

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

“Social Impact Assessment (SIA) Study and Preparation of Social Management Implementation Plan, Rehabilitation & Resettlement (RR Policy) Plan” For Pune Metro Rail Project



Submitted to:

MAHARASHTRA METRO RAIL CORPORATION LTD
(A joint venture of Govt. of India & Govt. of Maharashtra)
PUNE METRO RAIL PROJECT

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Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

CONTENTS

No.	Particulars	Page no.
A	List of Abbreviation	6
D	Definitions	8
E	Executive Summary	10
E1.0	Introduction	10
E2.0	Social Impact Assessment and Management Plan	10
E2.1	Socio Economic Impacts	10
E2.2	Social Impacts During Construction Phase	12
E2.3	Social Management Plan	13
E3.0	Gender Action Plan, Information Communication Strategy and HIV/ AIDS Addressal Strategy	15
E3.1	Gender Action Plan (GAP)	15
E3.2	Information, Communication and Awareness	15
E3.3	Strategy for HIV/AIDS and Sexually Transmitted Diseases	16
E4.0	Public Consultation	16
E5.0	Legal Policy Framework and Applicable Guidelines	17
E5.1	Maharashtra Guidelines and Rules for Land Acquisition 27-08-2014	17
E5.2	Maharashtra Government Resolution	17
E5.3	Bank Guidelines for Involuntary Settlement and Indigenous People Plan	17
E5.4	Resettlement and Rehabilitation Process	17
E5.5	World Bank Policies and Deviations from The Indian Law	17
E5.6	Eligibility and Entitlements	18
E6.0	Institutional Arrangement	18
E6.1	RAP Implementation Team	18
E6.2	Grievance Redressal Committee	18
E6.3	Community Participation During Project Implementation	18
E7.0	Monitoring and Evaluation	19
E8.0	Implementation Schedule	19
E9.0	Resettlement-Rehabilitation Assistance Plan	19
1.0	Chapter 1- Project Background and Scope of Services-Introduction	20
1.1	Project Objectives	21
1.2	Scope of Services	21
1.3	Salient Features of the Project	21
1.4	Details of Stations	23
1.5	Social Impact Assessment(SIA) and R&R Framework	24

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

1.5.1	The SIA and R&R Screening	24
1.5.2	Resettlement and Rehabilitation Framework(RRF)	25
1.5.3	Resettlement Action Plan(RAP)	25
2.0	Chapter 2- Social Impact Assessment an Management Plan- Introduction	27
2.1	Socio Economic Profile of the Project Area	27
2.2	Socio Economic Impacts	31
2.2.1	Socio-Economic Impact during Pre-Construction Phase	31
2.2.2	Social Impacts during Construction Phase	36
2.2.3	Social Impacts during Operations	37
2.3	Social Management Plan	38
3.0	Chapter 3- Gender Action Plan, Information Communication Strategy and HIV/AIDS Addressal Strategy	45
3.1	Gender Action Plan (GAP)	45
3.1.1	Construction of Metro Rail and Depot Facilities	45
3.1.2	Metro Operations and service delivery	46
3.1.3	Capacity and Staffing Development	46
3.2	Information, Communication and Awareness	47
3.3	Stakeholder and Community Engagement Plan	47
3.4	Strategy for HIV/AIDS and Sexually Transmitted Diseases	52
3.5	The Rationale for Incorporating Hiv/Aids Programs	53
3.6	Role of Pune Metro Authority in Combating Hiv/Aids	53
3.7	Measures to Combat Against the Hiv/Aids	53
4.0	Chapter 4- Public Consultations-Introduction	56
4.1	Public Consultations	56
4.2	Documentation of the public consultations	57
4.2.1	Planning Stage	57
4.2.2	Construction Stage & Operation Stage	57
5.0	Chapter 5-Legal Policy Framework and Applicable Guidelines	59
5.1	Introduction	59
5.2	Maharashtra Guidelines and Rules for Land Acquisition 27-08-2014	59
5.3	Maharashtra Government Resolution	60
5.4	Bank Guidelines for Involuntary Settlement and Indigenous People Plan	60
5.5	Resettlement and Rehabilitation Process	61
5.6	Word Bank Policies and Deviations from The Indian Law If Any and Proposed Measures for Bridging the Gaps	62
5.6.1	Social Impact Assessment	62
5.6.2	Grievance Redressal Committee	62

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

5.6.3	Public Consultation	63
5.6.4	Establishment of RAP Implementation Team	63
5.6.5	Monitoring and Evaluation	63
5.7	Eligibility and Entitlements	63
6.0	Chapter 6- Institutional Arrangement	65
6.1	Rap Implementation Team	65
6.2	Grievance Redressal Mechanism	68
6.3	Community Participation During Project Implementation	69
7.0	Chapter 7- Monitoring and Evaluation	70
7.1	Introduction	70
7.2	Internal Monitoring	70
7.3	Independent Evaluation	71
7.4	Reporting Requirements	73
7.5	Information Disclosure	73
8.0	Chapter 8- Implementation Schedule-Introduction	74
8.1	Implementation Schedule	74
8.2	Project Preparatory Stage (Pre- Implementation Stage)	75
8.3	RAP Implementation Stage	75
8.4	RAP Implementation Schedule	75
9.0	Chapter 9- Resettlement and Rehabilitation Assistance Plan	76
9.1	Background	76
9.2	Eligibility for Entitlement	76

List of Tables

No.	Particulars	Page no.
1.1	Salient features of the Project	21
1.2-1.2.1	Stations on North South and East- West Corridors of Pune Metro	23-24
2.1	Basic Features of Maharashtra	27
2.2	Basic Features of Pune	28
2.3	Maharashtra State Population	28
2.4	Maharashtra State Population SC and ST	28
2.5	Maharashtra State Literacy Level	28
2.6	Maharashtra State Worker Population	29
2.7	Pune District Population	29
2.8	Distribution of SCand ST Population in Pune District	29
2.9	Literacy Level in Pune District	33
2.10	Distribution of Workers in Pune District	34

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

2.11	Population in Urban Area of Tehsil Haveli	30
2.12	Distribution of SC and ST Population in Urban Areas of Pune and Haveli Tehsil	30
2.13	Distribution of Literates in Urban Area of Haveli Tehsil	30
2.14	Project Area Tehsil Urban Work Population	30
2.15	Details of Land Parcels in Area Marked for The Project (Numbers)	31
2.16	Reach-wise/ Corridor-Wise Details of Ownership of Structures	33
2.17	Reach-Wise- Corridor-Wise Type of Structures	34
2.18	Reach-wise/ Corridor-wise Details of Type of Structures for Revised ROW	34
3.1	Stakeholders' Description	47
3.2	Community Engagement Goals and Objectives	48
4.1	Details of Metro Samwad Organised by PMRCL	51
6.1	Roles and Responsibilities for Implementation of the RRAP	65
7.1	Indicators for Monitoring of RAP Progress	71
7.2	Indicators for Project Outcome Evaluation	72
8.1	RAP Implementation Schedule	75

List of Figures

No.	Particulars	Page no.
1.2	Index Map of Pune Metro showing Rail Alignment and Stations	22
6.1	Stages of Grievance Redressal	68

List of Annexures

No.	Particulars	Page no.
I	Survey Questionnaire	77
II	Maharashtra Govt. Guidelines dated 27-08-2014	91
III	Maharashtra Govt. Resolution dated 12-05-2015	121
IV	Maharashtra Govt. Resolution dated 30-09-2015	127
V	Involuntary Resettlement OP 4.12	129
VI	Indigenous People – OP 4.10 2013	137
VII	Format for Monitoring of RAP Implementation	146
VIII	Terms of Reference for Independent Evaluation Agency	148
IX	Land Policy of Pune Metro Rail Corporation (PMRCL)	150

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

LIST OF ABBREVIATIONS	
AFD	Agence Francaise De Developpment.
AIDS	Acquired Immune Deficiency Syndrome
ART	Antiretroviral Therapy
BPL	Below Poverty Line
CATC	Continuous Automatic Train Control
COI	Corridor of Impact
CPR	Common Property Resources
CRRI	Central Road Research Institute
CSR	Corporate Social Responsibility
DC	District Collector
DMRC	Delhi Metro Rail Corporation
DPR	Detailed Project Report
EIA	Environmental Impact Assessment
EIB	Environmental Investment Bank
EMP	Environment Management Plan
ESMD	Environmental & Social Management Division
FIRR	Financial Internal Rate of Return
FGD	Focus Group Discussion
GAP	Gender Action Plan
GOI	Government of India
GOM	Government of Maharashtra
GRC	Grievance Redressal Cell
HIV	Human Immunodeficiency Virus
ICCP	Information and Community Consultation Program
IEC	Information Education and Communication Strategy
IR	Involuntary Resettlement
PMRCL	Pune Metro Rail Corporation Limited
LAO	Special Land Acquisition Officer
L & B	Land and Building Department
LIG	Low Income Group
M&E	Monitoring and Evaluation
MIG	Middle Income Group
MOUD	Ministry of Urban Development
MRTS	Mass Rapid Transit System
NACO	National AIDS Control Organization
NACP	National AIDS Control Programme
NGO	Non-Governmental Organisation
NTH	Non-Title Holder
OP	Operational Procedures
PAP	Project Affected Person
PAF	Project Affected Family
PIU	Project Implementation Unit
R&R	Resettlement and Rehabilitation
RRAP	Rehabilitation & Resettlement Action Plan
RRF	Resettlement and Rehabilitation Framework
RAP	Resettlement Action Plan
RFCTLARRA	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement act, 2013

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

ROW/RoW	Right of Way
RRO	Resettlement and Rehabilitation Officer
RTI	Right to Information Act
SACS	State AIDS Control Societies
SBE	Small Business Enterprise
SC/ST	Schedule Caste and Schedule Tribes
SES	Socio-Economic Survey
SIA	Social Impact Assessment
SLAO	Special Land Acquisition Officer
SMU	Social Management Unit
STD	Sexually Transmitted Disease
STIs	Sexually Transmitted Infection
TOR	Term of Reference
TH	Title Holder
USD	US Dollars
VBD	Voluntary Blood Donation
WB	World Bank

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

DEFINITIONS

- a) Acquired land means the land acquired under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 or any other prevailing GOs for the Pune Metro Rail Project..
- b) Agricultural Land means lands being used for (i) Agriculture or horticulture; (ii) Dairy farming, poultry farming, pisciculture, sericulture, seed farming breeding of livestock or nursery growing medicinal herbs; (iii) Raising of crops, trees, grass or garden produce; and (iv) Land used for the grazing of cattle;
- c) Affected Area means such area as may be notified by the Government of Maharashtra under the relevant land acquisition acts for the purposes of land acquisition for the Project;
- d) Affected family means:
 - I. A family whose land or other immovable property has been acquired for the Pune Metro Rail Project.
 - II. A family which does not own land but a member or members of such family may be agricultural labourers, tenants including any form of tenancy or holding of usufruct right, share-croppers or artisans or who may be running a commercial establishment in the Affected Area, whose primary source of livelihood stand affected by the acquisition of the land;
 - III. The Scheduled Tribes and other traditional forest dwellers who have lost any of their forest rights recognized under the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 due to acquisition of land;
 - IV. A family without formal title on affected land or businesses but their livelihoods are directly dependent on the affected land or businesses;
 - V. A member of the family who has been assigned land by the State Government or the Central Government under any of its schemes and such land is under acquisition;
 - VI. A family without formal title of ownership or use but who have established usage of private land by investing in immovable objects, crops woods, trees, fruit bearing trees, vineyards, the age of crops and the time needed to reproduce them;
- e) Market Value of Land as per RFCTLARR Act 2013.
- f) The circle rate of the proposed land to be acquired shall be set as the higher of:
- g) the minimum land value, if any, specified for the registration of sale deeds in the area, where the land is situated; or
- h) the average of the sale price for similar type of land being acquired, ascertained from the highest fifty per cent of the sale deeds registered during the preceding three years in the nearest village or nearest vicinity of the land being acquired.; or
- i) the consented amount in case the land is acquired for private companies or public-private partnership projects.
- j) Family means a person, his or her spouse, parents, children, minor brothers and sisters dependent on him:
- k) Widows/divorcees and women deserted by families shall be considered as separate families.

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

- l) Below poverty line or BPL Family means below poverty line families as defined by the Planning Commission of India, from time to time, and those included in the State BPL list in force.
- m) Compensation refers to the amount paid as compensation under various provisions of the Resettlement and Rehabilitation Act 2013, for private property, structures and other assets acquired for the project, excluding rehabilitation and resettlement entitlements as per this policy.
- n) Cut-off Date is the date of start of Census survey, i.e. 1st January 2016.
- o) Displaced Family means any family, who because of acquisition of land must be relocated and resettled from the affected area;
- p) Employee means an individual engaged by a displaced commercial establishment in the Acquired Land, for compensation under a contract for employment whether oral or written, express or implied.
- q) Encroachers are those persons who have extended their building, business premises or work places or agriculture activities into government lands.
- r) Land acquisition means acquisition of land under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 or any other prevailing Government Orders.
- s) Minimum Wages means the minimum wage of a person for his/her services/ labour per day as per notification published by Department of Labour, Government of Maharashtra.
- t) Non-Perennial Crop: means any plant species, either grown naturally or through cultivation that lives for a harvest season and perishes with harvesting of its yields.
- u) Notification means a notification published in the Gazette of India, or, the Gazette of the State;
- v) Perennial Crop: means any plant species that live for years and yields its products after a certain age of maturity.
- w) Project means the PCMC -Swargate and Vanaz -Ramwadi corridors of Pune Maha Metro covering 31.25 Km length.
- x) Rehabilitation and Resettlement means carrying out rehabilitation and resettlement under Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 or as per any other law in force as may be applicable for rehabilitation and resettlement benefits to be provided to the affected families.
- y) State Government resolution for Land Acquisition.
- z) Severance of Land means a land holding divided into two or more pieces due to acquisition of land mainly for laying new project alignment or a re-alignment.
- aa) Squatter means those persons who have illegally occupied government land for residential, business and or other purposes as on cut-off date.
- bb) State Government/ Government refers to the Government of Maharashtra;

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

- cc) Tenants are those persons having bonafidetenancy agreements on cut-off date with a property owner with clear property titles, to occupy a structure or land for residence, business or other purposes.
- dd) Vulnerable groups: persons such as differently abled, widows, women headed households, persons above sixty years of age, Scheduled Caste and Scheduled Tribes, persons or families below the poverty line and other groups as may be specified by the State Government.
- ee) Women Headed Household means a family headed by a woman and does not have a male earning member. This woman may be a widowed, separated or deserted person.

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

EXECUTIVE SUMMARY

E.1 INTRODUCTION

Delhi Metro Rail Corporation (DMRC) has prepared a Detailed Project Report (DPR) in November 2013 based on which the project is proposed to be implemented. Pune Metro Rail Corporation Limited (PMRCL) is a Joint venture with equity participation of Govt. of India and Govt. of Maharashtra. The project consists of 31.254 Km metro corridor, 30 stations and 2 Depots. The entire stretch has been divided into 2 alignments or corridors, i.e., North-South corridor consisting of 16.589 kms (15 stations) and West-East corridor consisting of 14.925 kms (15 stations) along with two depots. Corridor 1- between PCMC to Swargate, Corridor 2- between Vanaz to Ramvadi. This Mass Rapid Transit System will facilitate people to have faster and comfortable movement within the corridor. There is a proposal to integrate all modes of transport to provide seamless mobility within the city of Pune.

Under the present study the main objective is to conduct the SIA for the affected properties and conduct informal public consultations that would facilitate in identifying the various categories of impacts and the categories of people being impacted due to the project.

E.2 SOCIAL IMPACT ASSESSMENT AND MANAGEMENT PLAN

The social impact assessment included gathering information on the socio-economic profile of the project area and a primary census Baseline Socio-Economic Survey (BSES). The published information has been utilized to enlist the socio-economic profile of the project area.

Pune district has a total population of 94.29 lakh, out of which 49.24 lakhs are male and 45.05 lakhs are female. Pune has around 61% percent urban population and remaining 39% percent are settled in rural areas. . It has around 11.80 lakh SC population and around 3.49 ST populations. Pune has around 71.72 lakh literate population, out of which 39.40 lakh are males and the 32.32 lakh are females. Pune district has a work force of around 40.49 lakh people, out of which around 28.09 lakh people are males and remaining 12.39 lakh are females.

The affected area through which the project corridor traverses are Pune City and Haveli tehsil. The total population in urban area is 57.51 lakh of which 30.20 lakhs are male and 27.30 lakhs are females Urban area of Haveli is having population of 79.9%. The SC and ST population in urban area of Haveli is, 11.80 lakh and 3.49 lakh in Pune City and Haveli respectively. Pune City and Haveli Tehsil's urban area has a literate population of around 89.2%, 87.7 lakh persons are working.

E.2.1 Socio-Economic Impacts

The Pune Metro Rail Project will affect the people in all the three phases of project, i.e., Preconstruction, During Construction and During Operations. The Impact has been assessed in all the three phases.

Impacts During Pre-Construction Phase

During pre-construction phase the people are likely to be affected due to land acquisition. The socio-economic impact assessment was carried out through census survey using a pre-tested questionnaire which captured the socio-economic profile of each affected family.

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

It has been proposed to purchase the land and structures from the owners through Direct Purchase method as per the Government Resolution of Maharashtra Government dated 12th May 2015 wherein the property owner is being paid 250% of market value of the land and structure to be acquired. The paid amount is a lump sum amount which will be inclusive of all the benefits of resettlement and rehabilitation/ direct negotiation/ as per RFCTLARR Act 2013.

Major part of the alignment runs along the central median of the roads causing minimum disturbance to people. However, there would be some impacts on the people living near the alignment and passing through the roads of the alignment since there would be barricading to provide space for working. Moreover, there will be some environmental impacts these have been covered by a separate EIA report. The likely social impacts during construction phase have been discussed in the following sections.

Traffic Diversions and Risk to Existing Buildings: During construction period, complete/partial traffic diversions on road will be required, as most of the construction activities are on the central verge of road. Traffic would get affected on the roads. Most of the roads in Pune city are two lanes on either side hence one lane would be available for smooth flow of traffic. The metro rail corridor does not pose any serious risk to existing buildings since there is safe distance between buildings and proposed corridor. Special care must be taken for safety of the structures during construction.

Dust Generation: Transportation of earth and construction material will involve use of significant number of trucks and dumpers. Heavy machinery like compactors, rollers, water tankers, and dumpers etc. will be used for the construction activities. Protective measures shall be undertaken during construction phase.

Increased Water Demand: The water demand will increase during construction phase for meeting out drinking and domestic water requirement of workers. Water requirement for construction of Metro will be met through the public supply. It is suggested to use treated STP water for Construction to avoid pressure on fresh water supply to the community.

Noise Generation: Noise would be generated during construction due to use of heavy machinery for construction specially piling operations. The Metro construction is equipment intensive. Thus, the populace near the metro alignment would face the problem of noise generated during construction.

Employment Opportunities: About 600 persons are likely to work during peak construction activity for one reach. Thus, the project would provide substantial direct and indirect employment. The project would also lead to significant secondary and tertiary employment generation in the material supply industries, transport sector and catering areas.

Social Impacts During Operations

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

Employment Opportunities: In operation phase of the project about 30 persons per kilo meter length of the corridor will be employed for operation and maintenance of the proposed system in shifts. Besides, more people would be indirectly employed in allied activities and trades.

Enhancement of Economy: With the development of this project, it is likely that more people will be involved in trade, commerce and allied services.

Mobility Safety and Reduced Accidents: Metro journey is safe and result in reduced accidents on roads.

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Traffic Congestion Reduction: To meet the forecast transport demand in the year 2031, it is estimated that the number of buses and private vehicles will increase significantly. They will compound the existing problems of congestion and delay. The proposed development will reduce journey time and hence congestion and delay.

Reduced Noise Pollution: It is estimated that introduction of metro system in Pune would substitute a mix of vehicles from the roads. The substitution of vehicles from roads will reduce the noise significantly.

Reduced Fuel Consumption and Air Pollution: On implementation of the project, it is estimated that both petrol and diesel consumption will get reduced. The saving will be due to two factors namely Reduction in vehicles and decongestion on roads. The reduced number of vehicles on road will further reduce the emissions from vehicular traffic thereby resulting in significant improvement in air quality of Pune city along the Metro corridors.

E.2.3 Social Management Plan

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

Purchase of Land: After rationalization of land requirement, 123 land parcels including structures would be purchased directly through consent as per Maharashtra Government Resolution by paying 250% of market value. Other persons running leased shops will be rehabilitated in the alternate location by PMRCL. Community structures like bus stands will be shifted on the roadside as per operational feasibility of bus routes.

Labour Camps: The Contractor during the progress of work will provide, erect and maintain the necessary (temporary) living accommodation and ancillary facilities for labour to standards and scales approved by the PMRCL. Safe drinking water should be provided to the dwellers of the construction camps. Adequate health care is to be provided for the work force. PMRCL would ensure through GC that the contractor is adhering to all the provisions and conditions and if found lacking will be penalized for the same.

Sanitation Facilities: Construction sites and camps shall be provided sanitary latrines and urinals. Sewerage drains should be provided for the flow of used water outside the camp. Drains and ditches should be treated with bleaching powder on a regular basis. The sewage system for the camp must be properly designed, built and operated so that no health hazard occurs and no pollution to the air, ground or adjacent watercourses takes place. Garbage bins must be provided in the camp and regularly emptied and the garbage disposed-off in a hygienic manner.

Shelter at Workplace: At every workplace, shelter shall be provided free of cost, separately for use of men and women labourers. Sheds shall be maintained in proper hygienic conditions.

First aid facilities: At every workplace, a readily available first-aid unit including an adequate supply of sterilized dressing materials and appliances shall be provided. Suitable transport shall be provided to facilitate taking injured and ill persons to the nearest hospital.

