

Appendix 1

The Case Studies

Two case studies were carried out under the regional technical assistance (RETA). The projects, selected in consultation with the Asian Development Bank (ADB), are the Western Transport Corridor (WTC) funded by ADB and the Third National Highways Project (TNHP) funded by the World Bank.

The Western Transport Corridor is in the state of Karnataka. The project starts at km 75, north of Bangalore city, and ends at km 340, north of Haveri town, traversing the districts of Tumkur, Chitradurga, Davangere, and Haveri as well as 132 villages. Land use mainly consists of agriculture and plantations. The different land types include wet and semi-dry, dry, and alienated (agriculture land converted for other use). The settlements are mainly along the Tumkur–Harihar section, where there is more agricultural land found.

The Third National Highway Project comes under the National Highways Development program (NHDP) that includes nearly 477 km of the 900 km long Agra-Dhanbad section of National Highway-2 (NH-2), which is being strengthened and four-laned under the Third National Highway Project (TNHP), funded by a credit from the International Bank for Reconstruction and Development (IBRD). NH-2 passes through two states Uttar Pradesh and Bihar. It has been divided into five packages each of 200 km out of which four packages (package II to package V) are being taken up under the Third National Highway Project.

Project profiles showing people displaced, land acquisition, and relocation of common property resources is provided in Table A1.1.

Table A1.1: Project Profiles

| Package Name | Project | Location | State | National Highway No. | Section of GQ | Total Length (km) |
|--|--|---------------------------|------------------|----------------------|-------------------|-----------------------------|
| Third National Highway Project (TNHP) | | | | | | |
| TNHP IV.B | Four laning and strengthening of existing two lane highway | Kura– Shivsagar | Bihar Kolkata | NH-2 | Delhi- Kolkata | 45 (km 65 to km 110) |
| TNHP IV.D | Four laning and strengthening of existing carriage way of NH 2 | Barun– Daniganj | Bihar | NH-2 | Delhi- Kolkata | 40 (km 140 to km 180) |
| TNHP V.A | Four laning and strengthening of existing carriage way of NH 2 | Madanpur– Barachatti | Bihar | NH-2 | Delhi- Kolkata | 60 (km 180 to km 240) |
| TNHP V.C | Four laning and strengthening of existing carriage way of NH 2 | Atka–Barwa-Adda (Dhanbad) | Jharkhand | NH-2 | Delhi- Kolkata | 78.75 (km 320 to km 398.75) |

Table A1.1: Project Profiles (continued)

| Package Name | Project | Location | State | National Highway No. | Section of GQ | Total Length (km) |
|-----------------------------------|---|--------------------|-----------|----------------------|----------------|--------------------------|
| Western Transport Corridor | | | | | | |
| TNHP IV.B | Rehabilitation & Upgradation Project | Tumkur–Sira | Karnataka | NH-4 | Mumbai–Chennai | 41.4 (km 75 to km 116.4) |
| TNHP IV.D | Western Transport Corridor Rehabilitation & Upgradation Project | Chitradurga Bypass | Karnataka | NH-4 | Mumbai–Chennai | 18 (km 189 to km 207) |
| TNHP V.A | Western Transport Corridor Rehabilitation & Upgradation Project | Seebra–Kavalathu | Karnataka | NH-4 | Mumbai–Chennai | 83 (km 207 km to km 284) |
| TNHP V.C | Western Transport Corridor Rehabilitation & Upgradation Project | Harihar–Haveri | Karnataka | NH-4 | Mumbai–Chennai | 57 (km 284 to km 302) |

GQ = Golden Quadrilateral, km = kilometer, NH = National Highway.

Source: Information compiled by the author from personal communications with General Manager (Environment) of the National Highways Authority of India (NHAI).

