

# Land Acquisition for Up-gradation to 2(two) Lane of Mawshynrut- Athiabari Road, West Khasi Hills District

## Social Impact Assessment Study



सत्यमेव जयते

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**JANUARY 2019**

## **ABOUT MEGHALAYA INSTITUTE OF GOVERNANCE**

The Meghalaya Institute of Governance was created as one of the institutional support mechanisms of the Meghalaya Basin Development Authority (MBDA) with a vision to explore, share and promote good governance in Meghalaya by assisting the government, the private sector, the voluntary sector and the communities in putting good governance into practice.

In exercise of powers conferred by the Sub Section (1) of Section 4 of The Right to Fair Compensation and Transparency, Rehabilitation And Resettlement Act, 2013 (No. 30 of 2013), the Government of Meghalaya had notified the Meghalaya Institute of Governance as the State Social Impact Assessment Unit for carrying out Social Impact Assessment Study.

## **Declaration**

This final SIA and SIMP report are based on the information made available by the land owners, government officials, Revenue Department and other line departments as well as headmen from villages falling under the proposed acquisition. Maps and project details were provided by the government officials from Revenue Department.

This Social Impact Assessment and Social Impact Management Plan is the final SIA report after the Public Hearing.

Officer on Special Duty,  
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Shillong.

Publication year: January, 2019



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Abbreviation:

APL	:	Above Poverty line
BPL	:	Below Poverty line
CHC	:	Community Health Centre
C&RD	:	Community and Rural Development Department
CPRs	:	Common Property Resources
HHs	:	Households
KHADC	:	Khasi Hills Autonomous District Council
MGNREGS	:	Mahatma Gandhi national Rural Employment Guarantee Schemes
MRFCTLARR:		Meghalaya Right to Fair Compensation and Transparency in Land Acquisition Rehabilitation and Resettlement Rules, 2017
NHAI	:	National Highway Authority of India
NHIDCL	:	National Highways Infrastructure Development Corporation Limited
NGO	:	Non- Governmental Organization
PAFs	:	Project Affected Families
PAHs	:	Project Affected Households
PAPs	:	Project Affected Persons
PHE	:	Public Health Engineering
PHC	:	Public Health Centre
PWD	:	Public Work Department
ROW	:	Right of Way
RFCTLARR :		Right to Fair Compensation and Transparency in Land Acquisition Rehabilitation and Resettlement Act, 2013
R&R	:	Rehabilitation and Resettlement
SARDP-NE	:	Special Accelerated Road Development Programme in North East
SIA	:	Social Impact Assessment
SIMP	:	Social Impact Management Plan
SWCD	:	Soil and Water Conservation Department
SHGs	:	Self Help Groups
WHH	:	Women Headed Household

## EXECUTIVE SUMMARY

The Meghalaya Institute of Governance was assigned the task to conduct Social Impact Assessment study on the proposed land acquisition for up-gradation to 2 lane of Mawshynrut-Athiabari Road, Mawshynrut C&RD Block, West Khasi Hills District, Meghalaya. The land to be acquired measures approximately 247709 Sq.mtrs more or less falls under private land. The total stretch of the road is 37.365 Km with the proposed ROW of 30 m. There are a total of 22 villages which will be directly affected from the acquisition.

The proposed land to be acquired can be classified as arable hilly terrain having cluster of residential and commercial structures, broom cultivation, thicket of indigenous trees, betel nut plantation, paddy field, sal and rubber plantation, streams and drinking water sources, water pipe lines etc., along the proposed route.

The objective and importance for implementation of this road project within the Mawshynrut – Athiabari region is to improve journey comforts on the road and reduce transportation cost and time; to enable quick and smooth transportation of goods and services; to enhance economic growth and prosperity to the region; to attain better access to employment, health, education and market facilities; to ensure proper maintenance of the road will help increase the transportation services as well as its durability and to reduce mishaps that can occur due to natural calamities affecting land and people.

The approach and methodology used are qualitative and quantitative approach. The methodologies used were conducted to evaluate the affected area and the impacts from the implementation of the road project. The SIA Unit of the Meghalaya Institute of Governance had conducted site visits to the area with PWD officials, Sonapahar Division and has also conducted stakeholder consultation, focus group discussion, interview schedule, and public hearing and disclosure with line departments, traditional head, directly and indirectly affected families and community members of the 22 villages.

From the socio-economic survey, there are 321 PAHs who are likely to be affected from the road project. During the interaction and group discussion with the community members and community leaders of villages along the project route, it was learned that, the said road project will have mostly positive impact on the region as a whole. With the up-gradation to 2 lane of the road project, the community members have pointed out that accessibility,

affordability and availability to services will become faster. There are chances for increase in land price, increase in business opportunities, increase in infrastructure, promotion of tourism in the region etc. On the other hand, community members have cited fear over safety and security of school children during the operation of road project.

From the Social Impact Assessment Study, it can be seen that there are no adverse impact on the social and economic condition of the community members residing along the proposed road project. There are a total of 393 structures along the project route which will be affected directly. Public utilities and services along the route will also need to be relocated and reconstructed.

A public hearing and disclosure on the draft Social Impact Assessment Report was held on the 9<sup>th</sup>, 10<sup>th</sup> and 11<sup>th</sup> of January, 2019 at Athiabari community hall, Umsohpieng Community hall, and Riangdo Community Hall. The hearing was chaired by Shri. ABS Swer, Officer on Special Duty, Meghalaya Institute of Governance along with the SIA Team in the presence of Shri E. A Lyngdem, DC office Nongstoin; Shri N. S Wanniang, Range Officer, SWCD; Shri B. S Syiemlieh, Shri D. Syiemlieh, Shri M. D Lyngdoh and Shri N. Lyngdoh from PHE, Nongstoin Division; Shri T. S Marwein, Mawphor Newspaper; headmen and village council representative from the 22 villages along the project route. The hearing was attended by 190 participants from all the villages along the Mawshynrut Athiabari Road. There were 80 female participants and 110 male participants. During the hearing the public raised questions about the validity on the claim of PWD who declared some land owner to be land encroachers although they have *dulir/patta* to proof their land ownership claim. There were also queries about compensation related to (1) assets on rented land, (2) missing names and (3) for construction on PWD land. On the bright side, there are villages who have requested that additional land of 10 m be acquired from the proposed existing ROW of 20 m. Some also requested for the mitigation of any estimated problems like road accident, pollutions, destruction of water resources and others alike. Overall, the public showed a strong longing for the road and urge for quick implementation of the road project with no objection from anyone.

The report includes Social Impact Management Plan which deals with the approach to mitigation, measures to avoid, mitigate or compensate, institutional mechanism, roles and responsibilities and cost and budget for resettlement.

## CHAPTER 1: INTRODUCTION

Road connectivity is the backbone for overall development of a place and its people. It plays an important role for conveyance of people, goods, raw-materials, and other services. It is the main source of communication in regions of high altitude such as mountainous regions and contributes greatly to the economic development and social growth of a country. As such the growth and expansion of roadways in the country has been encouraged by both the central and state governments through various schemes. The State of Meghalaya has 6 National Highways namely, NH-44 and NH-44 (Extn.), NH-40 and 40 (Extn.), NH-51, NH-62, NH-127B and The Shillong Bye Pass covering a total Length of 1115.347 Km, out of which 900.662 Km is maintained by State Public Works Department (PWD) Government of Meghalaya and 214.685 Km is maintained by National Highway Authority of India (NHAI).

### **1.1 Project Background**

The Mawshynrut- Athiabari road is located in West Khasi Hills District of Mawshynrut Community and Rural Development (C&RD) block measures about 37.365 Km from Sonapahar, Mawshynrut to Athiabari. The road was constructed and maintained by the State Public Work Department since its inception from 1990's. This road plays an important role in the economic development of the region and it inter-connects the state of Assam and Meghalaya. Being an inter-state road, huge numbers of heavy vehicles ply to and forth carrying heavy goods like coal, limestone and timber from Shallang, Langtor, Nongstoin etc. Over the years, this has caused enormous damage to the existing road resulting to grave difficulties in transportation of passengers and goods thereby affecting time schedules while accessing to basic facilities like health, school, and market service.

Therefore, to cope up with the challenges and difficulties faced by the people of this area, the Government of Meghalaya under the State PWD Nongstoin Division and Sonapahar Sub-Division have entrusted NHIDCL with the construction/ up-gradation to 2 lane of Mawshynrut- Athiabari Road.

### **1.2 Need for proposed road project:**

The proposed project was initiated after constant demand from the community members of this region. With the number of vehicles plying on the existing road, its durability and resilience has deteriorated to a large extent. The width of the road causes huge delay while travelling, since the road passage for two vehicles to cross over is seemingly grim. Cases like

vehicle breakdown and landslide during monsoons has resulted in traffic congestion disrupting the day to day activities of the local people. From site observation, stakeholder consultation and informal discussion, it can be concluded that the local people of this region are in urgent need for the construction and development of the road project. The residents welcome the proposal for the road project and are willing to cooperate with the government in bringing about road construction within the region.

### **1.3 Objectives and importance of the road project:**

The objective and importance for implementation of this road project within the Mawshynrut – Athiabari region is listed below:

- Improve journey comforts on the road and reduce transportation cost and time.
- Enable quick and smooth transportation of goods and services
- Enhance economic growth and prosperity to the region.
- Better access to employment, health, education and market facilities.
- Proper maintenance of the road will help increase the transportation services as well as its durability.
- Will reduce mishaps that can occur due to natural calamities affecting land and people.

### **1.4 Rationale and Public purposes of the road project:**

Section 2 (1) of RFCTLARR Act, 2013 states that the land may be acquired only for public purposes. The public purpose mentioned in the Act include Defence and National Security; roads, railways, highways, and ports built by government and public sector enterprises; land for the project affected people; planned development; and improvement of village or urban sites and residential purposes for the poor and landless, government administered schemes or institutions. It also includes all the activities mentioned in the notification of the Government of India in the Department of Economic Affairs (infrastructure Section) number 13/6/2009-INF, dated the 27th March 2012, excluding private hospitals, private educational institutions, and private hotels, etc. The provisions of the act shall be applicable in above cases.

The main objective of the up-gradation to 2 (two) lane of Mawshynrut- Athiabari Road is to improve the connectivity, durability and sustainability of the district and state road transportation network. The proposed road project will benefit all the road operators from

Meghalaya and Assam. The road up-gradation and improvement will bring comfort to the transportation service and will reduce travelling cost and time drastically. This road project will also open up better opportunities for economic growth and exchange in the region. It will also promote and improve tourism expansion in West Khasi Hills district. The projected road will also pave way for new infrastructural development which will provide the people with employment opportunities and also a scope for self-employment.

### 1.5 Project location:

The extent of land proposed for up-gradation to 2-lane of Mawshynrut- Athiabari Road portion from Mawshynrut to Hahim, Assam will pass through 22 villages under Mawshynrut C&RD Block, West Khasi Hills District have been listed out as below:

Table 1: Extent of land to acquired village wise

Sl.no	Name of Villages	Chainage	Land to be acquired (Sq. m)	Total Nos of PAHs	Total Nos of PAFs
1.	Riangdo	0.00 – 1+800	Existing Govt., land	40	280
2.	Pormawthaw	1+800 – 2+299.70	4997	9	64
3.	Mawshynrut	2+299.70 – 2+698.20	3985	6	50
4.	Nongprut	2+698.20 – 5+067.20	23190	18	129
5.	Riangsieh	5+067.20 – 7+648.18	25809	9	56
6.	Mawthungnongpdeng	7+648.18 – 8+081.40	5383	4	21
7.	Thangtngaw	8+081.40 – 8+734.60	6681	9	70
8.	Nongrynniaw	8+734.60 – 14+540.50	59799	28	198
9.	Porsohsan	14+540.50 – 16+170	16655	14	77
10.	Porkrong	16+170 – 17+216	10460	6	36
11.	Mawjain	17+216 – 19+537	23210	8	50
12.	Umsohpieng	19+537 – 21+557	20000	28	172
13.	Nongmyndo	21+557 – 23+188	16310	34	238
14.	Upper Nongkyndang	23+188 – 24+264	10760	15	99
15.	Nongkyndang	24+264 – 25+579	13150	14	93
16.	Nongpdeng	25+579 – 25+836	2570	10	66
17.	Nongdiengkain	25+836 – 26+311	4750	19	140
18.	Chesimpara	26+311 – 28+500	Existing Govt., land	13	55
19.	Kamriangshi			8	57
20.	Athiabari			19	115
21.	Umsaitwait			8	45
22.	Salpara			2	15
Total			247709	321	2126

Source: PWD Sub Division Sonapahar; Revenue Department, Nongstoin and SIA Team Field Survey

## 1.6 Project Description

The Ministry of Road Transport and Highway under NHIDCL and PWD, Nongstoin Division has decided to acquire land for the up-gradation to 2-lane of Mawshynrut-Athiabari Road portion from Mawshynrut to Hahim, Assam covering a total distance of 37.365 Km in the state of Meghalaya. The total area of land to be acquired for the road project is 247709 Sqm (more or less) which falls under private land. Land acquisition from Chainage 0.00 – 1+800 and 26+311 – 28+500 falls under existing government land (PWD land). The proposed road project has been estimated at a cost of Rs. 258 Crores approximately.

**Table 2: Characteristic of proposed up-gradation to 2 lane of Mawshynrut- Athiabari road project**

Sl.no	Description of project	Unit/Remark
1.	Total Area to be acquired	247709 Sqm (more or less)
2.	Total Distance/ stretch of road	37.365 Km
3.	Connectivity (start and ends of chainage)	Mawshynrut-Hahim (Assam) 0.00-37.365 Km
4.	Terrain (hill, plain, riverine, barren, others)	Hilly terrain
5.	Usage	Predominantly agricultural land, settlement and social institutions scatter along the proposed alignment.
6.	Right Of Way	
	Existing ROW	0-26.315 Km= 20m 26.315 Km - 37.365 Km = 30m
	Proposed ROW	30m
7.	Laning of Mawshynrut- Athiabari Road (Single/double/intermediate)	
	Existing lane	Single lane
	Proposed lane	2 (Two) Lane/ Double lane
8.	Formation width	Two lane with shoulder
9.	Paved shoulder	Not Available
10.	Culvert	Hume Pipe Culvert
11.	Bridge	
	Minor	3 nos(Maintenance only)
	Major	1 no (Maintenance only)
12.	By-pass	Nil
13.	Others	-

Source: Field Survey; PWD Nongstoin Div., and Sonapahar Sub Division

The table above shows that Mawshynrut- Athiabari road is proposed to be constructed to 2(two) lane with shoulders. The project length is at 37.365 Km and there are no major or minor bridges that will be constructed from the road project. The existing bridges will be

maintained in its original size. There are over 370 existing culverts that are proposed to be repaired and reconstructed within the road project. As per data obtained from PWD Nongstoin Division and PWD Sub Division Sonapahar, the entire length of alignment is from Riangdo and Hahim Assam. The proposed ROW is 30m for the double lane or 2 (two) lane. The land acquisition plans are prepared to have uniform ROW in accordance with state highway guidelines. The proposed project will also provide service for drainage works, bus bays, road functions, road safety features, traffic signs, markings and road appurtenances.

Looking at the environmental and social features that are likely to be affected from the acquisition it was observed that there are no eco-sensitive area; or animal corridors; or areas of religious, historical and spiritual importance. The land to be acquired is predominantly agricultural land and settlement area which are scattered along the proposed project affected area. Social institutions like schools, government buildings and community halls will be directly affected by this acquisition. Water sources like streams and springs used by the local people for domestic purposes and plantation are also likely to be affected by the construction.

## 1.7 Policy and legal framework

Applicable acts, notifications and policies relevant in the context of the project are discussed below. The project will ensure that project activities are consistent with the national, state and local regulatory/ legal framework.

**Table 3: Relevant Acts, notification and Policies**

<b>Sl.no</b>	<b>Acts, Notifications, Policies</b>	<b>Relevance and applicability to the project</b>
1.	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RFCTLARR 2013)	Provides for enhanced compensation and assistances measures and adopts a more consultative and participatory approach in dealing with the PAPs.
2.	Meghalaya Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2017	Provides for enhanced compensation and assistances measures and adopts a more consultative and participatory approach in dealing with the PAPs
3.	National Rehabilitation & Resettlement Policy, 2007 (NRRP 2007)	Provides limited benefits to affected family (an ex gratia payment of not less than Rs. 20,000/- and in case landholder becoming landless or small or marginal farmer in such cases other rehabilitation benefits as applicable
4.	The National Tribal Policy, 2006	Preservation of traditional and customary systems and regime of rights

5.	The Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006	Provides for recognition of forest rights to Scheduled Tribes in occupation of the forest land prior to 13.12.2005 and to other traditional forest dwellers who are in occupation of the forest land for at least 3 generations i.e. 75 years, up to maximum of 4 hectares. These rights are heritable but not alienable or transferable.
6.	The Right to Information Act, 2005	The Act provides for setting out the practical regime of right to information for citizens to secure access to information under the control of public authorities, in order to promote transparency and accountability in the working of every public authority, the constitution of a Central Information Commission and State Information Commissions and for matters connected therewith or incidental thereto.
7.	National Highway Act 1956 by Ministry of Shipping, Transport and Highways.	The Central Government if satisfied with the purpose of any land required for the building, maintenance, management or operation of a national highway or part thereof, it may, by notification in the official Gazette, declare its intension to acquire such land.

## CHAPTER 2: APPROACH AND METHODOLOGY

This chapter presents the approach and methodology adopted for carrying out the Social Impact Assessment (SIA) in the project affected villages. It involves the need and scope of conducting SIA; the methodology and tools used by the SIA team; sample methodology used; primary and secondary data collection procedures; and scheduled for stakeholder consultation.

### **2.1 Need for Social Impact Assessment:**

To address the adverse impacts associated with the land acquisition and improve or restore the living standards of the people affected, it is mandatory that the government needs to undertake preparation of Social Impact Assessment (SIA) and formulation of Social Impact Management Plan (SIMP) for the Project Affected Families (PAFs) in compliance with the RFCTLARR Act, 2013. As the proposed up-gradation of Mawshynrut- Athiabari Road will require acquiring land from private landowners and community land, there can be a significant impact on the community as a whole. While the road project will have a huge positive impact on the region in terms of connectivity and accessibility to health facilities and market services, there are also chances for negative impact if effective precautions are not taken up during the design and implementation stage of the road project like encroachment of un-acquired land, land destabilization after construction, etc. Land acquisition also causes social segregation and economic loss to the PAFs. Therefore, it is important to address the likely unforeseen impacts which may arise to prevent grave loss to individual and the community as a whole.

### **2.2 Scope of SIA study**

The focus of SIA is to identify local population who are likely to be affected either directly or indirectly from the road project. The scope for SIA study has been listed out below:

- Reviewing of policies, regulations and other provisions that are related to the Rehabilitation and Resettlement of project affected families and other social issues.
- Whether the proposed land acquisition for road project serve the public purposes.
- Identify the key area of social issues that are associated with the project component on the land to be acquired and area adjacent to the proposed area that are likely to be affected from the road project acquisition.

- Screening of proposed land to be acquired in terms of usage, nature, irrigation coverage, ownership status, public amenities and services, common property resources, community assets, etc which are likely to be affected from the land acquisition.
- Identify key social and environment impacts from the construction and operation phase of the project.
- Conduct of socio-economic survey of project affected families.
- Consult and carry out stakeholder consultation on project design, needs and implementation of the road project and drawing out recommendation to avoid or mitigate risk that are associated with the road project.
- Conduct of Public Hearing and disclosure of draft SIA report and SIMP to project affected area and families to receive further support or opinion on the proposed road project.
- Develop appropriate recommendations and impact management measures to avoid or decrease the potential negative socio-economic impacts and enhance positive impacts.

### **2.3 Methodology used**

The SIA study follows both qualitative and quantitative approaches. The methodologies used were conducted to evaluate the affected area and the impacts from the implementation of the road project. Qualitative research is primarily exploratory research which provides insights into problems and helps to develop ideas. The data was collected using unstructured or semi-structured techniques. While quantitative research is used to quantify the problems by ways of generating numerical data. The data was collected using questionnaire and structured interview schedule.

### **2.4 Sample size**

The sample size for the study has been identified specifically from project affected area along the Mawshynrut- Athiabari road. Therefore, entire population of the family losing their land or dwelling or both is considered for the study. The study covered 448 community members from the project affected area and 321 households from PAFs who are directly or indirectly affected from the road project.