Housekeeping: General housekeeping shall be carried out by the contractor at Work Site, Construction Depot, Batching Plant, Labour Camp, Stores, Offices and toilets/urinals.

Utility services shall be kept operational during the entire construction period and after completion of project. All proposals should therefore, ensure their uninterrupted functioning. PMRCL will ensure

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

through the GC that the contractor is adhering all the conditions and safety measures in the contractual document.

Traffic Diversion/ Management: To retain satisfactory levels of traffic flow during the construction period, traffic management and engineering measures need to be taken. They can be road widening exercises, traffic segregation, one-way movements, traffic diversions on influence area roads etc. Maintenance of diverted roads in good working condition to avoid slow down and congestion shall be a prerequisite during construction period.

Water Supply, Sanitation and Solid Waste Management:

During Construction

Drinking water will conform to IS 10500 standards for workers and proper sewage disposal to be maintained by either treating the sewage or disposing as per accepted norms. Solid waste shall be disposed regularly to maintain sanitized conditions at the worksite and labour camp.

During Operations

Toilets provided at stations will be maintained by trained staff. All stations will conform to IGBC platinum ratings.

Grievance Redressal Mechanism

Grievance redressal mechanism will cater to grievance of public during the project construction as well as operation stage. Any aggrieved person can contact and put his/ her grievance before GRC for its remedy.

E.3 GENDER ACTION PLAN, INFORMATION COMMUNICATION STRATEGY AND HIV/ AIDS ADDRESSAL STRATEGY

E.3.1 Gender Action Plan (GAP)

The Gender Action Plan (GAP) illustrates specific activities to address gender-specific concerns and social vulnerabilities associated with the PMRCL Project. During construction, women will also benefit from the increased employment opportunities. The project will implement the Gender Action Plan that will facilitate the involvement of women in project activities ,it will also provide opportunities for women to upgrade their skills . Gender integration will be encouraged at all stages of the project. Women's role will be promoted in metro operations and service delivery. PMRCL will sensitise its staff to gender issues.

E.3.2 Information, Communication and Awareness

Pune Metro Project conducts the following programmes:

- **Metro Samvad:** A novel initiative for stakeholder and citizens to interact with PMRCL. The Samvad is organized near a proposed Metro station where the stakeholders and citizens are informed about the ongoing work through films and presentations. Issues raised on this forum are also displayed on the web site for larger dissemination.
- **Metro-Mitra Group:** This is an exclusive group of Pune Metro Friends and Fans. The group also actively participates in the aforesaid Metro Samvad programmes.
- **Press Release:**

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

- Project updates are given to stakeholder through regular press releases.
- Radio: PMRCL also provides regular updates of its project through FM Radio.
- TV Channels: PMRCL provides regular bytes through prominent Hindi and Marathi TV Channels as well as the local channels.
- Face Book: PMRCL has its own social media account on Facebook. This is a very interactive page with 100% response rate. Updates of projects are regularly posted on this page. PMRCL responds promptly to the queries from citizens and stakeholders . The page evokes a very good response presently with 237,127 likes.
- Website: PMRCL regularly provides updates and information its website: www.punemetrorail.org. This includes information on the Organization, Goal and Mission, the project work progress, tenders, photographs, news events videos of works and events are also updated regularly by PMRCL.

Pune Metro Rail Project hoardings showing the name and location of Station have been displayed for over a year to create awareness on the project. Newspaper advertisements have been exercised many times. Even a few programs have been telecasted on local TV channels including interviews of PMRCL officials providing information of the project.

E.3.3 Strategy for HIV/AIDS and Sexually Transmitted Diseases

HIV/Aids is likely to spread by migrant construction workers and PMRCL along with MAHASACS (Maharashtra State Aids Control Society) will organize orientation ion labour camps and transit camps for prevention of AIDS.

E.4 Public Consultations

Public consultations have been carried out at two levels, informal and formal level. The informal discussions were held with the local population while carrying out the social assessment survey and perception survey that was conducted to enlist the issues envisaged by the people living near the project corridor but not directly affected by loss of properties or businesses.

Public consultations were carried out by providing prior information within the project corridor to the people about the venue and the date and time of the consultations. These consultations were an open discussion confined not only to provide information about the project development to the people, but also to gather an understanding about various other issues that will require appropriate mitigation at different stages of the project cycle. Interaction and discussions have been done with all the project affected people during census survey. Survey team interacted with each project affected family. They were made aware about the project's impact on them,their feedback was sought through structured schedule.

Additional community engagement requirements would be embedded in the Environmental Management Plans (EMP) covering the project's construction and operation. This could include timely communication about dust and noise management, hours of operation and changes to local traffic arrangements, as well as measures for identifying and resolving issues associated with standard construction practices. Similarly, PMRCL will provide simplified detailed information's to public through social media platform. ity for interacting with the people from various segments of community. The venue is fixed and people are invited to these community interaction programs for consultation purpose.

E.5 LEGAL POLICY FRAMEWORK AND APPLICABLE GUIDELINES

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

This Rehabilitation and Resettlement (R&R) Policy is being adopted by Pune Metro Rail Corporation Limited to address any adverse social and economic impacts accrued to identified families or persons in the Affected Area. This Policy has been developed in accordance with the requirements of the Maharashtra Government notification for Resettlement and Rehabilitation on 27th August 2014 and thereafter framed rules on 12 May 2015 and 30th September 2015. Thus, this Policy has adopted the rules framed by Maharashtra Government. The policy provides for acquisition of land by direct purchase method from the owners of the land and structures required for the project/ direct negotiation/ as per RFCTLARR Act 2013.

E.5.1 Maharashtra Guidelines and Rules for Land Acquisition 27-08-2014

Revenue and Forest Department of Maharashtra Government has issued Notification No. LQN. 12/2013/C.R. 190/A-2 on 27th August 2014 framing the rules for Resettlement and Rehabilitation of PAPs for projects in the state of Maharashtra.

E.5.2 Maharashtra Government Resolution

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

E.5.3 Bank Guidelines for Involuntary Settlement and Indigenous People Plan

Bank has its own guidelines for Involuntary resettlement for project affected people who have been displaced by the project. There is provision to minimize involuntary displacement and resettle them appropriately as per schedule of compensation. The guidelines are similar to Government of India Act. However, comparison of Indian laws and bank guidelines has been discussed in subsequent sections. Similarly, there is guidelines for Indigenous People. Tribal population in Indian context have their own identity and culture different from mainstream. Since there is no tribal among the Project Affected People (PAPs) there is no need to develop separate Indigenous People Plan.

E.5.4 Resettlement and Rehabilitation Process

Land purchase will be done through direct purchase method as per Maharashtra Government Resolution dated 12-05-2015 and 30-09-2015 / direct negotiation/ as per RFCTLARR Act 2013. It is the provision of the GR that a District level committee will be formed for fixing the compensation. As per necessity, the committee may incorporate competent officers of Agriculture, Forest, Horticulture or expert of the concerned subject, as invited members for valuation of trees/fruit trees/forest trees/standing crops, constructions and other items. The committee before fixing compensation of land, valuation of land as per existing land acquisition rules and original document of original land owner and land legal search report, should get examined through government pleader.

E.5.5 World Bank Policies and Deviations from The Indian Law

The institutional framework for resettlement and rehabilitation in India is largely attuned with the Word Bank policies on involuntary Resettlement. Except in some areas where the Indian law does not explicitly state the requirements. To fully comply with EIB polices, PMRCL is taking up the steps, viz., Social Impact Assessment; Grievance Redressal Committee; Public Consultation; Establishment of RAP

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

Implementation Team; and Monitoring and Evaluation. Thus, there will be no gap in Funding Agency policy and PMRCL for resettlement and rehabilitation at the project level.

E.5.6 Eligibility and Entitlements

The R&R entitlement framework has been formulated based on the guiding principles outlined in the Policy. Provision has been made for purchase of land and structures by direct negotiation/ as per RFCTLARR Act 2013 direct purchase method from the owners as per Maharashtra State Govt. notification wherein 250% of market value is being paid to the owners of land and structures. RAP document will provide details of entitlements for displaced persons.

E.6 Institutional Arrangement

Government land will be acquired by PMRCL from different departments of Central Government / State Government / local bodies at notified rates fixed by state Government on long term lease basis/ outright transfer of land. For acquisition of private land for the projects, PMRCL places requisition of land to Office of District Collector, who in turn forwards the requisition to Land & Building Department and concerned Land Acquisition Collector. Concerned LAC shall prepare the list of persons eligible for rehabilitation in case of residential, commercial/ shops, industrial units and same will be approved by Land & Building Department. In case of partly affected property, If the residual of the asset being taken is not economically viable, compensation is provided as if the entire asset has been taken.

E.6.1 RAP Implementation Team

To implement and monitor RAP effectively, a team will be constituted within PMRCL The team will be headed by a General Manager rank officer. All activities related to the land acquisition and resettlement will be planned to ensure that compensation is paid prior to displacement and commencement of civil works. Public consultation, internal monitoring and grievance redressal will be undertaken throughout the project duration.

E.6.2 Grievance Redressal Committee

The general grievances under the project include issues related to land acquisition, loss of structures and the loss of livelihood. The grievance redressal mechanism has been proposed under this project to address adverse social issues, conflicts and grievances of the project affected persons or families as applicable. The main objective of the Grievance Redressal Committee is to provide a Cell wherein the grievances of the project affected persons/families will be addressed unbiased and fairly within the ambit of the laws of the land. GRC will review grievances involving all resettlement benefits. However, other disputes relating to ownership rights shall be considered by the court of law. The GRC will meet every month (if grievances are brought to the Committee), determine the merit of each grievance, and resolve grievances within three months of receiving the complaint failing which the grievance can be referred to appropriate court of Law for redressal by the PAP. PMRCL will maintain a log of grievances documenting the nature of grievance, date of submission, responsible party and date of resolution.

E.6.3 Community Participation During Project Implementation

Several additional rounds of consultations with PAPs will form part of the project implementation. Consultations during resettlement plan implementation will involve agreements on compensation and assistance options and entitlement package. Another round of consultation will occur when compensation and assistance are provided. During public consultations, issues related to land acquisition, compensation, income Social Impact Assessment (SIA) study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

restoration, employment generation, information flow, grievance redressal, safety, role of administration etc. will be discussed.

E.7 Monitoring and Evaluation

Project Authority will be responsible for internal monitoring and will prepare quarterly reports on the progress of RAP implementation. An Independent Evaluation Consultant may be hired by Project Authority for mid and end term evaluation of RAP implementation. The affected families/persons will be informed about the project and their entitlements. PMRCL will prepare an information brochure in local language, i.e., Marathi, explaining the RAP, the entitlements and the implementation schedule.

E.8 Implementation Schedule

The implementation of the RAP is a priority of PMRCL. All activities related to the land acquisition and resettlement must be planned to ensure that Land is acquired/ in possession prior to commencement of civil works. Public consultation, internal monitoring and grievance redressal will be undertaken throughout the project duration. However, the schedule is subject to modification depending on the progress of the project activities.

E.9 Resettlement-Rehabilitation Assistance Plan

The present cost estimates for land and structures are based on average value of land. The budget is indicative and costs will be updated and adjusted to the inflation rate as the project continues and during implementation. However, the final compensation amount for the land acquisition and structures will be determined by the competent authority.

CHAPTER 1

PROJECT BACKGROUND AND SCOPE OF SERVICES

1.0 INTRODUCTION

Pune is the third largest city of Maharashtra with a population of approximately 94 lakhs. It has also recently been ranked as the cleanest city and the second greenest city of India. Pune is also a major commercial and IT center of the Kokan region.

Delhi Metro Rail Corporation (DMRC) prepared a Detailed Project Report (DPR) January 2013 based on which the project is being implemented. The objective of the Pune Metro Rail Project is to augment the transport infrastructure in Pune region. Rapid urbanization and intense commercial development in the recent past have resulted in steep rise in travel demand, putting city 's existing transport infrastructure to stress.

A Special Purpose Vehicle (SPV) has been formed for implementation of the project. Pune Metro Rail Corporation Limited (PMRCL) is a Joint venture with equity participation of Govt. of India and Govt. of Maharashtra. Pune Metro Rail Project will consist of 31.254 Km metro corridor, 30 stations and 2 Depots. The entire stretch has been divided into 2 alignments or corridors, i.e., North-South corridor consisting of 16.589 Kms (14 stations) and West-East corridor consisting of 14.665 Kms (16 stations). This Mass Rapid Transit System (MRTS) will facilitate people to have faster and comfortable movement within the corridor. There is a proposal to integrate all modes of transport to provide seamless mobility within the city of Pune.

The project is planned to extend around the city of Pune, in a phased manner. The current assignment for which the SIA and RAP has been prepared covers the first phase of the project for two stretches, i.e., two corridors, the North South and West East along with two proposed depots.

The corridors would cover a length of about 15 kms each crossing each other at the centre of the city and are as follows:

North-South Corridor – PCMC to Swargate Station via Civil Court (Interchange) and Budhwarpeth (14 stations – 16.589 Km).

West-East Corridor – Vanaz to Ramvadi via Pune Railway Station and Yarwada (16 stations – 14.665 Km).

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

1.1 PROJECT OBJECTIVES

The main objectives of conducting Social Impact Assessment (SIA) are to ensure that the proposed Pune Metro Rail Project is socially beneficial, sustainable and contributes to the development of the area. The SIA study will ensure that the affected and displaced persons are resettled and rehabilitated by developing a Resettlement Action and Mitigation Plan to ensure that their current livelihood status is improved or at least restored to the current level in line with the social/environmental guidelines and regulations of Government of Maharashtra (GOM), Government of India (GOI), the funding agencies AFD/EIB.

The SIA will identify the affected properties and persons and would lead to developing the Rehabilitation and Resettlement Policy Framework for the affected persons.

1.2 SCOPE OF SERVICES

The scope of work comprises of the following three main tasks:

- Conducting Social Impact Assessment and R&R screening;
- Formulation of Resettlement and Rehabilitation Policy Framework;
- and Preparation of Resettlement Action Plan (RAP).

1.3 SALIENT FEATURES OF THE PROJECT

Rapid urbanization and intense commercial development in the recent past have resulted in steep rise in travel demand, putting city's existing transport infrastructure to stress. The objective of the Pune Metro Rail Project is to augment the transport infrastructure in Pune region.

Table 1.1 Salient Features of the Project

S. NO	ROUTE	LENGTH IN KM			STATIONS
1.	North–South Corridor (PCMC to Swargate)	Elevated	11.570	16.589	9
		Underground	5.019		5
2.	East–West Corridor (Vanaz to Ramwadi)	Elevated		14.665	16
TOTAL		31.254			30

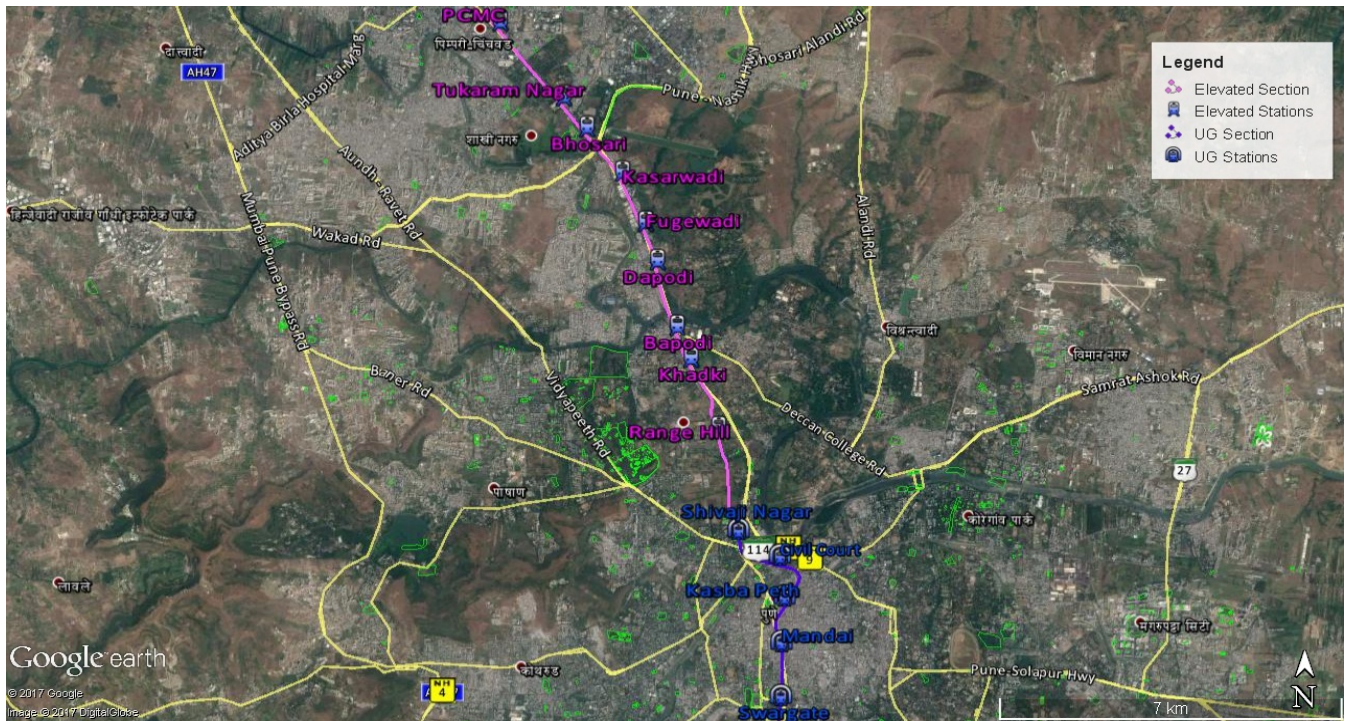
Two depots are planned for the above Project, one near Range Hill Station (Agriculture College Land) to cater the need of North-South Corridor and the other near Vanaz Station (Katchra Depot Land) to cater the need of East-West Corridor. The depots are to be developed with full/light/heavy repair facilities, stabling and light inspection facilities. Both these depots will have test tracks.

The depots will be used for cleaning, maintenance and testing of trains.

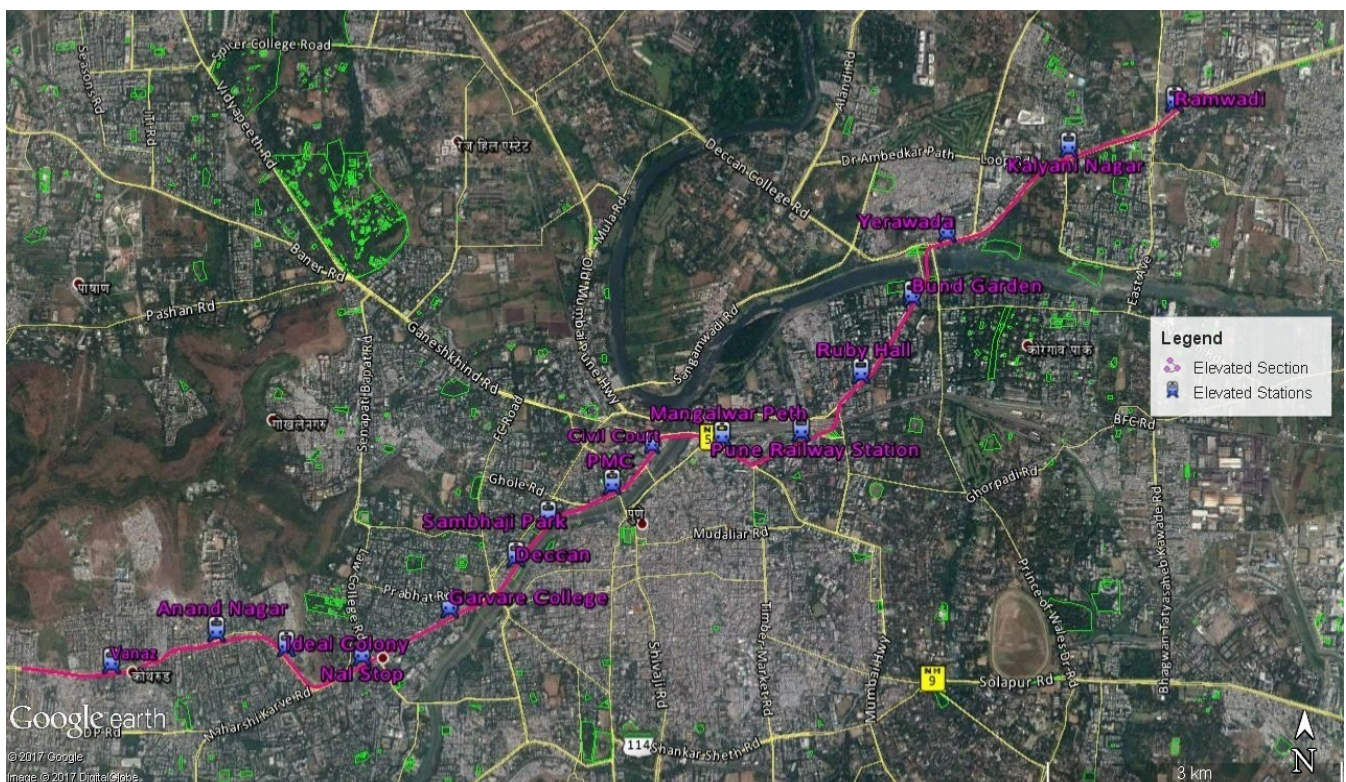
Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

Fig. 1: Index Map of Pune Metro Showing Rail Alignment and Stations

North South Corridor of Pune Metro Rail Project



West East Corridor of Pune Metro Rail Project



Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

1.4 DETAILS OF STATIONS

Table 1.1 gives the details of stations on North South and West East Corridors of Pune Metro.