Table A1.2: Land Requirements

| Package Name | Total Land Proposed for Acquisition/Transfer (ha) | | | Private Land | | | Government land | | |
|--|---|---|-----------------|---|---|-----------------|---|--|-----------------|
| | Total Land proposed for acquisition/transfer in DPR (in ha) | Total land finally acquired/transferred in (ha) | of % difference | Total land proposed for acquisition in DP/R/RP (ha) | Total land finally required/acquired (ha) | of % difference | Total Gov't. dept. land proposed for transfer in DPR/RP | Total Govt/ dept. land finally required (ha) | of % difference |
| Third National Highway Project (TNHP) | | | | | | | | | |
| TNHP IV.B | 3.75 | 0.67 | | 3.75 | 0.67 | | 0 | 0 | 0 |
| TNHP IV.D | 2.13 | 8.952 | 320.28 | 1.065 | 5.823 | -446.76 | 1.065 | 3.129 | 193.80 |
| TNHP V.A | 7.96 | 3.907 | -50.92 | 7.96 | 3.47 | 56.41 | 0 | 0.437 | 100 |
| TNHP V.C | 45.56 | 74.2453 | 62.96 | 45.56 | 38.665 | 15.13 | 0 | 35.5803 | 100 |
| Western Transport Corridor | | | | | | | | | |
| ADB I | 136.6 | 88.76 | -35.02 | 118 | 73.18 | 61.25 | 18.6 | 15.58 | -16.24 |
| ADB III | 31.2 | 27.05 | -13.30 | 26.8 | 22.55 | 18.85 | 4.4 | 4.5 | 2.27 |
| ADB IV | 395.9 | 202.91 | -48.75 | 389 | 195.37 | 99.11 | 6.9 | 7.54 | 9.28 |
| ADB V | 529 | 258.54 | -51.13 | 521 | 250 | 108.4 | 8 | 8.54 | 6.75 |

ADB = Asian Development Bank, ha = hectare, RP = resettlement plan, % = percent.

Note: figures in (-) show actual acquisition less than proposed in the Detailed Project Report.

Source: Information compiled by the author from personal communications with General Manager (Environment) of NHAI.

Table A1.3: Scheduled Completion Dates and Actual Time Taken for Land Acquisition

| Package | Total land and acquisition (ha) | Date of 3a (NH)/Sec 4 (1) | Date of section 3A (NH)/Sec 4 (1) | Number of months taken from 3a to 3A | Date of first issuance of section 3D/ sec 6 (1) | Number of months taken from 3A to 3D/ sec 6 (1) | Date of first issuance of section 3G/sec 11 | Time taken from 3a to 3G |
|---------|---------------------------------|--|-----------------------------------|--------------------------------------|---|---|---|--------------------------|
| IV.B | 0.67 | Land purchased through private negotiation | | | | | | |
| IV.D | 8.952 | 30 March 2001 | 28 May 2001 | 2 months | 27 August 2001 | 3 month | 06 February 2002 | 15 months |
| V.A | 3.47 | 07 April 2001 | 10 June 2001 | 2 months | 30 November 2001 | 10 months | 19 March 2002 | 22 months |
| V.C | 74.2453 | 06 September 2000 | 30 April 2001 | 7 months | 30 April 2001 | 2 months | 14 August 2002 | 19 month |
| WTC | 577.26 | 03 November 2000 | 23 December 2000 | 1 month | 11 September 2001 | 2 months | 01 April 2002 | 17 months |

ha = hectare, NH = national highway, WTC = Western Transport Corridor.

Source: Information compiled by the author from personal communications with General Manager (Environment) of NHAL.

Table A1.4: Displacement and Relocation of Affected Persons

| Package Name | People Displaced and Relocated | | | | |
|--|--|-----------------|---------------------------|--|---|
| | Total number finally displaced during relocation | Total relocated | % balance to be relocated | Date of completion of final relocation | Time taken since contract commencement date |
| Third National Highway Project (TNHP) | | | | | |
| TNHP IV.B | 77 | 77 | 0 | June 2003 | 16 months |
| TNHP IV.D | 70 | 70 | 0 | June 2003 | 28 months |
| TNHP V.A | 0 | 0 | 0 | NA | NA |
| TNHP V.C | 8 | 8 | 0 | November 2003 | 26 months |
| Western Transport Corridor | | | | | |
| ADB I | 44 | 44 | 0 | September 2004 | 32 months |
| ADB III | 50 | 50 | 0 | March 2004 | 26 months |
| ADB IV | 48 | 48 | 0 | January 2005 | 36 months |
| ADB V | 0 | 0 | 0 | NA | NA |

ADB = Asian Development Bank, NA = not available, % = percent.