## 2.5 Research tools

For collection of primary and secondary data, the study uses various tools and techniques. For primary data, qualitative information was collected from community consultation, focus group discussion, in depth interview and reconnaissance survey while quantitative data was collected through a structured interview schedule using project area questionnaire and socio-economic questionnaire of PAFs. Secondary data like land documents, laws and policies, road maps, detailed project report were obtained from project authorities, concerned government department and websites.

## 2.6 Activity carried out by SIA team

- Team formation: As soon as the notification for conducting of SIA was announced a team of experience professionals were formed with a number of field staffs engaged in conducting survey and consultations. The following are the team members and designation:
  1. Shri. Aiban Swer, OSD, MIG
  2. Shri. Sandy Kharkongor; Assistant Manager
  3. Ms. Beautiqueen Shylla; Program Associate (Research)
  4. Shri. Spainlang Lyngdoh; Program Associate
  5. Ms. Ibanlamti Diengdoh; Program Associate
  6. Shri. M. K Sylvester Iano; Field Assistant and data entry operator
  7. Shri. Ristar Mawrie; Field Assistant and data entry operator
  8. Shri. Lahbor Shylla; Field Assistant and data entry operator
  9. Ms. Deiphibiang Kharkongor, Program Associate
  
- Meeting with officials: Meetings were initiated with key officials from PWD department and Block Development Officer to get a better understanding on the project location and proposed alignment of the road project; information on land acquisition; details project report; etc. The officials from PWD, Nongstoin and Mawshynrut sub-division; BDO, Mawshynrut were prompt in assisting the SIA team and provided them with relevant information about the project.
  
- Review of related literature: The study involves collection and review of literature and documents available from various sources. This helped the team in designing the

study and also identifying key stakeholders for further action. Some of the documents reviewed are

- Acts and policies of Government of India and Meghalaya related to Rehabilitation and Resettlement and land acquisition
  - The Right to Fair Compensation and Transparency in Land acquisition Rehabilitation and Resettlement act, 2013
  - Meghalaya Right to Fair Compensation and Transparency in Land acquisition Rehabilitation and Resettlement Rules, 2017
  - District Census Handbook, 2011 for West Khasi Hills
  - Related SIA study on road project
- 
- Reconnaissance survey: The team carried out a Reconnaissance Survey of Mawshynrut- Athiabari Road on the 30<sup>th</sup> of August, 2013 with Shri C. D Toi (JE, PWD Sub- Division) and Shri S. S. Khongsit (JE, PWD Sub- Division) who provided in-depth site survey of the proposed new alignment of the road project. At the same time, the SIA team was able to meet the community council or *dorbar* headman for scheduling the date for consultation, Focus Group Discussion and Key Information Interview.
  - Developing tools for conducting the SIA study: According to the requirement of the study, checklist; interview scheduled for officials; community consultation interview; socio-economic and land assessment questionnaire of affected families were developed.
  - Conducting of community consultation and interview scheduled of project affected area and project affected families: Community Consultation was conducted in the month of August and September, 2018 and socio-economic and land assessment survey was held from mid-September to October, 2018. There were huge participation from the community member of the project affected area.
  - Data entry and management: The quantitative data collected from the survey has been entered and interpreted using MS Excel sheet. Qualitative data collected during the field visits have also been systematically arranged and qualitatively interpreted. Data

entered and analyses are based fully on data collected from the field survey and secondary data.

- Preparation of draft report: A draft Social Impact Assessment report has been prepared based on survey data, review of literature and consultation. This draft report includes social impacts, mitigation measures and Social Impact Management Plan (SIMP).
- Conduct of Public Hearing and Final report: Public Hearing shall be held for person of interest in the said project affected area; whereby a draft report shall be shared and queries put up by interested people will be answered accordingly followed by preparation of the final report.
- Submission of final report: Once the Public Hearing is complete, a final report shall be prepared and submitted to concerned government departments and local bodies for onward processing and documentation.

## CHAPTER 3: DEMOGRAPHIC PROFILE

This section describes the demographic profile of the project affected area which are likely to be impacted from the proposed land acquisition for Up-gradation of Mawshynrunt – Athiabari road, West Khasi Hills District.

### 3.1 Overview on Meghalaya<sup>1</sup>:

Meghalaya is a state in Northeast India which means “The abode of clouds” in Sanskrit. The state is bounded to the south and west by Bangladesh, to the north and east by the state of Assam. The capital of Meghalaya is Shillong. Meghalaya became an Independent state on the 21<sup>st</sup> January 1972 and is also called as the “Scotland of the East”.

As per census 2011, Meghalaya has a population of approximately 29.67 lakhs. The density of the state is 132 per sq. km spreading over 22,429 sq.km. The State lies at an Latitude of 20°1' N and 26°5' N and at a Longitude of 85°49' E and 92°52' E. Meghalaya plateau elevates at a range between 490 ft to 6434 ft. The State has eleven districts and forty six C&RD blocks. While 12% of the population are below poverty and about 75.5 of the population are literate.

Khasi, Garo and Jaintia are the three major tribes. It is also one of the states in the country which follows the matrilineal system. In political culture, the Khasi's have *Dorbars* – it can be *DorbarKur* for the clan or *DorbarShnong* for the community. The Jaintia's have similar system to the Khasis. The Garos have *A.king* who is the supervisor of the *Nokmas*. The state is rich in their culture and tradition and some of the famous festivals include the '*Shadsukmysiem*' of the Khasis, '*Behdienkhlam*' of the Jaintias and '*Wangala*' dance of the Garos.

Due to the orographic range, Mawsynram holds the record of being the wettest place on earth. With abundant rainfalls, about 70% of the state is densely populated with subtropical forest. These forests are considered to be the richest botanical habitats of Asia. A small portion of the forest area in Meghalaya is under an area known as 'sacred groves'. The sacred groves have been protected by communities for hundreds of years. Preserving sacred groves are practiced by all the three major tribes. The tribes also practice the art of making River Bridge with tree roots which is famously known as the 'Living Bridge' in Mawlynnong.

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<sup>1</sup><http://www.census2011.co.in> ; <http://megcnrd.gov.in>

About two-third of the state population are engaged in agriculture. Rice and potato are the staple food of the state. The rich natural resources provide raw materials for lime stone and cement industries. Coal mine in East Jaintia and West Garo is mostly exported to other Indian States and Bangladesh.

### **3.2 West Khasi Hills District<sup>2</sup>:**

The West Khasi Hills district was carved out of the erstwhile Khasi Hills district, which was divided into West and East Khasi Hills districts on 28 October 1976. In 2011 Census, West Khasi Hills had population of 383,461 of which male and female were 193,715 and 189,746 respectively. The district has a population density of 73 inhabitants per square kilometer. Its population growth rate over the decade 2001-2011 was 30.25%. West Khasi Hills has a sex ratio of 981 females for every 1000 males, and a literacy rate of 79.3%. West Khasi Hills District has four Community and Rural Development Block office that is., Nongstoin C&RD, Mairang C&RD Block, Mawthadraishan C&RD Block and Mawshynrut C&RD Block. The district is predominantly inhabited by the Khasi tribe. There is a significance presence of Garo tribe in the Mawshynrut C&RD Block of West Khasi Hills District. Average literacy rate of West Khasi Hills district is 77.87 percent, whereas male literacy rate is 78.53% and female literacy rate is 77.19%.

As the road project falls under the administration of Mawshynrut C&RD Block, a brief overview about the block has been given as below.

### **3.3. Mawshynrut C&RD Block<sup>3</sup>:**

Mawshynrut Block is located in West Khasi Hills bordering Assam and East Garo hills district, Meghalaya. Located in the rural area of Meghalaya, the block consists of 328 villages with total households of 12830. As per Census 2011, Mawshynrut Block population is 74490 where 38081 are males and 36409 are females. Literacy rate of Mawshynrut block is 57% (a total of 42652) in which 59% (22559) are males and 55% (20093) are females. The total worker are 32,458 of which males are 18,019 and females are 14,439 and 42032 are non-workers. Majority of the population falls under the Scheduled Tribes.

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<sup>2</sup>[www.census2011.co.in](http://www.census2011.co.in)

<sup>3</sup>[http://censusindia.gov.in/2011census/dchb/1704\\_PARTB\\_DCHB\\_WEST%20KHASI%20HILLS.pdf](http://censusindia.gov.in/2011census/dchb/1704_PARTB_DCHB_WEST%20KHASI%20HILLS.pdf)

### 3.4. Demographic profile of the villages along the road project:

The road project transverse 21 villages. As per 2011 census, details of the village's demographic profile have been listed out below.

#### 3.4.1 Population

The table shows the population details of the villages that transverse across Mawshynrut-Athiabari Road.

Table 4: Village wise population lying across Mawshynrut - Athiabari Road

Sl. no	Name of the Villages	Total Household	Total population	Male Population	Female Population
1	Riangdo	148	930	478	452
2	Pormawthaw	48	305	156	149
3	Mawshynrut	8	44	29	15
4	Nongprut	30	116	81	85
5	MawthungNongpdeng	24	125	67	58
6	Riangsieh	20	118	56	62
7	Thangngaw	40	238	116	118
8	Nongrynniaw	56	361	177	184
9	Porsohsan	22	113	61	52
10	Porkrong	25	148	81	67
11	Mawjain	14	73	34	39
12	Umsohpieng	69	405	216	189
13	Nongmyndo	70	423	200	223
14	Nongkyndang	27	165	83	82
15	Upper Nongkyndang	23	147	70	77
16	Nongpdeng	24	125	67	58
17	Nongdiengkain	24	156	79	77
18	Chesimpara	19	81	44	37
19	Kamriangshi	22	107	52	55
20	Athiabari	31	162	81	81
21	Umsaitwait	11	52	28	24

Source: Census 2011

#### 3.4.2 Literacy rate

The table shows the literacy rate of the villages that transverse across Mawshynrut- Athiabari Road.

Table 5: Village wise literacy rate lying across Mawshynrut- Athiabari Road

Sl. no	Name of the Villages	Literacy rate	Male literacy rate	Female literacy rate
1	Riangdo	88.49%	87.24%	89.78%

2	Pormawthaw	79.39%	82.58%	76.15%
3	Mawshynrut	31.17%	45.45%	23.08%
4	Nongprut	81.20%	89.06%	73.91%
5	MawthungNongpdeng	83.84%	78.85%	89.36%
6	Riangsieh	71.28%	70.45%	72%
7	Thangtngaw	76.40%	76.67%	76.14%
8	Nongrynniaw	87%	90.58%	84.83%
9	Porsohsan	94.74%	97.50%	91.67%
10	Porkrong	89.17%	87.69%	90.91%
11	Mawjain	93.10%	86.21%	100%
12	Umsohpieng	83.49%	82.94%	84.14%
13	Nongmyndo	76.20%	81.65%	71.21%
14	Nongkyndang	67.72%	69.84%	65.63%
15	Upper Nongkyndang	59.22%	66%	52.83%
16	Nongpdeng	83.84	78.85%	89.36%
17	Nongdiengkain	79.84%	78.13%	81.67%
18	Chesimpara	98.53%	100%	96.88%
19	Kamriangshi	98.98%	97.87%	100%
20	Athiabari	91.47%	84.41%	95%
21	Umsaitwait	90.38%	93%	87.50%

Source: Census 2011

### 3.4.3 Occupational status

The table shows the occupational status of the villages that transverse across Mawshynrut-Athiabari Road.

Table 6: Village wise occupational status lying across Mawshynrut- Athiabari Road

Sl. no	Name of the Villages	Total workers	Main workers	Marginal workers
1	Riangdo	326	138	188
2	Pormawthaw	72	25	47
3	Mawshynrut	13	3	10
4	Nongprut	64	2	62
5	MawthungNongpdeng	47	47	0
6	Riangsieh	34	1	33
7	Thangtngaw	96	96	0
8	Nongrynniaw	122	121	1
9	Porsohsan	51	51	0
10	Porkrong	58	53	5
11	Mawjain	27	26	1
12	Umsohpieng	151	149	2
13	Nongmyndo	189	93	96
14	Nongkyndang	84	47	37
15	Upper Nongkyndang	72	39	33
16	Nongpdeng	83	82	1
17	Nongdiengkain	68	67	1

18	Chesimpara	39	25	14
19	Kamriangshi	53	29	24
20	Athiabari	469	273	196
21	Umsaitwait	24	19	5

Source: Census 2011

#### 3.4.4 Availability and accessibility to community properties, assets and infrastructure

The following table shows the availability and accessibility to community properties, assets and infrastructure that are available in the villages lying across Mawshynrut- Athiabari road. As per the field survey, it can be interpreted from the table that infrastructural development especially in health and education services is lacking behind in these regions, depending only on facilities available in Riango, Meghalaya and Boko, Assam. While basic education is available in all of the villages, more facilities for higher education is yet to be established.

While rural water supply schemes have been established in the area, water supply to this region is not at a regular interval. Over the years, the community members have depended solely on surface water (stream) and ground water (spring) for their domestic use. Other government schemes like MGNREGS have been playing a major role in bringing infrastructural development and short term employment opportunity to the local people of the region.

This region doesn't have sacred groves and community forest. However, majority of the land belong to different clans, religious intuitions and individual owners.

The community members has cited huge difficulties to access to better health care, market facilities and educational facilities due to the poor condition of the road.

Table 7: Availability and accessibility to community infrastructure, properties, assets and public service

Sl. No	Particulars	Villages																				
		Raingdo	Pormawthaw	Mawshynrut	Nongprut	Mawthungnongpdeng	Riangsieh	Tthangngaw	Nongrynniaw	Porsohshan	Porkrong	Mawjain	Umsohpieng	Nongmyndo	Upper Nongkyndang	Nongkyndang	Nongpdeng	Nongdienkain	Chesimpara	Kamriangshi	Athiabari	Umsaitwait
1.	Primary school	2	1	NA	2	1	1	2	2	2	1	1	3	2	1	1	2	1	1	1	1	2
2.	Secondary school	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	NA	NA	NA	NA	NA	1	NA	NA
3.	Higher education	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
4.	Anganwadi centre	2	1	NA	NA	NA	NA	1	1	NA	NA	NA	1	1	NA	1	1	NA	NA	NA	2	1
5.	SHGs	1	1	NA	NA	NA	NA	1	1	3	3	1	6	6	2	3	4	4	NA	NA	1	NA
6.	Fair Price shop	1	NA	NA	NA	NA	NA	1	1	1	NA	NA	1	1	NA	NA	2	1	NA	NA	1	1
7.	Hospital	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
8.	PHC/ CHC/ dispensary	2	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	1	NA	NA	NA	NA	NA	NA	1	1	1
9.	Community hall	2	NA	NA	1	A	NA	1	1	1	NA	NA	1	1	1	NA	1	1	1	1	1	NA
10.	Youth club	NA	NA	NA	A	NA	NA	NA	A	A	NA	NA	1	A	A	A	NA	NA	NA	A	A	NA
11.	Traditional healers	NA	NA	NA	NA	NA	NA	A	A	A	NA	NA	NA	A	A	A	NA	NA	NA	NA	NA	NA
12.	Place of wroship	1	NA	NA	1	NA	1	2	1	1	2	NA	1	2	1	1	NA	1	1	2	1	1
13.	PHE rural water supply	A	A	NA	A	NA	A	A	A	A	A	A	A	A	NA	A	A	A	NA	A	A	NA

14.	Community well/ stream/ ponds	A	A	NA	A	A	A	A	A	A	NA	A	A	A	A	A	A	A	NA	A	A	A
15.	Roads	A	A	NA	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
16.	Transportation facilities	A	A	NA	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
17.	Community Forests	NA																				
18.	Cremation / burial ground	1	1	A	2	NA	1	2	1	1	1	NA	1	2	2	1	A	1	A	1	A	2
19.	Playgrounds	1	NA	NA	NA	NA	1	NA	1	1	1	NA	1	1	1	1	1	NA	NA	1	A	NA
20.	Market	A	NA	A	NA																	
21.	Banks	A	NA																			
22.	Electricity supply	A	A	A	A	NA	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
23.	Outpost /check point/ toll gate	NA	A	NA																		
24.	Pharmacy	A	A	NA	NA	NA	NA	NA	NA	A	NA	A	1	A	NA							
25.	Post office	A	NA	1	NA																	
26.	Police station	A	NA																			
27.	Plantation	NA	NA	NA	NA	NA	A	NA	NA	NA	NA	NA	NA	A	A	NA	NA	NA	A	A	A	A
28.	NGOs	A	NA	1	A	NA																

Source: SIA Field Survey

Note: A= Available ; NA= Not available

### **3.5 Extent of anticipated social economic impacts, risks and benefits from the road project**

The following are some of the anticipated social economic impacts, risk and benefits, likely to be incurred from the road project.

#### Potential risks

- Relocation of human settlement from the proposed site.
- Impact on the livelihood and properties of the PAFs.
- Impact on the community infrastructure like schools, community halls, grazing land, religious or spiritual important places, etc.
- Impact on public utilities and services.
- Impact from construction phase of road project
- Impact on increase settlement due to influx of migrants
- Impact of project operation phase due to slope destabilization
- Impact from the operational stage of the project like increase in road accidents.

#### Potential benefits

- Improved mobility between the State of Assam and Meghalaya
- Improve the living standard by increasing economic growth of the region.
- Employment opportunities to the local people.
- Better access to health care facilities and market services within a short duration of time.
- Promote tourism development in West Khasi Hills district

## CHAPTER 4: STAKEHOLDER CONSULTATION

This chapter discusses about the stakeholder’s consultation held within the project affected area. The consultation meeting discusses issues related to the road project where opinions, perceptions, ideas, and suggestions were deliberated by stakeholders that maybe affected directly or indirectly by the project. The key participants include institutional stakeholders like district administration, the requiring body, agencies, concern Government Departments, Autonomous District Councils, traditional village councils, social organization etc and primary stakeholders with project affected families, local residents, shopkeepers, farmers, drivers etc.

### 4.1 Community consultation

Consultations were held throughout the project affected area where community members attended the meeting on the proposed road project. Details on community discussion have been listed out as below:

**Table 8: Details of community discussion held along the road project**

Sl.no	Villages name	Date for community discussion	Number of participants		
			Total	Male	Female
1.	Umsaitwait	14 <sup>th</sup> -09-18	22	14	8
2.	Athiabari	14 <sup>th</sup> -09-18	14	13	1
3.	Kamriangshi	14 <sup>th</sup> -09-18	17	10	7
4.	Chesimpara	14 <sup>th</sup> -09-18	10	3	7
5.	Nongdiengkain	14 <sup>th</sup> -09-18	26	19	7
6.	Nongpdeng	20 <sup>th</sup> -09-18	33	28	5
7.	Nongkyndang	20 <sup>th</sup> -09-18	27	23	5
8.	Upper Nongkyndang	20 <sup>th</sup> -09-18	34	19	15
9.	NongMyndo	20 <sup>th</sup> -09-18	44	38	6
10.	Porsohsan	21 <sup>st</sup> -09-18	15	15	0
11.	Porkrong	21 <sup>st</sup> -09-18	20	13	7
12.	Mawjain	26 <sup>th</sup> -09-18	13	9	4
13.	Umsohpieng	26 <sup>th</sup> -09-18	39	27	12
14.	Nongprut	26 <sup>th</sup> -09-18	11	7	4
15.	Pormawthaw	26 <sup>th</sup> -09-18	21	13	8
16.	Riangdo	26 <sup>th</sup> -09-18	33	21	12
17.	Nongrynniaw	27 <sup>th</sup> -09-18	30	24	6
18.	Thangthaw	27 <sup>th</sup> -09-18	14	10	4
19.	Riangsieh	27 <sup>th</sup> -09-18	8	6	2
20.	Mawshynrut	12 <sup>th</sup> -10-18	11	10	1
21.	Mawthungnongpdeng	16 <sup>th</sup> -10-18	6	3	3
Total			448	325	124

## **Detail of consultation and topics discussed**

The following are the topics discussed from the community consultation

### Perception of road

- Most of the villages and community members along the route of Mawshynrut-Athiabari road welcomed the road development and has proposed for quick implementation of the road project.
- The current condition of the road is pathetic as it makes commuting difficult for the local people in the area; accessibility to public services and delivery of perishable goods to market areas is a constraint.
- Due to bumpy and deplorable road conditions, cases of young women and expecting mothers giving birth on the way and some losing their lives before reaching public health center at Riangdo or hospital in Boko has been largely reported.