Table 1.2 and 1.2.1 Stations on North South and East- West Corridors of Pune Metro

North – South Corridor: PCMC to Swargate

The proposed alignment of N-S Corridor starts from PCMC in the North as elevated section and heads towards Swargate in South as UG section. Total 14 stations have been proposed along the N-S corridor of which 9 stations are elevated and 5 stations are UG. Summary list of stations along the corridor is given in Table 1.2. The alignment plan for N-S corridor is shown in Figure 1.2.

Table 1.1: Stations along N-S Corridor

S. No	Station Name	Chainage (m)	Inter Station Distance (m)	Elevated/ Underground
1	PCMC	-340	-	Elevated
2	Sant Tukaram Nagar	1763	2103	Elevated
3	Bhosari	2550	787	Elevated
4	Kasarwadi	3818	1268	Elevated
5	Phugewadi	4846	1028	Elevated
6	Dapodi	5712	866	Elevated
7	Bopodi	7334	1622	Elevated
8	Khadki	8205	871	Elevated
9	Range Hill	9608	1403	Elevated
10	Shivaji Nagar	11734	2126	Underground
11	Civil Court - <i>Interchange Station</i>	12849	1115	Underground
12	Kasba Peth	14144	1295	Underground
13	Mandai	15003	859	Underground
14	Swargate	16539	1536	Underground

NA: Not Available at this stage

Source: Drawings of alignment provided by PMRCL

West – East Corridor: Vanaz to Ramwadi

The proposed alignment of W-E Corridor starts from Vanaz in the West and heads towards Ramwadi in East the entire section is elevated. Total 16 stations have been proposed along the W-E corridor. Summary list of stations along the corridor is given in Table 1.2.1 and the alignment plan for W-E corridor is shown in Figure 1.2.1

Table 1.2.1: Stations along W-E Corridor

S. No	Station Name	Chainage (m)	Inter Station Distance (m)	Elevated/ Underground
1	Vanaz	-23	-	Elevated
2	Anand Nagar	972	995	Elevated
3	Ideal Colony	1899	927	Elevated
4	Nal Stop	2761	862	Elevated
5	Garware College	3872	1111	Elevated

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S. No	Station Name	Chainage (m)	Inter Station Distance (m)	Elevated/ Underground
6	Deccan Gymkhana	4728	856	Elevated
7	Sambhaji Park	5254	526	Elevated
8	PMC	5970	716	Elevated
9	Civil Court - <i>Interchange Station</i>	6613	643	Elevated
10	Mangalwar Peth	7408	805	Elevated
11	Pune Rly. Stn	8300	892	Elevated
12	Ruby Hall Clinic	9177	877	Elevated
13	Bund Garden	10111	934	Elevated
14	Yerawada	10925	814	Elevated
15	Kalyani Nagar	12477	1552	Elevated
16	Ramwadi	13557	1080	Elevated

Source: Drawings of alignment provided by PMRCL

1.5 SOCIAL IMPACT ASSESSMENT (SIA) AND R&R FRAMEWORK

1.5.1 The SIA and R&R Screening

The SIA and R&R screening included the following activities:

- Carry out a social screening in coordination with other screening exercise (environment and technical) – desk review and field visits - along the Metro route alignment to determine the magnitude of actual and potential impact and ensure that social considerations are given adequate weightage in the selection and design of proposed Metro project.
- Collect information on existing baseline conditions and detailed evaluation of the proposed metro rail route to define, the impact of such components or activities
- Identify major and minor social impact issues and estimate the economic and social negative impacts on people and propose cost-effective measures to avoid and/or mitigate negative impacts.
- Conduct focus group discussions with the likely affected groups and document the outcome of these consultations.

1.5.2 Resettlement and Rehabilitation Framework (RRF)

The RRF included the following activities:

- Likely impact on people, property including common property resources (CPR),
- Conduct public consultation to understand the mitigation measures required for the affected persons to improve /restore the livelihood of affected persons.
- Assess the capacity of institutions (the implementing agency) to implement and monitor the R&R program.
- Develop the draft RAP such that
Affected/displaced persons should be meaningfully consulted and should have opportunities to participate in planning and implementing rehabilitation programs;
Affected/Displaced persons should be assisted in their efforts to improve their livelihoods and standards of living or at least to restore them in real terms, to pre-displacement levels or to

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levels prevailing prior to the beginning of project implementation, whichever is higher. This will be inclusive of full replacement cost for losses of assets attributable directly to the project, assistance during relocation, residential, commercial sites, agriculture sites, transitional and subsistence allowance;

Special provisions for the vulnerable section of society to provide them with development opportunities.

Documentation of public consultation on the entitlement framework. This will also include the proposed institutional arrangement for implementation and grievances monitoring and evaluation.

1.5.3 Resettlement Action Plan (RAP)

The RAP includes the inputs from the SIA and the RPF and the activities were carried out in coordination with the environment and engineering teams. These included:

- Socio-economic baseline survey of affected people that will be inclusive of information on the various categories of total resource base of the people and the losses and other adverse impacts likely under the project.
- Public and common property resources such as temples, community centres and community toilets.
- Occupational pattern and income of both men and women;
 - Demographic characteristics such as caste, tribe;
 - Identification of vulnerable people such as scheduled caste, other backward caste, tribe, landless, women, aged, below poverty line, disabled;
 - Standard of living including health status;
 - Estimate of land required for resettlement and for economic rehabilitation;
- Provide an appropriate action plan for additional support for the vulnerable and prepare an Indigenous People's Development Plan, if necessary;
 - Identification of various formal and informal institutions that may provide support for the implementation of RAP;
 - Propose the institutional arrangement for implementation of RAP, addressing grievances, ensure gender sensitiveness and the roles and responsibilities;
 - Develop detailed budget based on the outcomes of the study; and

In accordance with the above scope of services the project study has been carried out.

CHAPTER 2

SOCIAL IMPACT ASSESSMENT AND MANAGEMENT PLAN

2.0 INTRODUCTION

The social impact assessment included gathering information on the socio-economic profile of the project area which was compiled through secondary sources which is the published data of the Government of India and Government of Maharashtra. Secondly, To understand the socio-economic profile of the affected families a primary census Baseline Socio-Economic Survey (BSES) was undertaken. The information from secondary sources enabled the project team to understand the general socio-economic issues if any in the project area and the primary information enabled the project to understand the following issues:

- The socio-economic profile of the affected families;
- The category and extent of loss due to the project development; and
- The literacy level, the occupation pattern, etc. about the project affected families.
- The ensuing section provides the analysis of the secondary and the primary information thus gathered.

2.1 SOCIO-ECONOMIC PROFILE OF THE PROJECT AREA

The published information has been utilized to enlist the socio-economic profile of the project area. It included the websites of the Government of India and the Government of Maharashtra and the Census of India data 2011. The analysis of the data is provided in the sections below. Table 2.1 shows the basic features of Maharashtra which has an area of around 307,713sq km with a population of 112,372,972. Maharashtra has a population density of 950 persons per sq km. Overall literacy rate of Maharashtra is 83%. Decadal growth in terms of population between 2001 and 2011 is around 16.0% Maharashtra has sex ratio of 929 females per 1000 males;

Table 2.1 Basic features of Maharashtra	
Geographical location	18.9600°N,72.8200°E
Area	307,713 km ²
Population	112 374333
Population density	950 per km ²
Sex ratio	929
Literacy rate	82.9%
Decadal Growth percentage	16.0%
Source: Census 2011	

Table 2.2 indicates the project affected Pune district's basic feature. It is densely populated above the average of Maharashtra with 603 persons per sq km. Literacy rate is also above Maharashtra average with 87.19% and the district has decadal population growth of 30.24%.

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

Table 2.2 Basic Features of Pune

Geographical location	18.31'13°N 73.51'24° E
Area	15642km ²
District headquarter	Pune
Population	9426959
Population density	603km sq
Sex ratio	919
Literacy rate	87.19%
Decadal Growth percentage	30.34%
Source: Census 2011	

Table 2.3 shows the population of Maharashtra State. Out of the total population of 11,23,74,333, 58243056 are males and remaining 54131277 people are females. Out of the total population, around 55% people are residing in rural areas and remaining 45% are in Urban areas.

Table 2.3 Maharashtra State Population

Area	Population	Male	Female
Total	112374333	58243056	54131277
Rural	61556074	31539034	30017040
Urban	50818259	26704422	24114237

Table 2.4 shows the SC and ST population of Maharashtra State. Around 1.32crore people belongs to SC category and around 1.051crore people belongs to ST category. Around 56% of SC and 85% of ST population are residing in rural areas.

Table 2.4 Maharashtra State Population SC and ST

Area	Population	Scheduled Castes	Scheduled Tribes
Total	112374333	13275898	1051023
Rural	61556074	7494819	9006077
Urban	50818259	5781079	1504136
Source: Census 2011			

Table 2.5 shows the Literacy level of Maharashtra State. Around 81.5 million people are literate in the State; out of which 45.2 million are males and 36.2 million are females. This shows the awareness about education and its importance among females. Out of this total literate population around 51% reside in rural areas.

Table 2.5 Maharashtra State Literacy Level

Area	Population- Literate	Male- Literate	Female- Literate
Total	81554290	45257584	36296706
Rural	41482761	23391475	18091286
Urban	40071529	21866109	18205420
Source: Census 2011			

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

Table 2.6 shows the worker population of Maharashtra State. Around 4.94 crore people are working as per census 2011. Out of which 3.26 crores are males and 1.68 crores are females,

Table 2.6 Maharashtra State Worker Population

Area	Total Workers	Male Workers	Female Workers
Total	49427878	32616875	16811003
Rural	30650871	17887071	12763800
Urban	18777007	14729804	4047203
Source: Census 2011			

Table 2.7 shows the affected Pune district population. Pune district has a total population of 94.29 lakhs, out of which 49.24 lakhs are male and 45.05 lakhs are female. Pune has around 60.99% percent urban population and remaining 39% percent are settled in rural areas.

Table 2.7 Pune District Population

Area	Total Population	Male	Female
Total	9429408	4924105	4505303
Rural	3678226	1903440	1774786
Urban	5751182	3020665	2730517
Source: Census 2011			

Table 2.8 indicates the SC and ST population of Pune district. It has around 11.80 lakh SC population and around 34.89 ST populations.

Table 2.8 Distribution of SC and ST population in Pune District

Area	Scheduled Castes	Scheduled Tribes
Total	1180703	348876
Rural	361029	255389
Urban	819674	93487
Source: Census 2011		

Table 2.9 shows the literacy population of Pune district. Pune has around 71.71 lakh literate population, out of which 39.40 lakh are males and the 32.31 lakh are females.

Table 2.9 Literacy Level in Pune District

Area	Population- Literate	Male- Literate	Female- Literate
Total	7171723	3940210	3231513
Rural	2622222	1472191	1150031
Urban	4549501	2468019	2081482
Source: Census 2011			

Table 2.10 indicates the Pune district work population. It has a work population of around 40.49 lakh people, out of which around 28.09 lakh people are males and remaining 12.39 lakh are females.

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Table 2.10 Distribution of Workers in Pune District

Area	Total Workers	Male Workers	Female Workers
Total	4048993	2809816	1239177
Rural	1828587	1109717	718870
Urban	2220406	1700099	520307
Source: Census 2011			

The two affected Tehsils are Pune City and Haveli. Table 2.11 shows the population of the Pune City and Haveli Tehsil. The total population in urban area is 58.32 lakh in which 31.30 lakhs are male and remaining are females in Pune tehsil and Haveli Tehsil. Urban area of Pune City and Haveli is having population of 27.01 Lakh.

Table 2.11 Population in Urban Area of Tehsil Pune City and Haveli

Area	Total Population	Male	Female
Total	5832315	3130658	2701657
Rural	693442	296314	397128
Urban	5098873	2834344	2264529
Source: Census 2011			

Table 2.12 shows the SC and ST population in urban area of Pune City and Haveli tehsil and has a population of SC 7.52 lakh and ST 0.75 lakh and population in rural area SC 0.87 lakh and 0.13 lakh ST in Pune city and Haveli Tehsil out of SC 8.21 lakh and ST 0.87 lakh respectively.

Table 2.12 Distribution of SC and ST population in Urban areas of Pune City and Haveli Tehsil

Area	Scheduled Castes	Scheduled Tribes
Total	821848	87385
Rural	86589	12690
Urban	735259	74695
Source: Census 2011		

Table 2.13 below shows the Pune city Tehsil's urban literacy population. It has a literate population of around 14.0 lakh of which 12.45 lakh are males. In Haveli there are 261194 male and 305603 females.

Table 2.13: Distribution of Literates in Urban Area of Pune City and Haveli Tehsil

Urban Area of Tehsil	Population- Literate	Male- Literate	Female- Literate
Pune City	2645434	1400153	1245281
Haveli	566797	261194	305603
Total	3212231	261194	305603
Source: Census 2011			

Table 2.14 shows the worker population of urban areas of Pune city Tehsil. Pune has a working population of around 12.77 lakh people, out of which around 9.39 lakh are males and remaining 3.37 lakh females. Haveli has a working population of 899953 in urban area mainly male workers.

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Table 2.14 Project area Tehsil urban work population

Urban Area of Tehsil	Total Workers	Male Workers	Female Workers
Pune City	1276915	939732	337183
Haveli	899953	724626	175327
Total	2176868	1664358	512510
Source: Census 2011			

2.2 SOCIO-ECONOMIC IMPACTS

The Pune Metro Rail Project will affect the people in all the three phases of project, i.e., Preconstruction, During Construction and During Operations. The Impact has been assessed in all the three phases.

2.2.1 Socio-Economic Impact during Pre-Construction Phase

During pre-construction phase the people are likely to be affected due to land acquisition for which there is requirement of preparation of resettlement and rehabilitation plan after identifying the Affected Families. The socio-economic impact assessment was carried out through census survey using a pre-tested questionnaire. The questionnaire used for carrying out the survey has been placed as Annexure I. It captured the socio-economic profile of each affected family.

Table 2.2 Details of Land Requirement is given below.

Table 2.2 - Land Requirement				
Corridor (Only Elevated)	Length(KM)	Requirement Land (HA)		
		Govt.	Pvt.	Total
N-S Corridor	11.570	4.38	2.03	6.42
W-E Corridor	14.665	1.73	1.67	3.40
Land for Depot & Stations		31.14	--	31.14
Total	26.235	37.25	3.70	40.96

A few Photographs of the affected areas in each reach have been given in the following:

REACH-I & II



Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

Open Area of Kachara Depot



Area of SNDT College at Nal Stop



2.2.2 Social Impacts during Construction Phase

The major part of the alignment runs on the median causing the least disruption, yet barricading will reduce the space on the road for traffic movement. The likely social impacts during construction phase have been discussed in the following sections.

Traffic Diversions and Risk to Existing Buildings

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

Dust Generation

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

Noise Generation

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

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

Impact on Shops adjacent to Alignment

The total width of road is 24 meters along metro rail alignment. Barricading will be carried out at centre occupying 4.5 meter either side leaving 7.5-meter free space on either side of the road. Almost everywhere there is about 5-meter-wide walkway for pedestrian to have access to shops.

The assessment along the route alignment reveals that the buildings are not contiguous in Reach-II and the customers can park their vehicles in the bye-lanes and come to the shops as per their requirements. PMC will be coordinated to allow short term parking at designated places in bye-lanes. There may not be any adverse impact on their business opportunities.

Employment Opportunities

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

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

2.2.3 Social Impacts during Operations

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

Impacts on Elderly and Disabled People

The metro stations are being designed as per international standards to ensure that the elderly and disabled can use this public transport system. Reservations for elderly and disabled plus the support systems for the visually or hearing impaired would enable safer travel.

Employment Opportunities

In operation phase of the project about 30 persons per kilo meter length of the corridor will be employed for operation and maintenance of the proposed system in shifts. Thus, the project would provide substantial direct employment. Besides, more people would be indirectly employed in allied activities and trades.

Enhancement of Economy

With the development of this project, it is likely that more people will be involved in trade, commerce and allied services. PMRCL will, make it convenient for more people to move in the present suburban areas. This will reduce population pressure on transport facilities in the urban area.

Mobility Safety and Reduced Accidents

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

Traffic Congestion Reduction

To meet the forecast transport demand in the year 2031, it is estimated that the number of buses and private vehicles like cars and two wheelers would increase significantly. During this period personalised vehicles will also grow. Together, they will compound the existing problems of congestion and delay. The proposed development will reduce journey time, congestion and delay.

Reduced Noise Pollution

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

Reduced Fuel Consumption and Air Pollution

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

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

Thus, the Pune metro will have positive social impacts during operations.

2.3 Social Management Plan

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

It has been proposed to purchase the land and structures from the owners through Direct Purchase method as per the Government Resolution of Maharashtra Government dated 12th May 2015 wherein the property owner is being paid 250% of market value of the land and structure to be acquired/ direct negotiation/ as per RFCTLARR Act 2013. Pune metro Land Acquisition Team would be responsible for acquiring land both from the Government and private agency.

Community structures like bus stands will be shifted on the roadside as per operational feasibility of bus routes. Similarly, commercial units at Swargate and Deccan Corner will be shifted to nearby locations to minimize loss of business.

Labour Camp:

The Contractor during the progress of work will provide, erect and maintain the necessary (temporary) living accommodation and ancillary facilities for labourers as per the contractual agreement. Water for drinking and cooking will conform to IS 10500 plus additional water will be available for washing, bathing and other personal uses. Construction camps are the responsibility of the concerned contractors and adequate housekeeping will be undertaken to maintain it in a clean and sanitized manner. Adequate health care is to be provided for the work force as per the Safety Health and Environment document of Maha Metro. Regular monitoring of the environmental conditions at the labour camp and work site is part of General Consultants work.

Sanitation Facilities:

Construction sites and camps shall be provided sanitary latrines and urinals. No open drains on site or camp, appropriate disposal methods to be adopted. The sewage system for the camp must be properly designed, built and operated to avoid pollution to the air, ground or watercourse. Garbage bins must be provided in the camp and supported by proper house keeping maintaining hygienic conditions.

Shelter at Workplace:

At every workplace, shelter shall be provided free of cost, separately for use of men and women labourers. Sheds shall be maintained in proper hygienic conditions.

First aid facilities:

At every workplace, a readily available first-aid unit including an adequate supply of sterilized dressing materials and medicines shall be provided. Suitable transport shall be provided to facilitate taking injured and ill persons to the nearest hospital.

Housekeeping

General housekeeping shall be carried out by the contractor and at all times at Work Site, Construction Depot, Batching Plant, Labour Camp, Stores, Offices and toilets/urinals. The contractor shall employ a special group of housekeeping personnel to carry out following activities:

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

- a) Barriers, barricades etc. shall be erected around the site to prevent the surrounding area from excavated soil, rubbish etc., which may cause inconvenience / endanger the public. The barricade especially those exposed to public shall be aesthetically maintained by regular cleaning and painting as directed by the Employer. These shall be maintained in one line and level.
- b) The structure dimension of the barricade, material and composition, its colour scheme, PMRCL logo and other details.
- c) All stairways, passageways and gangways shall be maintained without any blockages or obstructions. All emergency exits passageways, exits fire doors, break-glass alarm points, fire-fighting equipment, first aid stations, and other emergency stations shall be kept clean, unobstructed and in good working order.
- d) All surplus earth and debris are removed/disposed-off from the working areas to designated dumpsites. Trucks carrying sand, earth and any pulverized materials etc. to avoid dust or odour impact shall be covered while moving.
- e) No parking of trucks/trolleys, cranes and trailers etc. shall be allowed on roads, which may obstruct the traffic movement.
- f) Roads shall be kept clear and materials like: pipes, steel, sand boulders, concrete, chips and brick etc. shall not be allowed on the roads to obstruct free movement of traffic.
- g) Water logging or spillage on roads shall not be allowed.
- h) Proper and safe stacking of material are of paramount importance at yards, stores and such locations where material would be unloaded for future use. The storage area shall be well laid out with easy access and material stored / stacked in an orderly and safe manner.
- i) Flammable chemicals / compressed gas cylinders shall be safely stored.
- j) Unused/surplus cables, steel items and steel scrap lying scattered at different places within the working areas shall be removed to identified locations.
- k) All wooden scrap, empty wooden cable drums and other combustible packing materials, shall be removed from work place to identified location(s).
- l) Empty cement bags and other packaging material shall be properly stacked and removed.

Utility services shall be kept operational during the entire construction period and after completion of project. All proposals should therefore, ensure their uninterrupted functioning.

Traffic Diversion/ Management

During construction, Traffic Diversion Plans are required to mitigate traffic congestion situations due to acquisition of road space during Metro construction . These could be road widening exercises, traffic segregation, one-way movements, traffic diversions on influence area roads etc. Maintenance of diverted roads in good working condition is essential to prevent slowing down of traffic on these routes.

Traffic Management Guidelines:

Traffic Management guidelines are required both for the smooth flow of traffic and safety of workmen at construction site.

- All construction workers should be provided with high visibility jackets with reflective tapes to protect them from speeding vehicular traffic .
- Warn the road user clearly and sufficiently in advance.
- Provide safe and clearly marked lanes for guiding road users.
- The primary traffic control devices used in work zones shall include signs, delineators, barricades, cones, pylons, pavement markings and flashing lights.

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

Water Supply, Sanitation and Solid Waste Management During Construction

The Contractor will be responsible for adequate drinking water and sanitation facilities at construction sites and camp. These facilities will be in line with the contractual documents. Water provided for drinking must confirm to IS10500 standards. Appropriate sewage disposal to avoid contamination to the environment. Availability of garbage bins and proper housekeeping to maintain clean surroundings.

During Operations

All metro stations will comply with IGBC platinum rating and appropriate arrangements for water and sanitation will be available.

Provisions for Elderly and people with Disability

Metro Stations are designed to enable travel for elderly and people with disability. The following features would aid travel.

