

Social Monitoring Report

Semiannual Report (August–December 2020)
March 2021

India: Delhi–Meerut Regional Rapid Transit System Investment Project - Tranche 1

Prepared by the National Capital Region Transport Corporation (NCRTC), Government of India for the Asian Development Bank.

This social monitoring report is a document of the borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, Management, or staff, and may be preliminary in nature.

In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.

CONTENTS

A. Introduction	1
B. Project Status	2
C. Status of Land Acquisition	3
D. Status of engagement of agency for RP implementation	3
E. Grievance Redressal Mechanism	4
F. Up-dation of Resettlement Plan	4

ANNEXURES

Annexure-1 Details of allotment of Govt. Land	6
Annexure-2 Direct Land Purchase Policy	7
Annexure-3 Status of compliance from residence of Siddhartha Extension	10

A. Introduction

1. National Capital Region Transport Corporation (NCRTC)- a Joint Sector company of Government of India and States of Delhi, Haryana, Rajasthan and Uttar Pradesh is developing a rail based suburban transport system i.e. Regional Rapid Transit System (RRTS) for National Capital Region (NCR). The objective of RRTS is to provide continuous availability of affordable, reliable, safe, secure and seamless transport system in the urban agglomeration of NCR so as to reduce the congestion and pollution, to reduce the travel time, energy consumption ,accidents as well as to control urban development and land use for sustainability and regional development.

2. The proposed RRTS is based on the recommendation of 'Integrated Transport Plan for NCR' with perspective year 2032 which emphasizes the need for development of settlements outside the National Capital Territory (NCT) of Delhi, providing inter-connection between Delhi and settlements and relieving pressure on the existing transport routes converging at NCT-Delhi. A total of 8 RRTS corridors have been proposed, out of which three RRTS corridor namely Delhi-Ghaziabad-Meerut, Delhi-Sonipat - Panipat and Delhi-Gurugram - Rewari - Alwar, have been prioritized and taken up for implementation in the first phase.

3. Delhi – Ghaziabad – Meerut RRTS corridor is identified as one of the prioritized corridor to be taken up in first phase of RRTS project. This 82.15 Km long RRTS corridor originates from Sarai Kale Khan RRTS station (common for three prioritized corridors) and terminates at Modipuram in Meerut. En-route it passes through the towns of Ghaziabad, Muradnagar and Modinagar. Out of 82.15 Km length, 68 Km is elevated and 14.15 Km is underground. Majority of the elevated RRTS alignment is on the median of Ghaziabad-Meerut highway(erstwhile NH-58). Two maintenance depots, one at Duhai and another at Modipuram have been provided.

4. Delhi - Ghaziabad - Meerut RRTS corridor, is being co-financed by Asian Development Bank (ADB), Asia Infrastructure Investment Bank (AIIB) and New Development Bank (NDB). The resettlement plan for this project as per the ADB's policy for social safeguard was carried out by NCRTC in 2018-19 and approved by ADB in Feb.2020 in which certain minor modifications were done as per the interaction with AIIB and the RP was finalized in June 2020. This RP complies with the applicable State Government, Government of India legal framework and ADB Safeguard Policy

Statement (2019). Based on the large resettlement impacts, the Delhi-Ghaziabad-Meerut RRTS Project was categorized as Category 'A' for Involuntary Resettlement (IR) and category 'C' for Indigenous People as per SPS.

5. The resettlement plan envisages acquisition of total 170.26 Ha of land as under:

Private land	138.30 Ha
Govt land	18.80 Ha
Govt land on temporary basis	13.10 Ha
Total	170.20 Ha

The acquisition of private land is mainly for the depots at Duhai and Modipuram and for the entry/exit of various stations.

B. Project Status

6. This RRTS corridor project was sanctioned by the Govt of India in March 2019 at total completion cost of Rs 30,274 Crores and completion period of six years. The construction work in the project commenced in June 2019. For the project implementation, four numbers of Project Management Offices (PMO) each headed by a Chief Project Manager, have been set up at Delhi, Ghaziabad, Modinagar and Meerut. The construction of elevated viaduct /stations in the priority section from Sahibabad to Duhai was taken up in June 2019 and thereafter the same in the section from Duhai to Shatabdinagar has been taken up from June 2020. In the above section, the viaduct is mostly on the median of highway and hence does not involve any land acquisition. All the major civil construction and systems contract have been awarded and works in many of them have already been commenced. The manufacture of rolling stock is also in progress. The priority section from Sahibabad to Duhai is planned to commissioned in June 2023. A consortium of M/s Ayesa, Spain, M/s Ayesa India and M/s Italfer, Italy has been engaged as General Consultants (GC) for the project. The social monitoring expert and Environment Monitoring experts from GC are already deployed on the project.