### Project Benefits

- People living in these areas are dependent on domestic goods and services coming from Assam therefore better road quality enhance communication and accessibility to services like education, health, domestic goods.
- Transportation and mobility of passengers, casualties, ill patients and agricultural goods will be faster and easier. It will reduce the time travel to 30 minutes from 3 hours. It will also reduce the vehicles fare for carrying goods from Rs. 500 to Rs. 200 (short distance) or from Rs. 2000 to Rs. 1500 (long distance). The road quality will also increase the lifespan of the vehicle.
- Economic activities in the area will also improve whereby, revenue on agricultural products will increase and many other opportunities in the form of wage employment or self-employment can happen.

### Pre- construction likely impacts:

- The community members were unaware about PWD land ownership claims from Riangdo to Nongpdeng which shows the existing 20m of ROW as Government land from the center line of the existing road. From Nongdiengkain to Athiabari, 30 m of existing ROW belong to Government land. The community member does not agree

on this ownership as they have ownership claims over the land within these proposed 20m and 30m ROW.

- As per government list there are over 189 encroachers. Some landowners from Athiabari, Salpara, Nongdiengkain and Riangdo were not aware of the prevalence of Government land and hence already bought land from previous land owners without any caution. These victims are willing to cooperate if compensation is made for the expenditure and losses, they have incurred in the past years.
- The list of landowners that was provided by the Revenue Department, Shillong doesn't include all the names, hence a survey has to be done and the list needs to be updated.
- No community forest or cultural belief site will be affected from the acquisition. Only clan land at Nongrynniaw and Porsohsan will be acquired mostly which are open forests.
- Community infrastructures, services like school (at Myndo and Upper Nongkyndang), community halls (at Upper Nongkyndang and Nongrynniaw), fair price shops and government structures (at Athabari) will be directly affected by the proposed road project. Relocation and reconstruction of community infrastructure by concerned Government departments to avoid additional lost on the community needs to be organized. Some community infrastructure will be indirectly affected only during the construction phase mainly due to soil dumping.
- Streams and water tanks/ platforms mainly at Myndo, Nongkyndang, Upper Nongkyndang, Mawjain, Umsohpeing and Thangtngaw along the road project will be affected from the acquisition due to the new alignment of roadway. However, if stream and natural gullied are not dammed/ blocked during the construction period, then problems like water logging will not occur during the rainy season. Water tanks and individual water pipe needs to be relocated and reconstructed so that accessibility to water sources will not be a problem for the community members living downhill.
- Forest clearance at Athiabari under the ownership of KHADC may need a procurement of an NOC over the acquisition. Some private forest land will so be affected from the acquisition. Compensation for trees and fruit bearing trees according to current market value shall be accounted for.
- Cooperation and collaboration with the local authority before the commencement of road project is crucial to avoid any kind of conflict. This can be done by working with

the local authority and adhering to the *adong* or village rules before the road project commence. The local authority requested for submission of work permits and labor license from the implementing company to avoid any mishap in course of the construction period.

- Major displacement will not occur as most of the structures that will be affected are temporary in nature. Most of the community members present at the meeting requested for relocation within their village jurisdiction only.
- Since public utilities like approach road, footpath, electricity post, washing platform, water tanks and pipes, cold storage, drains, will be affected directly by this acquisition, therefore relocation of these services is important to avoid inconvenience that may arise in the course of time.

Anticipated impacts during Construction period:

- Locate proper site for dumping of soil or land filling after consultation with local authorities and landowners who are willing to provide land for this requirement. Some clan land like Dkhar clan, Diengngan clan and Nong Myndo communities have confirmed their willingness to provide land for soil dumping. Land filling and soil dumping should be carried out far away from settlement areas and agricultural land, as this may hamper the flora and fauna as well as the fertility of the soil.
- The campsite for construction workers must be arranged outside the village for safety measures and hygiene conditions. Discipline among the workers must be strictly adhered to in order to avoid any conflict that may arise due to language problems or otherwise.
- Although road connectivity is a desired need of the people of Mawshynrut and Athiabari, however, the construction must not be compromised with health hazards that can be caused due to pollution. Sprinkling of water to control sprawling dust needs to be ensured.
- Proper storage of road materials, excavation vehicles to avoid spilling and contamination of local resources is highly recommended.
- Health of construction workers needs to be kept into consideration to avoid any kind of epidemics.

Anticipated impacts during the operation period:

- Over speeding may cause accident of livestock and increase the feeling of insecurity over the safety of school children after the widening of the road.
- Efforts must be made by local heads and authority to create awareness on road safety after the widening of road project.
- Reduction of dust pollution, time, distance and transportation fares is a positive impact post construction, however, only the air pollution is a concern if many vehicles are plying on a regular basis.
- The negative impact will result on decreasing the virgin landscape, waste management violations, influx of non-locals and illicit activities that may be detrimental to society in future.
- Increase in landslide and mudslide may occur if land management is not seriously administered post construction.

Recommendations and suggestions from consultation:

- Provision of a government school bus/ transportation facilities in the area.
- Construction of footpaths in populated areas such as schools, churches and structures for proper drainage system or side drain, with slab covering must be allocated.
- Fair compensation should be given to loss of land, structure and agricultural land prior to the acquisition.
- Request that local people be provided with employment opportunities where deem fit for construction of retaining wall, safeguards railing, afforestation etc.
- Construction of safety guard walls or safety railing near steep cut slope or steep valley to avoid unforeseen accident especially nearby schools.
- Road furniture, speed breakers, signboards, marking, speed limits etc to be placed near schools area.
- Request that government schemes should promote agricultural growth in the region by installing cold storage, godowns, warehouse, and providing sapling to the community members in the area.
- Reconstruct public utilities and amenities to avoid disturbance of services

**Table 9: Summary on village wise major concerns and challenges**

<b>Sl.no</b>	<b>Village name</b>	<b>Major concerns/ challenges</b>
1.	Riangdo	<ul style="list-style-type: none"> <li>• MeECL fencing, individual structures, SHG run Public Toilet, Presbytery Office and shops are likely to be affected directly from the land acquisition.</li> <li>• The village authority has requested that an additional 10m be acquired from the proposed 20m to increase the width of the road project.</li> <li>• They requested that the stream should be avoided from soil dumping as this will cause flooding of the market area.</li> </ul>
2.	Pormawthaw	<ul style="list-style-type: none"> <li>• Most of the land to be acquired is government land and additional land of 10 m is of individual land owners.</li> </ul>
3.	Mawshynrut	<ul style="list-style-type: none"> <li>• No structure will be affected except for temporary structure along the PWD land will be dismantled and relocated. However, if pucca or semi pucca structures are affected during construction the landowner requested to be compensated.</li> </ul>
4.	Nongprut	<ul style="list-style-type: none"> <li>• Only the LP school and church will be affected from the construction phase. The community members are concerned over the safety of the children due to the proximity of the road to the school after its completion.</li> </ul>
5.	MawthungNongpdeng	<ul style="list-style-type: none"> <li>• Most of the land to be acquired belongs to individual land owners, requested for quick and full compensation of land.</li> </ul>
6.	Riangsieh	<ul style="list-style-type: none"> <li>• Majority of the land falls under individual owners and temporary structure near the road can be relocated.</li> <li>• The village authority has a conflict with Mawthungnongpdeng village as they do not accept the administrative jurisdiction of the said village.</li> </ul>
7.	Thangtngaw	<ul style="list-style-type: none"> <li>• Concerned that drinking water sources near the road will be affected from the road project.</li> </ul>
8.	Nongrynniaw	<ul style="list-style-type: none"> <li>• Majority of land to be acquired belong of Dkhar Clan, but the community members are using the land for agricultural and commercial purposes.</li> <li>• Requested that compensation be paid to all affected families before acquiring the land and concerned authority should be informed to relocate water pipes and electric post to avoid discontinuity or delay in services.</li> <li>• Requested that retaining wall, walkway or footpath be built near the school from the road project.</li> </ul>
9.	Porsohsan	<ul style="list-style-type: none"> <li>• Majority of the land to be acquired belongs to Nongbri Clan, but the clan has given the community members to build residential structure, commercial structure and carry out agricultural activity. Requested that compensation should be paid differently according to land usage right and land ownership right.</li> </ul>
10.	Porkrong	<ul style="list-style-type: none"> <li>• Most of the land to be acquired are individual land</li> </ul>

		owners. No community structure will be affected.
11.	Mawjain	<ul style="list-style-type: none"> <li>The land to be acquired belongs to Diengngan Clan but there are over 10 community member who are using the land for agricultural purposes. Requested that compensation be paid differently according to land usage right and land ownership right.</li> </ul>
12.	Umsohpieng	<ul style="list-style-type: none"> <li>While majority of land to be acquired belongs to private individual owners there are is an arable church land; youth sport club playground and a barren land belong to the Women Social welfare Organization which will be affected and will need to be compensated accordingly.</li> </ul>
13.	Nongmyndo	<ul style="list-style-type: none"> <li>During the construction phase of the road project, the village authority has requested that soil from the project site can be filled in the community playground which needs leveling.</li> <li>The village authority has requested for identification of new plot and construction of a new LP School which will be affected.</li> <li>A small portion of raid land, <i>Hima Riangsieh</i> land, will be acquired and requested for compensation.</li> <li>Fear that drinking water pipe line which is outsourced from <i>Wah Umnei</i> will be discontinue.</li> </ul>
14.	Nongkyndang	<ul style="list-style-type: none"> <li>A washing platform build under MGNREGS and water pipe will need to be relocated to avoid water discontinuity to the village.</li> </ul>
15.	Upper Nongkyndang	<ul style="list-style-type: none"> <li>The school facilities and a community hall will be affected directly from the land acquisition. The village authority fears that replacement cost or compensation will not be sufficient to relocate and reconstruct the structures as before or to a better condition.</li> </ul>
16.	Nongpdeng	<ul style="list-style-type: none"> <li>The village main drinking water source is at the road side, the village authority fear that the water source will be filled with soil during the construction phase.</li> </ul>
17.	Nongdiengkain	<ul style="list-style-type: none"> <li>There are 2 functional tube wells near the road side which will require to be fenced if land is not acquired in this area.</li> </ul>
18.	Chesimpara	<ul style="list-style-type: none"> <li>The community members affected from the land acquisition said that they have <i>dulir</i> or patta from the Riangsieh Sordarship which prove their claim on land ownership and they have not encroached to government PWD Land.</li> </ul>
19.	Kamriangshi	<ul style="list-style-type: none"> <li>The community members said that some structures have been built in PWD land while some has encroached into PWD land. There are also land owners who have <i>dulir</i> to prove land ownership for land to be acquired.</li> <li>Religious land and a school will be affected from the acquisition.</li> </ul>
20.	Athiabari	<ul style="list-style-type: none"> <li>The proposed road will pass through KHADC forest land.</li> </ul>

		<ul style="list-style-type: none"> <li>Some of the community member said they have <i>dulir/patta</i> to prove their claim over land ownership and some said that they don't have any <i>dulir/patta</i>, however they have resided in the area for more than 10 years and longer and they have not encroached into PWD land. While some community member have been using the land for agricultural purposes for many years and is not aware of the ownership claim made by PWD. They want to be compensated for the land as well as for the assets attached on the land and not only for the assets on the land.</li> </ul>
21.	Umsaitwait & Salpara	<ul style="list-style-type: none"> <li>The community members and village authority has refused to accept land ownership claim made by PWD as there is no marking or post to verify this claim according to them. They asserted that the land has been occupied by them for more than 50 years or longer.</li> </ul>

## 4.2 Government department consultation

Consultation with concerned government department linked directly and indirectly with the proposed project has been listed out as below:

Table 10: Details of concern Government Department consultation

Sl.no	Government department officials and date of consultation	Topic discussed
1.	PWD Nongstoin Division <ul style="list-style-type: none"> <li>Shri Nongsteng; AEETC</li> <li>Shri. Basan; Executive Engineer</li> </ul>	<ul style="list-style-type: none"> <li>Discuss on the importance of the road project in the area and the urgent need for its implementation.</li> <li>Provided the SIA team with the DPR and proposed land acquisition maps prepared by Chaitanya Project Consultancy Pvt Ltd.</li> <li>Provided the team with the list of encroacher prepared by PWD.</li> <li>Shared with the SIA team that earlier the project was proposed to be taken up under Phase 'B' SARDP-NE; however with the urgent need for implementation, the project has been given to NHIDCL.</li> </ul>
2.	PWD Sub-Division Sonapahar <ul style="list-style-type: none"> <li>Shri Bansari Syiemiong; Executive Engineer</li> <li>Shri S.S Khongsit; Junior Engineer</li> <li>Shri C.D Toi; Junior Engineer</li> </ul>	<ul style="list-style-type: none"> <li>This up-gradation to 2 lane of the road project was initiated due to community demand for the road construction.</li> <li>The total distance of the road project is 37.635 km which starts from Mawshynrut (0.00 km) to Hahim, Assam (37.365km). The existing ROW is 20 meters and the proposed ROW is 30 meters.</li> <li>Within the existing ROW, there are over</li> </ul>

		<p>189 encroachers that have set up petty shops, residential households, community and government infrastructure and agricultural land.</p> <ul style="list-style-type: none"> <li>• Discussion was made on the project description where the officials stated that the acquisition will be purely for 2 laning of the road. There is no by-pass or major or minor bridges to be constructed.</li> <li>• Discussion was made on the importance and need of the road project where the existing road act as an inter-state road between Assam and Meghalaya. This road plays a huge role in the economic activity like transportation of limestone and coal and agricultural goods of this region.</li> </ul>
3.	Shri. T Diengngan, Block Development Officer (BDO) Mawshynrut	<ul style="list-style-type: none"> <li>• The BDO provided the SIA team with information regarding the topography, demographic profile and economic activity of the area along Mawshynrut- Athiabari Road. He guided the SIA team to the number of villages and the person to be contacted along the 22 villages.</li> </ul>

### 4.3. Public Hearing

The Public Hearing for the proposed land acquisition for up-gradation to two lane of Mawshynrut Athiabari Road, Mawshynrut C&RD block, West Khasi Hills District was held on the 9<sup>th</sup>, 10<sup>th</sup> and 11<sup>th</sup> of January, 2019 at Athiabari community hall, Umsohpieng Community hall, and Riangdo Community Hall. The hearing was chaired by Shri. ABS Swer, Officer on Special Duty, Meghalaya Institute of Governance along with the SIA Team in the presence of Shri E.A Lyngdem, DC office Nongstoin; Shri N.S Wanniang, Range Officer, SWCD; Shri B.S Syiemlieh, Shri D. Syiemlieh, Shri M.D Lyngdoh and Shri N. Lyngdoh from PHE, Nongstoin Division; Shri T.S Marwein, Mawphor Newspaper; headmen and village council representative from Athiabari, Kamriangshi, Chesimpara, Umsaitwait, Salpara, Nnongdiengkain, Nongpdeng, Nongkyndang, Upper Nongkyndang, Nong Myndo, Mawjain, Umsohpieng, Porkrong, Porsohsan, Nongrynniaw, Thangngaw, Mawthungnongpdeng, Riangsieh, Nongprut, Mawshynrut, Pormawthaw and Riangdo. The hearing was attended by 190 participants from all the Villages along the Mawshynrut Athiabari Road. There were 80 female participants and 110 male participants.(Annexure 2&3)

Before the commencement of the hearing, Shri ABS Swer, OSD, Meghalaya Institute of Governance along with the SIA team members gave an overview on the purpose and objective for conducting the Public Hearing under the Right to Fair Compensation and Transparency, Rehabilitation and Resettlement Act, 2013 as part of Social Impact Assessment Study for the proposed land acquisition for upgradation to two lane of Mawshynrut - Athiabari Road, West Khasi Hills District. The compiled draft SIA report was shared with the community member present at the hearing. After which the floor was open for discussion, queries, and sharing of opinions which were addressed by the chairman and representatives from various government department.

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

**Table 11: Queries and Response from the Public Hearing**

<b>Public Hearing</b>	<b>Queries put up by Participants</b>	<b>Responses made by Government officials</b>
1. Public hearing at Athiabari Community Hall	<ul style="list-style-type: none"> <li>• Seek clarification on the ownership claim of PWD within the proposed ROW.</li> <li>• The landowners who have been identified as encroachers in the 5 villages, has stated that they have patta that shows their claim of ownership over the proposed land to be acquired.</li> <li>• Even in the encroachers list there are other landowners whose name are missing.</li> </ul>	<ul style="list-style-type: none"> <li>• The land to be acquired will need to be re-evaluated by the appropriate government and ownership claim made by the proposed landowners need to be evaluated and rectified accordingly.</li> </ul>
2. Public hearing at Umsohpieng Community Hall	<ul style="list-style-type: none"> <li>• Stressed on the need for the road improvement at the earliest.</li> <li>• Seek clarification on the missing land owners name</li> <li>• Seek clarification on the compensation that will be given to shop set up under PWD Land.</li> <li>• In Mawjain, there is only one land owner but the land has been divided to more than 8 family members. They asked if the existing land owners will get any kind of compensation as they are the one utilizing the land.</li> </ul>	<ul style="list-style-type: none"> <li>• The official from Revenue Department said that before the publication of final award, list of land owners name will be published in official gazette and newspaper where landowners can come directly to Revenue Branch, Nongstoin for correction or re-evaluation if needed.</li> <li>• Correction of land owners name can also be directed to the Revenue Branch, Nongstoin.</li> <li>• The land owners along with tenants (structural or agricultural) should write a letter to the DC office stating land ownership claim and usage of land and property accordingly. That is, the land belong to only one land owners but the land is lease out to other</li> </ul>

		tenants. Then, accordingly the compensation will be made to the PAFs.
3. Public hearing at Riangdo Community Hall	<ul style="list-style-type: none"> <li>• Landowners from Pormawthaw said that he have two different land that will be acquired but only the land in Pormawthaw is shown as land to be acquired while that in Nongkyndang was not shown.</li> <li>• Community members welcome the road project and requested at caution be taken at curve and blind spot area to avoid accident.</li> <li>• Village Authority at Riangdo has again requested that additional land of 10 m be acquired from the proposed existing ROW of 20 m.</li> <li>• Riangsieh village authority said that they don't recognize Mawthungnongpdeng villages administrative jurisdiction and they will not accept if signboard of the village is placed within their village.</li> </ul>	<ul style="list-style-type: none"> <li>• For re-evaluation of land before the declaration of final award, a period of 3 month will be given to rectified and made correction to claim of land.</li> <li>• If additional land will be acquired by the government, public notice of land to be acquired will be issued as well as personal letters will be send to the Landowners for land to be acquired.</li> </ul>

Figure 1: Picture slate on Project affected area



a) Settlement at Umsohpieng



b) Fair Price Shop at Umsohpieng



c) Water pipe line at Pormawthaw



d) Footpath at Nongrynniaw



e) Stream at Chesimpara



f) Graveyard at Chesimpara



h) Walkway to Individual households



i) Structures at Porsohsan



j) Government structure at Athiabari



k) Community water tank at Myndo



l) Community hall at Upper Nongkyndang



m) Spring tapped by HHs at Nongkyndang

Figure 2: Picture slate on Community consultation



a) Consultation at Nongpdeng



b) Consultation at Mawjain



c) Consultation at Nongprut



d) Consultation at Thanghaw



e) Consultation at Mawshynrut



f) Consultation at Kamriangshi

Figure 3: Picture slate: Interview of PAPs



Figure 4: Picture slate for Public Hearing



i) Public Hearing at Athiabari Community Hall



ii) Public Hearing at Umsohpieng Community Hall



iii) Public hearing at Riango Community Hall

## CHAPTER 5: SOCIAL IMPACT ASSESSMENT OF PROJECT AFFECTED AREAS AND PROJECT AFFECTED FAMILIES

This chapter presents a detail analysis on the affected areas and project affected households by the construction of two lane of Mawshynrut- Athiabari road, West Khasi Hills District, Mawshynrut Block in the state of Meghalaya. The data has been analyzed and interpreted into the following:

- Socio-economic profile of the respondents from project affected areas
- Land assessment of project affected areas
- Social impacts on project affected areas.