- Station doorways and carriage door ways are designed for wheel chair accessibility.
- Electronic sign Board displayed at conspicuous locations for persons with hearing impairments.
- Audio system announcing the station names and door location for the visually impaired.
- The gap between the car doors and the platform should preferably be less than 12 mm;
- Identification signage should be provided on the doors of wheelchair accessible coach;
- If the car door and the platform cannot be at the same level, then at least one car doors should have apparatus such as a hydraulic lift or pull-out ramp installed in the doorway for wheelchair users.
- Space for a wheel chair should be available at the side of the door.
- The space should be indicated inside and outside the car by using the international symbol of access;
- Wheel stoppers and ring-strap or other appropriate safety grip should be provided for wheelchair users.
- An appropriate number of designated seats for passengers with disabilities and elderly people should be provided near the doors.
- Approach route should not have level differences. If the station is not on the same level as the walkway or pathway, it should a ramp.
- Walkway surfaces should be non-slippery.
- Approach walkway should have tactile pavements for persons with visual impairments.
- Should have clear floor space of at least 900 mm x 1200 mm in front of the counters; There should be at least one low counter at a height of 750 mm to 800 mm from the floor with clear knee space of 750 mm high by 900 mm wide by 480 mm deep.
- At least one of the counters should have an induction loop unit to aid people with hearing impairments.
- The counters should have pictographic maps indicating all the services offered at the counter and at least one of the counter staff should be sign language literate.
- There should be at least one unisex accessible toilet.
- At least one of the ticket gates should be minimum 900 mm wide to allow a wheelchair user through and have a continuous line of guiding paver for people with visual impairments.

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

- Every train should contain fully accessible carriages.
- Staff should be trained in methods of assistance and be at hand on request.
- Staff should be on hand to assist persons with disabilities and elderly to enter or exit through convenient gates.

The Platforms should:

- Have a row of warning paver installed 600mm before the track edge (photo 6); Have non-slip and level flooring; Have seating areas for people with ambulatory disabilities; Be well illuminated at lux level 35 to 40; There should be no gap or difference in level between the train entry door and the platform.
- All platforms should inter-connect by means of an accessible routes or lifts. Provide accessible level entrance to the train coach.
- Way finding references should be available at decision points.
- Colour can be used to identify routes and aid in locating doors, walls and hazards. Proper colour contrast between different elements greatly improves visibility for all users and is critical for persons with low vision. For example, colour contrasting of door frames can assist in locating doors, and likewise floors should be contrasted with walls. In addition, furniture should contrast with walls and floors so as not to create an obstacle.
- Structural elements such as columns should be colour contrasted or brightly marked to be visible to those who may have a visual disability.
- Generally, patterns on flooring should be avoided or else should be minimal and small to avoid visual confusion.
- In addition to identifying hazards or warnings, tactile floor surfaces can also be used to inform that there is a change in area (e.g. leaving a corridor and entering a boarding area).
- Tactile systems should be consistent throughout the building.
- Good lighting assists those with a visual disability to see better and allows people who have a hearing impairment to lip read easier. However, care should be taken to properly direct lighting and to use matte finishes on floors, walls and signage. Blinds can be used to adjust lighting levels in areas where the natural lighting changes significantly throughout the day.
- Automated kiosks should be accessible for wheelchair users.
- Should be clearly marked with international symbol of accessibility.
- Should have Braille buttons and audio announcement system for persons with vision impairments.
- Operations should be easy to understand and operate for persons with learning disabilities, intellectual disabilities, and elderly persons.
- Information or help desks should be close to the terminal entrance, and highly visible upon entering the terminal. In addition, they should be clearly identifiable and accessible to both those who use wheelchairs and those who stand.
- It should provide information in accessible formats, viz. Braille leaflets for persons with vision impairments.
- Ideally, these desks should have a map of the facility that desk attendants can view with passengers, when providing directions.
- Staff manning the counters should know sign language.
- Information desk acoustics should be carefully planned and controlled as a high level of background noise is confusing and disorienting to persons with hearing impairment.
- Lighting should be positioned to illuminate the receptionist/person manning the counter and the desk top without creating glare.
- Lighting should not create shadows over the receptionist staff, obscuring facial details.

CHAPTER 3

GENDER ACTION PLAN, INFORMATION COMMUNICATION STRATEGY AND HIV / AIDS ADDRESSAL STRATEGY

3.1 GENDER ACTION PLAN (GAP)

The Gender Action Plan (GAP) illustrates specific activities to address gender-specific concerns and gendered social vulnerabilities associated with the PMRCL Project. The objective of the GAP is to:

- promote women participation in project planning, designing and implementation;
- maximize access to project benefits for women; provide opportunities to women to increase their skills, income and participation in decision making; and
- minimize social vulnerability.

Improved transport facilities like the metro services can bring great benefits in terms of comfort, safety and speedy travel to women and girls. Direct benefits include decrease in travel time and an increase in reliable and convenient public transport service. Indirect benefits include improved access to products and services, including social services such as health, education, as well as other government services.

Gender Action Plan that will facilitate the involvement of women in project activities and maximize project benefits through participation. Skill development options will be provided to displaced community members to reduce the negative impacts due to land acquisition.

3.1.1 Construction of Metro Rail and Depot Facilities

To ensure that gender aspects are integrated into Metro infrastructure design and construction to maximize women's equal access and benefits. Civil works for viaduct, stations and depot will be constructed considering gender aspects and including features that are important from gender perspective, such as:

- Safe lighting at work place and worker's colony;
- Separate access to female/ male toilets and waiting areas,
- Women and child-friendly access and facilities for women and disabled, First aid medical facilities at the working sites for pregnant women.

3.1.2 Metro Operations and service delivery

To promote women's role in metro operations and service delivery following provisions shall be made.

- Provision of separate Queue for women for buying tickets for travel in Metro.
- Separate Seating for women and children,
- priority seating for pregnant women and elderly women will be provided in the coaches.
- Emergency intercom and video surveillance shall be part of metro operating system at stations, platforms and in train coaches;
- Separate toilets for men and women at stations and other facilities;
- Zero tolerance for drunkards and trouble makers;
- Patrolling of platforms after sunset hours by security personnel;
- Quick reaction team to be deployed to nab offenders;
- Ladies security personnel to be deployed for frisking women passengers;

3.1.3 Capacity and Staffing Development

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Following activities shall be undertaken for sensitization of PMRCL staff with gender issues.

- To promote the role of women in PMRCL by investing in capacity development of women employees.
- Proactively encourage and promote women's employment in the metro services sector.

The Budget is to be considered during the implementation of the Gender Action Plan. This will provide a budget that is specifically earmarked for the implementation and monitoring of gender mainstreaming activities.

Gender Action Plan is a separate document with specific activities which will be monitored and reported on a quarterly basis.

3.2 INFORMATION, COMMUNICATION AND AWARENESS

The Stakeholders engagement plan is undertaken in a systematic manner to create awareness and to address issues or concerns the citizens may have regarding the transport system.

Maha metro conducts' monthly Samwad'(interactive session) where the residents to create awareness and also respond to concerns they may have regarding the project. The concerns raised by the residents are then displayed on the Metro web site for greater circulation.

Table 3.1: Stakeholders' Description

S. No.	Stakeholders	Description
1.	Primary Stakeholders	Community
2.	Secondary Stakeholders	Implementing Agency/Funding Agency
3.	Tertiary Stakeholders	Line Agencies – Revenue Department, Legal Department, Local Administration, etc. Press/Municipal Corporations/

- The beneficiaries or the primary stakeholders are the people at large that is the community who would use the facility generated by the proposed project, thus they are defined as the primary stakeholders'.
- The implementing agency is the second stakeholder that is responsible for the implementation and operation and maintenance of the project.
- Thirdly, the support or the line agencies which facilitate the implementation and the facilitating agencies to the implementing agency are the tertiary stakeholders.

3.3 STAKEHOLDER AND COMMUNITY ENGAGEMENT PLAN

Public consultation across all phases of the project is required for building trust, gathering information about community values, concerns and expectations, and encouraging community participation in the project's design and development.

Communications and Engagement Framework

A Communications and Stakeholder Engagement Strategy has been developed for the project. The strategy provided the framework for consulting with stakeholders and the community during preparation of the PMRCL and will guide further engagement activities as the planning process proceeds.

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

Engagement principles and goals

Public participation in the planning and delivery of projects is considered important for achieving high quality outcomes that meet community expectations. In addition to adhering to requirements set out in legislation and government policies, consultation and engagement activities undertaken by PMRCL shall be based on the following principles:

- **Communication** – actively seeking diverse opinions and perspectives to broaden understanding of views and assist decisions;
- **Transparency** – sharing information broadly and establishing and maintaining agreed channels for communication and feedback;
- **Collaboration** – working to seek mutually beneficial outcomes wherever feasible;
- **Inclusion** – seeking to identify and involve stakeholders in planning and decision making;
- **Integrity** – undertaking open and honest engagement to promote understanding and trust.

Engagement Approach:

The following elements form the basis of this approach:

- Establish a clear and fair process and explain opportunities for involvement;
- Reach a diverse range of stakeholders;
- Support public participation to assist decision-making;
- Undertake an efficient planning process to reduce community uncertainty;
- Be clear about what is negotiable and what is not;
- Commence engagement at early stage; Focus on direct engagement, supported by online engagement;
- Develop high quality visual materials to demonstrate project impacts;
- Consult with various community groups as necessary;
- Coordinate with other transport planning and urban development activities; and
- Consultation with women stakeholders.

Goals and objectives

Goals and objectives have been set for the Communications and Stakeholder Engagement Strategy is given in Table 3.2.

Table 3.2: Community Engagement Goals and Objectives

Communications goals	Planning phase
Create strong awareness and understanding of the need of different phases of the metro corridor	To ensure the community is informed about the project's development periodically.
Reduce negative community impacts associated with the project.	To seek feedback on project issues and concerns through consultation.
Promote community input into the development of the project	To involve the community in the project's development and understand and consider its concerns. To incorporate community feedback into the design and planning process

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

The Community needs to be provided with appropriate information about the project through public awareness programs by using:

- Pamphlets and Posters;
- Television and radio advertisements;
- Roadside hoardings display;
- Internet – through website of PMRCL,
- Mobile Apps,
- YouTube,
- Facebook and Twitter are an effective communication tool for urban population.
- Local cinema theatres, local print media, etc. in the local language;
- Holding periodic awareness programs/workshops at various locations along the corridor and other parts of the city about the project relevance and importance.

The information that will be disseminated through this awareness communication program is:

- Separate services for women;
- Special services for differently-abled population;
- Coordinate integration of affordable feeder services with the metro services;
- Local amenities along the corridor;
- Travel and traffic impacts;
- Disseminate information covering different project aspects including the background and need for the project,
- planning and consultation process,
- land acquisition and compensation;
- Manual and electronic surveillance systems at the stations;
- First aid services and help desks at the metro stations .
- Inviting suggestions and feedback for improvement of the services and facilities.

Logo of Pune Metro Rail Corporation Ltd (PMRCL) says “Maha Metro’ meaning ‘My Metro’’. It re-affirms the mission of PMRCL of dedicating this Project to the people of Pune. PMRCL believes this is possible only through active participation of its stakeholders and citizens of Pune in this project which will pave the way for success of the project. Pune Metro Rail Corporation Limited conducts the following programmes.

- **Metro Samvad:** An initiative started by PMRCL whereby the stakeholder and citizens can have a direct interaction with PMRCL. The Samvad is organized near a proposed Metro station where the concerned stakeholders and citizens are informed on the ongoing work through films and presentations. This is followed by an interactive Question and Answer session.
- **Metro-Mitra Group:** This is an exclusive group of Pune Metro Friends and Fans. The group also actively participates in the aforesaid Metro Samvad programmes.
- **Press Release:** Project updates are given to stakeholder and public through regular press releases.
- **Radio:** PMRCL also provides regular updates of its project through FM Radio.
- **TV Channels:** PMRCL provides regular bytes through prominent Hindi and Marathi TV Channels as well as the local channels.
- **Face Book:** PMRCL has its own social media account on Facebook. This is a very interactive page with 100% response rate. Updates of projects are regularly posted on its page. PMRCL takes care to reply to the queries without delay and the suggestions received from citizens and stakeholders are also forwarded to the concerned project departments. The page evokes a very good response presently with 237,127 likes.
- **Website:** PMRCL takes care to regularly provide updates and information of the project on its own website: www.punemetro.org. The websites provide information on the Organization, its people, Goal and Mission, the project work progress, tenders, photographs, news events videos of works

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

and events are also updated regularly by PMRCL. There are 205807 visitors on the website. Project updates, News and videos pertaining to PMRCL activities are regularly uploaded on the website.

- **Friend of Pune Metro:** Initiated the concept of Friends of Pune Metro on the website involving the public . Pune Citizens are not only associated with the project but also involved to contribute. By registering in Friends of Pune Metro participant can become volunteers in the various initiatives of Pune Metro. Once one register on website, PMRCL get in touch with the participant and he/she becomes the part of the Pune Metro family. There are 5122 friends of Pune Metro. This is providing a good interaction platform.
- **Fan club of Pune Metro:** Pune Metro has taken initiative to start Pune Metro Fan club. Fans are offered to provide regular updates regarding the project and once the Metro is operational they can avail various e-services related to the metro. It has become a platform of public - PMRCL interaction interface.

Public interaction office “Mahati Metro” has been established by PMRCL along the corridor near proposed Zero Mile station where people can interact and give their suggestions and seek project information.

At all the proposed stations of Pune Metro Rail Project hoardings showing the name and location of Station have been displayed for over a year to make people aware of the project.

Hoardings displaying the Index Map showing the route alignment of full Pune Metro Project has also been displayed at various strategic locations in the Pune city. Newspaper advertisements have been exercised many times. Even a few programs have been telecasted on local TV channels including interviews of PMRCL officials making public aware of the project.

(Hoarding of Index Map placed at Khadki Cantonment Area)



PMRCL organised its foundation day on 28th October 2017 with good publicity and involved stakeholders from different Government Departments and public participation.

PMRCL is regularly conducting Metro Samvad for interactions with the community near the proposed Metro stations . The venue and time of the program is decided by interaction with community and stakeholders and invitations are extended to community members.

PMRCL is also organising Painting competitions among school children in association with local NGOs.

Table 4.1 Details of Metro Samwad Organized by PMRCL

S. No.	Date	Venue
1	18.12.2017	Sahkar Sudan Hall -Prabhat Road

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

2	9.11.2017	Bedekar Ganpati Mandir Sabhagruh
3	8.10.2017	Yasahwant Rao Chavan Natyagruha
4	12.08.2017	Pimpri Chinchwad Science Park
5	05-08-2017	Tikaram Jaganath College
6	17.6.2017	Kadam Sabhagrah Nigdi
7	03.02.2017	Maratha Chamber of Commerce
8	21.01.2017	MCCIA Tilak Road

Photographs of a few Metro Samwad Organized by PMRCL at Different Venues in Pune City for the purpose of Public Consultation



Additionally, MMRCL has set up two Sahyog Kendras one at Vallabh Nagar and the second near Sahyadri office at Vanaz.



Quick Response Team



Children Interacting with Maha Metro Official

PMRCL is developing an app for greater interaction with people .Throughn this app. Persons can send their concerns/queries or suggestions . to PMRCL .These would be addressed in a specific time frame.This will enable PMRCL to address any problem faced by people during construction like traffic hurdles, obstructions or any other issue which may come up during the process.

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3.4 STRATEGY FOR HIV/AIDS AND SEXUALLY TRANSMITTED DISEASES

HIV/AIDS mitigation programs for the transport sector are crucial to prevent a wider spread of the disease in the country where the construction and transportation sector is witnessing a rapid growth over the last couple of decades. This sector is considered as a vector in the transmission of HIV/AIDS due to following factors:

- High risk practices tend to be common along the rail and road ways.
- Hot spots serve as meeting points for other high-risk groups like injecting drug users, sex workers and as 'cruising grounds' for homosexuals.
- The opening of new transport routes also increases the risk of spreading the infection from one place to another as migrant workers, mostly men, on the construction sites are separated from their families for prolonged periods leading to multi-partner sex, which increases the risk of transmitting the disease to the population living along the new routes or to their wives or other sexual partners.

3.5 THE RATIONALE FOR INCORPORATING HIV/AIDS PROGRAMS

The HIV/AIDS epidemic affects the transport sector and this is also a potential concern for metro project in Pune. If unattended, it may reduce the performance of its manpower and increase costs in terms of issues identified below:

- Reduced productivity due to AIDS-related illness. Given the high prevalence rate of HIV infection among transport workers and poor access to treatment, a significant number is likely to experience a drop-in earnings and productivity if, the epidemic prevails.
- Increased costs of workers' health expenses, a pattern seen with mature epidemics of HIV/AIDS and Sexually Transmitted diseases. With increasing advocacy for treatment, the need for more expensive healthcare benefits which provide coverage for treating AIDS-related illnesses and for antiretroviral therapy (ART) will increase.
- Increased costs of training and hiring replacement workers lost to the disease. This occurs as a cumulative result of frequent turnover of employees due to increased illness. There is also the risk of attrition in skills and expertise.

3.6 ROLE OF PUNE METRO AUTHORITY IN COMBATING HIV/AIDS

Pune Metro will work with Maharashtra State Aids Control Society (MAHASACS) for creating awareness on aids.

3.7 MEASURES TO COMBAT AGAINST THE HIV/AIDS

Key interventions include the following:

- Disseminating information about HIV prevention.
- Information on HIV AIDS should be more specific regarding the modes of transmission and the methods of protection.

CHAPTER 4

PUBLIC CONSULTATIONS

4.0 INTRODUCTION

Public Consultations are essential for dissemination of information to community members, public representatives, office bearers and elected representatives regarding the project like

Extent of land acquisition both Government and Private.

Process for land Acquisition.

Rehabilitation and Resettlement of the persons displaced by the project.

Common Property Resources affected by the acquisition.

Entitlements for the displaced persons.

Mechanisms for approaching PMRCL in case of grievances regarding resettlement/rehabilitation.

During the public consultation the observations from public representatives are taken in to consideration by consultant / PMRCL to modify or amend the relevant clauses of Social Impact Assessment (SIA) Report so as to have mutual harmony in mitigating the negativity involved in Land Acquisition. Accordingly, the public consultations have been carried out at two levels, informal and formal level. The informal discussions were held with the local population while carrying out the social assessment survey and perception survey that was conducted to enlist the issues envisaged by the people living near the project corridor and are not directly affected by loss of properties or businesses.

4.1 PUBLIC CONSULTATION

The preliminary consultations were carried out.

Details of Public Consultation

During the public consultation, the target groups were made aware of:

- Project development and information on the various activities involved in the project including phasing of the project, the construction related issues, inconvenience to the public such as traffic jam, road condition, noise & dust due to the various activities of the project.
- Methodology adopted for implementation of the project;
- The compensation and assistance as per the approved Rehabilitation and Resettlement Policy formulated for the affected families;
- The process for disbursement of compensation and assistances to be provided by District Collector & PMRCL.
- The facilities and services the project may offer to improve quality of life of the people living near the project corridor.
- The gender related issues – how they are being addressed to accommodate the facilities at the stations . The facilities included tactile, ramps, PIDS, separate seats for elderly persons, benches etc.
- Adoption of modern IT enabled information and awareness of the project facilities, and other related activities for improving the quality of life of the affected communities and the people living near the project corridor;
- Any other issues that may be identified during the discussions.

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The PMRCL could also decide to undertake further engagement activities, such as establishing a community advisory group during the construction & operation phase, setting up a project information social media network and conducting regular forums with local councils and business and community groups.

4.2 Documentation of the public consultations

The public consultations were carried out by providing prior information to the people about the venue, date and time of the event.. These consultations were discussion to provide information about the project development to the people and to understand their concerns regarding its implementation. The consultations were held during the socio-economic survey with families that were directly or indirectly affected by the project.

Major issues that were discussed during the consultations and their integration with the project at various stages are detailed below:

4.2.1 Planning Stage

The community members expressed acceptance for the metro transport system.

Persons or families likely to be displaced expressed their requirements.

- A) Wanted compensation at the market value.
- B) Commercial units being displaced wanted to be located close to the metro stations
The feeling was that the metro footfalls would enhance their trade in the long run.
- C) Families likely to lose their homes wanted to be relocated as close as possible to their existing home.
- D) Women headed households and the more vulnerable groups were seeking assurance on provision of a job after their displacement.
- E) Still others wondered if they would get any compensation for emotions.
- F) How would the traffic be managed during the construction phase?
- G) When would the job be completed and the trains be up and running.

Interaction and discussions have been done with all the project affected people during the course of census survey. Survey team interacted with every project affected family. They were made aware about the project and it's impact on them, their feedback was sought through structured schedule.

4.2.2 Construction Stage & Operation Stage

Stakeholder and community engagement would continue throughout the construction and operational phases of the project. PMRCL would require the contractor / consultant delivering the project to develop and implement a community involvement plan to keep potentially affected stakeholders informed about progress of the project's construction activities and operations. The plan would also include:

- Inclusion of culturally and linguistically diverse and hard to reach community members in engagement activities;
- Mechanisms to respond promptly to concerns and issues raised by community members;
- Provision of timely and accurate information about construction activities,
- including advance notice of construction works to the affected households and commercial units.

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- Strategies to communicate changed traffic arrangements and coordinate communications with other road managers including local traffic police, local administration and the PMRCL along with the contractors.

Additional community engagement requirements would be embedded in the Environmental Management Plans (EMP) covering the project's construction and operation. This could include timely communication about dust and noise management, hours of operation and changes to local traffic arrangements, as well as measures for identifying and resolving issues associated with standard construction practices. Similarly, PMRCL will provide simplified detailed information's to public through social media platform.

The details of date and venues for the Metro Samwad organised by PMRCL is given in Table 4.1.