Source: Information compiled by the author from personal communications with General Manager (Environment) of NHAL.

Table A1.5: Relocation of Cultural Properties

| Package Name | Worship Places Affected and Relocated | | | | |
|--|---------------------------------------|-----------|---------------------------|------------------------|---|
| | Total | Relocated | % balance to be relocated | Date of final shifting | Time taken since contract commencement date |
| Third National Highway Project (TNHP) | | | | | |
| TNHP IV.B | 115 | 115 | 0 | April 2001 | 2 months |
| TNHP IV.D | 48 | 48 | 0 | September 2005 | 55 months |
| TNHP V.A | 13 | 13 | 0 | June 2005 | 45 months |
| TNHP V.C | 18 | 9 | 50 | ongoing | |
| Western Transport Corridor | | | | | |
| ADB I | 13 | 13 | 0 | April 2003 | 15 months |
| ADB III | 12 | 12 | 0 | April 2004 | 27 months |
| ADB IV | 10 | 10 | 0 | January 2003 | 25 months |
| ADB V | 1 | 1 | 0 | June 2003 | 23 months |

ADB = Asian Development Bank, NA = not available, % = percent.

Source: Information compiled by the author from personal communications with General Manager (Environment) of NHAI.

Appendix 2

Questionnaire for Primary Survey

| | | | | | | | | | |
|----------------|----------|----|--|--|--|--|--|--|--|
| Date of Survey | Time: Fr | To | | | | | | | |
| Schedule No.: | | | | | | | | | |

A GENERAL IDENTIFICATION

- A.1 Road Route : _____
- A.2 Package (name) : _____
- A.3 Road No. : _____
- A.4 Chainage (Km) : Start End
- District : _____
- Block : _____
- Village : _____
- Town : _____
- A.5 Location
 1 Rural 2 Semi Urban 3 Urban
- A.6 Type of likely loss:
 1 Residential 4 Agriculture land
 3 Resi. + Comm. 6 Farm House

1.0 HOUSEHOLD IDENTIFICATION

- 1.1 Name of the head of the household*: _____
- 1.2 Name of the respondent: _____
- 1.3 Relationship of respondent to the head of the HH:
- | | | |
|------------|-------------------|-------------------|
| 1 Self | 6 Daughter-in-law | 11 Brother-in-law |
| 2 Son | 7 Grandchild | 12 Niece |
| 3 Brother | 8 Sister | 13 Nephew |
| 4 Daughter | 9 Sister-in-law | 14 Others |
| 5 Wife | 10 Son-in-law | |

2.0 SOCIAL GROUP PARTICULARS

- 2.1 Family type : _____
- 1 Joint
- 2 Nuclear
- 3 Extended
- 2.2 Religious Groups : _____
- 1 Hindu
- 2 Muslim
- 3 Buddhism
- 4 Sikh
- 5 Christians
- 6 Jainism
- 7 Others
- 2.3 Social Stratification : _____
- 1 Scheduled Caste
- 2 Scheduled Tribe
- 3 Other Backward Caste
- 4 Higher Caste