### **5.1 Socio- economic profile of the PAHs from project affected areas**

The socio-economic profile of the likely PAHs has been prepared based on the data generated from the primary survey conducted during the month of October, 2018. The data were collected from the head of the PAHs or an adult whose ages is above 18 years. There were a total of 321 PAHs. It was identified that 295 PAHs are above 30 years and the remaining 26 PAHs were below the age group of 18-30 yrs. This survey shows that 100 percent of the respondents were Christians. As the area of study is a tribal area, all the PAHs belong to Scheduled Tribe community.

#### 5.1.1 Location wise PAHs

The table on location wise likely project affected households and persons shows that there are a total of 321 PAHs and 2126 PAPs. From each project affected area under West Khasi Hills District there was effective participation from project affected households and project affected persons who are likely to be impacted directly or indirectly from the proposed acquisition.

Table 12: Location wise likely project affected households and persons

Sl.no	Location	Nos. of PAHs	Nos. of PAPs		
			Male	Female	Total
1.	Riangdo	40	135	145	280
2.	Pormawthaw	9	34	30	64
3.	Mawshynrut	6	27	23	50
4.	Nongprut	18	61	68	129
5.	Riangsieh	9	29	27	56
6.	Mawthungnongpdeng	4	9	12	21
7.	Thangngaw	9	34	36	70
8.	Nongrynniaw	28	102	96	198
9.	Porsohsan	14	41	36	77
10.	Porkrong	6	20	16	36
11.	Mawjain	8	21	29	50
12.	Umsohpieng	28	88	84	172
13.	Nongmyndo	34	113	125	238
14.	Nongkyndang	15	51	48	99
15.	Upper Nongkyndang	14	44	49	93
16.	Nongpdeng	10	33	33	66
17.	Nongdiengkain	19	74	66	140
18.	Chesimpara	13	26	29	55
19.	Kamriangshi	8	30	27	57
20.	Athiabari	19	52	63	115
21.	Umsaitwait	8	22	23	45
22.	Salpara	2	6	9	15
Total		321	1052	1074	2126

Source: SIA Field survey

### 5.1.2 Family headed households of PAHs

The table shows that from the 321 PAHs, 242 PAHs are Male headed and 79 PAHs were Female headed households.

Table 13: Family headed household of PAHs

PAHs		
Total	Male Headed	Female Headed
321	242	79

Source: SIA Field survey

### 5.1.3 Educational status of PAHs

The table on educational status of PAHs shows that 279 respondents have completed some form of education while only 42 respondents were uneducated. So it can be interpreted that majority of the respondents are educated.

Table 14: Educational status of PAHs

Sl.no	Education	Nos. of Respondents
1.	Primary Education	84
2.	Secondary Education	140
3.	Higher Secondary	28
4.	Higher Education (Grad/ PG/ Ph.D)	25
5.	Technical Courses/ Diploma	2
6.	Uneducated	42
Total		321

Source: SIA Field survey

### 5.1.4 Occupational status of PAHs

The table on occupational status of PAHs shows that 277 respondents are employed while only 44 were unemployed, falling under the category of homemaker, senior citizen or yet to find a job. Farmers in the project affected area take up broom cultivation, vegetables farming and betel nut farming mostly. The others occupation referred in the table include members from the church, church leader, church chairman, Pastor, retired government employees, village headman, Secretary from *HimaJyngam*, Secretary from Nongbri Clan, Self Help Groups members, and Teachers.

Table 15: Occupational Status of PAHs

Sl.no	Occupation	Nos. of Respondents
1.	Farmer	129
2.	Daily wage earner	30
3.	Business	44
4.	Government employee	24
5.	Others	50
6.	Unemployed	44
Total		321

Source: SIA Field survey

### 5.1.5 Income level of PAHs

The table on the income level of PAHs shows majority of the respondents annual earning is above Rs. 25,001. This can be interpreted from their occupational status as majority of the respondents are farmer, government employees or business person. The remaining respondents having low income level are homemaker, daily wage earner and unemployed person.

**Table 16: Income level of PAHs**

Sl.no	Income level per annum	Nos. of Respondents
1.	Less than Rs. 5000	23
2.	Rs. 5001- 25,000	22
3.	Rs. 25,001- 50,000	71
4.	Rs. 50,001- 1,00,00	119
5.	More than 1,00,001	86
Total		321

Source: SIA Field survey

### 5.1.6 Poverty level of PAHs

The table on poverty level of PAHs as per socio- economic survey shows that a total of 175 PAHs falls under BPL. Some of the PAHs have stated none availability of APL or BPL card.

**Table 17: Poverty level of PAHs**

Sl.no	Poverty level	Nos. of PAHs
1.	APL	117
2.	BPL	175
3.	Not Available	29
Total		321

Source: SIA Field survey

### 5.1.7 Vulnerable PAHs

The table on vulnerable PAHs shows that out of 321 PAHs there are 130 PAHs with total population of 152 PAPs. Over 13 PAHs has both differently abled and elderly person in their household. Here, elderly person refers to people above the age of 65 years.

**Table 18: List of vulnerable PAHs**

Sl.no	Vulnerable PAHs	Nos. of HHs	Nos. of Persons
1.	Differently abled person	35	37
2.	Elderly person	82	87
3.	Having both Differently abled and elderly person	13	28
Total		130	152

Source: SIA Field survey

### 5.1.8 Type of impact on PAHs

The table on type of impact shows the PAHs who will be directly or indirectly affected from the proposed acquisition. Here, directly affected HHs refers to landowners or encroachers who will have to loss their land or livelihood due to the acquisition, while indirectly affected HHs refers to landowners whose land are not acquired by the proposed project but will be impacted from the project construction phase.

**Table 19: List of direct and indirect impact on the PAHs**

Sl.no	Type of impacts	Nos. of PAHs	Nos. PAPs
1.	Directly affected HHs	272	1785
2.	Indirectly affected HHs	49	341
Total		321	2126

Source: SIA Field survey

## 5.2 Land assessment of project affected areas

The section on land assessment shows the total area to be acquired, land ownership status, type of losses, usage of land, loss of individual structure; availability of tenants, willing to give the land and proposed relocation option for PAHs.

### 5.2.1 Total area of land to be acquired

The land to be acquired falls under existing government land and private landowners. The private land belongs to individual owners; clan members of Kur Diengnan (Umsohpieng), Kur Nongbri (Porsohsan) and Kur Dkhar (Nongrynniaw); community land of Hima jyrngam (Nongmyndo) and Hima Riangsieh sordarship (Chesimpara) and church land. Majority of the

land falling under existing government land is PWD land. KHADC and SWCD also have teak and rubber plantation respectively. As per PWD officials data, there are over 67 Residential HHs, 110 Commercial petty shops, 8 Government buildings, 6 Public sheds, 2 toll gates, 2 individual garages, 1 weight bridge, 1 public toilet, 1 bakery shop etc, which has encroached into government land.

**Table 20: Total area of land to be acquired**

Sl.no	Land to be acquired	Area of land to be acquired
1.	Private land	247709 Sqm (more or less)

Source: SIA Field survey

### 5.2.2 Land ownership status of PAHs

The table on land ownership status of PAHs shows a majority of 208 PAHs does not have a registered patta. Their lands are registered only with the *Syiem* or *Sordar* of that particular village. 30 PAHs have registered patta from KHADC or Revenue branch in Nongstoin District Council, West Khasi Hills. 51 PAHs has set up structure in government land without any certificate. The remaining 32 PAHs have stated that they have newly bought the land or have taken land on lease or residing under clan land or individual with no ownership claims but only usage right.

**Table 21: Land ownership status of PAHs**

Sl.no	Land ownership status	Nos. of PAHs
1.	Private land with registered patta (titleholders)	30
2.	Private land with patta but not registered (non-titleholders with claim)	208
3.	Government land without certificate (non-titleholders cannot claim rights)	51
4.	Others	32
Total		321

Source: SIA Field survey

### 5.2.3 Type of losses subjected to PAHs

The table on type of losses likely to be felt by PAHs shows that a majority of 99 PAHs stated as others will loss agricultural land and structure. 77 PAHs will lose agricultural land; 68 PAHs will lose their structures; 48 PAHs will loss both land and structures and 29 will lose

their land only. It can be interpreted that from the 321 PAHs, 292 PAHs will loss either their structure or agricultural land or both.

**Table 22: Type of losses subjected to PAHs**

Sl.no	Type of Losses	Nos. of PAHs
1.	Loss of land only	29
2.	Loss of land and structure	48
3.	Loss of structure only	68
4.	Loss of agricultural land	77
5.	Others	99
<b>Total</b>		<b>321</b>

Source: SIA Field survey

#### 5.2.4 Land Use by PAHs

Based on the field observation and data collected from the survey on usage of land, it was clear that majority of the PAHs uses their land for building structure and agricultural purposes. 227 PAHs will be losing their structures either directly or indirectly. Agricultural land here is defined as per RFCTLARR, 2013. 27 PAHs have waste land that is barren land or shrub arable land. 41 PAHs has cited availability of water bodies like spring, stream, and pond on their land. The other 2 PAHs have utilized their land for stone quarrying.

**Table 23: Land usage by PAHs**

Sl.no	Land use	Nos. of PAHs
1.	Structure	227
2.	Agricultural land	180
3.	Forest	30
4.	Waste land	27
5.	Water bodies	41
6.	Others	2

Source: SIA Field survey

#### 5.2.5 Income generated from the land to be acquired

The table on income generated from the land to be acquired per annum, can be interpreted from the usage of land in Table 21. Income has been generated from selling of agricultural goods and from the small shop along Mawshynrut - Athiabari road. 71 PAHs cited no income from the land as the land may be a waste land or is used as residential structure.

**Table 24: Income generated by PAHs from the land to be acquired**

Sl.no	Income from land to be acquired pa	Nos. of PAHs
1.	Less than Rs 25,000	63
2.	Rs. 25,001 - 50,000	76
3.	Rs. 50,001 – 1,00,000	49
4.	More than 1,00,001	62
5.	No income	71
Total		321

Source: SIA Field survey

### 5.2.6 Loss of individual Structure

The following table gives a detail description of impact on loss of individual structure.

**Table 25: Magnitude of impact on structures of PAHs**

Sl.no	Description	Type of impacts	Magnitude of impacts
1.	Residential	Majority of the structure falls under semi- permanent which are mostly made of Assam type and thatched houses. Few HHs are RCC.	Fully and partially
2.	Commercial	Majority of the shops are temporary, semi-permanent thatched structure.	Majority Fully since they lie under existing Govt. land
3.	Resident cum Commercial	These structure are semi-permanent and permanent made with RCC or Assam type structure	Fully and partially
4.	Other structure	Both temporary and semi-permanent structure	Fully

Source: SIA Field survey

### 5.2.7 Total individual structures likely to be directly or indirectly affected

The table on total individual structures shows that 393 structures will be affected from the acquisition of which 306 structures will be directly affected whereby they need to relocate to a new place and 61 structures will be indirectly affected during the project construction and operation phase from problems like soil dumping, structure proximity to the road, lack of retaining wall, safety guard, land destabilization etc. The other 26 structures included here are auto store, steel fabrication shop, garage, godown, toilet, toll gate, fencing/ boundary wall, tomb or memorial stones and livestock shed.

Table 26: Total structure likely to be directly or indirectly affected from the acquisition

Sl. no	Structure	Total	Directly affected				Indirectly affected					
			Nos.	Type of structure	Year of stay		Nos.	Type of structure	Year of stay			
1.	Residential	184	153	a	49	a	27	31	a	15	a	6
				a,b	15				b	11		
				a,c	10				b,c	2		
				b	58	b	126		c	3	b	25
				b,c	11							
				c	10							
2.	Commercial	172	145	a	78	a	41	27	a	12	a	15
				a,b	2				b	10		
				b	50				b	104		
				b,c	10							
				c	5							
3.	Resident cum commercial	11	8	a	4	b	8	3	b	2	a	1
				b	4				c	1	b	2
4.	Others structure	26	-	-	-	-	-	-	-	-	-	-
Total		393	306	Directly affected structure				61	Indirectly affected structure			

Source: SIA Field survey

Note: 1. Type of structure has been classified into 3 types: (a) Thatched; (b) Assam Type; (c) RCC

2. Year of stay has been classified into 2 types: (a) Less than 10 years; (b) More than 10 years

### 5.2.8 PAHs having tenants

The table on presence of tenant's on PAHs shows that majority of the PAHs does not have tenants and are using the land for themselves. While 57 PAHs have a total of 120 tenants to whom they have rented their house or land. The rental fee varies from monthly fee of Rs. 500- Rs 2000 pm and yearly contractual fee of Rs. 2,50,000 pa.

Table 27: list of PAHs having tenants

Sl.no	Tenants	Nos. of PAHs
1.	PAHs having no tenants	264
2.	PAHs having tenants or given land on lease	57
Total		321

Source: SIA Field survey

### 5.2.9 Agricultural land

During the socio-economic survey and site visit, it was observed that a majority of land to be acquired are used for cultivation and plantation of broom grass, betel nut, ginger and pineapple. Fruit bearing trees like jackfruit, lemon, orange, pear, pomegranate, coconut, mangoes, tamarind, banana etc, and other trees like pine trees, Sal, bamboo, teak, rubber, etc and local indigenous trees were planted along the proposed ROW. Government department from SWCD has rubber plantation and coffee plantation at Kamriangshi village; KHADC has a teak plantation area at Athiabari village which both falls under the existing ROW of PWD. Out of the total 321 PAHs, 180 PAHs has agricultural land, 30 PAHs has forest area and 27 PAHs has shrub or waste land. Majority of the PAHs were unaware of the area and quantity of agricultural goods to be affected from the proposed acquisition.

Table 28: Details on agricultural land under Government and Private land

Sl.no	Agricultural land	Units under govt., land	Units under private land
1.	Area of land under irrigation to be acquired	-	Not known
2.	Area of land under plantation	-	Not known
3.	Number of betel nut trees	218	Not known
4.	Number of fruits bearing tress and others trees	729	Not known

Source: SIA Field survey

### 5.2.10 Willingness to give up land for acquisition

The table on willingness to give up the land for acquisition shows 302 PAHs has no objection to the acquisition as they believe the road project is an urgent need of the area. 3 PAHs does not want their land to be acquired as they have no other land near the roadside. While 16 PAHs have not decided on whether to give the land or not as they fear that the compensation may not meet the expense of their losses.

**Table 29: Willingness of PAHs to give up land for acquisition**

Sl.no	Willingness to give up land for acquisition	Nos. of PAHs
1.	Yes	302
2.	No	3
3.	Not decided	16
Total		321

Source: SIA Field survey

### 5.2.11 Relocation option of PAHs

Relocation option table shows that 162 PAHs will relocate themselves with the help of cash assistance and compensation from the proposed project who will either be landless or their land will be too small after the acquisition. 128 PAHs said that they have other land to relocate too. 2 PAHs requested for construction of house. 3 PAHs said that they want compensation as well as agricultural sapling to improve their livelihoods. While 26 PAHs have still not decided on their relocation plan.

**Table 30: Relocation option for PAHs**

Sl.no	Relocation option	Nos. of PAHs
1.	Self-manage with compensation and cash assistance	162
2.	Project constructed house	2
3.	Not decided	26
4.	Relocate to own land within the village with compensation and cash assistance	128
5.	Others	3
Total		321

Source: SIA Field survey

## 5.3 Social impact on project affected areas

### 5.3.1 Impact on Project affected households

Based on the field survey, there are 321 PAHs living in the rural area of West Khasi Hills district, Mawshynrut block. A total of 272 PAHs will be directly affected from the acquisition as they will be losing their land, structure and agricultural land. While 49 PAHs will be indirectly affected from the acquisition as land will not be acquired from them however there's a fear that their agricultural land may face problem from soil dumping, mudslide and their structure may be too close to the road.

Some of the main concerns arising from the PAHs are as follows:

- According to official's data, there are over 145 Land owners and over 160 encroachers along the road project but there are many other land owners and property owners as well as tenants who are not included.
- There is a fear over the extent of land to be acquired among the PAHs and the type of compensation that will be given to the families.
- Encroachers identified in Chesimpara, Kamriangshi, Athiabari, Umsaitwait and Salpara has claim ownership on land owned by the PWD government as they have *dulir/* patta for the proposed land to be acquired.
- The PAHs has shown concern over the measurement made by PWD which is in Square Meter (Sqm) rather than in Feet (ft). They requested for clarification on the measurement of land to be acquired to avoid conflict on land ownership claim.

There will be no major or large scale displacement of PAHs as relocation will be happening within the village itself. However, with the up-gradation of Mawshynrut- Athiabari road there is a chance for change in occupation status from agricultural labourers to small business entrepreneurship for additional source of income.

### 5.3.2 Impact on agricultural land and farm land

The existing agricultural land will be converted into a development area. Clearance of tree will reduce shade and greenery. However, the road project will bring more positive impact as agricultural goods will have better access to market services, paving a way for perishable goods to reach the consumers faster.

### 5.3.3 Impact on community assets, infrastructure and property

The impact on community assets, infrastructure and property has been divided into the following:

- Schools
- Community hall
- Government building
- Other common property resources

#### a) Impact on schools

The table shows that 10 schools will be directly or indirectly affected from the acquisition. From field survey, it can be interpreted that these schools lie along the side on the existing Mawshynrut - Athiabari road. Indirect impact on school will be felt during the project phase as walkway will be absent, water logging during rainy season etc. Hence, direct impact on these structures requires quick mitigation measures to avoid disturbance for the school going children.

**Table 31: Details on schools likely to be affected from the road project**

Sl.no	Schools Name	Location	Side	Type of impact	Description of Impact
1.	Kamriangshi L.P School	Kamriangshi	LHS	Direct; partially affected.	School Wall and playground lies within the proposed new alignment for ROW
2.	Nongdiengkain L.P School	Nongdiengkain	RHS	Indirect, partially affected	100 m away; fear on safety of children due to the hill slope
3.	Nongpdeng L.P School	Nongpdeng	LHS	Indirect, partially affected	Fear over the safety of school students after completion of road as the school is about 80 m more or less away from the road.
4.	Govt. L.P School	Nongkyndang	RHS	Indirect; partially affected	Land and playground will be dug up for new alignment
5.	RC L.P School	Upper Nongkyndang	RHS	Direct, fully affected	1 School toilet, 1 mid-day meal kitchen will be dismantled along with a small portion of the school playground. Fear that absence of retaining wall will cause mudslide after the cutting of the land.

6.	Pres L.P School	NongMyndo	RHS	Direct, fully affected	About 2m more or less from the existing road; the whole structure including 1 ICDS room will be dismantle; need to relocate the school
7.	Laishnong U.P School	Nongrynniaw	RHS	Indirect; partially affected	School compound will be dug up; pathway to school will be dismantle; fear on safety issues; mudslide; fear on low compensation
8.	RC L.P School	Nongprut	RHS	Indirect; partially affected	Absent of fencing and footpath near the school compound will increase the feeling of insecurity over the safety of the children
9.	LP School, Mawthung-nongpdeng	Mawthung-nongpdeng	LHS	Indirect; partially affected	Fear of Mudslide after completion of project.
10.	Riangdo Presbyterian Sec., School	Riangdo	LHS	Indirect; partially affected	Approach road and footpath to the school will be disturb

Source: SIA Field survey

b) Details on community halls along the road project

The table shows that a total of 3 community halls will be affected from the acquisition. 2 community halls will be directly affected as they fall under the proposed new alignment. Two of the structures in Upper Nongkyndang and Nongrynniaw are Assam type.

**Table 32: Details of community structure likely to be affected from the road project**

Sl.no	Location	Nos	Side	Type of impact	Description of impact
1.	Nongdiengkain	1	RHS	Indirect impact	Feeling of insecurity due to the slope or height; fear after completion of the road, problem like mudslide will be frequent
1.	Upper Nongkyndang	1	RHS	Direct and fully affected	It will be dismantle completely as it lies about 3m more or less from the existing ROW
2.	Nongrynniaw	1	RHS	Direct and fully affected	Will be dismantle completely due to new alignment of the road

Source: SIA Field survey

c) Detail on Government infrastructures along the road project

The table on government infrastructure shows that all the 4 structures fall under government land. The structures in Athiabari are RCC building and at Pormawthaw and Umsohpieng it is an Assam type structure. These structures will be permanently dismantled.