Table 4.1 Details of Metro Samwad Organized by PMRCL

S. No.	Date	Venue
1	18.12.2017	Sahkar Sudan Hall -Prabhat Road
2	9.11.2017	Bedekar Ganpati Mandir Sabhagruh
3	8.10.2017	Yasahwant Rao Chavan Natyagruha
4	12.08.2017	Pimpri Chinchwad Science Park
5	05-08-2017	Tikaram Jaganath College
6	17.6.2017	Kadam Sabhagrah Nigdi
7	03.02.2017	Maratha Chamber of Commerce
8	21.01.2017	MCCIA Tilak Road

INFORMATION DISCLOSURE

During social survey, meetings and discussions were conducted to get wider public input from the primary and secondary stakeholders. Information disclosure is persuaded for information and transparency in work. Executive summary of EIA and SIA study in local language will be disclosed on PMRCL website.

CHAPTER 5

LEGAL POLICY FRAMEWORK AND APPLICABLE GUIDELINES

5.1 INTRODUCTION

This Rehabilitation and Resettlement (R&R) Policy is being adopted by Pune Metro Rail Corporation Limited to address any adverse social and economic impacts accrued to identified families or persons in the Affected Area. This Policy has been developed in accordance with the requirements of the Maharashtra Government notification for Resettlement and Rehabilitation on 27th August 2014 and thereafter framed rules on 12 May 2015 and 30th September 2015. Thus, this Policy has adopted the rules framed by Maharashtra Government. The policy provides for acquisition of land by direct purchase method from the owners of the land and structures required for the project/ direct negotiation/ as per RFCTLARR Act 2013.

The following section deals with these policies with a comparison and subsequently deals with the entitlements and eligibility for compensation and other resettlement entitlements.

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

This RFCTLARR, 2013 repeals the Land Acquisition Act, 1984 and is applicable to all states in India (except the state of Jammu and Kashmir). RFCTLARR, 2013 is a first national/central law that addresses land acquisition and rehabilitation and resettlement. This new Act provides an enhanced framework for providing compensation and resettlement and rehabilitation assistances through a participative and transparent process for land acquisition in the public interest. The Act lays down procedures for estimating fair compensation of the affected families (and not just the titleholders) due to land acquisition, rehabilitation and resettlement. Some of the key features include the following: (i) Preliminary investigations/preparation of Social Impact Assessment (SIA) and preparation Social Impact Management Plan (SIMP) or Resettlement Action Plan (RAP) (ii) Preliminary Notification stating: project/ public purpose; reasons necessitating land acquisition; summary of SIA; and particulars of the Administrator appointed for the purpose of rehabilitation and resettlement; receipt of Objections and Hearing after the approval of SIA and within 12 months from the date of SIA approval; (iii) Preparation of Rehabilitation and Resettlement Scheme and its declaration by the District Collector after the same is approved by the Commissioner-Rehabilitation and Resettlement. (iv) Public notice and award of compensation and R&R assistances by District Collector within a period of twelve months from the date of the Award publication.

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

- The Act provides for land acquisition as well as rehabilitation and resettlement. It replaces the Land Acquisition Act, 1894 and National Rehabilitation and Resettlement Policy, 2007.
- The Act provides for the baseline for compensation and has devised a sliding scale which allows States to fix the multiplier (which will determine the final award) depending on distance from urban centres;

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- The affected communities shall be duly informed and consulted at each stage, including public hearings in the affected areas for social impact assessment, wide dissemination of the details of the survey to be conducted for R&R plan or scheme;
- Compensation in rural areas would be calculated by multiplying market value by up to two and adding assets attached to the land or building and adding a solatium. In urban areas, it would be market value plus assets attached to the land and solatium;
- The Collector shall take possession of land only after ensuring that full payment of compensation as well as rehabilitation and resettlement entitlements are paid or tendered to the entitled persons; families will not be displaced from land till their alternative R&R sites are ready for occupation;
- The benefits to be offered to the affected families include - financial support to the affected families for construction of cattle sheds, shops, and working sheds; transportation costs;
- Rehabilitation and resettlement benefits to which they are entitled in monetary terms along with a one-time entitlement of fifty thousand rupees;
- For ensuring transparency, provision has been made for mandatory dissemination of information on displacement, rehabilitation and resettlement, with names of the affected persons and details of the rehabilitation packages. Such information shall be placed in the public domain on the Internet as well as shared with the concerned Gram Sabhas and Panchayats, etc. by the project authorities;

No income tax shall be levied and no stamp duty shall be charged on any amount that accrues to an individual as a result of the provisions of the new law.

5.3 MAHARASHTRA GUIDELINES AND RULES FOR LAND ACQUISITION 27-08-2014

Revenue and Forest Department of Maharashtra Government has issued Notification No. LQN. 12/2013/C.R. 190/A-2 on 27th August 2014 (Annexure- II) framing the rules for Resettlement and Rehabilitation of PAPs for projects in the state of Maharashtra. This notification is in line with the national Act 30 of 2013 i.e., The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013. The detail of the notification is given in the following paragraphs:

Part-1. Land Valuation:

1. The market value of land to be acquired will be determined by ready reckoner value fixed under the Maharashtra Stamp Act (59 of 1958) and the Maharashtra Stamp (Determination of True Market Value of Property) Rules, 1995.
2. The multiplication factor by which market value of the land is multiplied will be 1.00 in case of rural areas and 1.00 for urban areas. (This factor should be at least 10% higher than the state approved multiplier.)
3. Compensation of the land to be acquired in rural area: (market value x 1.00) plus value of assets attached to land or building) Plus 100% solatium) = Land Compensation Price;
4. In case the land is acquired for urbanization purpose 20% of the developed land will be reserved and offered to the landowner at price equal to cost of acquisition and cost of development. The

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

net land reserved and offered will be excluding the land required for infrastructure development by recovering the cost of acquisition and cost of development gross land i.e. 20%. The land required for infrastructure development and cost of the same as per norms prescribed by Public Works Department or Irrigation Department or Rural Development Department or Municipal Corporations or City and Industrial Development Corporation of Maharashtra (CIDCO) or Mumbai Metropolitan Region Development Authority (MMRDA) or Maharashtra Industrial Development Corporation (MIDC). The actual area required for development of infrastructural facilities will be taken into consideration at the time of calculation of land to be allotted.

The net land to be reserved or offered to land owner will be 20% of the gross land-land required for infrastructural development as per norms prescribed by Public Works Department or Irrigation Department or Rural Development Department or Municipal Corporations or City and Industrial Development Corporation of Maharashtra (CIDCO) or Mumbai Metropolitan Region Development Authority (MMRDA) or Maharashtra Industrial Development Corporation (MIDC) norms-recovery of cost of acquisition as per Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 and cost of development as per norms prescribed by Public Works Department or Irrigation Department or Rural Development Department or Municipal Corporations or City and Industrial Development Corporation of Maharashtra (CIDCO) or Mumbai Metropolitan Region Development Authority (MMRDA) or Maharashtra Industrial Development Corporation (MIDC.) for gross 20% land.

Explanation.— As per the City and Industrial Development Corporation of Maharashtra (CIDCO) norms, the area required for infrastructure development considered is 30%, then the net land to be reserved or offered to land owner will be : 20% of the gross land-7% area required for infrastructure development=14% of the land acquired-(recovery of cost of acquisition and cost of development as per City and Industrial Development Corporation of Maharashtra (CIDCO) norms for gross 20% land.

The acquiring body may also give monetary value equivalent of the net developed land in lieu of actually providing the land to the displaced persons or his family.

5.4 MAHARASHTRA GOVERNMENT RESOLUTION

Revenue and Forest Department of Maharashtra Government issued Government Resolution No: Misc.-03/2015/C.N.34/A-2 on 12h May 2015 and 30th September 2015 (Annexure-III and IV) in the context of acquiring land of private sector by method of direct purchase through private negotiations for irrigation and other projects. In the said GR government resolves that generally the concerned land acquisition body does land acquisition as per existing land acquisition act, however, if such land acquisition body wanted to acquire the necessary land by direct purchase method instead of acquiring the same by land acquisition Act for which there is no restriction, they are free to do so by keeping in view a few guiding principles:

- I. Direct purchasing shall be done for 100% land;
- II. District level committee should be formed under chairmanship of collector for fixing rate of compensation of land to be acquired by direct purchase method;
- III. Compensation shall be first calculated as per sections 26 to 30 of Land Acquisition Act 2013 and then 25% amount shall be added and given as purchase amount;
- IV. The entire calculated amount should be paid at a stretch or 50% shall be paid at the time of purchasing land and balance 50% in annuity.

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Direct purchase method ensures that the property owners are negotiated directly for purchase of land by giving them an amount amicably accepted by the affected person which is 250% of the market value. In the process the concerned person is getting better price for the involved land and structure. The amount paid includes all the components of resettlement and rehabilitation. There would be no stamp duty or transaction cost of any type on land/ structure owners. The stamp duty, if any applicable, would be borne by the project.

5.5 AFD/EIB GUIDELINES FOR INVOLUNTARY SETTLEMENT AND INDIGENOUS PEOPLE PLAN

Funding agencies guidelines for Involuntary resettlement for project affected people who have been displaced by the project (Annexure- V). are similar to the Government of India Act. There is provision to minimize involuntary displacement and resettle them appropriately as per schedule of compensation. . However, comparison of Indian laws and funding agency guidelines has been discussed in subsequent sections. Similarly, there is guidelines for Indigenous People (Annexure- VI). Tribal population in Indian context have their own identity and culture different from mainstream. Since there is no tribal among the Project Affected People (PAPs) there is no need to develop separate Indigenous People Plan.

5.6 RESETTLEMENT AND REHABILITATION PROCESS

Though all attempts will be made during the final execution of the project to minimize the land acquisition, resettlement and adverse impacts on people in the project area through suitable engineering design, minimal private land acquisition is anticipated for the implementation of PMRP.

- A Social Impact Assessment (SIA) study has been undertaken for finalizing the RPF for the PMRP covering both corridors through census survey to collect baseline data for socio-economic information and to identify the project affected population by residence, business base and their locality. The study is primarily based on field data generated by census survey and secondary data collected from the census handbooks/ gazetteers/ other relevant texts. A format of questionnaire for field survey is given in Annexure-I.
- Based on above, a Resettlement Action Plan (RAP) has been prepared for implementation of resettlement and rehabilitation for the project. Upon the approval of RAP, the information will be disclosed to affected people. All the arrangements for fixing the compensation and the disbursement will be done which includes payment of all eligible assistance; relocation of PAPs; initiation of economic rehabilitation measures; site preparation for delivering the site to contractors for construction and finally commencement of the civil work. The resettlement and rehabilitation will be monitored as part of the RAP implementation at this stage. Internal monitoring will be the responsibility of PMRCL which will start in early stage of the project when implementation of RAP starts and will continue till the completion of the implementation of RAP.
- The implementation schedule for resettlement plan has been scheduled as per the overall project implementation. All activities related to the land acquisition and resettlement will be planned to ensure that compensation is paid prior to displacement and commencement of civil works at the specific site. Public consultation, internal monitoring and grievance redressal will be undertaken intermittently throughout the project duration. However, the schedule is subject to modification depending on the progress of the project activities.
- Land purchase will be done through direct purchase method as per Maharashtra Government Resolution dated 12-05-2015 and 30-09-2015 /direct negotiation /as per RFCTLARR Act 2013. It is the provision of the GR that a District level committee will be formed for fixing the compensation. The composition of the committee will be as given below:

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District level committee for fixing compensation

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

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

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

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

5.7 AFD/EIB POLICIES AND DEVIATIONS FROM THE INDIAN LAW if any AND PROPOSED MEASURES FOR BRIDGING THE GAPS

The institutional framework for resettlement and rehabilitation in India is largely attuned with the Word Bank policies on involuntary Resettlement as its objective has the following:

- Avoid or, at least minimize, project induced resettlement whenever feasible by exploring alternative project designs;
- Avoid and/or prevent forced evictions and provide effective remedy to minimize their negative impacts should prevention fail;
- Ensure that any eviction which may be exceptionally required is carried out lawfully, respects the rights to life, dignity, liberty and security of those affected who must have access to an effective remedy against arbitrary evictions;
- Respect individuals', groups' and communities' right to adequate housing and to an adequate standard of living, as well as other rights that may be impacted by resettlement;
- Respect right to property of all affected people and communities and mitigate any adverse impacts arising from their loss of assets or access to assets and/or restrictions of land use, whether temporary or permanent, direct or indirect, partial or in their totality.
- Assist all displaced persons to improve, or at least restore, their former livelihoods and living standards and adequately compensate for incurred losses, regardless of the character of existing land tenure arrangements (including title holders and those without the title) or income earning and subsistence strategies;
- Uphold the right to adequate housing, promoting security of tenure at resettlement sites;
- Ensure that resettlement measures are designed and implemented through the informed and meaningful consultation and participation of the project affected people throughout the resettlement process;
- Give attention to vulnerable groups, including women and minorities, who may require special assistance and whose participation should be vigilantly promoted.

Except in some areas where the Indian law does not explicitly state the requirements. To fully comply with Word Bank polices, the following steps will be taken by the project authority:

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

5.7.1 Social Impact Assessment

As per the Indian Laws, Social Impact Assessment study is mandatory for public projects, Thus, a detailed SIA has been carried out among affected families to assess their losses and baseline socio-economic status. The SIA has been carried out based on the principles agreed in this document.

5.7.2 Grievance Redressal Committee

The current Act, does not clearly mention about grievance redressal mechanism. To comply with the funding agency guidelines an efficient grievance redressal mechanism has been developed to assist the PAPs resolve their queries and complaints. The GRC will address only rehabilitation assistance issues. More details on grievance redressal committee are given in subsequent section.

5.7.3 Public Consultation

Advance consultations providing accurate information and as far as feasible complying with community choices helps reduce the insecurity and opposition to the project. The Act is silent on public consultation, a public consultation program is developed to bridge the gap between the Act and AFD/EIB requirement. The overall objective of the consultation program is to minimize negative impact in the project corridors and to make people aware of the project. Keeping in mind the significance of consultation and participation of the people likely to be affected or displaced due to the proposed project, both formal and informal discussions will be conducted with People. Format of public consultation is given as Annexure-I. The following methodology has been adopted for conducting public consultation:

- Walk-through informal group consultation at affected places along the alignment.
- Focus Group Discussions (FGD) with different groups of affected people including the PAPs.
- Individual interviews
- Recording/ Sharing the opinion and preferences of the Peoples.

5.7.4 Establishment of RAP Implementation Team

As per the Act, the implementation of rehabilitation and resettlement is the responsibility of project proponent and District Magistrate. However, the Act does not clearly mention about the implementation of rehabilitation and resettlement process. To implement and monitor RAP effectively, a team will be constituted in PMRCL. The team will be headed by a General Manager rank officer. The roles, responsibilities and other details pertaining to RAP implementation team is explained in subsequent chapter.

5.7.5 Monitoring and Evaluation

A monitoring and evaluation (M&E) program is developed to provide feedback to project management which will help keep the programs on schedule .. RAP implementation will be monitored both internally and externally. Project Authority will be responsible for internal monitoring through their field level offices and will prepare quarterly reports on the progress of RAP implementation. Management Information System would be developed to monitor the resettlement and rehabilitation process. An Independent Evaluation Consultant will be hired by Project Authority for mid and end term evaluation of RAP implementation.

Thus, there will be no gap in AFD /EIB policy and PMRCL adopted for resettlement and rehabilitation at the project level.

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

5.8 ELIGIBILITY AND ENTITLEMENTS

The R&R entitlement framework has been formulated based on the guiding principles outlined in the Policy. Provision has been made for purchase of land and structures by direct purchase method from the owners as per Maharashtra State Govt. notification wherein 250% of market value is being paid to the owners of land and structures /direct negotiation /as per RFCTLARR Act 2013. This R&R framework will be adopted to formulate the Resettlement Action Plan.

Stamp duty or any other transaction costs will not be charged to the property/land owners. It shall be borne by the project, if applicable.

The shopkeepers at Shivaji Nagar and Deccan Gymkhana Bus Depot would be relocated in the adjacent area by providing them the space for operating the bus depot in the same locality. At CivilCourt Godown is taking land from PMC and providing them equivalent new Godown before taking the land from them.

PMRCL will extend guidance to the people in getting the compensation from revenue department.

PMRCL will guide the mobile street vendors to relocate in the vicinity.

PMRCL will coordinate with line departments to extend training facilities to the people who are willing to get training for skill development.

PMRCL will facilitate alternate accommodation to Shivaji Nagar and Deccan Gymkhana Bus Depot and CivilCourt Godown area.

To facilitate and avoid business losses to adjoining shops due to barricading for construction PMC will be coordinated by PMRCL to allow short term parking at designated places in bye-lanes. There may not be any adverse impact on their business opportunities.

PMRCL may extend the facility of access to its advisory committee to resolve any issue in getting compensation and grievance redressal.

The shopkeepers at Shivaji Nagar and Deccan Gymkhana Bus Depot will be extended facility to shift to new premises.

PMRCL will ensure that the affected family gets land, structure and rehabilitation compensation before taking possession of the land and structures.

CHAPTER 6

INSTITUTIONAL ARRANGEMENT

Government land will be acquired by PMRCL from different departments of Central Government or State Government or local bodies at notified rates fixed by state Government on long term lease basis/ outright transfer of land. For acquisition of private land for the projects, PMRCL places requisition of land to Office of District Collector, who in turn forward the requisition to Land & Building Department and concerned Land Acquisition Collector. Concerned LAC shall prepare the list of persons eligible for rehabilitation in case of residential, commercial/ shops, industrial units and same will be approved by Land & Building Department. In case of partly affected property, If the residual of the asset being taken is not economically viable, compensation and other resettlement assistance are provided as if the entire asset has been taken.

6.1 RAP IMPLEMENTATION TEAM

In order to implement and monitor RAP effectively, a team will be constituted in PMRCL including revenue officers. The team will be headed by a General Manager rank officer. The roles and responsibilities of the proposed RAP implementation team is given below;

- Implementation of administration for support for land acquisition and implementation of R&R;
- Monitor land acquisition and progress of R&R implementation;
- Develop communication strategy for disclosure of RAP;
- Liaison with district administration for government's income generation and development programmes for the People;
- Monitor physical and financial progress on land acquisition and R&R activities;
- Organize meetings with NGO, R&R officer and other support staffs to review the progress on R&R implementation;
- To provide support for the affected persons on problems arising out of LA/ property acquisition.
- Ensure availability of budget for R&R activities;
- Liaison with district authorities. The implementation schedule for resettlement plan will be scheduled as per the overall project implementation.

All activities related to the land acquisition and resettlement will be planned such that compensation is paid prior to displacement and commencement of civil works. Public consultation, internal monitoring and grievance redressal will be undertaken intermittently throughout the project duration. The roles and responsibilities for each officer have been specified in the Table 6.1.