3.0 HOUSEHOLD PARTICULARS

3.1 Kindly give the following details: (Start with Head of the Household)

| Sl. No. | Name of the family members | Age | Relation with Head of HH* | Gender (1-Male, 2-Female) | Marital Status | Education | Type of Worker* | Skill Possessed | Usual Activity* | Occupation | |
|---------|----------------------------|-----|---------------------------|---------------------------|----------------|-----------|-----------------|-----------------|-----------------|------------|------------|
| | | | | | | | | | | Main | Subsidiary |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 1 | | | | | | | | | | | |
| 2 | | | | | | | | | | | |
| 3 | | | | | | | | | | | |
| 4 | | | | | | | | | | | |
| 5 | | | | | | | | | | | |
| 6 | | | | | | | | | | | |
| 7 | | | | | | | | | | | |
| 8 | | | | | | | | | | | |
| 9 | | | | | | | | | | | |
| 10 | | | | | | | | | | | |
| 11 | | | | | | | | | | | |
| 12 | | | | | | | | | | | |
| 13 | | | | | | | | | | | |
| 14 | | | | | | | | | | | |
| 15 | | | | | | | | | | | |
| 16 | | | | | | | | | | | |
| 17 | | | | | | | | | | | |
| 18 | | | | | | | | | | | |
| 19 | | | | | | | | | | | |
| 20 | | | | | | | | | | | |
| 21 | | | | | | | | | | | |
| 22 | | | | | | | | | | | |
| 23 | | | | | | | | | | | |

*CODES: Please use the following codes when completing the table.

| Relation with Head of Household | Marital Status | Education | Type of Worker | Code for Usual Activity | Occupation |
|---------------------------------|----------------|-----------------|--|--|----------------------------------|
| 1 Self | 1 Married | 1 Illiterate | 1 Main (if engaged for 183 days or more in a year) | 1 Worker (over 14 yrs old) | 1 Agriculture |
| 2 Son | 2 Unmarried | 2 Schooling | 2 Marginal (if engaged for less than 183 days in a year) | 2 Non-worker | 2 Agriculture labor (M.D., Engr) |
| 3 Brother | 3 Divorced | 3 Primary | | 3 Household work | 3 Allied Agriculture |
| 4 Daughter | 4 Separated | 4 Middle | | 4 Student | 4 Non Agri.Labor |
| 5 Wife | 5 Widow | 5 Secondary | | 5 Old/Retired | 5 Govt.Service |
| 6 Daughter-in-law | 6 Widower | | | 6 Non-School going age child (Less than 6 years) | 6 Private Service |
| 7 Grandchild | 7 Deserted | | | | 7 Trade & Business |
| 8 Sister | | 6 Intermediate | | | 8 Professionals |
| 9 Sister-in-law | | 7 Graduate | | | 9 Others (Sp.) |
| 10 Son-in-law | | 8 Post Graduate | | | |
| 11 Brother-in-law | | 9 Professionals | | | |
| 12 Niece | | 10 Others | | | |
| 13 Nephew | | | | | |
| 14 Others | | | | | |

4.0 COMPENSATION AND ASSISTANCE

4.1 Kindly give the details of following:

| Issues | 1- Yes, 2 - No |
|--|----------------|
| Did you receive any compensation for the lost asset? | _____ |
| Compensation paid to you was sufficient to purchase the asset lost? | _____ |
| Did you receive the compensation immediately after the physical possession of lost asset? (Within a month) | _____ |
| Did you receive any kind of R&R assistance over and above compensation? | _____ |
| Did you receive that along with the compensation? | _____ |
| Did you receive your compensation in one single installment? | _____ |
| In how many installments did you receive your assistance? | _____ |
| Was it sufficient to purchase the asset lost after adding it up with compensation? | _____ |
| Did you receive the following as assistance: | |
| a) Shifting Allowance | _____ |
| b) Transitional allowance | _____ |
| c) Subsistence allowance | _____ |
| d) Training or training grant | _____ |
| e) Economic Rehabilitation Grant | _____ |
| f) Any other (Specify) | _____ |

5.0 TRAINING AND INCOME RESTORATION MEASURES

5.1 Kindly give the following details

| Issues | 1- Yes, 2 - No |
|--|----------------|
| Did you receive any kind of training to upgrade your skills? | _____ |
| Did you give any preference of trade? | _____ |
| Did you receive training in your preferred trade? | _____ |
| Are you satisfied with the training provided? | _____ |
| Did training help you in upgrading your skills? | _____ |
| Do you earn more because of upgraded skills? | _____ |
| Who gave the training? | |
| a) Master Trainer (Individual) _____ | |
| b) Government Agency like DRDA, KVIC, etc. _____ | |
| c) NGO _____ | |
| d) Any other (Specify) _____ | |

