merilina Ryngksai	Darang	Land owner
18.	Arpita Ryngksai	Bakur	Land owner
19.	Binora Sohkhlet	Bakur	Land owner
20.	Astar Gayang	Lamin	Tenant
21.	Asha Dhar	Lamin	Land owner
22.	Balabara Khonglah	Lamin	Elias Kassah Lamin (Sister-in-law of L/O)

23.	Molika Niangti	Tamabil	Land owner
24.	Phlo Lamin Gayang	Tamabil	Land Owner
25.	(Late) Wanda Gashnga	Bakur	Banjob Gashnga (Son of L/O)
26.	(Late) Klistina Khonglah	Bakur	Bahunlang Khonglah (granddaughter of L/O)
27.	Smt Dropty Ryngksai	Darang	Land owner
28.	Kasar Lamin Dumai	Bakur	Land owner
29.	Barket Tongper	Lamin	Land owner

## 2. Notification to conduct SIA on Proposed Land Acquisition

### **NOTIFICATION** **Under Section 4 (2) of RFCT Act, 2013.**

**Under Section 4 (2) of Right to Fair Compensation & Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013.**

NO.RDA.47/2018/27

Dated Shillong, the 6<sup>th</sup> February, 2019.

WHEREAS, acquisition of land area measuring 81631.67 Sqm at West Jaintia Hills District, for the purpose for Improvement/widening to 2 Lane with paved shoulder/ 4-laning of NH-40 between Shillong to Dawki Road upto Bangladesh Border including Dawki Bridge (proposed project) to be constructed/developed by Government of Meghalaya is/are proposed.

WHEREAS, a social Impact Assessment team of the Meghalaya Institute of Governance (MIG) has been formed to consult, to survey and to take public hearing after publication of this Notification.


WHEREAS, the aforesaid team will fix and indicate the dates and venue for which all concerned will be requested to remain present with their claims/objections/suggestions, if any.

WHEREAS, the concerned land owners as at Annexure-I the Headman Bakur, Dawki, Tamabil and the villagers may remain present for hearing for consent/approval for the project.

WHEREAS, the process must be completed and SIA report must be submitted along with the plan (SIMP) within the time specified as per RFCT-LARR Act, 2013.

WHEREAS, any attempt at coercion or threat against the process during the specified period will render the exercise null & void.

Now, therefore, if there is any requirement for information, anyone may contact the SIA Unit.

  
(Shri. B. Hajong, MCS)  
Joint Secretary to the Govt. of Meghalaya  
Revenue & Disaster Management Department.

### 3. Attendance Sheet during Landowners' Consultation

<p style="text-align: center;">Attendance Sheet On Social Impact Assessment (KII) for Land Acquisition for improvement/widening to 2 lane of Shillong -Dawki road, Package IV West jaintia Hills District. Venue: Bakur village Date; 19<sup>th</sup>: 02: 2019</p>				
Sl. no	Name	Gender	Village	Signature
1	Shri Daniel Khongbit	M	Bakur	[Signature]
2	Shri D. DONSTAN KHONGLAH	M	Bakur.	[Signature]
3	Shri Waimi Gashy	M	Bakur	[Signature]
4	Shri Firstjoy Ghar	M	Lamun	[Signature]
5	Shri. Mestij Gashy	M	"	[Signature]
6	Shri. Barker Tongper	M	"	[Signature]
7	Shri. Hial Gashy	M	"	[Signature]
8	Smt. ESTERLIN LAMIN KAYANG	F	"	[Signature]
9	Smt. MISAKTUL KAYANG	F	"	[Signature]
10	Smt. SYOK GAYANG	F	Bakur	[Signature]
11	Smt. DESSIGON KHONGLAH	F	LAMUN	[Signature]
12	SHRI. KUSHINGAM GAYANG	M	BAKUR	[Signature]
13	Smt. AMABILIS GAYANG LAMUN	F	BAKUR	[Signature]
14	SHRI. DOMINIC GAYANG	M	"	[Signature]
15	Smt Rita Lanang	F	Bakur	[Signature]
16	Smt. LASTY KHONGLAH	F	BAKUR	[Signature]



#### 4. Attendance Sheet from Stakeholders' Consultation

Attendance Sheet  
On

On  
Social Impact Assessment (KII) for Land Acquisition for improvement/widening to 2 lane of Shillong -Dawki road,  
Package IV

West jaintia Hills District.

**Venue:** IB Dawki

Date; 21<sup>st</sup> : 02: 2019[illegible]

# 5. Attendance sheet of participants in the Public Hearing held at Bakur

Attendance Sheet				
On				
Social Impact Assessment Study (Public Hearing) for Land Acquisition for improvement/widening to 2 lane of Shillong - Dawki road, Package IV				
West Jaintia Hills District.				
Venue: Bakur Village			Date: 05 <sup>th</sup> : 03: 2019	
Sl. no	Name	Designation	Department	Signature
01	Abd Swer		MLA	
02	Daniel Khongbit	Headman Bakur		Khongbit 9436748112
03	Vitus Khonglah	Bakur	" "	V. Khonglah
04	Bobbynora Lamin	" "		Bamin
05	Fareenda Pala	" "		F. pala
06	Borlin Khonglah	" "		Borlin Khonglah
07	Smt Rita Lanyang	Teacher		Rita
08	Shri Barket Tongfer	Lamin		Bongfer
09	Smt. Esterson Gayang	Lamin	EC	EGayang
10	Smt. Dissebon Khonglah	Lamin		Dkhonglah
11	Shri. Exaldus Lamin	Bakur		Exaldus
12	Smt Beauty Gayang	Bakur		Bayang
13	Smt Mirarful Gayang	Lamin		M. Gayang
14	Smt Syor Gayang	Bakur		S. Gayang
15	Smt (Wendela Gushage) (Son) (BANSOR Gushage)	Bakur		B. Gushage
16	J. Khynglani			J. Khynglani
17	Di. Chumain Jakhri			Chumain
18	Anila Lamin	Bakur		Anila
19	Melita Niongli	Bakur		Melita Niongli
20	Wang Rong	Darrang		W. R
21	Bity Rynghsa	Darrang		B. R
22	Mum "	Darrang		M R



Attendance Sheet  
On  
Social Impact Assessment Study (Public Hearing) for Land Acquisition for improvement/widening to 2 lane of  
Shillong - Dawki road, Package IV  
West Jaintia Hills District.

Venue: Bakur Village

Date: 05<sup>th</sup>: 03: 2019

Sl. no	Name	Gender	Village	Signature
23	Mesilina Rynghsai	Female		M. R
24	Melkilda	"		M R
25	Ruby Rynghsai	"		R - R
26	AKOS Dikhar	M	Shmia para dumbaring	A. Khon
27	Aneshil's Gayang	F	Bakur.	A
28	Bira Gayang	F	"	B. Laim
29	Dr Simon Khonlan	M	Dawki PHC	Simon
30	Dison Padu	M	Nonglatang	Dison
31	Jay Khanying	M	Bakur	Jay
32	MR. Grasswell Bakur	M	Bakur	G. Bakur
33	Shri. Denis Lamin	Male		Denis
34	Cletus L. Gashang	Bakur		C. Gashang
35	A. Bakur	Bakur		A. Bakur
36	Mr. Firstlyng Olu	Lamin		Firstlyng
37	Shri Elias Fokel	Lamin		Elias
38	Lasly Khonglah	Bakur		D.S
39	Harving Tayper	Bakur		H. Tayper
40	Pharbak F. Suma	Bakur		Pharbak

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