Table 6.1 Roles and Responsibilities for Implementation of the proposed RAP

No.	Designation	Responsibility	Unit
1.	General Manager Land and Rehabilitation	<ul style="list-style-type: none"> ➤ Overall implementation of the RRAP. ➤ Coordination with the RR and LA team on a regular basis. ➤ Timely disbursement of the RR and assistances as necessary. ➤ Address Grievances on RR issues with the relevant team. ➤ Timely arrangement of funds for payment of compensation and 	Implementation and Monitoring Unit

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		<p>assurances under the project from the government as necessary.</p> <ul style="list-style-type: none"> ➤ Briefing NMRCL Management on progress of activities on the RR and resolving any issues that may need their intervention for expediting the clearance of the encumbrances from the Corridor of Impact (COI). — Coordination with all the stakeholders on RR issues as necessary. ➤ Any other activities related to the RR will be addressed accordingly 	
2.	Legal Officer advocate	<p>Overall implementation of the RRAP.</p> <p>Ensuring land acquisition within a time schedule</p> <p>Coordination with the RR and LA team on a regular basis regarding legal issues.</p> <p>Timely disbursement of the RR and assurances as necessary.</p> <p>Address Grievances on RR issues with the relevant team.</p>	Implementation and Monitoring Unit
3.	Project Manager – Land and Rehabilitation	<ul style="list-style-type: none"> ➤ Overall implementation of the RRAP. ➤ Coordination with the RR and LA team on a regular basis. ➤ Timely disbursement of the RR and assurances as necessary. ➤ Timely availability of the land for the construction activities free of encumbrances. ➤ Address Grievances on RR issues with the relevant team. Timely arrangement of funds for payment of compensation and assurances under the project from the government as necessary. ➤ Briefing NMRCL and the Government of Maharashtra on progress of activities on the RR and resolving any issues that may need their intervention for expediting the clearance of the encumbrances from the Corridor of Impact (GOI). ➤ Coordination with all the stakeholders on RR issues as necessary. ➤ Any other activities related to the RR will be addressed accordingly by this 	Implementation and Monitoring Unit

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

		<p>officer accordingly.</p> <ul style="list-style-type: none"> ➤ Timely arrangement of funds for payment of compensation and assistances under the project from the government as necessary. ➤ Briefing NMRCL and the Government of Maharashtra on progress of activities on the RR and resolving any issues that may need their intervention for expediting the clearance of the encumbrances from the Corridor of Impact (COI). ➤ Coordination with all the stakeholders on RR issues as necessary. ➤ Any other activities related to the RR will be addressed accordingly by 	
4.	Junior Executive- Land and Rehabilitation	<ul style="list-style-type: none"> ➤ Overall RR activities which involve addressing the issues related to identification of the encroachers, squatters, tenants as necessary. ➤ Ensuring that the assistances and other allowances as per the entitlement framework is provided to the affected families. ➤ Coordination with local government bodies in relocating the encroachers and squatters as necessary under other schemes and appropriately. ➤ Arranging for timely availability and disbursement of funds to this category of impacted persons or families so that the encumbrances are cleared from the COI. ➤ Grievance redressal of all vulnerable groups as required with coordination with the government. Briefing the NMRCL and the Government of Maharashtra on R&R issues for timely action during implementation. ➤ Any other issues that may be related as necessary will be responsibility of this officer on R&R issues. 	Implementation and Monitoring Unit

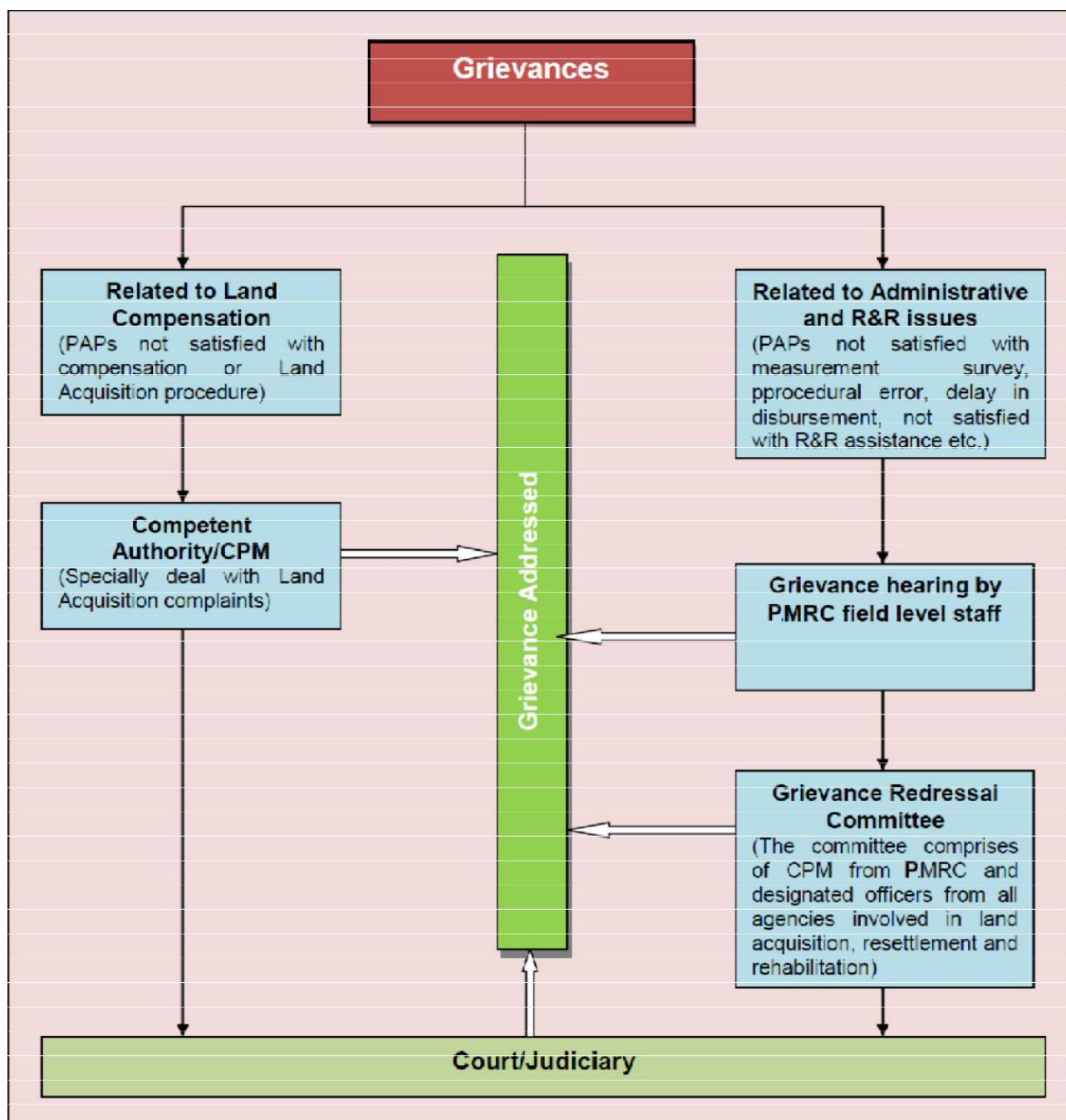
The overall responsibilities also include:

- Monthly meeting to monitor the disbursement of R&R package done by Revenue department.
- To facilitate the Revenue team for payment related issues.
- To resolve any legal issues related to R&R package.

6.2 GRIEVANCE REDRESSAL MECHANISM

Efficient grievance redressal mechanism will be set up to assist the stakeholders to resolve their queries and complaints. Grievances will be submitted to the Grievance Redressal Committee (GRC). The organizational structure of Environmental and Social Management Unit (ESMU) is shown in Figure-1. The main responsibilities of the GRC are to: (i) Maintaining a database of all complaints related to environmental issues and forwarding them to the consultants (ii) Assisting the stakeholders to submit their environment-related complaints directly to the contractor (iii) Maintaining a list of stakeholders who are directly or indirectly affected by construction, operations, and maintenance work, and monitoring the implementation of mitigation plans. (iv) record stakeholder's grievances, categorize, and prioritize grievances and resolve them; (v) immediately inform the SMU of serious cases; and report to stakeholders on developments regarding their grievances and decisions of the GRC. The GRC will meet every month or more frequently to determine the merit of each grievance and resolve grievances within a reasonable time. Records will be kept of all grievances received including: contact details of complaint, date the complaint was received, nature of grievance, agreed corrective actions and the date these were affected, and outcome. GRC will review grievances involving all resettlement benefits. However, other disputes relating to ownership rights shall be considered by the court of law. When any grievance is brought to the field level staff, it should be resolved within three months from the date of complaint. The GRC will meet every month (if grievances are brought to the Committee), determine the merit of each grievance, and resolve grievances within three months of receiving the complaint failing which the grievance can be referred to appropriate court of Law for redressal. PMRCL will maintain a log of grievances documenting the nature of grievance, date of submission, responsible party and date of resolution. A flow chart of grievances redressal is indicated in Figure 6.1.

Figure-6.1 Grievance Redressal Mechanism



6.3 COMMUNITY PARTICIPATION DURING PROJECT IMPLEMENTATION

The effectiveness of the Resettlement Action Plan (RAP) is directly related to the degree of continuing involvement of those affected by the project. Several additional rounds of consultations with PAPs will form part of the project implementation. Consultations during resettlement plan implementation will involve agreements on compensation and assistance options and entitlement package. Another round of consultation will occur when compensation and assistance are provided. During public consultations, issues related to land acquisition, compensation, income restoration, employment generation, information flow, grievance redressal, safety, role of administration etc. will be discussed. The RAP addresses all issues raised during public consultation and recommends institutional strengthening measures as well.

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

The following set of activities will be undertaken for effective implementation of the plan:

- Project Implementation Unit (PIU) will conduct information dissemination sessions in the project area and solicit the help of the local community/ leaders and encourage the participation of the People in RAP implementation.
- Consultation and focus group discussions will be conducted with the vulnerable groups like women, families of BPL, Scheduled Castes to ensure that the vulnerable groups understand the process and their needs are specifically taken into consideration.
- Project Authority will organize public meetings and will appraise the communities about the progress in the implementation of project works and payment and assistance paid to the community. Regular update of the program of resettlement component of the project will be placed for public display at the project offices.
- Taking into consideration the risks of HIV/ AIDs during the project construction period and road safety issues, specialist will be invited to undertake activities related to their core competencies.

Lastly, participation of People will also be ensured through their involvement in various local committees. PIU and field offices will maintain an ongoing interaction with PAPs to identify problems and undertake remedial measures.

CHAPTER 7

MONITORING AND EVALUATION

7.1 INTRODUCTION

Monitoring & Evaluation are critical activities in involuntary resettlement. Monitoring involves periodic checking to ascertain whether activities are progressing as per schedule while evaluation is essentially to assess the performance of People at the end of the project. For this purpose, a monitoring and evaluation (M&E) program is required to be developed to provide feedback to project management which will help keep the programs on schedule and make them successful. Monitoring provides both a working system for effective implementation of the RAP by the project managers, and an information channel for the PAPs to assess how their needs are being met.

Monitoring will give attention to the project affected vulnerable groups such as scheduled castes, BPL families, women headed households, widows, old aged and the disabled. Monitoring and evaluation (M&E) is conducted at two levels, i.e., internal and external. RAP implementation will be monitored both internally and externally. Project Authority will be responsible for internal monitoring all through and will prepare quarterly reports on the progress of RAP implementation. To gather a more effective and objective M&E review and in identifying the gaps and methodologies to fill them on the social mitigation activities. Further it is necessary to conduct a third-party Evaluation as per the requirements of the external funding agency that will be unbiased and will facilitate in undertaking appropriate corrective action for effective implementation. This will be conducted during the implementation of the RRAP on a mid-term and an end-term evaluation for the project. An Independent Evaluation Consultant may be hired by Project Authority for mid and end term evaluation of RAP implementation.

This section of the report indicates the process adopted to conduct the monitoring and the evaluation criteria for the effective implementation of the RRAP.

7.2 INTERNAL MONITORING

The internal monitoring for RAP implementation will be carried out by Project Authority. The main objectives of internal monitoring are to:

- measure and report progress against the RAP schedule;
- verify that agreed entitlements are delivered in full to affected people;
- identify any problems, issues or cases of hardship resulting from the resettlement process, and to develop appropriate corrective actions, or where problems are systemic refer them to the management team;
- monitor the effectiveness of the grievance system

Internal monitoring will focus on measuring progress against the schedule of actions defined in the RAP. Activities to be undertaken by the Project Authority will include:

- Liaison with the Land Acquisition team, construction contractor and project affected communities to review and report progress against the RAP;
- Verification of land acquisition and compensation entitlements are being delivered in accordance with the RAP;
- Verification of agreed measures to restore or enhance living standards are being implemented;
- Verification of agreed measures to restore or enhance livelihood are being implemented;
- Identification of any problems, issues, or cases of hardship resulting from resettlement process;

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

- Through household interviews, assess peoples' satisfaction with resettlement outcomes;
- Collection of records of grievances, follow up that appropriate corrective actions have been undertaken and that outcomes are satisfactory;

Monitoring is a continuous process and will be carried out by Social Development Cell (SDC) on regular basis to keep track of the R&R progress. For this purpose, the indicators suggested have been given in Table 7.1.

Table 7.1 Indicators for Monitoring of RAP Progress

Indicators	Parameters Indicators
Physical	Extent of land acquired Number of structures dismantled Number of land owners and private structure owners paid compensation Number of families affected Number of People receiving assistance/compensation Number of People provided transport facilities/ shifting
Financial	Amount of compensation paid for land/structure Cash grant for shifting oustees Amount paid for training and capacity building of staffs Amount for restoration of CPR (Common Property Resource)
Social	Area and type of house and facility at resettlement site Number of time GRC met Number of appeals placed before grievance redressal cell Number of grievances referred and addressed by GRC Number of PAPs approached court Women concern
Economic	Entitlements Successful implementation of Income Restoration Schemes, if any
Grievance	Consultation for grievance redressal PAPs knowledge about their entitlements
Indicators	Cases referred to court, pending and settled Number of grievance cell meetings Number of cases resolved/ disposed by GRC to the satisfaction of People.

Field Offices will be responsible for monitoring the day-to-day resettlement activities of the project. Baseline socio-economic census and the land acquisition data provide the necessary benchmark for field level monitoring. A format for monitoring of RAP implementation is presented in Annexure VII

7.3 INDEPENDENT EVALUATION

As mentioned earlier, an Independent Evaluation Agency (IEA) will be hired by Project Authority for mid and end term evaluation. A detailed Terms of Reference for IEA is found as Annexure VIII.

The following should be considered as the basis for indicators in monitoring and evaluation of the project. The list of impact performance indicators suggested to monitor project objectives is delineated in Table 7.2.

Table 7.2 Indicators for Project Outcome Evaluation

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Objectives	Risk Factor	Outcomes and Impacts
<ul style="list-style-type: none"> ➤ The negative impact on persons affected by the project will be minimized. ➤ Persons losing assets to the project shall be compensated at replacement cost. ➤ The project affected Persons will be assisted in improving or regaining their standard of living. ➤ Vulnerable groups will be identified and assisted in improving their standard of living. 	<ul style="list-style-type: none"> ➤ Resettlement plan implementation may take longer time than anticipated ➤ Institutional arrangement may not function as efficiently as expected ➤ NGO may not perform the task as efficiently as expected ➤ Unexpected number of grievances ➤ Finding a suitable rehabilitation site for displaced population ➤ People falling below their existing standard of living 	<ul style="list-style-type: none"> ➤ Satisfaction of land owners with the compensation and assistance paid. ➤ Satisfaction of structure owner with compensation and assistance. ➤ Type of use of compensation and assistance by structure owner. ➤ % of Peoples adopted the skill acquired through training as only economic activity. ➤ % of Peoples adopted the skill acquired through training as secondary economic activity. ➤ % Peoples got trained in the skill of their choice Role of NGO in helping PAPs in selecting trade for skill improvement. ➤ Types of grievances received. ➤ No. of grievances forwarded to GRC and time taken to solve the grievances. ➤ % of People aware about the GRC mechanism ➤ % of People aware about the entitlement frame work mechanism. ➤ People's opinion about NGO approach and accessibility

7.4 REPORTING REQUIREMENTS

Project Authority will be responsible for supervision and implementation of the RAP. Project authority will prepare half yearly progress reports on resettlement activities. The Independent Evaluation Consultant will submit mid and end term evaluation report to Project Authority and determine whether resettlement goals have been achieved, more importantly whether livelihoods and living standards have been restored/ enhanced and suggest suitable recommendations for improvement.

7.5 INFORMATION DISCLOSURE

The affected families/persons will be informed about the project and their entitlements. PMRCL will prepare an information brochure in local language, i.e., English and Marathi explaining the RAP, the entitlements and the implementation schedule. The draft of the RAP will be formally published in English, and Marathi languages on the official website of the PMRCL and hard copies will be made available in the offices of local authorities for two weeks inviting comments and suggestions from stakeholders. Subsequently, RAP will be discussed in a workshop with relevant stakeholders including representations from revenue officials of RAP implementation team, representative of District

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

Magistrate and other officials involved in GRC. Suitable changes will be made to RAP to incorporate suggestions by the stakeholders. The final RAP after the approval of concerned authorities will be published in English and Marathi/ Hindi languages on the official website of PMRCL. Regular interaction with the community will be maintained and public consultation by means of Metro Dialogue termed as “Metro Samwad” will continue during the whole period of construction at regular intervals and even during operation phase intermittently. Interaction on facebook will continue. PMRCL will also try to develop mechanism of public interaction through developing an app by which community may interact with the PMRCL.

CHAPTER 8 IMPLEMENTATION SCHEDULE

8.0 INTRODUCTION

The implementation of the RAP should be the priority of PMRCL (the implementation agency). Thus, the implementation of the RAP should be planned in line with the civil works those are proposed on the stretches of the Pune Metro.

8.1 IMPLEMENTATION SCHEDULE

The implementation schedule for resettlement will depend on project implementation. All activities related to the land acquisition and resettlement must be planned to ensure that Land is acquired/ in possession prior to commencement of civil works. Public consultation, internal monitoring and grievance redressal will be undertaken throughout the project duration. However, the schedule is subject to modification depending on the progress of the project activities. Project Authority will establish the GRC, and initiate the resettlement implementation. The R&R activities of proposed project are divided in to three broad categories based on the stages of work and process of implementation. The details of activities involved in these three phases are project preparation phase, RP implementation phase and Monitoring and Evaluation phase.

8.2 Project Preparatory Stage (Pre- Implementation Stage)

Land Department and RAP team will handle the activities related with acquisition of land and resettlement and rehabilitation .

8.3 RAP Implementation Stage

The RAP, at this stage, needs to be approved and will be disclosed to the PAPs. Upon the approval of RAP, all the arrangements for fixing the compensation and the disbursement needs to be done which includes payment of all eligible assistance; relocation of PAPs; initiation of economic rehabilitation measures; site preparation for delivering the site to contractors for construction and finally commencement of the civil work. Considering the lengthy and time taking process for land acquisition, this step shall be taken up by the Project Authority in advance. However, the resettlement and rehabilitation fund will be monitored as part of the RAP implementation at this stage. Internal monitoring will be the responsibility of Project Authority which will start in early stage of the project when implementation of RAP starts and will continue till the completion of the implementation of RAP. The Project Authority will be responsible for carrying out the monitoring on quarterly basis.

8.4 RAP Implementation Schedule

RAP implementation schedule for R&R activities in the proposed project including various sub tasks and time line matching with civil work schedule is prepared and presented in Table 8.1.

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Table 8.1 RAP Implementation Schedule for Pune Metro Project

Description \ Months	1	2	3	4	5	6	7	8	9	10	1	12	13	1	15	16	1	18
Identification of Required Land																		
Community/ Public Consultation																		
Disclosure of RAP																		
Notification of Land Acquisition																		
Valuation of Structures for Compensation																		
Payment for Land Acquisition																		
Payment for Relocation of People																		
Internal Monitoring																		
External Evaluation																		

Month 1 = The month of start of project Activities

CHAPTER 9

RESETTLEMENT-REHABILITATION ASSISTANCE PLAN

9.1 BACKGROUND

This chapter presents an overview of eligibility for entitlement, valuation and compensation for losses, income restoration and cost estimates. The present cost estimates for land and structures are based on average value of land. The budget is indicative, and costs will be updated and adjusted to the inflation rate as the project continues and during implementation. However, the final compensation amount for the land acquisition and structures will be determined by the competent authority.

9.2 ELIGIBILITY FOR ENTITLEMENT

Broadly, all interested parties of private land to be acquired for the project are entitled for compensation both residential and commercial. As discussed earlier, Maharashtra Government has issued GO vide GR. No. Misc.-03/2015/C.N.34/A-2 on 12th May 2015 and 30th September 2015 (Annexure-III and IV) in the context of acquiring land of private sector by method of direct purchase through private negotiations for irrigation and other projects /as per RFCTLARR Act 2013. In the said GR government resolves that generally the concerned land acquisition body does land acquisition as per existing land acquisition act, however, if such land acquisition body wanted to acquire the necessary land by direct purchase method instead of acquiring the same by land acquisition Act for which there is no restriction, they are free to do so by keeping in view a few guiding principles. In the case of land acquisition for Pune Metro Rail Project it is considered that the land shall be acquired by direct purchase method. As per the provision of the GR it has been decided to pay the PAP an amount equal to market value including the value of assets attached to it. Additionally, an amount equal to the arrived value shall be paid as solatium. This amount will be added by 25% of the amount calculated by adding market value and solatium. Thus, the final amount to be paid to a PAP would become 250% of the market value of land and asset to be acquired.

This amount is considered to be inclusive of cost of land, value of assets attached to the land, solatium, one-time resettlement and rehabilitation compensation, cost of transportation, compensation for livelihood, subsistence allowance etc.

COST ESTIMATE

The detail of R&R budget the total cost for private and Government land, structures will be Rs 117.98 Crores as per detailed project report.

RNI No. MAHBIL /2009/31733

Reg. No. MH/MR/South-322/2013-15



REVENUE AND FORESTS DEPARTMENT

Hutatma Rajguru Chowk, Madam Cama Marg, Mantralaya, Mumbai
400 032, dated the 27th August 2014.

NOTIFICATION

RIGHT TO FAIR COMPENSATION AND TRANSPARENCY IN LAND ACQUISITION, REHABILITATION AND RESETTLEMENT ACT, 2013.

No. LQN. 12/2013/C.R. 190/A-2.— In exercise of the powers conferred by sub-sections (1) and (2) of section 109 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (30 of 2013), and of all other powers enabling it in this behalf, the Government of Maharashtra hereby makes the following rules, the same having been previously published as required by section 112 of the said Act, as follows, namely:—

1. Short title and commencement. — (1) These rules may be called the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement (Maharashtra) Rules, 2014.

(2) They shall extend to the whole of the State of Maharashtra.

2. Definitions. — (1) In these rules, unless the context otherwise requires, —

- a) “Act” means the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (30 of 2013);
- b) “Administrative Cost” means the cost for acquisition of land as specified by the State Government by issue of notification under paragraph (A) of sub-clause (vi) of clause (i) of section 3;
- c) “Administrator” means an officer appointed by the State Government under subsection (10) of section 43;
- d) “Agency” means an agency appointed by the appropriate Government to do the Social Impact Assessment Process and prepare the Social Impact Management Plan;
- e) “Appropriate Government” means the State Government in relation to acquisition of land situated within the territory of the State of Maharashtra and includes the Collector of the District concerned, appointed by the State Government for the area notified therein;
- f) “Authority” means the Land Acquisition, Rehabilitation and Resettlement Authority established by the State Government under sub-section (1) of section 51;

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- g) "Collector" means the District Collector and includes the Additional Collector, Deputy Collector (Land Acquisition) and Sub-Divisional Officer functioning in the district;
- h) "Commissioner" means the Commissioner for Rehabilitation and Resettlement appointed by the State Government under sub-section (1) of section 44;
- i) "Form" means the Forms appended to these rules;
- j) "Gram Sabha" means a body consisting of persons registered in the electoral rolls relating to village comprised within the areas of the panchayat (III of 1959.) ;
- k) "local bodies" means and includes rural local bodies and urban local authorities constituted or established under the respective Acts;
- l) "Municipal Council" means a municipal council constituted or deemed to have been constituted for a smaller urban area specified in a notification issued under clause (2) of article 243-Q of the Constitution of India or under sub-section (2) of section 3 of the Maharashtra
- m) Municipal Council, Nagar Panchayats and Industrial Townships Act, 1965 (Mah. XL of 1965.);
- n) "Municipal Corporation" means a Municipal Corporation constituted or deemed to have been constituted under the provisions of the Mumbai Municipal Corporation Act (III of 1888. LIX of 1949.) and the Maharashtra Municipal Corporations Act, respectively; (n) "panchayat" means a panchayat established or deemed to have been established under the Maharashtra Village Panchayats Act (III of 1959.) ;
- o) "Panchayat Samiti" means a Panchayat Samiti constituted under the Maharashtra Zilla Parishads and Panchayat Samitis Act (Mah. V of 1962.);
- p) "rural area" means any area in the State except the areas covered by any urban local body or a cantonment board established or constituted under any law for the time being in force;
- q) "Scheme" means the Rehabilitation and Resettlement Scheme prepared by an Administrator according to sub-section (2) of section 16;
- r) "section" means a section of the Act;
- s) "Social Impact Assessment (SIA)" means an assessment being made under subsection (1) of section 4;
- t) "Social Impact Assessment Plan" means the Plan prepared as part of Social Impact Assessment Process under sub-section (6) of section 4;
- u) "State Government" and "Government" means the Government of Maharashtra;
- v) "urban area" means any area in the State covered by any urban local body or a cantonment board established or constituted under any law for the time being in force;
- w) "Urbanization Purpose Project" means the public purpose projects proposed in any urban area;
- x) "Zilla Parishad" means a Zilla Parishad constituted under the Maharashtra Zilla Parishads and Panchayat Samitis Act, 1961 (Mah.V of 1962.);

(2) All words and expressions used but not defined in these rules shall have the meanings assigned to them in the Act.