**Table 33: Details on Government infrastructure along the road project**

Sl.no	Location	Government building	Nos	Side	Type of impact	Description of impact
1.	Athiabari	Home dept Outpost	1	RHS	Direct; permanent	The building falls under Govt. land which will be dismantle
		KHADC building	1	LHS	Direct; partially affected	
2.	Umsohpieng	Post office	1	RHS	Direct; partially affected	The rented house falling under Govt., land will be dismantle
3.	Pormawthaw	Administrative building, C&RD Block Office	1	RHS	Direct; fully affected.	The administrative building and boundary wall of the block office will be dismantle

Source: SIA Field survey

d) Other common property resources

Playground at Umsohpieng and Kamriangshi villages will be affected from the land acquisition. There is one cold storage in Nong Myndo which will be indirectly affected from the road project during the construction time and one Flour mill run by SHG at Porsoshan will need to be relocated.

### 5.3.4 Impact on livelihood and income of PAHs

As assessed from the survey, business and livelihoods of 138 PAFs will be affected due to loss of commercial structures or business due to the proposed acquisition for road project. Some families depend on their agricultural land for income generation will also be affected as they will lose their cultivable land. However, the community member has stated that impact on livelihood will be minimal as with the up-gradation of the road project, new business opportunities will open up for the local people.

### 5.3.5 Impact on food security

The acquisition will have no negative impact on food security as land acquired under agricultural land is less. As per chapter 3 para (4) of LARR Act 2013, provided that the provision of this section shall not apply in the case of project that are linear in nature such as those relating to railways, highways, major district roads, irrigation canals, power lines and the like.

### 5.3.6 Detail on Fair Price Shops along the road project

**Table 34: Details on Fair Price Shops likely to be affected along the road project**

S.no	Village	Nos	Side	Type of impact	Description of Impact
1.	Nongdeingkain	1	LHS	Direct impact; Temporary	The structure will be dismantle under the acquisition. No negative impact will be felt on the availability and accessibility to ration
2.	NongMyndo	1	RHS		
3.	Umsohpieng	1	RHS		
4.	Porsohsan	1	LHS		
5.	Thangngaw	1	RHS		
6.	Nongrynniaw	1	RHS		

Source: SIA Field survey

As per the assessment, 6 Fair price structure used by individual fair price shop dealers will be dismantled, majority of the structure are temporary in nature, built with thatched materials which can be relocated accordingly. It was observed that all the structures fall under government land, PWD.

### 5.3.7 Details on Public utilities and services along the road project

The public utilities which are likely to be affected from the acquisition are listed elaborately. It can be said that all utilities existing along the side of the road will need to be reconstructed and reinstalled to avoid any kind of disturbance. With careful planning, any unnecessary losses to public property can be avoided. (Village wise details on public utilities and services has been attached in Annexure 4)

**Table 35: Details on public utilities and services likely to be affected from the road project**

S.no	Public utilizes	Nos	Type of impact	Description of Impact
1.	Waiting shed	5	Direct; permanent	Structure will be dismantled; built mostly from KHADC schemes
2.	Footpath	22	Direct; partially affected	Structure will be dismantled; built mostly under MGNREGS
3.	Approach road	35	Direct; partially affected	Road leading to the village interior will be dismantled; some of the road

				are gravel and black topped.
4.	Drainage	3	Direct; fully affected	Structure will be dismantled; built under MGNREGS
5.	Solar lights	8	Direct; temporary	Relocation of solar lights
6.	Public toilet	1	Direct; fully affected	Structure will be dismantled
7.	Water pipe lines	33	Direct; temporary	Relocate the water pipe line
8.	Water platform/ tanks	15	Direct and indirect; temporary	Will need to be dismantled and relocated
9.	Electricity post	136	Direct; temporary	Will need to be relocated
10.	Community Toll gate	2	Direct; temporary	Will need to be dismantled and relocated

Source: SIA Field survey

### 5.3.8 Impact on Bio- environment

**Table 36: Details of impact on bio-environment along the road project**

S.no	Bio environment	Type of impact	Description of Impact
1.	Forest / plantation	Direct	High density of trees, plantation and thick thickets at some places within the proposed ROW will need to be clear.
2.	Local flora and fauna	Direct and indirect	Loss of natural vegetation and habitat fragmentation due to soil erosion from site clearing.
3.	Wildlife	None	No negative impact like eradication on wildlife
4.	Water sources	Direct	Impact on surface water and ground water near the road side which are used by local people for domestic purposes as well as by drivers for drinking water and washing of vehicles.

Source: SIA Field survey

There will be no adverse impact like destruction of environment on a large scale. The road alignment will not cover dense forest areas. However, water sources are likely to be affected from soil dumping and siltation during the construction stage of the road project.

### 5.3.9 Impact on market places

Most of the villages under Mawshynrut block go to Athiabari (Hahim market, Assam Border) and Riangdo to sell their agricultural goods to traders coming from Assam and Shillong. The local people living in Meghalaya are dependent on the domestic goods coming from Assam

mostly and Shillong as well. Porsohsan, Umsohpieng and Myndo are some of the main station where agricultural goods are stored and transported to Assam and Shillong city from distance (far away) villages like Mawkhumkha, Mawtirang, Porkring, Mawdongkiang, Mawstieh, Riangthiej etc.

**Table 37: Details of impact on market places along the road project**

S.no	Location	Type of impact	Description of impact	
			Positive	Negative
1.	Athiabari	Indirect, temporary impact	Increase better connectivity between Assam and Meghalaya for effective movement of goods and services which will reduce the cost and time altogether	Fear that the increase width will reduce the size of station bay
2.	Riangdo			
3.	Porsohsan			

Source: SIA Field survey

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

Due to the up-gradation of road project, 1 Presbytery church office at Riangdo will be directly affected. Church land in Upper Nongkyndang, Kamriangshi and Umsohpieng village, burial ground at Kamriangshi and walkway to church will be affected. Private memorial stones need to be relocated. For shifting of religious institution, the member of the church and local community should be taken into confidence. There are no historical or cultural sites along the proposed land acquisition.

#### 5.3.11 Impact on village norms, beliefs, values and cultural life

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

#### 5.3.12 Impact on vulnerable groups, women, old age, differently abled

As per the assessment, it was seen that vulnerable group like landless, poor people, children etc, women headed households, old age and different abled will be indirectly affected from the project. The magnitude of impact on these adult vulnerable groups is reversible in nature if compensation and cash assistance is given prior to the acquisition of land for relocation. It is encouraged to provide training facilities to the vulnerable groups to improve their livelihoods. As for children and girl child, safety measures during project construction and

operation period should be taken into consideration to avoid accidents and any form of illicit activities.

#### 5.3.13 Impact on health and wellbeing

From the field survey and site visit, it was noted that dust pollution is a major concern for the local people living along Mawshynrut- Athiabari road. Even access to basic facilities like healthcare cannot be attained within the required time period due to the poor quality of the road. Hence, the up-gradation of the proposed road will reduce dust pollution drastically, and also improve the livability and well- being of the local community.

#### 5.3.14 Impact on social security and safety issues

From the group discussion, the community members have cited fear on influx of migrants into the state which may increase illicit activity in the area after the operation stage of the road project.

#### 5.3.15 Impact during the project phase:

The community members from consultation and interview were aware about the proposed land acquisition in their area for the proposed up-gradation to 2 lane of Mawshynrut- Athiabari road. They were informed about the project by PWD officials and headman of each village. The impact during the project phase has been divided into design, construction and operation period.

Design period:

- The requiring body should ensure that proper planning and designing of the new alignment should not cause excess relocation or displacement of people.
- The requiring body and agencies should ensure that communication to concerned departments may be taken up to ensure relocation of public utilities and services.

Construction period

- Displacement and relocation: There will be no major displacement of families from the land acquisition. However, affected households will have to relocate their structure from the proposed new alignment.

- Influx of migrant construction workers: It is witness from earlier road project in the state that civil contractors hire people from far off places which create the possibility for influx of migrant workforce into these areas.
- Impact on residents/ shops near the construction site: Likely health impacts from dust pollution, noise pollution during the construction period on those who continue to live close to the construction site. However, no health impacts are anticipated if precautions are taken.
- Impact on construction workers: Lack of proper sanitation, contamination of local water sources, safety of workers are some of the likely impact which needs to be taken into consideration.

#### Operational period

- Impact on business and community services: New infrastructural facilities will improve in the area. This will open up opportunities for self-employment of local people and will also improve the economic activity of the area. It will also reduce transportation cost and create better access to market and health service in the future.
- New patterns of social organization: There will be no negative impact on the existing social organization and civic space of the area. No negative impact will be felt on the religious and cultural heritage, local political structure, economy, village norms, beliefs, values and cultural life.
- Environmental degradation: No adverse impact will be felt on environment, however community involvement in social forestry activity should be encouraged to avoid soil erosion and land destabilization.
- Basic road safety furniture and proper drainage facilities with slab in populated area will need to be taken into consideration.

#### 5.3.16 Potential benefit and risk from the road project

After the stakeholder consultation, interview on socio-economic survey and land assessment of the project affected areas the following are the potential benefits and risks that are likely to be associated with the implementation of the proposed road project. Majority of the community member cited that the project will have a more positive impact on the region as whole then negative ones.

The following table shows the potential benefits and risks from the road project:

**Table 38: Potential risk and benefits from the road project**

Sl.no	Positive Impact of road project	Negative Impact of road project
1.	Better road connection	Loss of land from soil dumping
2.	Increase transport facilities	Loss of agricultural land
3.	Reduce travel time	Fear of illicit activity
4.	Increase business opportunities	In-migration or influx of workers
5.	Increase land price	No reconstruction of public utilities
6.	Better access to market and health facilities	Over speeding of vehicles
7.	Increase economic activity	Accident of human and livestock
8.	Promote tourism development	Safety and secure of the children
9.	New infrastructure development	Increase in settlement or over population
10.	Reduce vehicle fare of the area	Reduce in shade and greenery

## CHAPTER 6: SOCIAL IMPACT MANAGEMENT PLAN

This chapter deals with the approach to mitigation, measures to avoid, mitigate or compensate, institutional mechanism, roles and responsibilities and cost and budget for resettlement.

### **6.1 Approach to mitigation**

The Social Impact Management Plan has been prepared to mitigate negative social impacts that may arise out of the proposed land acquisition for up-gradation to 2(two) lane of Mawshynrut -Athiabari Road according to the RFC&T in LAAR Act, 2013. Based on the provision of the RFCTLARR 2013, the following are mitigation measures that need to be adopted during the project work by authorities and community. In accordance with the R&R measures, all displaced households and affected persons will be entitled to a combination of compensation packages and resettlement assistance depending on the nature of ownership rights, lost assets, socio-economic vulnerability of displaced persons, livelihoods restoration and unforeseen impacts. The affected families are entitled to six types of compensation and assistance packages:

1. Compensation for the loss of land, crops/ trees at their replacement cost;
2. Compensation for structures (residential/ commercial) and other immovable assets at their replacement cost;
3. Compensation of loss business/ wage income (temporary and permanent) and income restoration assistance;
4. Alternate housing or cash in lieu of house to physically displaces households not having any house site;
5. Assistance for shifting and provision for the relocation site (if required), and
6. Rebuilding and/ or restoration of community resources/facilities.

### **6.2 Measure to avoid, mitigate and compensate impact**

The following table draws out mitigation measure which may have unavoidable impact from the design and planning activity of the road project. To address these impacts a list of people centric mitigation plan has been put up to avoid any kind of interruption during the implementation of the road project.

Table 39: Details on likely impacts and mitigation measures

Item	Impact	Mitigation Measures
<b>PRE-CONSTRUCTION PERIOD</b>		
Extent of losses	<ul style="list-style-type: none"> <li>Land and property owners fear about the uncertainty regarding the extent of losses and the nature of compensation they will receive.</li> </ul>	<ul style="list-style-type: none"> <li>Involve the public by providing information through officials gazette or letters about the actual extent of losses to be felt by the PAHs.</li> <li>Compensation will be as per RFCTLARR Act, 2013.</li> <li>Avoid encroachment to private land which is not acquired.</li> </ul>
Ownership status of land	<ul style="list-style-type: none"> <li>Most of the land owner does not have a registered patta rather only a non-registered patta received from <i>syiem</i> or <i>dorbar</i>. They fear that they will not be compensated.</li> </ul>	<ul style="list-style-type: none"> <li>Clarification should be made to check the legality of ownership over land, if the PAHs are encroachers or land owners.</li> <li>Publication of final land owners name in government gazette and newspaper whose land will be acquired</li> <li>Resolve land ownerships dispute between stakeholders</li> </ul>
Inducement of land price	<ul style="list-style-type: none"> <li>There is a fear that the market value of land will be lower.</li> </ul>	<ul style="list-style-type: none"> <li>Set up market value assessment committee to decide on actual cost of loss on land, trees, structure etc.</li> </ul>
Individual structures	<ul style="list-style-type: none"> <li>Loss of economic value</li> <li>Loss on usage of structure</li> <li>Commercial and residential tenants will have to relocate.</li> </ul>	<ul style="list-style-type: none"> <li>Replacement cost and entitlement for loss will be as per LARR act, 2013 which include resettlement allowance for tenants/ kiosks/encroachers etc.</li> </ul>
Displacement and relocation of PAHs	<ul style="list-style-type: none"> <li>Only a small section of households residing near the roadside will be relocated.</li> </ul>	<ul style="list-style-type: none"> <li>Ensure relocation occurs within the village to avoid social segregation among the community.</li> <li>The project authority on consultation with local authority shall identify land for landless owners affected from the acquisition.</li> </ul>
Loss on livelihoods	<ul style="list-style-type: none"> <li>Loss on income generation from land and commercial structure.</li> <li>Discontinuity of current livelihood activity by PAHs.</li> </ul>	<ul style="list-style-type: none"> <li>Provide skill development and training facilities to PAHs.</li> <li>Employment opportunities to PAHs</li> </ul>
Increase of encroachers	<ul style="list-style-type: none"> <li>Encroachers and squatters may attempt to occupy adjacent land in hope of</li> </ul>	<ul style="list-style-type: none"> <li>The valuation committee should be set up to determine the cut-off date for identification of total PAHs occupying government land.</li> </ul>

	receiving compensation	
Loss of CPRs, public utilities and amenities	<ul style="list-style-type: none"> <li>• Fear that community resources like schools, community halls, waiting shed, electric post, footpath etc., will not be compensate and reconstructed.</li> <li>• Disruption in service delivery.</li> </ul>	<ul style="list-style-type: none"> <li>• Replacement cost for all the resources shall be determined by the valuation committee and reconstructed by the contractor.</li> <li>• Government departments likely to be affected need to be consulted before the acquisition.</li> </ul>
Impact on health and well being	<ul style="list-style-type: none"> <li>• Psychological impact on the owners likely to be felt</li> </ul>	<ul style="list-style-type: none"> <li>• Advance notice should be sent to landowners to avoid sudden notice on acquisition of land.</li> </ul>
Food security	<ul style="list-style-type: none"> <li>• No impact will be felt</li> </ul>	<ul style="list-style-type: none"> <li>• Chapter 3 para (4) of LARR Act 2013, provided that the provision of this section shall not apply in the case of linear project.</li> </ul>
Removal of trees and vegetation	<ul style="list-style-type: none"> <li>• Loss of standing crop, fruits trees, and other trees.</li> <li>• Loss of shade and greenery</li> <li>• Loss of fuel woods and fodder.</li> <li>• Loss of income from timber.</li> </ul>	<ul style="list-style-type: none"> <li>• Compensate according to the market value of trees and vegetation. The District Collector/ Deputy Commissioner shall assess and determine the value of trees and plants attached to the land acquired and use the service of experienced person in the field of agriculture, forestry or any other filed, as may be considered necessary.</li> </ul>
Religious, cultural and historical site	<ul style="list-style-type: none"> <li>• No adverse impact will be felt</li> </ul>	<ul style="list-style-type: none"> <li>• Land belong to religious institution should be address with concern people to avoid conflict of ownership.</li> <li>• If any historical important, fossil etc are to be found need to report to the concern authority.</li> </ul>
Vulnerable group, old age and differently abled	<ul style="list-style-type: none"> <li>• Directly impact will not be felt on the groups.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide training and assistance for improving the livelihood of the vulnerable groups.</li> <li>• Link affected families to government schemes like MGNREGA to ensure additional income and benefit to the family.</li> </ul>
<b>CONSTRUCTION PERIOD</b>		
Earth work	<ul style="list-style-type: none"> <li>• Loss of productive land.</li> <li>• Damage to structure near the construction site.</li> <li>• Increase soil erosion.</li> </ul>	<ul style="list-style-type: none"> <li>• At the time of excavation, soil should not be dump into agricultural land which may affect the fertility of the soil.</li> <li>• Dig up temporary bund to allow the flow of soil or muddy water to avoid siltation of agricultural land or water</li> </ul>

	<ul style="list-style-type: none"> <li>• Siltation of stream and spring due to loose earth.</li> <li>• Soil dumping to agricultural land</li> <li>• Change in natural drainage system.</li> <li>• Water puddle, water logging, water contamination.</li> </ul>	<p>sources after consultation with land owners.</p> <ul style="list-style-type: none"> <li>• Identify water logged area to avoid water clogging.</li> <li>• Avoid blockage of natural gullied to allow free flow of water.</li> <li>• Place temporary screening or tarpaulin near settlement area to avoid dust pollution.</li> <li>• The company can consult local authority as some of the villages like Nong Myndo are willing to provide land for soil dumping.</li> </ul>
Machinery and materials storage	<ul style="list-style-type: none"> <li>• Land contamination due to improper disposal of waste or storage of bitumen.</li> <li>• Spill from vehicles and machinery.</li> </ul>	<ul style="list-style-type: none"> <li>• Identify proper storage area for materials and machinery to avoid any kind of contamination.</li> </ul>
Migrants workers	<ul style="list-style-type: none"> <li>• Overstay of migrants workers after the project.</li> <li>• Health issues and spread of endemics</li> <li>• Lack of safety aids for workers at the construction site</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure that migrant workers have possession of labour license and a medical certificate.</li> <li>• Safety measure needs to be followed to prevent accident of construction workers</li> </ul>
Employment opportunities	<ul style="list-style-type: none"> <li>• Loss of employment opportunity to migrant's workers.</li> <li>• Fear of employing children for pre-construction work</li> <li>• Fear that women won't be employed in the project.</li> </ul>	<ul style="list-style-type: none"> <li>• Employment opportunities to local people (both skilled and unskilled) can be provided where deem fit.</li> <li>• Ensure that employment of children is avoided at all level.</li> <li>• Employment of local women can be prioritized during project pre-construction and where deem fit.</li> </ul>
Conflict management	<ul style="list-style-type: none"> <li>• Fear of clashes with the migrants workers.</li> </ul>	<ul style="list-style-type: none"> <li>• Abide with the <i>adongshnong</i> or community rules and regulations of the village to avoid conflict.</li> </ul>
Labour camp	<ul style="list-style-type: none"> <li>• Hygiene and poor sanitation</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain cleanliness of the area to avoid contamination.</li> <li>• Identified area for dumping and decomposing of waste.</li> <li>• Ensure clean drinking water and proper sanitation is provided</li> </ul>
Pollution	<ul style="list-style-type: none"> <li>• Problem of Air, dust and noise pollution</li> </ul>	<ul style="list-style-type: none"> <li>• Place a temporary covering or screening near populated area to avoid disturbance to adjacent or nearby property and residential household from dust</li> </ul>

		<p>pollution.</p> <ul style="list-style-type: none"> <li>• Sprinkling water at the construction site to avoid disturbance from dust pollution.</li> <li>• Excavation work near populated area like schools, market place, etc should be done at night time.</li> </ul>
<b>OPERATION PERIOD</b>		
Land stabilization	<ul style="list-style-type: none"> <li>• Fear of mudslide and landslide.</li> </ul>	<ul style="list-style-type: none"> <li>• Land stabilization through soil conservation activity, etc can be taken up by the community member with assistance from Govt., department.</li> </ul>
Vehicle operation	<ul style="list-style-type: none"> <li>• Risk of accident on children and livestock.</li> </ul>	<ul style="list-style-type: none"> <li>• Road safety measure like footpath, speed breaker, etc should be constructed in populated area.</li> </ul>
Infrastructure	<ul style="list-style-type: none"> <li>• Proximity of the road to the structure.</li> <li>• Increase in new infrastructure</li> <li>• Instability of roadside structure due to impact from construction phase.</li> </ul>	<ul style="list-style-type: none"> <li>• Construction of retaining wall or safety guards wall near steep cut slope or elevated slope and unpaved road berm to avoid soil erosion or mud slides</li> <li>• Avoid construction abutting the new ROW</li> </ul>
Waste management	<ul style="list-style-type: none"> <li>• Reduce the aesthetic beauty of the area</li> </ul>	<ul style="list-style-type: none"> <li>• Afforestation and plantation should be promoted along the roadside.</li> <li>• Place dustbins to reduce waste pollution.</li> </ul>
Road facilities	<ul style="list-style-type: none"> <li>• Loss of vehicles stand and parking area</li> <li>• Loss of footpath</li> <li>• Loss of waiting shed</li> </ul>	<ul style="list-style-type: none"> <li>• Road amenities like footpath, embarkment and disembarkment area, guard rails, proper drainage with slab, rumble strip, speed sign, road safety posters, bus bays, passenger shelter/shed, approach road, signals and symbols near social institution like schools and community centre, etc should be placed and re-construct in densely populated area.</li> </ul>

### 6.3 Project Entitlements and benefits

In accordance with the RFC&T in LARR Act, 2013, all affected and displaced person will be entitled to a combination of compensation packages and resettlement assistance depending on the nature of ownership right on loss of assets. From the survey, the project affected families are all titleholders having legal right to the land.