C Status of land acquisition

7. It was decided to acquire the private land required for the project in state of Uttar Pradesh, mainly for the depots at Duhai and Modipuram, through the Direct purchase policy of Govt of Uttar Pradesh. In the first instance, the land acquisition for Duhai Depot has been taken up. Ending December 2020, out of total requirement of 51.86 Ha, sale deeds for 31.75 Ha have been executed and an amount of Rs 288.93 Crores, out of total envisaged amount of Rs 472.21 Crores has been paid to the land owners towards cost of the land. Ending Feb.2021, possession of 42.68 Ha has been taken and compensation of Rs 397.33 Crores has been paid to the landowners. It is planned to complete the land acquisition for Duhai depot by May 2021. Except for the above land acquisition, in no other section of the project, land acquisition has been done or any compensation has been paid to the land owners. The process of land acquisition for entry/exits of various RRTS station and for Modipuram depot has been initiated in consultation with the State Govt authorities. Ending Dec.'2020, total of 18.19 Ha of Govt land has been allotted on permanent basis and 73.08 Ha of land has been allotted on temporary basis. The permanent land includes 12 Ha of land for stabling yard. The temporary land is allotted for period varying from one to three years. The details are enclosed at **Annexure-1**.

8. For the acquisition of private land within the State of Delhi for RRTS project, NCRTC has framed a "Direct Land Purchase Policy" which has been approved by the Board of Directors of NCRTC. A copy of the above policy is enclosed at **Annexure-2**. In the first instance the acquisition of private land within the State of Delhi, shall be done as per the above policy and in case of its failure, the land acquisition shall be done as per the land acquisition act.

D. Status of engagement of agencies for RP implementation

9. M/s Centre for Market Research & Social Development Pvt Ltd., New Delhi have been engaged in Aug. '2020 as Resettlement Implementation Support Agency (RISA). The above agency has already deployed its experts on the project. Presently RISA is engaged in Meerut area which is critical in terms of rehabilitation and resettlement due to existence of many non-title holders on the RRTS alignment. In next 3-4 months RISA will prepare micro-plans for all the RRTS stations in Meerut area which will include the identification and verification of all the displaced persons and determining

their respective benefits as per entitlement matrix of the resettlement plan. Thereafter RISA will be deployed for the verification of the data in RP.

10 The engagement of Mr. Pranay Kumar as External Monitor Consultant for monitoring the implementation of RP was finalized and the engagement letter has been issued to him in January 2021.

E. Grievance Redressal Mechanism

11 Grievance Redressal Committee comprising of experts from Social and Environment Monitoring experts from GC has been constituted at PMU level. GRCs at PMO level have been constituted in PMOs in Jan.' 2021. As provided in the RP, the above committees at PMO level comprises of district land acquisition officer, representatives from affected persons, representative from a local NGO/reputed person in the locality, social and environmental experts from GC. However, in case of PMO at Delhi, the above committee has yet not been constituted pending the nomination of representative from the State Government. The nomination from State Govt. is being pursued with the State Govt. and the committee is expected to be constituted shortly. The above committees at PMO level have started its functions.

12 The residents of Siddhartha Extension in Delhi have submitted their grievances on various issues on account of construction of viaduct for the connecting line from Sarai Kale Khan RRTS station to the stabling yard at Jungpura, passing through their colony. The above grievance are under discussion with these residents and are expected to be resolved shortly. A status report in this regard is enclosed at **Annexure-3.**

F. Up-dation of Resettlement Plan

13 The preparation of Resettlement Plan for the project was taken up in 2018. At that time the location of the stabling yard at Jungpura including the alignment of connecting line viaduct from Sarai Kale Khan RRTS station to this stabling yard, was not finalized and hence the above two components of the project are not included in the approved RP. Now when the details of the above two components have been finalized, the social impact assessment study for the stabling yard and the connecting line has been taken up by engaging a consultant. The same will be included as

addendum to already approved RP. The draft of the above addendum has been submitted to ADB in first week of March 2021 for its review. Further revision/up-dation of the RP will be taken up as and when there are any changes in the project design.