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FORM-I

[See rule 3 (3)]

SOCIAL IMPACT ASSESSMENT REPORT

Part-A. List of socio-economic and cultural parameters to be covered by the Social Impact Assessment.

Demographic details of the population in the project area

- Age, sex, caste, religion
- Literacy, health and nutritional status

Poverty levels

- Women Vulnerable group children the elderly women-headed households, the differently abled
- Kinship patterns and women's role in the family
- Social and cultural organization
- Administrative organization
- Political organization
- Civil society organization and social movement

Land use and livelihood

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

Local economic activities

- Formal and informal, local industries
- Access to credit
- Wage rates
- Specific livelihood activities women are involved in

Factors that contribute to local livelihood

- Access to natural resources
- Common property resources
- Private assets
- Roads, transportation
- Irrigation facilities
- Access to markets
- Tourist sites

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- Livelihood promotion programmes
- Co-operatives and others Livelihood–related associations Quality of the living environment

Quality of the living environment

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

Impacts on land, livelihood and income

- Level and type of employment
- Intra-household employment Patterns
- Income levels Food security
- Standard of living
- Access and control over productive resources
- Economic dependency or vulnerability
- Disruption of local economy
- Impoverishment risks
- Women's access to livelihood alternatives

Impacts on physical resources

- Impacts on natural resources, soil, air, water, forest
- Pressures on land and common property natural resources for livelihood

Impacts on private assets, public services and utilities

- Capacity of existing health and education facilities
- Capacity of housing facilities
- Pressure on supply of local services
- Adequacy of electrical and water supply, road, sanitation and waste management system
- Impact on private assets such as bore wells, temporary sheds etc.

Health impact

- Health impact due to immigration
- Health impacts due to project activities with a special emphasis on
- Impact on women's health
- Impact on the elderly

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Impacts on culture and social cohesion

- Transformation of local political structures
- Demographic changes
- Shifts in the economic – ecology balance
- Impacts on the norms, beliefs, values and cultural life
- Crime and illicit activities
- Stress of dislocation
- Impact of separation of family cohesion
- Violence against women

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FORM-II

[See rule 3 (5)]

SOCIAL IMPACT MANAGEMENT PLAN (SIMP)

- a) Approach to mitigation,
- b) Measures to avoid, mitigate and compensate Impact,
- c) Measures that are included in the terms of R & R and compensation as outlined in the Act,
- d) Measures that the Requiring Body has stated it will introduce in the Project
- e) Proposal, Additional measures that the Requiring Body has stated it will undertake in response to the findings of the SIA process and public hearings,
- f) The Social Impact Management Plan (SIMP) must include a description of institutional structures and key person responsible for each mitigation measure and timelines and costs for each activity.

FORM-III

[See rule 9 (6)]

PART-A. PRIOR WRITTEN CONSENT OR DECLARATION FORM

Sr. No. Details of Person Concerned

1. Name of the person(s) in whose name the land is registered:
2. Name of the spouse:
3. Name of father / mother:
4. Address:
5. Village / Basti:
6. Gram Panchayat/Municipality/Township:
7. Tehsil / Taluka:
8. District:
9. Name of other members in the family with age (Including children and adult dependents):
10. Extent of land owned:
11. Disputed lands if any:
12. Pattas/leases/grants, if any:
13. Any other right, including tenancy, if any:
14. Regarding the acquisition of my land by the Government,

I wish to state the following (please circle one of the below):

I have read / readout the contents of this consent form and explained to me in _____ language and I agree/do not agree to this acquisition.

Signature/Thumb impression of the affected family (s) and date.

All information about what will be given to this land owner in exchange for their land and to resettle them must be provided prior to seeking any-signature on this form. These terms and conditions must be attached to the form.

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Date and Signature of designated district official receiving the signed form.

It is a crime under law to threaten any person or to cause them any harm if they refuse to consent or if they choose to state that they do not consent on this form. This includes any threat or act that causes them to lose money, that hurts them physically or that results in harm to their family, if any such threat has been made this form is null and void.

PART-B, FORMAT FOR GRAM SABHA RESOLUTION

We, the undersigned members of the Gram Sabha of _____ within _____ panchayat of _____ tehsil / taluka in _____ district wishes to state that the following certification is based on the information supplied by the administration and officials. If this information is incomplete or incorrect and / or if any consent has been obtained through any use of threats, fraud or misrepresentation, it is null and void. On this basis this Gram Sabha hereby certifies that it CONSENTS / REFUSES TO CONSENT to the proposed _____ project, which will involve the:

- acquisition of _____ hector of private land
- transfer of _____ hector of Government land to the project
- transfer of _____ hector of forest land to the project
- The terms and conditions of compensation, rehabilitation and resettlements benefits and social impact mitigation measures agreed to by the Requiring Body (state the name) are attached

The Gram Sabha also states that any consent is subject to all of its residents receiving title to all of their individual and community rights over forests and forest lands, including their titles for forest land that they have been cultivating, ownership titles for all forms of minor forest produce that they use, and titles to protect and manage their community forests.

(Note: This will have to be certified by this Gram Sabha separately.)

Date and signatures/thumb impressions of Gram Sabha members

Date and Signature of designated
district officer on receipt of the
Resolution.

ANNEXURE I

[See rule 15(1)]

Size of the holding Area to be acquired

(1) (2)

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SLAB I

- | | |
|---|--|
| a) Not more than 1 Hectare and 61 Ares. | a) Nil |
| b) More than 1 Hectare and 61 Ares and not more than 2 Hectares and 42 Ares. | b) The area in excess of 1 Hectare and 61 Ares but not more than 40 Ares. |
| c) More than 2 Hectares and 42 Ares and not more than 3 Hectares and 23 Ares. | c) The area in excess of 2 Hectares and 2 Ares but not more than 80 Ares. |
| d) More than 3 Hectares and 23 Ares and not more than 4 Hectares and 4 Ares. | d) The area in excess of 2 Hectares and 42 Ares but not more than 1 Hectare and 23 Ares. |
| e) More than 4 Hectares and 4 Ares and not more than 4 Hectares and 85 Ares. | e) The area in excess of 2 Hectares and 83 Ares but not more than 1 Hectare and 61 Ares. |
| f) More than 4 Hectares and 85 Ares and not more than 6 Hectares and 47 Ares. | f) The area in excess of 3 Hectares and Ares but not more than 2 Hectares and 42 Ares. |
| g) More than 6 Hectares and 42 Ares. | g) All the area in excess of 4 Hectares and 47 Ares. |

SLAB II

- | | |
|---|--|
| a) Not more than 2 Hectares and 42 Ares. | a) Nil |
| b) More than 2 Hectares and 42 Ares and not more than 3 Hectares and 23 Ares. | b) The area in excess of 2 Hectares and 42 Ares but not more than 40 Ares. |
| c) More than 3 Hectares and 23 Ares and not more than 4 Hectares and 4 Ares. | c) The area in excess of 2 Hectares and 83 Ares but not more than 80 Ares. |
| d) More than 4 Hectares and 4 Ares and not more than 5 Hectares and 85 Ares. | d) The area in excess of 3 Hectares and 23 Ares but not more than 1 Hectare and 21 Ares. |
| e) More than 4 Hectares and 85 Ares and not more than 5 Hectares and 66 Ares. | e) The area in excess of 3 Hectares and 64 Ares but not more than 1 Hectare and 61 Ares. |
| f) More than 5 Hectares and 66 Ares and not more than 7 Hectares and 28 Ares. | f) The area in excess of 4 Hectares and 4 Ares but not more than 2 Hectares and 42 Ares. |
| g) More than 7 Hectares and 28 Ares. | g) All the area in excess of 4 Hectares and 85 Ares. |

SLAB III

- | | |
|---|--|
| a) Not more than 3 Hectares and 23 Ares. | a) Nil |
| b) More than 3 Hectares and 23 Ares and not more than 4 Hectares and 4 Ares. | b) The area in excess of 3 Hectares and 23 Ares but not more than 40 Ares. |
| c) More than 4 Hectares and 4 Ares and not more than 5 Hectares and 85 Ares. | c) The area in excess of 3 Hectares and 64 Ares but not more than 80 Ares. |
| d) More than 4 Hectares and 85 Ares and not more than 5 Hectares and 66 Ares. | d) The area in excess of 4 Hectares and |

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Size of the holding	Area to be acquired
(1)	(2)
a) More than 5 Hectares and 66 Ares and not more than 6 Hectares and 47 Ares.	a) The area in excess of 4 Hectares and 44 Ares but not more than 1 Hectare and 61 Ares.
b) More than 6 Hectares and 47 Ares and not more than 8 Hectares and 9 Ares.	b) The area in excess of 4 Hectares and 85 Ares but not more than 2 Hectares and 24 Ares.
c) More than 9 Hectares and 89 Ares.	c) All the area in excess of 5 Hectares and 66 Ares.

SLAB IV

- | | |
|---|---|
| a) Not more than 4 Hectares and 42 Ares. | a) Nil |
| b) More than 4 Hectares and 42 Ares and not more than 4 Hectares and 85 Ares. | b) More than 4 Hectares and 85 Ares and not more than 5 Hectares and 66 Ares. |
| c) More than 4 Hectares and 85 Ares and not more than 5 Hectares and 66 Ares. | c) More than 5 Hectares and 66 Ares and not more than 6 Hectares and 47 Ares. |
| d) More than 5 Hectares and 66 Ares and not more than 6 Hectares and 47 Ares. | d) More than 6 Hectares and 47 Ares and not more than 7 Hectares and 23 Ares. |
| e) More than 6 Hectares and 47 Ares and not more than 7 Hectares and 28 Ares. | e) More than 7 Hectares and 28 Ares and not more than 9 Hectares and 28 Ares. |
| f) More than 7 Hectares and 28 Ares and not more than 8 Hectares and 89 Ares. | f) More than 8 Hectares and 9 Ares and not more than 9 Hectares and 71 Ares. |
| g) More than 8 Hectares and 89 Ares. | g) Nil |

SLAB V

- | | |
|---|--|
| a) The area in excess of 3 Hectares and 4 Ares but not more than 40 Ares. | a) Nil |
| b) The area in excess of 4 Hectares and 44 Ares but not more than 80 Ares. | b) The area in excess of 4 Hectares and 85 Ares but not more than 40 Ares. |
| c) The area in excess of 4 Hectares and 85 Ares but not more than 1 Hectare and 21 Ares. | c) The area in excess of 5 Hectares and 25 Ares but not more than 80 Ares. |
| d) The area in excess of 5 Hectares and 25 Ares but not more than 1 Hectare and 61 Ares. | d) The area in excess of 4 Hectares and |
| e) The area in excess of 5 Hectares and 66 Ares but not more than 2 Hectares and 24 Ares. | e) 85 Ares but not more than 1 Hectare and 21 Ares. |
| f) All the area in excess of 6 Hectares and 47 Ares. | f) The area in excess of 6 Hectares and |
| g) More than 9 Hectares and 71 Ares. | g) 6 Ares but not more than 1 Hectare and 61 Ares. |

Provided that, the land to be acquired according to any slab shall not be less than 20 Ares or consist of an area which, under the provisions of the Maharashtra Prevention of Fragmentation and Consolidation of Holding Act (LXII of 1947) is a fragment incapable of disposal as an independent piece of cultivable land.

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FORM-IV

[See rule 16 (2)]

PUBLICATION OF NOTICE BY GOVERNMENT FOR PROJECT AFFECTED PERSONS IN LAND ACQUISITION

This is to inform you Mr./Mrs. _____ (by this notice) that Your Agricultural Land Survey No. _____ Village _____ Taluka _____ is acquired / will be acquire for _____ Project. Therefore, you will be considered as Project Affected Person as per Government Rehabilitation Scheme and you are entitled for _____

Hectares _____ Ares. Information regarding recent and future availability of Land within benefit zone are available with District Rehabilitation Officer, _____.

You have to inform within 15 days after receiving this notice that whether you are interested in acquisition of available land and at the same time which village will you prefer. If you are not interested in Land but you have desire for the grant given by government for rehabilitation Scheme, kindly inform as such in written. And also inform in writing, if you are not interested in Land acquisition as per the availability, If you have not informed within the stipulated period, it will be consider that you are not interested in Land acquisition and you are forgoing your right of land acquisition under Rehabilitation Scheme And kindly note that this will affect in deleting your name from the list of Project affected person.

Place :

Date :

Yours,
District Rehabilitation Officer.

FORM-V

[See rule 16 (4)]

CONSENT LETTER FROM PROJECT AFFECTED PERSON FOR LAND ACQUISITION

I MR. / MRS. _____ is giving my consent through this consent letter that, My land, Survey No. _____ Village _____ Tal. _____ has acquired / will be acquire for

_____ Project. Therefore, I am a Project Affected Person, and entitled for acquisition of Land measuring _____ Hectares _____ Ares as per the Government Rehabilitation Scheme Information regarding recent and future availability of Land within benefited zone are available with District Rehabilitation Officer, _____.

2. As per the information received from District Rehabilitation Officer _____. I am interested in available land and giving my consent for new land under land acquisition within stipulated period. I would like to request you to grant me the land from the landpool within the benefited area of _____ Project or within the State.

Place :Date :

Yours,
Project Affected Person.

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

FORM- VI

[See rule 16 (5)]

REGISTER FOR PROJECT AFFECTED PERSON IN LAND ACQUISITION

Name of the Project _____ Taluka _____ District _____.

Sr. No.	Name of the Project Affected Person.	Details of Land acquired for the Project in Hectares and Ares.	Details of Land		Remarks
			Details of the land in Project Benefited areas.	Distribution of Land (in Hectare and Ares)	
(1)	(2)	(3)	(4)	(5)	(6)

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

FORM-VII

[See rule 16 (6)]

CONSENT LETTER FROM PROJECT AFFECTED PERSON FOR NOT ACQUIRING LAND FOR LAND.

I HAVE RECEIVED A NOTICE DATED _____ FROM DISTRICT REHABILITATION OFFICER, _____.

I MR. / MRS. _____ is giving my consent through this consent letter that, My land Survey No. _____ Village _____ Taluka _____ has acquired / will be acquire for _____

Project and entitled for acquisition of Land measuring _____ Hectare _____ Ares as per the Government Rehabilitation Scheme. Information regarding recent and future availability of Land within benefited zone are available with District Rehabilitation Officer, _____.

As per the information received from District Rehabilitation Officer, _____. I am not interested in available land in benefited area of the _____ Project. I am interested in Monetary Compensation instead of Land. I am also declaring that, this consent is obligatory to me and my legal heir, and I myself or my legal heir will not demand for the land in future. Yours,

Project Affected Person.

Place:

Date:

By order and in the name of the Governor of Maharashtra,
S. K. GAWADE,
Deputy Secretary to
Government.

ON BEHALF OF GOVERNMENT PRINTING, STATIONERY AND PUBLICATION, PRINTED AND PUBLISHED BY SHRI PARSHURAM JAGANNATH GOSAVI, PRINTED AT GOVERNMENT CENTRAL PRESS, 21-A, NETAJI SUBHASH ROAD, CHARNI ROAD, MUMBAI 400 004 AND PUBLISHED AT DIRECTORATE OF GOVERNMENT PRINTING, STATIONERY AND PUBLICATION, 21-A, NETAJI SUBHASH ROAD, CHARNI ROAD, MUMBAI 400 004, EDITOR : SHRI PARSHURAM JAGANNATH GOSAVI.

खाजगी क्षेत्रातील जमीन सिंचन व इतर प्रकल्पांसाठी
खाजगी वाटाघाटीद्वारे थेट खरेदी पध्दतीने घेणेबाबत.

महाराष्ट्र शासन
महसूल व वन विभाग,
शासन निर्णय क्रमांक:-संकीर्ण-०३/२०१५/प्र.क्र.३४/अ-२
मंत्रालय, मुंबई
दिनांक:- १२ मे, २०१५

प्रस्तावना:-

मा. मुख्यमंत्री महोदयांकडे विदर्भातील जिल्ह्यांच्या विकास आराखडयाबाबत झालेल्या चर्चेच्यावेळी पाटबंधारे तसेच इतर प्रकल्पांसाठी जमीन संपादन करतांना ब-याच अडचणी येतात, त्यामुळे प्रकल्पाचे काम सुरु होण्यास व पर्यायाने त्याचा लाभ लाभधारकांना मिळण्यास विलंब होतो, ही बाब प्रकर्षाने मा.मुख्यमंत्री महोदयांच्या निदर्शनास आणून देण्यात आली. केंद्र शासनाच्या नवीन भूसंपादन कायद्यान्वये मिळणारा मोबदला व त्यापूर्वी राज्य शासनामार्फत देण्यात येणारा मोबदला तसेच शेतक-यांकडून थेट वाटाघाटीद्वारे जमीन खरेदी करतांना मिळणारा मोबदला यांच्यामध्ये तफावत असल्याने शेतकरी जमीन देण्याबाबत संभ्रमात आहेत. त्यामुळे प्रकल्पासाठी जमीन मिळण्यास व पर्यायाने प्रकल्पाचे काम सुरु होण्यास विलंब होत आहे. हे लक्षात घेऊन मा. मुख्यमंत्री महोदयांच्या निदेशानुसार शासन निर्णय, नियोजन विभाग, दिनांक २४.१२.२०१४ रोजीच्या निर्णयान्वये विशेष समिती गठित करण्यात आलेली होती. सदर समिती अप्पर मुख्य सचिव (नियोजन) यांच्या अध्यक्षतेखाली गठित करण्यात आली होती. तथापि सदर समितीच्या संरचनेत अंशतः बदल शासन निर्णय, दिनांक १२.२.२०१५ अन्वये करण्यात येऊन सदर समितीचे अध्यक्ष अप्पर मुख्य सचिव (वित्त) हे राहतील व या विशेष समितीने आपला परिपूर्ण प्रस्ताव एक महिन्याच्या आत सादर करावा असे शासन निर्णयात नमूद केलेले आहे. सदर समितीच्या दिनांक २४.३.२०१५ रोजी आयोजित बैठकीत सांगोपांग विचार करून खाजगी क्षेत्रातील जमीन सिंचन व इतर प्रकल्पांसाठी वाटाघाटीद्वारे थेट खरेदी पध्दतीने घेण्याबाबत नवीन भूसंपादन कायद्यानुसार प्रकल्पांसाठी खाजगी जमीन थेट खरेदीने घेण्यास कोणतेही बंधन नसल्यामुळे समितीने काही मार्गदर्शक तत्वे विचारात घेवून खाजगी जमीन विकत घेण्याची शिफारस शासनास केली आहे. समितीने त्यासंदर्भातील केलेल्या शिफारशी लक्षात घेवून शासन खालीलप्रमाणे निर्णय घेत आहे.

शासन निर्णय :-

सर्वसाधारणपणे विविध प्रकल्पांसाठी आवश्यक असणारी खाजगी जमीन संबंधित भूसंपादन संस्था अस्तित्वात असणा-या भूसंपादन कायद्यानुसार संपादन करते. तथापि जर अशा भूसंपादन संस्थेला आवश्यक असणारी जमीन भूसंपादन कायद्यानुसार संपादित न करता थेट खरेदी पध्दतीने विकत घेण्यास कायद्याने कोणतेही बंधन नसल्यामुळे खालील मार्गदर्शक तत्वे विचारात घेऊन विकत घेण्याची मुभा राहिल.

(अ) मार्गदर्शक तत्वे

नवीन प्रकल्पासाठी :-

- १) सिंचन प्रकल्पांव्यतिरिक्त नवीन प्रकल्पासाठी थेट जमीन खरेदी करतांना ती पूर्ण प्रकल्पासाठी करण्यात यावी.
- २) सिंचन प्रकल्पांच्या बाबतीत धरण बैठक (Dam Site), बुडीत क्षेत्र, पुनर्वसन क्षेत्र व मुख्य कालवे (५०%) व वितरिका (५०%) इतक्या जमिनी थेट खरेदीने घ्याव्यात.