The following entitlements are made according to the type of impacts found from the survey.

Table 40: Entitlement matrix

Sl.no	Type of impact	Unit of entitlement	Provision as per RFC&T in LARR Act 2013
1.	Loss of Land(agricultural, homestead, commercial or otherwise)	Title holders	<p>Compensation at Market Value of the Land</p> <ul style="list-style-type: none"> <li>• The market value specified in the Indian Stamp Act, 1899 for the registration of sale deeds or agreements to sell in the area where the land is situated, <b>or</b></li> <li>• The average sale price for similar type of land situated in the nearest vicinity area, ascertained from the highest 50% of sale deeds of the proceeding 3 years.</li> <li>• Value of the assets attached to land: Building/Trees/Wells/Crop etc. as valued by relevant Government authority;</li> <li>• Solatium: 100% of total compensation</li> <li>• Multiplier factor upto 2 (in Rural area)</li> <li>• Interest of 12% per annum on market value for the period commencing on and from the date of the publication of notification of the SIA study till date of the award of the Collector or the date of taking possession of the land, whichever is earlier</li> <li>• One-time payment of Rs. 500,000 for each affected household, <b>or</b>, Annuity policy that shall pay Rs. 2000 per month for 20 years</li> <li>• One time resettlement allowance of Rs 50,000.</li> </ul>
2.	Loss of Structure/Loss of Cattle Shed / Petty Shops	Title holder and non-titleholders (Displaced and Affected Family)	<p>In addition to compensation for land and assistances listed above under S. No. 1</p> <ul style="list-style-type: none"> <li>• Provision of Housing unit or equivalent cost of the house as per Indira AwasYojana Specifications (in rural area) shall be provided. No family affected by acquisition shall be given more than one house under the provision of the act. In rural area, if the family opts not to take the house, then equivalent cost of the house maybe offered in lieu of the constructed house.</li> <li>• Each displaced family from the land acquired shall be given a monthly subsistence allowance equivalent to 3000/- per month for a period of one year from the date of award. <i>In addition, subsistence grant of Rs. 50,000 for each affected Scheduled Tribe /</i></li> </ul>

			<p><i>Scheduled Caste family displaced from Scheduled area</i></p> <ul style="list-style-type: none"> <li>• Each displaced family shall get a one-time financial assistance of 50,000/- as transportation cost</li> <li>• Each displaced family shall be given a one-time Resettlement Allowance of 50, 000/- only</li> <li>• One time Financial Assistance of Rs. 25,000/-</li> <li>• The stamp duty and other fees payable for registration of the land or house allotted to the affected families shall be borne by the requiring body</li> </ul>
3.	Loss of Livelihood to artisans, small traders and others	Affected Family	<ul style="list-style-type: none"> <li>• One time Grant to Artisans, small traders and certain others of Rs. 25000/-</li> <li>• Skill up-gradation training to PAPs opted for (one member of the PAHs) income restoration.</li> <li>• Preference in employment under the project during construction and implementation</li> <li>• Monthly subsistence allowance of Rs. 3000/- for one year from the date of award.</li> </ul>
4.	Loss of trees and crops	Affected family	<ul style="list-style-type: none"> <li>• Advance notice to harvest crops, fruits and timbers.</li> <li>• Compensate for standing crops in case of such loss, based on an annual crop cycle at market value.</li> <li>• Compensate for trees based on timber value at market price, and compensate for perennial crops and fruits trees at annual net product market value multiplied by remaining productive years; to be determined in consultation with the Forest Department for timer trees and Horticultural departments for other trees/ crops.</li> </ul>
5.	Additional assistance to vulnerable households	WHH, BPL, disabled and elderly	<ul style="list-style-type: none"> <li>• One time grant of Rs. 25,000/- to vulnerable households.</li> <li>• Receive preference in income restoration training program under the project.</li> <li>• Preference in employment under the project during construction and implementation.</li> <li>• Access to basic utilities and public services</li> </ul>
6.	Relocation of displaced families	Displaced Families	Provision of Infrastructural Amenities: Infrastructural facilities and basic minimum amenities as mentioned in the Third Schedule of RFTCLARR Act, 2013 should be provided by District Administration to ensure a reasonable standard of community life to the displaced

			people in the proposed resettlement site.
7.	Impact on common property resources/ community infrastructure	Villages/ communities	<ul style="list-style-type: none"> <li>• Government property affected like Home dept., KHADC office at Athiabari village shall identify new location for reconstruction after consultation with the DC and respective departments.</li> <li>• Replacement or restoration of the affected community facilities after consultation with local community for identification of location will be decided by the DC with assistance from concerned departments and transfer to local authority for maintenance.</li> </ul>
8.	Temporary impacts	Affected family	<ul style="list-style-type: none"> <li>• Any land required by the project on a temporary basis will be compensated in consultation with the landowners.</li> <li>• Rent at market value for the period of construction</li> <li>• Compensate for assets as per replacement cost</li> <li>• Restoration of land to previous or better quality.</li> <li>• Location of construction camp will be fixed by contractor in consultation with Government and local community.</li> <li>• 60 days advance notice regarding construction activity, including duration and type of temporary loss to livelihoods.</li> <li>• Cash assistance based on the minimum wage/ average earning per month for loss of income/ livelihoods for the period of disruption.</li> <li>• Assistance to mobile vendors/ hawkers to temporarily shift for continued economic activity.</li> </ul>
9.	Impact on landless	Affected person	<ul style="list-style-type: none"> <li>• If any affected household has been reduced to the status of a marginal farmer or landless, they should be allocated a minimum one acre of land in the command area.</li> </ul>
10.	Impact on agricultural tenants/ leaseholders	Affected person	<ul style="list-style-type: none"> <li>• Compensate for rental deposit or unexpired lease (such amount will be deducted from the compensation of land owner).</li> <li>• One time resettlement allowance of Rs. 50,000 per affected families</li> <li>• Notice to harvest standing seasonal crops and compensate</li> </ul>
11.	Impact on homestead tenants/	Affected person	<ul style="list-style-type: none"> <li>• Compensate for rental deposit or unexpired lease (such amount will be deducted from the compensation of land owner).</li> </ul>

	leaseholders		<ul style="list-style-type: none"> <li>At least 60 days advance notice to shift from occupied land</li> </ul>
12.	Impact on encroachers	Non-titleholders	<ul style="list-style-type: none"> <li>One time resettlement allowance of Rs. 50,000 per affected families</li> <li>Notice of at least 60 days to vacate the land.</li> </ul>
13.	Any other loss not identified		Unanticipated involuntary impacts will be documented during the implementation phase and mitigated accordingly.

## 6.4 Institutional Arrangement

For implementation of the R&R and mitigation measure, there will be a set of institutions arrangement at various level and stages of the project. The primary institutions involve in the implementation process are District government administration; National Highway and Infrastructure Development Corporation Ltd (NHIDCL); and Project Implementation Unit.

The following institutional arrangement has been provided for the implementation and management of R&R of affected families.

**Table 41: Institutional Arrangement for R&R under RFCTLARR Act, 2013 and MRFLTLARR Rules, 2017**

Sl.no	Key agency	Roles and Responsibilities
1.	Commissioner for Rehabilitation and Resettlement	As per section 44(1) of the RFCTLARR Act 2013, the State Government shall appoint an officer of the rank of Commissioner or Secretary of that Government for rehabilitation and resettlement of affected families. The Commissioner shall be responsible for supervising the formulation of rehabilitation and resettlement schemes or plans and proper implementation of such schemes or plans.
2.	Administrator for Rehabilitation and Resettlement	As per section 43(1) of the RFCTLARR Act 2013, where the Appropriate Government is satisfied that there is likely to be involuntary displacement of persons due to acquisition of land, then the State Government shall, by notification, appoint in respect to that project, an officer not below the rank of Joint Collector or Additional Collector or Deputy Collector or equivalent official of Revenue Department to be Administrator for Rehabilitation and Resettlement. As per MRFLTLARR Rules 2017, the administrator for R&R has perform the following responsibilities: <ul style="list-style-type: none"> <li>To conduct survey and undertake census of affected families within the time period provided in the Rules.</li> <li>To prepare a draft R&amp;R schemes and development plan for the displaced persons.</li> <li>To create wide publicity and conduct public hearing on the draft R&amp;R</li> </ul>

		<ul style="list-style-type: none"> <li>- To seek assistance of technical experts of other departments of the government.</li> <li>- To assist implementation of the approved R&amp;R schemes and Development plan.</li> </ul>
3.	Rehabilitation and Resettlement committee at project level	As per section 45 (1) and (2) of the RFCTLARR Act 2013, where land proposed to be acquired is equal to or more than one hundred acre, the appropriate government shall constitute a committee under the chairmanship of the collector to be called the R&R Committee, to monitor and review the progress of implementation of the R&R scheme and to carry out post implementation social audit in consultation with the Autonomous District Council in rural area and Municipality in urban area.

The roles and responsibilities of various agencies to be involved in resettlement planning process and implementation of resettlement activities are as follow.

**Table 42: Key roles and responsibilities by implementing agencies at different level**

Sl.no	Key Agency	Key roles and responsibilities
1.	District Collector/ Deputy Commissioner (DC)	<ul style="list-style-type: none"> <li>• Responsible for overall process of land acquisition and resettlement</li> <li>• Setting up valuation committee and determining the R&amp;R budget</li> <li>• Information disclosure of PAPs through official gazette or individual letters and conducting public hearing as needed</li> </ul>
2.	Autonomous District Council	Issue of No-objection Certificate for land acquisition
3.	Land acquisition officials	<ul style="list-style-type: none"> <li>• Implementation of land acquisition and resettlement</li> <li>• Act as the local focal point of information dissemination</li> <li>• Provide information to competent authority from the state departments if land is to acquire from them</li> <li>• Resolve land ownership disputes between stakeholder and ensure compensation is paid to the rightful owner.</li> </ul>
4.	Project Implementation Unit (PIU)	<p>The PIU will be established for the implementation of R&amp;R plans.</p> <ul style="list-style-type: none"> <li>• Undertake overall planning and implementation of the program</li> <li>• Coordinate with different agencies like ADCs, Revenue Department, NGOs etc to ensure R&amp;R implementation</li> <li>• Coordination and close interaction with the state authorities during the preparation and implementation of the R&amp;R plans.</li> <li>• Conduct constant dialogue and regular meetings with the concerned State Authorities during the implementation</li> <li>• Review and finalize fund flow and ensure budgetary allocation for R&amp;R of PAFs</li> <li>• Conduct M&amp;E functions of R&amp;R and impact management</li> </ul>

		<p>and prepare a report.</p> <ul style="list-style-type: none"> <li>• Facilitate appointment of social development officer or social specialist to help supervise and implement mitigation measures during the project progress.</li> <li>• Ensure establishment of Grievance Redressal Committee(GRC)</li> </ul>
5.	Executing Agency (EA) (NHIDCL)	<ul style="list-style-type: none"> <li>• Disclosure of R&amp;R plans and entitlement to be made available to the PAPs</li> <li>• Ensure compensation and entitlement are given as per scheduled</li> <li>• Overall responsible for coordination and monitoring of progress</li> <li>• Ensure sufficient funds for land acquisition, resettlement and rehabilitation.</li> <li>• Ensure compliance with the provision of centre and state policies and regulations.</li> <li>• Supervise mitigation measures during the implementation and its progress.</li> <li>• Ensure incorporating of social issues in the DPRs</li> <li>• Responsible for addressing to additional unforeseen impacts during construction.</li> <li>• Shall be the first level grievance redressal and will guide PAFs to redress their grievances</li> <li>• Ensure community engagement as and when needed especially issues concerning to PAFs</li> </ul>
6.	Social Specialist/ Social Development Officer	<ul style="list-style-type: none"> <li>• Implement the social mitigation measures.</li> <li>• Conduct monitoring and evaluation</li> <li>• Write report on the project working progress</li> <li>• Help to identify and address additional unforeseen social or environmental issues</li> <li>• Sensitize and help build the capacity of EA officials towards implementation of mitigation measures.</li> <li>• Participate at the state and project meeting.</li> <li>• Coordinate with NGOs to ensure implementation of R&amp;R plans and mitigation measures.</li> </ul>
7.	Contractor	<ul style="list-style-type: none"> <li>• Consult with DC and community regarding location of construction camps</li> <li>• Sign agreement with titleholder/ village council for temporary use of land and restore the land to equal or better condition upon completion</li> <li>• Respond in a timely fashion to recommendations from GRCs</li> </ul>
8.	NGOs	<ul style="list-style-type: none"> <li>• Assist in the implementation of the R&amp;R plan</li> <li>• Develop rapport with PAFs and between PAFs and EA</li> <li>• Ensure the community participation at various stages of the project</li> <li>• Assist the PAFs in receiving compensation and rehabilitation assistance.</li> <li>• Assist in monitoring of the project</li> </ul>

		<ul style="list-style-type: none"> <li>• Assess training needs and provide skill development and training to PAFs to pursue economic activities.</li> <li>• Assist PAFs in getting benefit from the local development schemes.</li> <li>• Forward the grievance of PAFs to the GRC</li> </ul>
9.	Village committee	<ul style="list-style-type: none"> <li>• Provide local information as necessary</li> <li>• Arrange proper community participation</li> </ul>

## 6.5 Grievance Redressal Mechanism/ Committee:

Despite best efforts to arrive at fair rewards in a project involving possible livelihood compensation and moving of squatters and encroachers, there are always a few unsatisfied citizens. The implementing agency will make efforts at project level to resolve grievances through negotiations involving community leaders and PAP's representatives. In case dispute is not resolved at local level, the matter will be placed before a Grievance Resolution Committee to be established at the regional level.

As per section 51(1) of the RFCTLARR Act 2013, the Appropriate Government shall, for the purpose of providing speedy disposal of disputes relating to land acquisition, compensation, rehabilitation and resettlement, establish one or more Authorities to be known as "the Land Acquisition, Rehabilitation and Resettlement Authority".

The MRFCTLARR Rules, 2017 section 18 stated that the presiding officer of Land Acquisition, Rehabilitation and Resettlement Authority shall be the District and Session Judge of the concern District(s) appointed by the State Government with the concurrence of the Chief justice of High Court of Meghalaya, Shillong. As per Section 20, the existing establishment of the District and Session Judge will function as the office of the Land Acquisition, Rehabilitation and Resettlement Authority.

Any person interested who has not accepted the rehabilitation and resettlement award may, by written application to the Collector, require that the matter be referred by the Collector to the Authority for determination. The objection of the interested person may concern:

- a. Measurement of land;
- b. The amount of the compensation;
- c. The person who is payable;
- d. The right of Rehabilitation and resettlement; or

- e. The appointment of the compensation among the interested persons.

## **6.6 Monitoring and Evaluation/Monitoring Committee**

As per section 50(1 & 2) of the RFCTLARR Act 2013, the State Government shall constitute a State Monitoring Committee for reviewing and monitoring the implementation of rehabilitation and resettlement schemes or plans. The Committee may, besides having representatives of the concerned Ministries and Departments of the State Government, associate with eminent experts from the relevant fields.

Under MRFCTLARR rules 2017, section 11, the State Monitoring Committee (SMC) shall be chaired by the Chief Secretary to State Government with representatives from Heads of departments of all requiring bodies and experts in the field of rehabilitation and resettlement. The first meeting of the committee for reviewing and monitoring the implementation of R&R schemes shall be within a month of publication of the approval of R&R schemes by the Commissioner for R&R thereafter meeting of the SMC shall be held at an interval of six months or as the committee desire even before the period of six months.

Internal monitoring: The Project Implementation Unit will be responsible for carrying out M&E. The internal monitoring will be done with the help of a Social Specialist with assistance from the R&R officer and NGO. Monitoring of the project activity can be done regularly to address to potential difficulties and problems faced in the project implementation and take corrective measure when needed and recorded every month. The monitoring by PIU will include administrative monitoring; socio-economic monitoring and impact monitoring.

External monitoring: The Executing Agency can appoint a third party to undertake monitoring of the R&R plans. The main objective of this monitoring is to supervise overall monitoring of the project and submit a biannual report to determine whether resettlement goals have been achieved, more importantly whether livelihoods and living standards have been restored/ enhanced and suggest suitable recommendations for improvement.

## **6.7 Implementation schedule for compensation and R&R**

- Prepare a list of affected families
- Published in official gazette and local newspaper; post notice locally in block office

- Appoint nodal officers to cross check and finalize the list of affected families
- Issue notices to individual encroachers to vacate the land (one month prior)
- Government certificates that land acquired is for public purposes
- Enquire objection raised by affected persons one to three months prior, if any.
- State government decide time and place for collection of rehabilitation assistance to the project affected persons
- Public notice are issued
- Site enquiry by nodal officer to verify the existence of affected persons and value of compensation, department is going to pay
- Declaration of final award by collector/ commissioner/ state government after inquiry of total valuation
- Notice of awards given to interested parties for payment of compensation
- Government take possession of vacant lands and hand over to implementing agency

## 6.8 Cost and budget

As per the survey, the number of project affected families is 321 of which 272 are directly affected families and 49 are indirectly affected families. It is advised that at least one percent of the project cost can be used for implementation of social impact management mitigation measures. The cost mentions below are as per R&R provision of RFCTLARR Act, 2013.

Table 43: Details on the cost and budget of R&R

Sl.no	Details on the cost and budget for Compensation and R&R			
<b>A</b>	<b>Compensation for land (land to be acquired from directly PAHs)**</b>			
1.	Value of land			
2.	Value of trees/ timber			
3.	Cost of standing crops			
4.	Cost of asset/ structure attached to land			
5.	Cost with multiplier factor of 1-2 (rural area)			
6.	Solatium @ 100%			
7.	12% additional market value to awards			
	Total compensation for land			
<b>B</b>	<b>Rehabilitation and resettlement (for all Affected families)</b>			
	Item	Compensation/ Assistance	Total Nos of PAHs/ Quantity	Total Amount
8.	Provision for housing for displaced families (rural area if not opted	Rs. 1,00,000 (Urban area cost if not opted for	91	9,100,000

	for house; equivalent cost of constructed house may be offered)	constructed house)		
9.	Choice of annuity	Rs. 5,00,000	272	136,000,000
10.	Subsistence allowance for displaced families	Rs. 36,000 Rs. 50,000 (ST area)	272	23,392,000
11.	Resettlement allowance	Rs. 50,000	272	13,600,000
12.	Shifting or transportation allowance for displaced families	Rs. 50,000	186	9,300,000
13.	Cattle shed/ petty shop cost	Rs. 25,000	5 + 108	2,825,000
14.	Loss of livelihood/ business	Rs. 25,000	199	4,975,000
			Total R&R cost	199,192,000

\*\*To be determined by appropriate government or District Commissioner.

Note: According to the survey conducted, the PAHs may vary as some of the PAHs were not available during the time of consultation.