ANNEXURE-1

DETAILS OF ALLOTTMENT OF GOVT. LAND

S.No	Authority which as allotted the land	Month of allotment	Area allotted in sqm	Purpose
A. Land on permanent basis				
1	MoHUA	July 2019	1,20,000	Stabling yard
2	East Delhi Municipal Corporation (EDMC)	July 2019	1,588	Alignment
3	Delhi Development Authority (DDA)	Feb.2020	2,750	Ashok Nagar station
4	DDA	July 2020	4,500	RSS
5	Northern Railways	April 2020	8,964	Anand Vihar station
6	Meerut Development Authority(MDA)	Jun 2020	4,000	RSS at Shatabdinagar
7	DDA	Oct.2020	335	Ventilation shaft
8	Delhi Transport Infrastructure Development Corporation (DTIDC)	Dec.2020	17,528	SKK station
			10,190	Anand Vihar station
	South Delhi Municipal Corporation (SDMC)	Dec.2020	12,060	SKK station
	Total		1,81,915= 18.19 Ha	
B. Land on temporary basis				
1	UP Awas Vikas Nigam	July 2019	86,000	Casting yard
2	EDMC	July 2019	5,243	For facilitating construction
3	DDA	Feb.2020	93,000	Casting yard
4	DDA	Mar 2020	30,000	Storage yard
5	UP State Industrial Development Corp.	Mas 2020	38,700	For facilitating construction
6	MDA	Jun 2020	2,76,000	Casting yard
7	Ghaziabad Nagar Nigam	Jun 2020	83,291	For facilitating construction
8	DDA	Oct 2020	3,768	
9	DDA	Dec 2020	82,250	Casting yard
10	DTIDC	Dec 2020	8,760	For facilitating construction
			19,534	
11	SDMC	Dec 2020	6,300	
	Total		7,30,846= 73.08 Ha	

Temporary land allotment is for period varying from one to three years.

NATIONAL CAPITAL REGION TRANSPORT CORPORATION LIMITED
(A Joint Venture of Govt. of India and participating State Govts.)

Policy for Direct Purchase of Private Land /Property

Background

1. Delhi -Ghaziabad -Meerut Corridor traverses a length of 13.15 Kms in NCTD. The alignment has been so finalized that major part of the alignment passes through Govt. Land. However, the viaduct passes through DDA and private land in Yamuna Khader area from Sarai Kale Khan to New Ashok Nagar Station. Further the alignment of the viaduct also passes very close to the some properties of the Sidharth Extension in the Sarai Kale Khan to Jangpura Section, which will be required to be demolished/acquired.

Objective

2. In view of the very lengthy and difficult exercise for acquisition of land and the need to ensure timely commissioning of the RRTS project, a policy has been formulated for acquisition of private land in Delhi. This policy will be implemented for very critical cases of private land requirement affecting the commissioning of project.

Salient Features

3. The salient features of the Policy for direct purchase of private land/property are as under :
 - i. Concerned CPM in charge of the project (the CPM) shall identify the minimum area of the critical land parcel, name of owners/occupants on the land, collect copy of ownership documents and enquire from owners whether they are willing to sell the land to NCRTC directly.
 - ii. CPM shall then initiate the proposal for in principle approval of Managing Director (MD) for direct purchase of land through Land Cell.
 - iii. A nominated standing committee consisting of the following 04 Heads of Department (HoDs') shall deal with the matter:
 - o CPM
 - o Chief Engineer/General
 - o GGM/Finance
 - o Legal Expert /GGM(Procurement)
 - iv. To assist the Committee, a Consultant having experience and expertise in the field of determining fair market value of land, verification of ownership documents, search of title, preparation of sale deed, registration with Sub-Registrar and mutation from Revenue Authorities, shall then be appointed. NCRTC shall empanel consultants with the aforesaid experience. For every assignment, financial bids shall be called from the empaneled consultants. The

Contd...2/-

appointment of the selected consultant will be approved by Director (Projects) on the recommendation of the Committee. The consultant shall recommend fair market value of the land and property for the consideration of the Committee.

- v. The valuation of the land / property shall also be carried out through two independent valuers to be appointed by Director (Project) on the recommendation of HODs' Committee. The valuers may be appointed out of the list of approved valuers of income tax department /CBDT. The valuation report by independent valuers shall be received in sealed cover and kept in safe custody of GGM/Fin. The sealed cover shall be signed by the HODs' Committee.
- vi. The HODs Committee shall submit a preliminary report to Director (Projects) based on the input given by the consultant. Thereafter, Director (Projects) shall order for opening the valuation report of the independent valuers. HODs Committee shall then negotiate with the owner/occupant of the land to arrive at the compensation to be paid.
- vii. Recommendations of the committee of HODs shall be reviewed by a Standing Committee of Directors to be nominated by MD, wherein one retired Senior Govt. Officer may also be associated, and the recommendations by the Standing Committee of the Directors shall be put up to MD for final decision.