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

शासन निर्णय क्रमांक: संकीर्ण-०३/२०१५/प्र.क्र.३४/अ-२

अपूर्ण प्रकल्पासाठी :-

- १) सिंचनाव्यतिरिक्त कोणताही अपूर्ण प्रकल्प पूर्ण करण्याकरिता आवश्यक असलेली सर्व शिल्लक जमीन भूसंपादनाऐवजी थेट खरेदीने करता येईल. मात्र अशी जमीन खरेदी टप्पाटप्प्याने न करता पूर्णतः करण्यात यावी.
- २) अ) अपूर्ण सिंचन प्रकल्पांच्या बाबतीत घरण बैठक, बुडीत क्षेत्र, पुनर्वसन क्षेत्र, मुख्य कालवे (५०%) व वितरिका यासाठी लागणारी उर्वरित जमीन (भूसंपादन प्रक्रिया सुरु न झालेले) थेट खरेदीने पूर्णतः घ्यावी.
- ब) पाणी साठा झाला असल्यास व केवळ कालव्यासाठी जमिनीची आवश्यकता असेल तर पाणी पोहोचलेल्या ठिकाणापासून पाणी पुढे नेण्यासाठी आवश्यक जमिनी सलगरित्या थेट खरेदीने घ्याव्यात.

(ब) मोबदला निश्चितीसाठीची जिल्हास्तरीय समिती

- १) थेट खरेदी करावयाच्या जमिनीच्या मोबदल्याबाबतचा दर ठरविण्यासाठी जिल्हाधिकारी यांच्या अध्यक्षतेखाली समिती स्थापन करावी. सदर समितीची संरचना खालीलप्रमाणे राहिल.

१) जिल्हाधिकारी	-	अध्यक्ष
२) अधिक्षक अभियंता (जलसंपदा)	-	सदस्य
३) अधिक्षक अभियंता (सार्वजनिक बांधकाम)	-	सदस्य
४) जिल्हा सरकारी वकील	-	सदस्य
५) सहायक संचालक, नगर रचना	-	सदस्य
६) संपादक संस्थेचा सक्षम अधिकारी	-	सदस्य
७) संबंधित उपजिल्हाधिकारी (भूसंपादन)	-	सदस्य सचिव

समितीमध्ये आवश्यकतेप्रमाणे झाडांचे / फळझाडांचे / वन झाडांचे / उभ्या पिकांचे (Standing Crops), बांधकामाचे व इतर बाबींचे मूल्यांकन करण्यासाठी कृषि, वन, उद्यानविद्या या विषयातील सक्षम अधिकार्यांचा अथवा त्या विषयाशी संबंधित तज्ञ यांचा निमंत्रित सदस्य म्हणून समावेश करावा.

- २) वरील समिती जमिनीचा मोबदला निश्चित करण्यापूर्वी प्रचलित भूसंपादन कायदानुसार जमिनीचे मूल्यांकन व जमिनीच्या मूळ मालकाचा मूळ दस्ताऐवज व जमिनीचा लिगल सर्च रिपोर्ट (Legal Search Report) सरकारी वकीलांमार्फत तपासून घेईल.

(क) मोबदला निश्चितीची कार्यपद्धती

प्रकल्पासाठी जमीन थेट खरेदीने घेताना भूसंपादन कायदा २०१३ मधील कलम २६ ते ३० च्या व शेड्यूल-१ च्या तरतुदीनुसार संबंधित जमिनीसाठी देय होणाऱ्या मोबदल्याची परिगणना सदर जमिनीशी निगडीत सर्व बाबी विचारात घेऊन प्रथम करण्यात यावी. त्यानंतर सदर परिगणित होणाऱ्या एकूण मोबदल्याच्या रक्कमेवर २५% रक्कम वाढीव देण्यात यावी.

(ड) मोबदला स्विकारतांना शेतक-यांसाठीचा विकल्प

प्रकल्पासाठी शेतकऱ्यांची जमीन थेट खरेदीने घेतांना त्यांना देय होणाऱ्या मोबदल्यासाठी त्यांना पुढीलप्रमाणे दोन विकल्प देण्यात यावेत.

- १) वरील “क” प्रमाणे परिगणित होणारा संपूर्ण मोबदला एकरकमी देणे.
अथवा
- २) अ) जमीन खरेदी करतांना / ताब्यात घेतांना संपूर्ण मोबदल्यापैकी पहिला टप्प्यामध्ये ५०% रक्कम एकरकमी देणे,

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

शासन निर्णय क्रमांक: संकीर्ण-०३/२०१५/प्र.क्र.३४/अ-२

सदर शासन निर्णय महाराष्ट्र शासनाच्या www.maharashtra.gov.in या संकेतस्थळावर उपलब्ध करण्यात आला असून त्याचा संकेतांक क्र. २०१५०५१२१४५०४४२९१९ असा आहे. सदर आदेश डिजीटल स्वाक्षरीने साक्षांकित करून काढण्यात येत आहे.
महाराष्ट्राचे राज्यपाल यांचे आदेशानुसार व नावाने.

SUBHASH

KISANRAO

GAWADE

Digitally signed by SuBHASH

KISANRAO GAWADE

DN CN SI_J8HASH KISANRAO

GAWADE. C IN. S = Maharashtra. O

= GOVERNMENT OF
MAHARASHTRA.

OU = REVENUE AND FOREST

Date: 201505.12 15:51 +05/30'

(सु.कि.गावडे)

उप सचिव, महाराष्ट्र शासन

प्रत,

- १) मा.राज्यपाल यांचे सचिव, राजभवन, मुंबई
- २) मा.मुख्यमंत्री यांचे प्रधान सचिव, मुख्यमंत्री सचिवालय, मुंबई
- ३) मा.मंत्री (महसूल) यांचे खाजगी सचिव, मंत्रालय, मुंबई
- ४) मा.मंत्री (वित्त व वने) यांचे खाजगी सचिव, मंत्रालय, मुंबई
- ५) मा.मंत्री (जलसंपदा) यांचे खाजगी सचिव, मंत्रालय, मुंबई
- ६) सर्व मा.मंत्री / राज्यमंत्री यांचे खाजगी सचिव, मंत्रालय, मुंबई
- ७) मा.मुख्य सचिव यांचे वरिष्ठ स्वीय सहायक, मंत्रालय, मुंबई
- ८) सर्व अपर मुख्य सचिव / प्रधान सचिव / सचिव यांचे स्वीय सहायक, मंत्रालय, मुंबई
- ९) अपर मुख्य सचिव (वित्त) यांचे स्वीय सहायक, वित्त विभाग, मंत्रालय, मुंबई
- १०) प्रधान सचिव (नियोजन) यांचे स्वीय सहायक, नियोजन विभाग, मंत्रालय, मुंबई
- ११) प्रधान सचिव (जलसंपदा) यांचे स्वीय सहायक, जलसंपदा विभाग, मंत्रालय, मुंबई
- १२) प्रधान सचिव (महसूल) यांचे स्वीय सहायक, महसूल व वन विभाग, मंत्रालय, मुंबई
- १३) सचिव (वने) यांचे स्वीय सहायक, महसूल व वन विभाग, मंत्रालय, मुंबई
- १४) सचिव (मदत व पुनर्वसन) यांचे स्वीय सहायक, महसूल व वन विभाग, मंत्रालय, मुंबई
- १५) सर्व विभागीय आयुक्त
- १६) सर्व जिल्हाधिकारी
- १७) संचालक, नगर रचना, पुणे
- १८) सर्व अधिक्षक अभियंता, (सार्वजनिक बांधकाम / जलसंपदा)
- १९) सर्व जिल्हा सरकारी वकील
- २०) निवडनस्ती (अ-२)

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

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

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

Date : 12th May 2015

Introduction:

During discussion on district development plans of Vidarbha, it has been brought to the notice of Hon'ble Chief Minister that lot of difficulties are faced for acquiring land for irrigation and other projects; causing delay in commencing work of the project and consequentially in reaching its benefit to beneficiaries. The compensation to be received through new land acquisition Act of the Central Government and compensation that was given earlier by the State Government; and the compensation, that is ascertainable while purchasing land from farmers by private negotiation; all are at much variances, hence the farmers are in bewilderment for selling their lands. Therefore, there is delay in acquiring land for the project and consequentially there is delay in commencing work of the project. Keeping this in view a special committee has been constituted, as per directions of the Hon'ble Chief Minister, vide G.R. of Planning Department, dt. 24-12-2014. The said committee is constituted under chairmanship of Additional Chief Secretary, (Planning). However, the composition of the committee is partially modified vide G.R. of

Dt. 12-2-2015 and now chairman of the committee is Additional Chief Secretary (Finance); and it is stated in G.R. that this special committee should give complete proposal within one month. In the meeting of the committee held on 24-3-2015 the issue was thoroughly deliberated and since according to the land acquisition Act, there is no restriction on acquiring land of private sector for irrigation and other projects, by negotiation by direct purchase method; and private land by direct purchase, the committee has taken into consideration some guiding principles and made recommendations to the government for purchase of private land. Keeping in view the recommendations made by the committee, the government has taken following decisions.

Government Resolution:

Generally the concerned land acquisition body does land acquisition as per existing land acquisition Act. However, if such land acquisition body wanted to acquire the necessary land by

direct purchase method instead of acquiring the same by land acquisition Act, for which there is no restriction, they are free to do so by keeping in view the following guiding principles.

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

(A) Guiding Principles

For New Projects

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

For Incomplete Projects:

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

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

District level committee for fixing compensation

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

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

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

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

(C) Work Procedure of fixing of compensation

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

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

(D) Options for farmers while accepting compensation

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

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

OR

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

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

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

By order and in the name of Governor of Maharashtra.

SUBHASH Digitally KISANRAO signed GAWADE by SUBHASH

KISANRAO

DN : CN = IN, S = Maharashtra,

GAWADE O OU- = GOVERNMENT REVENUE AND OF FOREST MAHARASHTRA,

Date : 2015-05-12 + 05'30'

(S. K. Gawade)

Dy. Secretary, Government of Maharashtra

Copy

1. Secretary to Hon'ble Governor, Raj Bhavan, Mumbai
2. Principal Secretary to Hon 'ble Chief Minister, Chief Minister's Secretariate, Mumbai
3. Private Secretary to Hon'ble Minister (Revenue), Mantralaya, Mumbai
4. Private Secretary to Hon'ble Minister (Finance & Forest), Mantralaya, Mumbai
5. Private Secretary to Hon'ble Minister (Water Resources), Mantralaya, Mumbai
6. Private Secretary to all Hon'ble Minister, all Hon'ble State Ministers, Mantralaya, Mumbai
7. Sr. Personal Asstt. to Hon'ble Chief Secretary Mantralaya, Mumbai.
8. Personal Asstt. to all Additional Chief Secretary/Principal Secretary / Secretary, Mantralaya, Mumbai.
9. Personal Asstt. to AddL Chief Secretary (Finance), Finance Department, Mantralaya, Mumbai.
10. Personal Asstt. to Principal Secretary (Planning), Planning Department, Mantralaya, Mumbai.
11. Personal Asstt. to Principal Secretary (Water Resources), Water Resources Department, Mantralaya, Mumbai.
12. Personal Asstt. to Principal Secretary (Revenue), Revenue and Forest Department, Mantralaya, Mumbai.
13. Personal Asstt. to Principal Secretary (Forest), Revenue and Forest Department, Mantralaya, Mumbai.
14. Personal Asstt. to Principal Secretary (Aids & Rehabilitation), Health &
15. All Divisional Commissioner.
16. All Collector
17. Director, Town Planning, Pune.
18. All Superintending Engineer (PWD/ Water Resources),
19. All District Government Pleader.
20. Selection File (A-2).

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

Annexure -IV

Acquiring land from private sector for irrigation and other projects through private negotiations by direct purchase procedure.

Government of Maharashtra

Revenue and Forest Department

Govt. Resolution No. : Miscellaneous - 03/2015/C. No. 34/A-2

Hutatma Rajguru Chowk, Madam Cama Road,

Mantralaya, Mumbai

Dated: 30 September 2015

Read: Govt. Resolution, even No. dated 12th May 2015.

Amendment: in Government Resolution

Government Resolution, dated 12th May 2015 regarding acquiring land from private sector for irrigation and other projects through private negotiations by direct purchase procedure has been issued. It has been brought to the notice of the government that certain difficulties are arising for taking action in accordance with the said government resolution. Therefore, it has become necessary to carry out some amendment and hence in the government resolution under the context, the following amendments have been carried out.

(A) Guiding Principles

For New Projects:

In this, under Sl. No. 2, in place of "Irrigation -----acquired by direct purchase; it should be read as "If it is necessary to have land for new irrigation project, and if, out of the land required for siting of (the dam, submergence area and rehabilitation, and then if minimum) 50% of the total land is being made available by direct purchase, then such land should be purchased, and the balance land should be acquired. For nvaill canal, out of the total land that is necessary if the outset, a minimum 50% land is being made available by direct purchase, then it should be purchased accordingly.

In the context of the irrigation projects, the limit of 50% should be considered as minimum limit. Chief Engineer shall make planning of stages for completing the project, keeping in view the of fl. Incls. For such stages of the project decided in this way limit of a minimum 50% shall be applicable. But when all the stages would be completed then at the time of the final stage, out of the available land a minimum 50% land could be acquired through private purchase.

Incomplete Project:

In this, under Sl. N (). (2) (A) in place of "Incomplete irrigation. to be wholly taken" it should be read as "Out of the total land required for siting of the dam, submergence area and rehabilitation; if minimum 50% land is being made available by direct purchase, then this land should be purchased accordingly and the necessary balance land should be acquired.

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

In the context of the irrigation project, the limit of 50% should be considered as minimum limit. Chief Engineer shall make planning of stages for completing the project, keeping in view the limitation of funds. For such stages of the project decided in this way limit of a minimum 50% shall be applicable. But when all the stages would be completed then at the time of the final stage, out of the available land a minimum 50% land could be acquired through private purchase.

District Level Committee for Deciding

Under this, in Sl.No. 1; after "to be added as invited member" the following matter is to be added "Similarly if in the district, there is no post of Superintending Engineer,

Water Resources / Public Works Department, in case of that district, the concerned Chief

Engineer should authorize, c Superintending Engineer from the nearby district."

Similarly in Sl. No.2, after "the following matter is to be added" through the pleader on the panel of the land acquiring department/institute.

Procedure for Deciding Recompense:

Under this, after "For project 25% cumulative amount should be given" the following matter is to be added "As per section 26(1) of Land Acquisition Act while purchasing land, the average rate of immediately preceding three years dealings should be considered for calculating market rate of land. All components, considered for recompense package in purchase document and inclex-2, should be independently mentioned. (Market rate, amount payable as per notified value, recompense for assets related to land, solatium, 25% direct purchase consent grant, etc.)

Only an amount of market rate considered in the recompense package given vide Land Acquisition Act, 2013 should be taken in view while making further dealings for fixing market rate. Other amount payable as per notified value, recompense for assets related to land, solatium, 25% direct purchase consent grant, etc should not be considered"

Except the above stated amendments, there is no change in the remaining matter of the Government Resolution dated 12th May, 2015.

The said Government Resolution has been made available on website www.mahcgshtrazgov.in and its index number is 201510011 106425319. The said order is issued by attesting digital signature.

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

Digitally signed

(S. K. Gawade)

Deputy Secretary, Maharashtra Government

Copy:

1. Secretary to Hon'ble Governor, Rajbhavan, Mumbai
2. Principal Secretary to Hon'ble Chief Minister,
3. Chief Minister Secretariat, Mumbai
4. Private Secretary to Hon'ble Minister (Revenue), Mantralaya, Mumbai
5. Private Secretary to Hon'ble Minister (Finance and Forest), Mantralaya, Mumbai 5) Private Secretary to Hon'ble Minister (Water Resource), Mantralaya, Mumbai 6) Private Secretary to all Hon'ble Minister / State Minister, Mantralaya, Mumbai
6. Senior Private Assistant to Hon'ble Chief Secretary, Mantralaya, Mumbai.

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

ANNEXURE V

North South and East West Corridor of PuneMetro Project

Monitoring of RAP Implementation

Report for the month of

Part-I: Quantitative monitoring format

Activity	Indicator	Target		Achievement	
		This Month	Cumulative	This Month	Cumulative
Staffing	Number of METRO staff on the project by job function				
	Number of other line agency officials available for tasks				
Verification of impact	No. of project affected households				
	No. of project affected people				
	No. of people loss residence				
	No. of people loss livelihood				
	No. of people displace				
Resettlement	No. of people provided with ID Card				
	No. of resettlement sites developed				
	No. of people received compensation before starting construction activities				
	Area of private land acquired				
	Area of Govt. land acquired				
	No. of people resettled				
	No. of religious properties relocated				
	No. of community properties relocated				
	No. of Govt. properties relocated				
Rehabilitation	No. of training agencies identified				
	No. of people undergone skill development training				
	No. of people restarted their income restoration activities				
	No. of new enterprises started				
Grievance Redressal	No. of grievance redress committee formed				
	No. of grievance redress committee meetings conducted				
	No. of grievances received				
	No. of grievances addressed				
Public consultation/ Disclosure of information	No. of public consultations				
	Frequency of consultation				
	No. of participants in the consultation meetings				
	Whether the entitlement matrix has been translated in a understandable local language.				
	No. of translated copies distributed				

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

	to relevant stakeholders including PAs				
	No. of locations where the list of entitled persons displayed				
Review and Monitoring	No. of staff meetings conducted at PIU level				
	Date of appointment of Independent Evaluation Agency (IEA)				
	Frequency of submitting progress reports				
Awareness programs	No. of HIV/AIDS awareness programs conducted				
	No. of hotspots identified				
	No. of road safety awareness programs conducted.				
Fund utilization	Funds utilized				

Part-II- Qualitative Monitoring format

1. Composition/type of participants and specific issues raised by the participants especially the vulnerable groups.
2. Actions/follow-up taken to address the issues raised in the public consultation meetings.
3. Process adopted for the relocation of AFs, religious and community structures. The process adopted for relocation of squatters and other vulnerable groups may be specified.
4. Process of distribution and allotment of compensation and other R&R assistances.
5. When the compensation/assistance has been paid, and the utility of compensation amount and other R&R assistances.
6. Type of grievances, its reasons and measures taken to address this.
7. Brief description of income generation activities undertaken by the AFs.
8. Major issues faced during RAP implementation and actions taken to resolve it.
9. Major lessons learned and documented.

Signature

Name and Designation of the Reporting officer

Place:

Date:

Terms of Reference for Independent Evaluation Agency

1. Project Description

PMRCL is in process to implementing the Metro Project. The project involves construction of 38 Km long corridor. This project is being implemented by Executing Agency (EA) with financial support of International funding agencies. The project gives utmost importance to the Rehabilitation and Resettlement of project affected families. Accordingly, a Resettlement Action Plan has been developed for implementation.

The project includes a provision for monitoring and evaluation of the implementation of the Resettlement Action Plan (RAP) by an external monitor. Therefore, the EA, which is the Executing Agency (EA) for this project, requires services of a reputed Social Sector specialist individual /firm for monitoring and evaluation of RAP implementation referred to as the “Independent Evaluation Agency” (IEA).

2. Scope of Work of IEA- Generic

- To review and verify the progress in resettlement implementation as outlined in the RAP
- To monitor the effectiveness and efficiency of PMRCL and the concerned agency in RAP implementation.
- To assess whether resettlement objectives, particularly livelihoods and living standards of the affected persons have been restored or enhanced
- To assess the efforts of PMRCL and concerned agency in implementation of the ‘Community Participation strategy’ with particular attention on participation of vulnerable groups namely
- (i) those who are below poverty line (BPL), (ii) those who belong to Scheduled Castes (SC) and Scheduled Tribes (ST), (iii) Women headed families, (iv) elderly and (v) disabled persons.
- To assess resettlement efficiency, effectiveness, impact and sustainability, drawing both on policies and practices and to suggest any corrective measures, if necessary.

Scope of work- Specific

The independent evaluation agency (IEA) will be involved in ongoing monitoring of the resettlement efforts by the EA. The major tasks expected from the external monitor are:

- Review pre-displaced baseline data on income and expenditure, occupational and livelihood patterns, arrangements for use of common property, social organization, community organizations and cultural parameters.
- To review and verify the progress in land acquisition/resettlement implementation of subproject on a sample basis and prepare reports for the EA.
- To evaluate and assess the livelihood opportunities and income as well as quality of life of affected persons of project induced changes.
- Social Impact Assessment (SIA) study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.
- To evaluate and assess the adequacy and effectiveness of consultative process with affected persons, particularly those vulnerable, including the adequacy and effectiveness of grievance procedures and legal redress available to the affected parties and dissemination of information about these.

Social Impact Assessment (SIA) Study and Social Management Plan (SMP), R&R Plan for Pune Metro Rail Project.

- Identify an appropriate set of indicators for gathering and analyzing information on resettlement impacts; the indicators shall include but not limited to issues like restoration of income and living standards and level of satisfaction by the APs in post-resettlement period.
- Review results of internal monitoring and verify claims through random checking at the field level to assess whether resettlement objectives have been generally met. Involve the PAPs, host population, and community groups in assessing the impact of resettlement for monitoring and evaluation purposes.
- Conduct both individual and community level impact analysis through the use of formal and informal surveys, key informant interviews, focus group discussions, community public meetings, and in-depth case studies of PAPs and host population from various social classes to assess the impact of resettlement.
- Identify the strengths and weaknesses of basic resettlement objectives and approaches, implementation strategies, including institutional issues, and provides suggestions for improvements in future resettlement policy making and planning

Time frame and Reporting

The independent evaluation agency will be responsible for independent evaluation of the RAP implementation. The work is scheduled to start in and continue till the end of the project. The duration of RAP implementation is as per the given RAP time schedule. The evaluation report should be submitted to EA.

Qualifications

The evaluation agency will have significant experience in resettlement policy analysis and RAP implementation. Further, work experience and familiarity with all aspects of resettlement operations would be desirable.

Interested agencies should submit proposal for the work with a brief statement of the approach, methodology, staff strength, and relevant information concerning previous experience on evaluation of resettlement and rehabilitation implementation and preparation of reports.

Budget and Logistics

Copies of the proposal- both Technical and Financial- should be submitted and the budget should include all cost and any other logistics details necessary for resettlement monitoring. Additional expense claims whatsoever outside the budget will not be entertained.