5.2 If in trade and business, please tell us what type of business you are doing? _____

- | | | |
|---------------|---------------------|---------------------|
| 1 Tea Stall | 9 Eatery | 17 Clinic |
| 2 Grocery | 10 Fruit/Vegetables | 18 Motel |
| 3 Garments | 11 Snacks | 19 Hotel |
| 4 Cloth Shop | 12 Pan/Cigarette | 20 Electrical Goods |
| 5 Chemist | 13 Bicycle repair | 21 HH Industry |
| 6 Auto Repair | 14 Tyre repair | 22 Iron Fabrication |
| 7 Spare parts | 15 Tailoring | 23 Others (Specify) |
| 8 Sweat meat | 16 General Merchant | |

6.0 HOUSEHOLD INCOME

6.1 Kindly give details of your income from various sources during the last month

| Sl.No. | Particular | Income (in Rs.) | |
|------------------------------|---|-----------------|---------|
| | | Past | Present |
| A. Agriculture | | | |
| 1. | Cultivation on own land | _____ | _____ |
| 2. | From leased land | _____ | _____ |
| 3. | From land operated otherwise encroached | _____ | _____ |
| 4. | From land leased out (rent) | _____ | _____ |
| 5. | From hiring out of farm implements | _____ | _____ |
| B. Allied Agriculture | | | |
| 6. | Dairy | _____ | _____ |
| 7. | Poultry | _____ | _____ |
| 8. | Piggery | _____ | _____ |
| 9. | Goatery | _____ | _____ |
| 10. | Sheep rearing | _____ | _____ |
| 11. | Camel rearing | _____ | _____ |
| 12. | Horticulture | _____ | _____ |
| C. Forestry | | | |
| 13. | Sale of firewood | _____ | _____ |
| 14. | Sale of FP | _____ | _____ |
| 15. | Household Industry | _____ | _____ |
| 16. | Trade/Business | _____ | _____ |
| 17. | Profession | _____ | _____ |
| 18. | Government Service | _____ | _____ |
| 19. | Private Service | _____ | _____ |
| 20. | Non Agriculture Labor | _____ | _____ |
| 21. | Agriculture Labor | _____ | _____ |
| 22. | Rent | _____ | _____ |
| 23. | Others (Specify) | _____ | _____ |
| | Total | _____ | _____ |

7.0 LAND

7.1 Kindly give following details:

| Type of Land | Total Unit owned | |
|-----------------------------|------------------|---------|
| | Past | Present |
| Irrigated (in local unit) | _____ | _____ |
| Unirrigated (local unit) | _____ | _____ |
| Orchard (local unit) | _____ | _____ |
| Homestead (in square meter) | _____ | _____ |
| Others (Specify) | _____ | _____ |

8.0 QUALITY OF LIFE (Monthly Expenditure)

| Sl. No. | Particulars/Sources | Expenditure (Rs.) | |
|---------|--|-------------------|---------|
| | | Past | Present |
| 1 | Food | _____ | _____ |
| 2 | Cooking Fuel | _____ | _____ |
| 3 | Clothing | _____ | _____ |
| 4 | Health | _____ | _____ |
| 5 | Education | _____ | _____ |
| 6 | Communication | _____ | _____ |
| 7 | Social Functions | _____ | _____ |
| 8 | Agriculture (e.g., seeds, hiring of farm implements, etc.) | _____ | _____ |
| 9 | Others (Specify) | _____ | _____ |
| 10 | Total | _____ | _____ |

9.0 Impact on Women

9.1 Kindly tell us how much time you devote for various activities that you do in a day?

| Activities | Time spent (in hours) |
|------------------------------|-----------------------|
| Cooking | _____ |
| Washing | _____ |
| Collection of drinking water | _____ |
| Cleaning of house | _____ |
| Cattle rearing | _____ |
| Child rearing | _____ |
| Wage earning | _____ |
| Household industries | _____ |
| Support to cultivation | _____ |
| Relaxation and entertainment | _____ |
| Others (Specify) | _____ |