## 6.9 Conclusion and recommendations

It is observed that the overall social impact will have minor reversible impact. The potential negative impacts can be mitigated by using the proposed mitigation measure. An overview of the whole report shows that 321 PAHs residing and utilizing the land near the proposed road project will be directly and indirectly affected from the project phase. Large scale relocation or displacement of community member will not happen as small cluster of settlement are scatter along the road project.

As the project was demanded by the community members, they welcome the road project and requested for quick implementation of the project. From the public hearing it can be found that there are no objections from the community members. Some of the recommendations to be taken up before implementation are

- Request for re-survey of land to verify ownership claim of the land by landowners residing in government land. A list of landowners claiming ownership of land for inclusion in the official list of landowner has been included in annexure 5 and 6.
- The community leaders from Riangdo have requested for acquisition of additional land of 10m more from the proposed width of 20m.

- Request for effective implementation of mitigation measure during the construction and operation phase of the project to avoid disturbance and hindrance to the residential and agricultural landowners residing near the construction site.
- Need to resolve conflict over village administrative jurisdiction between Riangsieh village and Mawthungnongpdeng villages to avoid disruption during the project implementation phase.
- Ensure consultation with local authority throughout the road project phase to avoid conflict or disagreement. The civil contractor, if needed can consult individual landowner with local authority to identify area for filling or soil dumping.
- As per section 41 (6) of RFCTLARR Act 2013, land being acquired from member of the Scheduled Caste or the Scheduled Tribes, at least one-third of the compensation amount shall be paid to the affected families initially as first installment and the rest shall be paid after taking over possession of the land.
- As per section 101 of the RFCTLARR Act 2013 when any land acquired under the Act remains unutilized for a period of five years, it shall be returned to the legal owners or the legal heirs, as the case maybe, or to the land bank of the appropriate government. As of section 25 of MRCTLARR Rules, 2017 where any land acquired remains unutilized (ie., 50% of the proposed project) for a period of 5 years whichever is later, from the date of taking possession by the requiring body, the same shall vest in Land Bank.
- Under the forest (conservation) Act, 1980 Chapter 3 Section 3.1 compensatory afforestation must be made for the loss of all trees in the area. Trees should be planted to reduce the pollution caused during construction and implementation of the project. Protection of the water sources at the project site so as to protect it from pollution during the construction and thereby enabling its use during the operation phase of the project.
- Any disputes between the stakeholders regarding land ownership should be resolved first and made sure compensation is given to the legal owner.

4(B)

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

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

**No.RDA.11/2018/105**

**Dated Shillong, the 21<sup>st</sup> June, 2018.**

WHEREAS, acquisition of land area measuring 248465.50 Sqm at West Khasi Hills District, for the purpose Acquisition of Additional Land for upgradation to 2-Lane of Mawshynrut – Athiabari (Assam Border) Road (proposed project) to be constructed/developed by Government of Meghalaya is/are proposed.

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

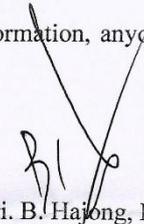
WHEREAS, the aforesaid team will fix and indicate the dates and venue for which all concerned will be requested to remain present with their claims/objections/suggestions, if any.

WHEREAS, the concerned land owners of Mawshynrut to Athabari the Headman of Mawshynrut to Athiabari and the villagers may remain present for hearing for consent/approval for the project.

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

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

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

  
(Shri. B. Hajong, MCS)

Joint Secretary to the Govt. of Meghalaya  
Revenue & Disaster Management Department.

Annexure 2: Public Notice for conduct of Public Hearing



**Meghalaya Institute of Governance (MIG)**

Lumpyngngad Cottage, Bishop Cotton Road

Shillong- 793001, Meghalaya

Phone no: 0364- 2505977

Email: migshillong@gmail.com

No: MIG 242/ 2017-2018/1014

Dated Shillong the, 19<sup>th</sup> December, 2018

Public Notice

The Meghalaya Institute of Governance has been notified as the State Social Impact Assessment (SIA) Unit to conduct Social Impact Assessment Study for acquisition of land measuring an area of approximately 248465.50 Sq. metres for the proposed up-gradation of Mawshynrut- Athiabari Road at West Khasi Hills district, Mawshynrut C&RD Block. Public hearing will be held as detailed below:

Sl.no	Villages along the road project	Date	Time	Venue
1.	Salpara, Umsaitwait, Athiabari, Kamriangchi Chesimpara	09.01.2019 (Wednesday)	11:00 am	Athiabari Community hall
2.	Nongdiengkain, Nongpdeng, Nongkyndang, Upper Nongkyndang, Nong Myndo, Umsohpieng, Mawjain, Porkrong, Porsoshan,	10.01.2019 (Thursday)	10:00 am	Umsohpieng Community Hall
3.	Nongrynniaw, Thangngaw, Mawthungnongpdeng, Riangsieh, Nongprut, Mawshynrut, Pormawthaw, Riango	11.01.2019 (Friday)	9:00 am	Riango Community Hall

All interested persons are invited to attend the said Public Hearing to express their claims/ objections/ suggestion, if any, on the proposal.

  
Shri. Aiban Swar  
Officer on Special Duty,  
Meghalaya Institute of Governance,  
Shillong.

o/c

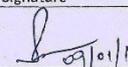
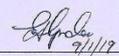
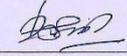
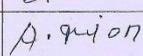
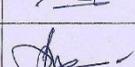
Annexure 3: Attendance sheet for Public Hearing

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

09.01.2019

Attendance sheet for Public Hearing

VENUE : ATHIABARI

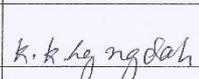
Sl.no	Name/ Kyrteing	Gender (M/F)	Village/ Shnong	Signature
01.	Ads Suer	M.	MIC	
2.	Sh. E.A. Lyngdoh	M	DC office Nongda	
3.	Nastao. Kharlyngdoh	M	Athiabari	
4.	Golo Singh R. Marak	M.	Headman Athiabari	
5.	Remieng Marak	M	Hem Chesimpara	
6.	Rening Lyngdoh	M	Hem Umsaitwait	
7.	Sungda R. Marak	M	Hem Kamjongshi	
8.	AHSAR ERISON	M.	H/M UMSAIT WAIT	
9.	N.S WANNIANG	M	KAMKONGCHI (RO SOIL)	
10.	M.S. Mawson	M	Press Mawson	

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

09.01.2019

Attendance sheet for Public Hearing

VENUE : ATHIABARI

Sl.no	Name/ Kyrteing	Gender (M/F)	Village/ Shnong	Signature
11.	Stik Shou Kharlyngdoh	M	Umsaitwait	
12.	Kiel Parlum Saeng	M	Chesimpara	
13.	KRIVELSON SANGHA	M	- - -	
14.	Dilep marak	M.	Kamkongshi	
15.	Gobin marak.	M	Chesimpara	
16.	Medlin J. Saeng	M	ATHIABARI	
17.	P.Syiling	F	Umsaitwait	
18.	K.K. Lyngdoh	F	Umsaitwait	
19.	B. K. Lyngdoh.	F	Umsaitwait	
20.	B. Shantun	M	Saltara	

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

09.01.2019

Attendance sheet for Public Hearing

VENUE :- ATHIABARI

Sl.no	Name/ Kyrting	Gender (M/F)	Village/ Shnong	Signature
21	P. G. Bormin	M	Chesimpara	
22	Bregita M. Momin.	F	Kanriengshi	
23	Kiramony M Marak	F	Athiabari	
24	Sabeltha A Marak	F	Athiabari	
25	Lido Sish M. Sangma	F	Athiabari	
26	Barna J. Marak	F	Chesimpara	
27	Smt. Pratikla P. Marak	F	Chesimpara	
28	N. MARAK	F	"	
29	K. Lorian Sangma	F	Chesimpara	
30	Pri. Pnora J. Sangma.	F	Athiabari	

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

09.01.2019

Attendance sheet for Public Hearing

VENUE :- ATHIABARI

Sl.no	Name/ Kyrting	Gender (M/F)	Village/ Shnong	Signature
31	Romelin J. Sangma.	F	Athiabari	
32	Ruth J. Sangma	F	Athiabari	
33	Elizabeth Sangma.	F	Athiabari	
34	Nano R. K. Lyngdoh	F	Athiabari	
35	Mrs. Sanahin Sjiemlich	F	Athiabari	
36	HANA SANGMA	F	ATHIASAKI	
37	Shri B. S. Sjiemlich	M	PHE, Nongshain Division Nga	
38	Shri D. Sjiemlich	M	- do -	
39	Withclever Sangma	M	Saffora	
40	Noverthen Sangma	M	Athiabari	

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

09. 01. 2019

Attendance sheet for Public Hearing

VENUE : ATHIABARI

Sl.no	Name/ Kyrteing	Gender (M/F)	Village/ Shnong	Signature
41	Jeneta A. Marak	F	Salpara	Jeneta A. Marak
42	Pilina Marak	F	Chusimpara	P. K. M
43	Prisica Sangma	F	Chusimpara	P. M. Sangma
44	Tegila Sangma	F	Chusimpara	T. M. Sangma
45	Rehika Sangma	F	Kamruangshi	R. M. Sangma
46	Purnima Sangma	F	Athiabari	Bangma
47	Omira M. Sangma	F	Athiabari	OM
48	Prohina K. Marak	F	Kamruangshi	P. K. M
49	Monica J. Marak	F	Kamruangshi	M. Marak
50	Sillina J. Marak	F	Kamruangshi	S. Marak

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

09. 01. 2019

Attendance sheet for Public Hearing

VENUE - ATHIABARI

Sl.no	Name/ Kyrteing	Gender (M/F)	Village/ Shnong	Signature
51	Histina Sangma	F	Kamruangshi	H. Sangma
52	Rita Marak	F	Kamruangshi	R. Marak
53	Sumuli Sangma	F	Chusimpara	S. Sangma
54	Jusebel Sangma	F	unsait weh	J. Sangma
55	Parsyi. Sangma	F	Athiabari	P. J. Sangma
56	Herodias R. Marak	F	Athiabari	H. Marak
57	Rostimethurlyadon	F	Athiabari	R. K. Lyngdoh
58	Atosha B. Marak	F	Athiabari	A. Marak
59	Ranitho Dandel Marak	F	Athiabari	R. Marak
60	Isakina A. Marak	F	Athiabari	A. Marak

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

09. 01. 2019

Attendance sheet for Public Hearing

VENUE - ATHIABARI

Sl.no	Name/ Kyrteing	Gender (M/F)	Village/ Shnong	Signature
01	Jordish M. Sangma	F	Athiabari	J Sangma
02	Anilha M Sangma	F	Kamoi angkhi	A Sangma
03	Enica J. Sangma	F	Athiabari	E Sangma
04	Dilip Matak	M	Saipara	Dilip
05				
06				
07				
08				
09				
10				

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

DATE 10. 01. 2019

Attendance sheet for Public Hearing

VENUE - UMSOHPIENG

Sl.no	Name/ Kyrteing	Gender (M/F)	Village/ Shnong	Signature
01	ABS Jwar	M	MIG	Jwar
02	Kardien Sahmal	M	Mepndo	K Sahmal
03	Aldrin Nianglang	M	H/M	A Nianglang
04	Ramon MANTHLONG	M	Nong Mynso	Ramon
05	Sakhoial. Nianglang	M	Nong Mynso	S Nianglang
06	Awan Dthov	M	Nong Mynso	Awan
07	BESLI LYNG THOH	M	"	BESLI
08	Banuelus Nylang	M	H.M	Banuelus
09	Harobek Bonyari	M	Nong Mynso (H/M)	Harobek
10	Amos. Kilyndok	M	Mepndo	Amos

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

10.01.2019

Attendance sheet for Public Hearing

VENUE - UMSOHPIENG

Sl.no	Name/ Kyrteing	Gender (M/F)	Village/ Shnong	Signature
11	Shri. Liding - Miangiang	M	myndo	
12	Shri. Maldas Sahmad	M	Myndo	
13	Shri. Lebanon Lynthang	M	Upper Nongkhyndang	L. Lynthang
14	Shri. Barlin Diengyan	M	umsohpieng	
15	Shri. Polystone Dujyan	M	Mangai	
16	Shri. H. Planning Nongbi	M	Bokrong	
17	Shri. Phibarnell Diengyan	M	umsohpieng	
18	Shri. Arlin Nongdok	M	umsohpieng	
19	Shri. Albiona Nohat	F	umsohpieng	
20	BOSTON Miangiang	M	Myndo	BOSTON

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

10.01.2019

Attendance sheet for Public Hearing

VENUE - UMSOHPIENG

Sl.no	Name/ Kyrteing	Gender (M/F)	Village/ Shnong	Signature
21	Lumbor Khynglang Thongni	M	umsohpieng	L. Thongni
22	Phicabi - Diengyan	F	umsohpieng	
23	Bilsi Moshmod	F	Nongmyndo	B. Moshmod
24	Dionalin Kharbani	F	Deanghain	
25	Ailinda Diengyan	F	umsohpieng	
26	Sita Diengyan	F	umsohpieng	S.D
27	Shri. Saken Rongni	M	umsohpieng	
28	Shri. Shainynglar Moshang	M	Nongkhyndang	
29	Asterias Sangma	M	Nongkhyndang	
30	Phol palia	M	umsohpieng	

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

10.01.2019

Attendance sheet for Public Hearing

VENUE:- UM SOHPIENG

Sl.no	Name/ Kyrteing	Gender (M/F)	Village/ Shnong	Signature
31	Constarlin Saurna	<sup>M</sup> Nongkyndang	Nongkyndang	C Saurna
32	Benedict Noylang	<sup>M</sup> Mawlain	Mawlain	B
33	Shri Wanstepoy Kharbani	<sup>M</sup> Myndo	Myndo	W.K. Bani
34	Bilisola Synin	<sup>F</sup> Umsohpiong	UMSOHPIENG	B. Sequia
35	Andalin Niamlang	<sup>F</sup> Myndo	Myndo	A. Nialang
36	Hawt Typhiang	<del>Upper</del> <sup>M</sup>	upper nongkyndang	H. Typhiang
37	Sathanas umlang	<sup>M</sup>	Upper Nongkyndang	Saumlang

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

10.01.2019

Attendance sheet for Public Hearing

VENUE - UM SOHPIENG

Sl.no	Name/ Kyrteing	Gender (M/F)	Village/ Shnong	Signature
38	Loeping Rangrin	<sup>M</sup>	Umsohpiong	L
39	Syiah Syim	<sup>M</sup>	Nongsoy w	Syiah
40	Abel Nongsoy	<sup>M</sup>	Porsohsan	Abel
41	Arbines Depdot	<sup>M</sup>	Porkrong	A
42	Echis - Syim	<sup>F</sup>	nongpiong	Echis
43	Jarly dyngokh	<sup>M</sup>	umsohpiong	J
44	Matilda Nonglang	<sup>F</sup>	Nongkyndang	M
45	Benni Rangin	<sup>F</sup>	umsohpiong	B. Rangin
46	Helina Nonglang	<sup>F</sup>	upper Nongkyndang	H. Nonglang
47	Debata Typhiang	<sup>F</sup>	Myndo	D. Typhiang

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

Attendance sheet for Public Hearing

10-01-2019

VENUE - UMSOHPIENG

Sl.no	Name/ Kyrteing	Gender (M/F)	Village/ Shnong	Signature
48	Philas Diengngan	F	Shmongum Selping	P. Diengngan
49	Sheli Lyndoh umsohpeng	F	umsolhpeng	S Lyndoh
50	Tuan Sangma	M	Nongdiengkain	T. Sangma
51	Edisari Kharleoni	M	Nongdiengkain	E.K. leoni
52	Smanstar Maswera	M	Nongdiengkain	
53	welcome Glyem	M	Nongdiengkain	W. Glyem
54	Shai Spingler Rienghieng	M	Umsohpeng	S. Rienghieng
55	Smt. Smanstar Lyndoh	M	umsolhpeng	
56	Domanik nongpbeing	M	nongpbeing	D. nongpbeing
57	JOPhang. SY	M	NONGKYNDANG	J-SY

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

Attendance sheet for Public Hearing

10-01-2019

VENUE - UMSOHPIENG

Sl.no	Name/ Kyrteing	Gender (M/F)	Village/ Shnong	Signature
58	Shri. Kasbinka Nongbat	M	Manjaier	Kre
59	Smt. Hello Lyndoh	F	umsolhpeng	H. Lyndoh
60	Smt Twinting Diengngan	F	umsolhpeng	J. Diengngan
61	Smt. Medalin Lyndoh	F	umsolhpeng	Putzer
62	Smt. Besilda Lyndoh	F	umsolhpeng	B. Lyndoh
63	Smt. Dalamey Sangma	F	Nongkyndang	D. Sangma
64	Smt. witydora Schmad	F	Nongkyado	W. Schmad
65	Smt. Bizian schmad	F	Nongporkrong	B. Schmad
66	Smt. Bhdalin schmad	F	porkrong	B. Schmad
67	Smt. Aialin schmad	F	porkrong	A. Schmad

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

Attendance sheet for Public Hearing

10.01.2019

Sl.no	Name/ Kyrteing	Gender (M/F)	Village/ Shnong	VENUE - UMSOHPIENG Signature
68	Khiboklay Djein	M.	Ukha Nongkylang	[Signature]
69	Shai Ploc umlang	m	Nongkylang	Sunkang
70	Arisit thynlang	m	myndo	kwit
71	Bonifest thynlang	m	Nongkylang	[Signature]
72	Antoni Deyan	m	nongkylang	[Signature]
73	Thiocralis Riangtem	M	Myndo	[Signature]
74	Shi Tomnang Djein	M	Nongkylang	[Signature]
75	Shri Hoshroy Nongbri	M	Pursahsan	H. Nongbri
76	Shi Jenasing Nongbri	M	Pursahsan	J. Nongbri
77	Shi Dassy Pangnang	M.	Porkrong	[Signature]

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

Attendance sheet for Public Hearing

10.01.2019

Sl.no	Name/ Kyrteing	Gender (M/F)	Village/ Shnong	VENUE - UMSOHPIENG Signature
78	Fathakelly Tynlang	M	Myndo	[Signature]
79	Shri Donbor Tynlang	m	myndo	[Signature]
80	Phimos Tynlang	M	Myndo	P. Tynlang
81	Shri Nckash. Sangma	M	Myndo	[Signature]
82	Smt Binalin Nongbri	F	porkrong	B. Nongbri
83	W. Arlis Sng	F	Upp- Nongkylang	W. Sng
84	Shi Tomiwell Pangnang	M	Myndo	S. Tynlang
85	Shi Bileian Mawshynlang	M	Nongkylang	[Signature]
86	Selshin umlang	M	Upp- Nongkylang	Sindang
87	Smt Streamlydaa Doyngan	F	Mawjain	[Signature]

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athlabari Road, West Khasi Hills District.

10.01.2019

Attendance sheet for Public Hearing

VENUE - UMSON PIENG

Sl.no	Name/ Kyrteing	Gender (M/F)	Village/ Shnong	Signature
88	Smt Mumble Purnein	F	Umsonpieng	M. Purnein
89	Smt Dlet Rongain	F	Umsonpieng	S. Rongain
90	Shri - David's Rongain	M	Umsonpieng	David
91	Shri. Detlingwell Lyra	M	Umsonpieng	Detlingwell
92	Shri - Tirasingh Sahlamar.	M	Maujain	Tirasingh
93	Smt. Bijulin Lyngdoh	F	Umsonpieng	B. Lyngdoh
94	Shri. M. D. Lyngdoh	M	PHE (NONGSTON)	M. D. Lyngdoh
95	Shri Kalkines	M	Nongduktan	Kalkines
96	Shri E.A. Lyngdoh	M	DC office Nongstou	E.A. Lyngdoh

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athlabari Road, West Khasi Hills District.