No. NCRTC/Pvt. Land Policy/71

New Delhi, dated: 13-11-2020

To

**The Chief Project Manager,
NCRTC/Delhi.**

Sub :- Standing Committee of HoDs for Direct Purchase of Private Land/Property required for RRTS Projects in Delhi.

In order to deal with acquisition of Private land in Delhi area, a policy for direct purchase of Pvt. Land/properties has been formulated duly approved by Board of Directors of NCRTC on 13-03-2020.

As per Para B (4) of the policy, a nominated standing committee consisting of following 04 HoDs shall deal the matter:

- (i) CPM in-charge of the project
- (ii) Chief Engineer/General
- (iii) GGM/Finance
- (iv) Legal Expert/GGM (Procurement)

The matter has been examined considering that either Legal Expert or GGM/Procurement may be the member of standing committee of HODs. The Competent Authority has accorded approval for nomination of **GGM/Procurement** as a member of HOD standing committee. Accordingly, following 04 HoDs shall deal the matter for Direct Purchase of Private Land/Property required for RRTS Projects in Delhi ;

- (i) CPM in-charge of the project
- (ii) Chief Engineer/General
- (iii) GGM/Finance
- (iv) GGM (Procurement)

This is for information of all HoDs of the standing committee.

for
13/11/2020

**(Jayesh Kumar)
Chief Engineer/General**

Copy to

- (i) Director/Project, for information please.
- (ii) GGM/Procurement, being member of the Standing Committee.
- (iii) GGM/Project, being nodal officer of CPM/DLI
- (iv) DGM/Land/Delhi for information and necessary action

ANNEXURE-3

Implementation of Delhi-Meerut RRTS Corridor

Brief status of the complaint from residents of Siddhartha Extension

1. Background of the issue

- i) The RRTS stabling yard planned at Jungpura, will be connected with Sarai Kale Khan RRTS station with a connecting line (completely on elevated viaduct). This connecting line passes through a park in Siddhartha Extension close to a residential colony comprising of G+3 story flats. Some locations, the elevated viaduct will overlap with the building lines of a block of flats but no flat or its part is required to be dismantled for construction of elevated viaduct.
- ii) Out of various flats, 24 flats which are quite close to the viaduct alignment were decided to be acquired by NCRTC from safety and other considerations and accordingly NCRTC had initiated talks with the owners of these 24 flats through the committee nominated by the resident welfare association (RWA) for talks with NCRTC.
- iii) A body named as Siddhartha Extension Sr. Citizens Welfare Forum (Regd.) submitted a representation to NCRTC on behalf of another 80 flat owners in which they had voiced their concerns on many issues such as noise/vibration, blockage of sunlight, damage to utilities, rain harvesting, structural safety, depletion of green area, etc. due to RRTS construction /operation and requested for addressing their concerns . These 80 flats are at a distance of about 10 metre from the viaduct alignment and do not have its entrance from the viaduct alignment side.

2. Action so far taken by NCRTC and present status of the issue

- i) Many rounds of discussions were held on with RWA nominated committee of 24 owners whose flats are close to viaduct during which the owners demanded alternate accommodation or compensation for their flats.
- ii) NCRTC sought permission for carrying out valuation of two flats which was given by the committee and valuation of flats is completed. However, permission for conducting testing and shifting of utilities sought by NCRTC has still not been given. NCRTC arranged for the Noise and Vibration Study of the area through CRRI. As per the above report, there will be no increase in noise levels due to RRTS construction /operation as the existing noise level are already higher due to adjoining busy Indian railway track. Despite the above, NCRTC has proposed noise barrier on the viaduct in this area to mitigate any possibility of noise pollution.
- iii) As regards the complaint of Sr. Citizen Welfare Association , NCRTC explained to them that all necessary measures such as installation of noise barrier, special arrangement of Mass Spring System in track to reduce vibration etc. will be taken and no utilities will be damaged during RRTS construction and if damaged will be re-constructed . But the above

forum was not satisfied with the response from NCRTC. The matter is being further pursued with the above body.

- iv) For the acquisition of private property in Delhi, NCRTC has formulated a direct purchase policy (copy enclosed) and in accordance with the above policy a Committee of four HoDs viz CPM/Delhi, GGM/Procurement, Chief Engineer/General and GGM/Finance has been constituted for negotiating and finalizing the purchase of 24 flats in Siddhartha Extension. A Consultant is also appointed for the valuation of these properties and to facilitate the direct purchase. The above committee and the Consultant have already commenced their work.
- v) Social Impact Assessment of the above connecting line has been finalized and has been submitted to ADB as an addendum to the earlier approved report.