9.2 Do you have any say in the activities (read out) at household level?

| Activities | 1 - Yes, 2 - No |
|-----------------------|-----------------|
| Financial matters | _____ |
| Child's education | _____ |
| Healthcare of child | _____ |
| Purchase of assets | _____ |
| Day-to-day activities | _____ |
| Social functions | _____ |
| Others (Specify) | _____ |

Appendix 3

Land Acquisition for Bangarmau Bypass in Uttar Pradesh: An Example of Land Acquisition through Negotiation

The Project

The Government of Uttar Pradesh (GOUP) has formulated the Uttar Pradesh State Roads Project (UPSRP) in order to improve transportation by improving road conditions and capacity, along with the development of in-house capabilities of the Public Works Department (PWD) to plan, develop and maintain the Uttar Pradesh roads network. PWD is the lead agency for the project to be implemented over 3 years.

A Strategic Options Study (SOS) was carried out by local consultants in May 1996 for the PWD which identified about 2,724 kilometers (km) of State Highways (SHs) and Major District Roads (MDRs), where reduced carriage width and or pavement deterioration resulted in capacity constraints for the volume of traffic they carry. The project established priority rankings for 2,500 km of roads at the feasibility stage for detailed engineering.

The improvement works mainly comprise raising of formation level, widening to two lanes, and pavement strengthening. Provision of drains, footpaths and safety railings have been made on the road stretches crossing urban areas. The total formation width of the road would be 12 meters.

The project has been undertaken in two phases. Phase I provided the information and assessments of the proposed project, including feasibility studies: screening of roads identified in the SOS, other

state roads identified by PWD, economic analysis, preliminary designs, social and environment assessment of the subset of roads recommended for inclusion in project, final design of 374 km of upgrading roads, and approximately 1,000 km of major maintenance roads, development of proposals for selected institutional measures to be undertaken under the project.

Phase II included the final designs for the remaining 590 km of roads to be upgraded and 1,735 km of major maintenance roads, environmental and social assessment, assistance with project implementation, coordination, and strengthening of engineering skills.

Need for Land Acquisition

The upgrading and widening of 1,000 km of state highways has both positive and negative impacts on the environment and on the people of the project area. Despite all the efforts taken to modify the design of the project roads, some negative impacts could not be avoided which included displacement of settlements along the corridor due to clearing of encroachments and squatters from the public right of way (ROW), improvement of alignment, new bridges and bypasses.

A total of 202 hectares (ha) of land will be acquired. So far PWD has completed land acquisition for the Bangarmau bypass acquiring approximately 11 ha of land. The land acquisition process explained below is for the Bangarmau bypass.

Land Acquisition Process

It was originally proposed to acquire land under the Land Acquisition Act, 1984, however, during implementation, instead of going through the long process according to the Land Acquisition Act, land was acquired through private negotiation under The Uttar Pradesh Land Acquisition (Determination of Compensation and Declaration of Award by Agreement) Rules, 1997¹. In order to facilitate use of this rule, a Government Order (GO) was issued in 2005. To arrive at the negotiated price, the nongovernment organization (NGO) and the Resettlement and Rehabilitation Officer (RRO) looked into registered prices of land in the last three to five years; the latest circle rate and the agricultural productivity rate (with a multiplier of 20). Use of 20 years as the multiplier was made possible by the GO issued by the Government of Uttar Pradesh in 2005. The highest compensation value was achieved through the agricultural productivity rate, which was slightly more than rupees (Rs) 700,000 per ha. NGO and the RRO approached the District Magistrate for approval. The DM approved a rate of Rs75 per square meter.

Consultation Process Adopted

Participation is a process, through which stakeholders influence and share control over development initiatives

¹ The rules were made in the exercise of power under subsection 2 of section 11 of the Land Acquisition Act, 1894 and was published in Official Gazette No. 2(4)(1)/85 24-Rev-13, dated 12 June 1997 and English translation of the notification was published on 16 September 1997; No. 2382/XCVI-2-(1)/85-24Rev.13.

The rules says "the body or department for which the land if being acquired may, at any stage of the proceedings settle down the terms and 'conditions and rates of the land under acquisition, with the land owners and appear before the Collectors and make an application indicating the terms and conditions so settled down and its readiness and willingness for determination of compensation and declaration of award in accordance with agreement. The Collector shall, if satisfied, issue notice to the persons interested in the land under acquisition. To express their readiness and willingness to execute the agreement in writing, on the matters to be included in the award."

A change was made in the above rules regarding setting up of a committee for finalization of rates. On 29 September 2001, revenue department through Principal Secretary (Revenue) vide letter no. 1718jl-13-2001-20/124/2001-Rev-13 informed Commissioner, Industrial Development, Uttar Pradesh; Principal Secretary, Housing, Uttar Pradesh; All Divisional Commissioners; All District Magistrates about the said change. The committee will be chaired by District Magistrate and will have the following members:

1. Authorized representatives of the acquisition body / department as Member Coordinator
2. Additional District Magistrate (Finance/Revenue) and District Registrar as Member
3. Concerned Sub Registrar also as member.

The letter also says that the above committee will provide proper justification of the rates arrived at through mutual agreement and will send the same to Divisional Commissioner for ratification.

and the decisions and the resources, which affect them. The effectiveness of resettlement is directly related to the degree of continuing involvement of those affected by the project. This was illustrated during land acquisition for Bangarmau Bypass.

Consultations were carried out in two different phases. In phase I, the NGO conducted seven rounds of consultations in groups to explain to affected persons (APs) how the consent award would be implemented. Separate groups were formed for consultations, which included titleholders, household members and village elders. One on one consultations were also carried out with each titleholder.

Once replacement value was arrived at, the second phase of consultations were carried out. The NGO conducted three rounds of consultations to inform APs about the price arrived at. Apart from groups, each titleholder was also consulted in an individual capacity.

Role of Project Authority and Administration

Both the RRO as well as revenue officials played major role in the consultation process. Both RRO and the lekhpal accompanied the NGO for every consultation.

On approval of the rate, the District Magistrate also called all the titleholders to explain to them the advantage of the consent award. The DM informed them that titleholders will get their entire compensation in one single installment whereas through the LA process, compensation will be lower and the amount will be disbursed in installments.

Results

After the DM's meeting with the APs, the NGO again arranged for one-on-one consultation for the consent letters. So far 167 out of 183 titleholders have given their consent to the NGO. The balance 16 titleholders are absentee landlords and the NGO is in the process of tracing them.

Acquisition through private negotiation not only saved time (entire land was acquired in 5 months), none of the 183 titleholders went to court for enhanced compensation.

Appendix 4

List of Persons and Agencies Consulted

| Sl.No | Implementing Agency | Area of Implementation |
|--------------|--|---|
| 1. | Mr.Subash Misra, Organisation for Applied Socio Economic System (OASIS), B-2/145 3rd Floor, Safdarjang Enclave, New Delhi-29 | Third National Highway Project (TNHP) Project, Package 2A&2C TNHP Project, Package 5A&5C |
| 2. | Col. S. Bakshi, / Pranaya Kumar CRADLE,A-22 Sector-36,Noida | TNHP, Package IVB, IVD |
| 3. | Tapas Mandal, Project Manager, SAFHI 222 AJC Bose Road, Space 3A, Kolkata | Grand Trunk Road Improvement Program (GTRIP) Project, Package IVA and IVC |
| 4. | Dr. M. S. Prakash / Neeraj Shukla M&E Consultants, DHV Consultants New Delhi | Western Transport Corridor (WTC) Tumkur (Km75 to Haveri) (KM340), NH-4 |
| 5. | Mr. V. K. Sharma General Manager National Highways Authority of India | |
| 6. | Mr. S. P. Sharma Deputy General Manager National Highways Authority of India | |
| 7. | Mr. Rajeev Dasgupta M&E Consultants Lea Associates South Asia Pvt. Ltd. | GTRIP Project Package IVA, IVC & VB |
| 8. | Mr. S.K.Soni Former Project Director National Highways Authority of India | TNHP Package V |
| 9. | Mr. Arup Khan NGO Consultant | WTC, Tumkur (Km75 to Haveri) (Km340), NH-4 |
| 10. | Mr. K.G.Batra, Director Implementing NGO, CRCB | Porbandar-Deesa (ADB-funded) |

Appendix 5

List of Agencies involved in Resettlement and Rehabilitation

The agencies listed below include government departments and agencies that implement resettlement, consultancy organizations involved in preparation and monitoring of resettlement and NGOs.

| Name | Sector | State |
|--|---|---|
| Agency | | |
| Ministry of Rural Development, Government of India | Policy formulation | All India |
| National Highways Authority of India | National Highways | All India |
| Public Works Department | State Highways | Uttar Pradesh, Haryana, Tamilnadu, Andhra Pradesh, Madhya Pradesh, Tripura, Gujarat, Karnataka, Kerala, |
| State Government | Water Resources | Orissa, Madhya Pradesh, Karnataka, Maharashtra |
| Parastatal | Water Resources, Power, Urban Infrastructure, Mining Mining and Manufacturing | National Thermal Power Corporation, National Hydel Power Corporation, Mumbai Metropolitan Development Agency, Infrastructure Leasing & Financial Services Ltd., Coal India Ltd. |
| Private Sector | Roads, Water Resources, Industries | Larsen & Toubro (Alumina Plant in Orissa), Tata Sons (Steel Plant in Orissa), Reliance Industries (Petrochemical plant in Gujarat), INDAL(Alumina Plant in Orissa) |
| Consultants | Sector | Area of Specification |
| AC Nielsen ORG MARG Pvt. Ltd. | Roads | Preparation of RP, SIA, EIA, IPDP |
| Consulting Engineering Services | Roads | Preparation of RP, SIA, EIA |
| DHV Consultants | Roads, Water Resources, | Preparation of RP, SIA, EIA |
| Environment and Resource Management | Roads | Preparation of RP, SIA, EIA |
| Feedback Ventures | Roads | Preparation of RP, SIA, EIA |
| Infrastructure Development Consultants | Roads | Preparation of RP, SIA |

| Name | Sector | Area of Specialization |
|--|------------------------------------|-----------------------------------|
| Consultants | | |
| Intercontinental Consultants and Technocrats Pvt. Ltd. | Roads | Preparation of RP, SIA, EIA |
| Lea Associates South Asia Pvt. Ltd. | Roads | Preparation of RP, SIA, EIA |
| Louis Berger International | Roads, Water Resources | Preparation of RP, SIA, EIA |
| MSV International | Roads | Preparation of RP, SIA, EIA |
| Operations Research Group Pvt. Ltd. | Roads, Water Resources, Industries | Preparation of RP, SIA, EIA, IPDP |
| Scot Wilson Kirkpatrick | Roads | Preparation of RP, SIA, EIA |
| SMEC India Pvt. Ltd. | Roads, Roads, Water Resources | Preparation of RP, SIA, EIA |
| SPAN Consultants | Roads | Preparation of RP, SIA, EIA |
| Spatial Decisions | Roads | EIA |
| Wilbur Smith Associates | Roads | Preparation of RP, SIA, EIA |
| Nongovernment Organizations | | |
| Action Aid India | Water Resources | RP Implementation |
| Advantage India | Roads, Rural Development | RP implementation |
| Centre for Research and Capacity Building | Roads | RP Implementation |
| CRADLE | Roads, Mining | RP Implementation |
| Development and Management Trust | Roads | RP Implementation |
| Development Initiatives and Alternatives | Roads | RP Implementation |
| Human Environment Action Research Society | Roads | RP Implementation |
| OASES | Roads | RP Implementation |
| Samrakshan | Water Resources, Roads | Policy Research |
| South Asian Foundation for Human Initiatives | Roads | RP Implementation |
| Study Point Samiti | Roads | RP Implementation |
| Sugam International | Roads | RP Implementation |
| Vision RI | Roads | Policy Research |

EIA = environmental impact assessment, IPDP = Indigenous People Development Plan, RP = resettlement plan, SIA = social impact assessment.