DT- 11.09.2019

Attendance sheet for Public Hearing

VENUE : RIANGDO

Sl.no	Name/ Kyrteing	Gender (M/F)	Village/ Shnong	Signature
1	ABS Sree	M	MLC	11/01/19
2	PHABIAN LYNGDHOI	M	NONGPRUT	Phabian
3	BKIOB NONGSIEJ	M	NONGPRUT	BKIOB
4	P.B. Wai Nongbi	Male	Mantaykut	P.B. Wai
5	Shri. Nebelson Lyngdoh. <sup>9436162662</sup> Agent cum Officer	Male	PHE Department Junior Engineer	Nebelson
6	Andreas Diller	Male	Nongprut	Andreas
7	Mr. N.S. Wammang	M	R.O. Soil Mawshynrut Range.	N.S. Wammang
8	M. M. Mamesot	M	Pormanthan	M. M. Mamesot
9	N. Maljang	M	Riangdo	N. Maljang
10	Mr. A. B. Rymian	M	Riangdo	A. B. Rymian

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

DT: - 11.01.2019

Attendance sheet for Public Hearing

VENUE :- RIANGDO

Sl.no	Name/ Kyrting	Gender (M/F)	Village/ Shnong	Signature
11	DAS KLANLI MARBANIANG	M	NongPRUT	DastKlanly
12	MERRY DIAN MARBANIANG	F	NongPRUT	M. Marbaniang
13	Shri. Edikant A. Godea	M	D.C office Nongblei	Edikant
14	Shri. Komi Nik Lyng	M.	Mawthyn Nongpdyng	Komi Nik
15	Jesslarlin Syiemriang	M	Riangdo	Bgm
16	Kwaly Thyni	M	Mawthynray	Kwaly
17	Maiius K Sny	M	Nang Rynnaiw	Maiius
18	Shynshartin Rynnaiw	F	Thangngaw	Shynshartin
19	Siwidar Rynnaiw	F	Thangngaw	Siwidar
20	Aidin Rynnaiw	F	Thangngaw	Aidin

Social Impact Assessment Study on Land Acquisition for Upgradation to 2 Lane of Mawshynrut - Athiabari Road, West Khasi Hills District.

DT - 11.01.2019

Attendance sheet for Public Hearing

VENUE :- RIANGDO.

Sl.no	Name/ Kyrting	Gender (M/F)	Village/ Shnong	Signature
21	Elding Rynnaiw	F	Thangngaw	Elding
22	Pascalina Thongni	F	Riangdo	Pascalina
23	Betsilin, Jawphniaw	F	Posmawthaw	B. Saphnia
24	Dorwell Beorgin	M	Mawthynkut	Dorwell
25	Callista Khar	M.	(Posmawthaw) / Nang Rynnaiw	Callista
26	Karli. Thongni	M	Riangsich. (HM)	Karli
27	Shri. Kalbi Bawian	M	Thangngaw	Kalbi
28	Abkimes. JAWPHNIAW	M	RIANGDO	Abkimes
29	Shri Harnet Riangtem	M.	Posmawthaw	Harnet
30	Shri Manik Singh Khorbani	M.	Chisimpava	Manik Singh Khorbani 11/01/2019

Annexure 4: Village wise detail on public utilities and services

S.no	Item	Location	Nos	Side	Type of impact	Description of impact
1.	Waiting shed	Athiabari	1	RHS	Direct	The structure will be dismantle which needs to be relocated and reconstructed
		Nongdiengkain	1	LHS		
		Porsohsan	1	LHS		
		Riangdo	1	RHS		
		NongMyndo	1	LHS		
		Mawthungnongpden g	1	RHS		
2.	Footpath	Nongdiengkain	3	-	Direct impact	The footpath lying at the proposed ROW will be dismantle from the acquisition. Majority of the structure are built under MGNREGS
		Upper Nongkyndang	1	-		
		NongMyndo	7	-		
		Porsohsan	2	-		
		Thangtngaw	3	-		
		Pormawthaw	2	-		
		Riangdo	4	-		
3.	Approach Road	Nongpdeng	1	-	Direct Impact	Majority of the approach road are Gravel road to the village interior. Some cemented under MGNREGS and some are black topped. These approach road will need to be maintained to its equal or even better.
		Porsohsan	3	-		
		Porkrong	2	-		
		Riangsieh	2	-		
		Nongrynniaw	5	-		
		Riangdo	3	-		
		Pormawthaw	2	-		
		Nongprut	4	-		
		Umsohpieng	6	-		
		Mawjain	1	-		
		Thangthaw	2	-		
4.	Drainage	Upper Nongkyndang	1	-	Direct	Drain dugout along the road which is not RCC. In Pormawthaw the drain is built under MGNREGS
		Pormawthaw	1	-		
		Nongprut	2	-		
5.	Solar Light	Riangdo	4		Direct	Installed under the MDC schemes will need to be relocated.
		Pormawthaw	4			
6.	Public Toilet	Riangdo	1	LHS	Direct	It is run by SHG and will be dismantle for the road project.
7.	Water pipelines	Kamriangshi	1	-	Direct	Water pipe line (including both main pipe and supply pipe) will need to be relocated. In Pormawthaw, supply pipe to villages of Mawthingronh, Tynrongriangkhone and Lumdiengsong lies along the proposed ROW. Mawjain and Thangthngaw main water source is near
		Nongpdeng	1	-		
		Nongkyndang	1	-		
		Porkrong	8	-		
		Thangthaw	1	-		
		Nongrynniaw	2	-		
		Riangdo	3	-		
		Pormawthaw	1	-		
		Mawjain	1	-		
Thangthngaw	10	-				

						Porkrong which may be affected during the construction phase.
8.	Water platform	Nongkyndang	1	RHS	Direct	Structure lies along the proposed ROW with high chances for structure to be dismantle.
		Upper Nongkyndang	1	RHS		
		Myndo	1	RHS		
9.	Electric Post	Kamriangshi	7	-	Direct	Will need to be relocated
		Chesimpara	10	-		
		Nongdiengkain	8	-		
		Nongpdeng	7	-		
		Nongkyndang	6	-		
		Upper Nongkyndang	25	-		
		Nong Myndo	9	-		
		Porsohsan	10	-		
		Porkrong	8	-		
		Riangsieh	4	-		
		Nongrynniaw	1	-		
		Riangdo	10	-		
		Pormawthaw	6	-		
		Nongprut	10	-		
		Umsohpieng	4	-		
		Mawjain	5	-		
		Mawshynrut	1	-		
Mawthungnongpdeng	1	-				
Thangtngaw	4	-				
10.	Community Toll gate	Nong Myndo	1	LHS	Direct	Will need to be relocate as the structure falls under Govt., land
		NongstoinSyiemship	1	LHS		
11.	Playground	Umsohpieng	1	LHS	Direct	Reduction in the size of the playground.
		Kamriangshi	1	RHS		

Annexure 5: List of Landowners claiming ownership for inclusion in the officials list of Landowners

S.no	Name of missing landowner	Location of land	Side	Description of land	Remark
1.	Anvil Lyngdoh	Salpara	RHS	-	Non-titleholder with claim; No dular or patta; have been residing and utilizing the land for more than 10 years and above.
2.	Labaino R. Marak	Salpara	RHS	-	
3.	Pilistina Syiemiong	Salpara	LHS	-	
4.	Jesabel Shangdiar	Salpara	RHS	-	
5.	Lotstar Shangliar	Salpara	LHS	-	
6.	Radika Marak	Salpara	LHS	-	
7.	Rina Marak	Salpara	LHS	-	
8.	Jenapik Marak	Salpara	RHS	-	
9.	Boby Marak	Salpara	LHS	-	
10.	Bhalanglin Kharlyngdoh	Umsaitwait	RHS	-	Same as Above
11.	Pilistina Syiemiong	Umsaitwait	RHS	-	Same as Above
12.	Dostinar R. Marak	Athiabari	RHS	-	
13.	Kebinath M. Sangma	Athiabari	LHS	-	
14.	Plensi Sanglin	Athiabari	LHS	-	
15.	Wiptina Syiem	Athiabari	LHS	-	
16.	Martha Sangma	Athiabari	LHS	-	
17.	Phurobi J. Sangma	Athiabari	RHS	-	
18.	Pinora J. Sangma	Athiabari	RHS	-	
19.	Ruth J. Sangma	Athiabari	LHS	-	
20.	Parsi J. Sangma	Athiabari	LHS	-	
21.	Hana J. Sangma	Athiabari	LHS	-	
22.	Lickward Marak	Athiabari	RHS	-	Titleholder with claim; have patta which has been obtained from the Jyrngam Sirdarship.
23.	Purnima M. Sangma	Athiabari	RHS	-	
24.	Leo M. Sangma	Athiabari	LHS	-	
25.	Olekshon M. Sangma	Athiabari	RHS	-	
26.	Ranitha Danal Marak and Jenila Marak	Athiabari	LHS	-	
27.	Stikshon Kharlyngdoh	Athiabari	LHS	-	
28.	Rastina Kharlyngdoh	Athiabari	LHS	-	
29.	Khiramoni M. Marak	Athiabari	RHS	-	
30.	Thwila Kharlyngdoh	Athiabari	LHS	-	
31.	Kolina Kharlyngdoh	Athiabari	LHS	-	
32.	Naster Kharlyngdoh	Athiabari	RHS	-	
33.	Yorlinda Pangngiang	Athiabari	LHS	-	
34.	Glodish M. Sangma	Athiabari	LHS	-	
35.	Hersing Megam	Athiabari	RHS	Barren land; Uphill	Land of Shilang Sangma
36.	Sengda R. Marak	Kamriangshi	-	-	-
37.	Dilip J. Marak	Kamriangshi	-	-	-
38.	Retna K. Marak	Kamriangshi	-	-	-
39.	Selina J. Marak	Kamriangshi	-	-	-
40.	Monica J. Marak	Kamriangshi	-	-	-
41.	Brejita M. Momin	Kamriangshi	-	-	-
42.	Anitha M. Sangma	Kamriangshi	-	-	-
43.	Renu Sangma	Kamriangshi	-	-	-
44.	Isharani Sangma	Kamriangshi	-	-	-

45.	Probina Marak	Kamriangshi	-	-	-
46.	Listina Sangma	Kamriangshi	-	-	-
47.	Rebika Sangma	Kamriangshi	-	-	-
48.	Parboti Marak	Kamriangshi	-	-	-
49.	Gresuwel Marak	Kamriangshi	-	-	-
50.	St. Sabastain Chruch	Kamriangshi	RHS	-	-
51.	Prishkila P. Marak	Chesimpara	LHS	Cultivation	Landowner
52.	Reming J. Marak	Chesimpara	LHS	Cultivation	Utility right from Nokma Mawthlong
53.	Nelis J. Marak	Chesimpara	LHS	Cultivation	
54.	Presica M. Sangma	Chesimpara	LHS	Cultivation	Adjacent to Shri. Klerin M. Sangma
55.	Pilinna Marak	Chesimpara	RHS	Cultivation	
56.	Aralin N. Sangma	Chesimpara	LHS	Cultivation	
57.	Sumulish N. Sangma	Chesimpara	RHS	Cultivation	
58.	Gobin K. Marak	Chesimpara	LHS	Cultivation	
59.	Pinendro G. Momin	Chesimpara	-	-	-
60.	Prasilika N. Sangma	Chesimpara	-	-	-
61.	Trijila M. Sangma	Chesimpara	-	-	-
62.	Dilip J. Marak	Chesimpara	-	-	-
63.	Barnadev J. Marak	Chesimpara	-	-	-
64.	Klerin M. Sangma	Chesimpara	-	-	-
65.	Community Hall	Chesimpara	-	-	-
66.	Wansteproy Kharbani	Nongdiengkain	RHS	Cultivation; Uphill	
67.	Dionalin Kharbani	Nongdiengkain	LHS	Shop; cultivation; Downhill	
68.	Ambika Kharbani	Nongdiengkain	RHS	Cultivation; Uphill	
69.	Aphios Umlang	Nongdiengkain	RHS	Cultivation; Uphill	
70.	Sardis Kharbani	Nongdiengkain	LHS	Shop; Cultivation; Uphill	
71.	Rina Mary Nongstoin	Nongdiengkain	RHS	Cultivation; Uphill	
72.	Elisar Kharbani	Nongdiengkain	RHS	Habitation & Cultivation; Uphill	
73.	Jostik Syiem	Nongdiengkain	LHS	Cultivation; Downhill	
74.	Saralin Nongstoin	Nongdiengkain	RHS & LHS	Cultivation	
75.	Dionhlin K. Bani	Nongdiengkain	LHS	Shop; Cultivation; Downhill	
76.	Babul Singh Dkhar	Nongdiengkain	LHS	Pond; Shop; Downhill	
77.	Mono Dkhar	Nongpdeng	RHS	Shop, Cultivation; Uphill	
78.	Ephrista Syiem	Nongpdeng	LHS	Cultivation; Downhill	
79.	Selestin Umlang	Upper Nongkyndang	RHS	Structure-Community hall	
80.	Kitboklang Syiemlieh	Upper Nongkyndang	RHS	Habitation & Cultivation; Uphill	
81.	Benardus Nonglang	Upper Nongkyndang	RHS	Cultivation; Uphill	

82.	Kinabauy Tynhiang	Nongmyndo	RHS	Cultivation; Uphill	
83.	Bioris L. Miangiong	Nongmyndo	RHS	Cultivation; Uphill	
84.	Besly M. Lyngdoh	Nongmyndo	LHS	Habitation & Cultivation; Downhill	
85.	Kalmist Tynhiang	Nongmyndo	LHS	Habitation; shop & Garage; Uphill	
86.	Sakhaio Nianglang	Nongmyndo	LHS	Shop; Cultivation	
87.	Berian Sohmad	Nongrynniaw	LHS	Paddy Cultivation	
88.	Albiona Dkhar	Umsohpieng	RHS	Shop; Cultivation	
89.	Deep Mawlong	Umsohpieng	LHS	Shop	
90.	Shelinda Diengngan	Umsohpieng	RHS	Waste land	
91.	Sibilna Mawlong	Umsohpieng	LHS	Shop	
92.	Medalin Lyngdoh	Umsohpieng	RHS	Habitation & Cultivation	
93.	Linalin Lyngdoh	Umsohpieng	RHS	Barren land	
94.	Endri Lyngdoh	Umsohpieng	LHS	2 Shop	
95.	Philos Diengngan	Umsohpieng	RHS	Shop	Govt. land; near Bijilin Lyngdoh
96.	Drestar Diengngan	Umsohpieng	RHS	Cultivation; Uphill	Near Bi Lyngdoh land
97.	Davidscot Rongrin	Umsohpieng	RHS	Encroach land	-
98.	Dolingstone Diengngan	Mawjain	RHS	Cultivation	
99.	Sophia Dkhar Snar	Nongrynniaw	LHS	Shop	Dkhar Clan
100.	Bildanoris Kharsnar	Nongrynniaw	LHS	Shop	Dkhar Clan
101.	Tharina Rynniaw	Nongrynniaw	LHS	Shop	Govt. land
102.	Pontimai Pangniang	Nongrynniaw	LHS	Habitation	
103.	Justina Rynniaw	Nongrynniaw	RHS	Habitation	
104.	Madona Rynniaw	Nongrynniaw	LHS	Habitation	
105.	Ritalis Dkhar	Nongrynniaw	LHS	Shop	Dkhar Clan
106.	Stanly Rynniaw	Nongrynniaw	LHS	Habitation	Dkhar Clan
107.	Asha Merry Rynniaw	Nongrynniaw	RHS	Shop	
108.	Bahundalin Rynniaw	Nongrynniaw	RHS	Habitation	Govt. land
109.	Analin Dkhar	Nongrynniaw	LHS	Shop	
110.	Nosibon Dkhar	Nongrynniaw	RHS	Habitation & Shop	
111.	Daplinda Rynniaw	Thangngaw	LHS	Shrub land	Land is between Kalbi Puwein land
112.	Best Kharbani	Riangsieh	LHS	Shed	Own land
113.	Anthony L. Miangiong	Riangsieh	RHS	Shrub land	Own land
114.	Slentina Kharbani	Riangsieh	LHS	Shrub land	Own land
115.	Klemen Iawphniaw	Nongprut	LHS	Shrub land; Uphill	Adjacent to Lida Marwein
116.	Kiptimai Nongsiej	Nongprut	RHS	Pine forest; Uphill	Near Kibbistil Lyngkhoi land
117.	Bikob Nongsiej	Nongprut	RHS	Pine forest; Uphill	Near Kiptimai Nongsiej land
118.	Klementina Iawphniaw	Nongprut	LHS	Shrub land; Uphill	Own land
119.	Tirot Singh Rynniaw	Pormawthaw	LHS	Shop	Adjacent to Medolian

					Diengngan land
120.	Tresland Marthong	Riangdo	RHS	Habitation	Govt. land
121.	Liewrose Lyngdoh	Riangdo	LHS	Habitation	Govt. land
122.	Skingland Nongsiej	Riangdo	LHS	Auto Shop	Own land
123.	Margareth Iawphniaw	Riangdo	RHS	Habitation	Govt. land
124.	Phulsing Syiemiong	Riangdo	LHS	Shrub land; Uphill	
125.	Spingshon Mawlieh	Riangdo	RHS & LHS	Habitation; Shop and Warehouse	
126.	Monkumari Kynter	Riangdo	LHS	Shop	Adjacent to Wington Syiemlieh under Govt. land
127.	Pherlibon Syiemlieh	Riangdo	LHS	Habitation	
128.	Dionesea Iawphniaw	Riangdo	RHS	Habitation	
129.	Nodhris Kharsyntiew	Riangdo	RHS	Paddy Cultivation	
130.	Dominic Myrthong	Riangdo	RHS	Habitation & Godown	
131.	Kherspen Iawphniaw	Riangdo	LHS	Shop	
132.	Bistilda Wanniang	Riangdo	RHS	Habitation and Shop	
133.	Lt. Hari Lyngkhoi (England Lyngkhoi)	Riangdo	RHS	Habitation	
134.	Ester Rynniaw	Riangdo	RHS	Shop	
135.	Ailinda Mawsor	Riangdo	LHS	Cultivation	
136.	Lt. Ordian Syiemiong	Riangdo	RHS	Cultivation	

Annexure 6: List of Landowners and encroachers name that need to be corrected

S.no	Wrong spelling name	Right spelling name	Location of land	Land ownership status	Remark
1.	Owendro Jahrain	Namora Kharlyngdoh	Athiabari	Govt. land	Current owner
2.	Koping Marak	Sengda R. Marak	Kamriangshi	Govt. land	Replaced with new name
3.	Khewel Sangma	Kewil Sangma	Chesimpara	Govt. land	Spelling correction only
4.	Mukul Marak	Parsilika N. Sangma	Chesimpara	Govt. land	Replaced with new name
5.	Kasma Syiem	Kosma Syiem	Nongpdeng	Govt. land	Spelling correction only
6.	Severin Syiem	Sazish Syiem	Nongpdeng	Govt. land	Replaced with new name
7.	Lington D. Sangma	Constantine Sangma	Nongkyndang	Landowner	Current owner
8.	Phiobi Diengngan	Phiewbi Diengngan	Umsohpieng	Landowner & Govt. land	Spelling correction only
9.	Selit Rongrin	Silit Rongrin	Umsohpieng	Govt. land	Spelling correction only
10.	Daring Tyrsa	Dering Tyrsa	Umsohpieng	Govt. land	Spelling correction only
11.	Erendro Rongrin (Lt)	Sita Diengngan	Umsohpieng	Govt. land	Replaced with new name
12.	Harmet Riangtem	Harnet Riangtem	Pormawthaw	Govt. land	Spelling correction only
13.	Doltidoris Diengngan	Doltidora Diengngan	Pormawthaw	Landowner	Spelling correction only
14.	Ister Rynniaw	Ester Rynniaw	Pormawthaw	Own land	Spelling correction only
15.	Prit Lyngdoh	Ailindaris Khardewsaw	Riangdo	Govt. land	Current owner
16.	Plantin Shangpliang	Fantin Shangpliang	Mawthungnon-gpdeng	Govt. land	Spelling correction only
17.	Eblin Syiem	Evelinda Syiemlieh	Mawthungnon-gpdeng	Landowner	Spelling correction only
18.	Elphrida Dkhar	Elfrida Dkharsnar	Thangthaw	Govt. land	Spelling correction only
19.	Sheral Dkhar (Lt)	Monica Dkhar;	Thangthaw	Govt. land	Current owner
20.	Marceling Dkhar (Lt)	Jenisha Dkhar	Thangthaw	Govt. land	Current owner
21.	Rebeca Dkhar	Rebeka Dkhar	Thangthaw	Govt. land	Spelling correction only
22.	Shem Rynniaw	Peter Shemphang Rynniaw	Nongrynniaw	Govt. land	Spelling correction only
23.	Khanly Marbaniang	Daskhanly Marbaniang	Nongprut	Own land	Spelling correction only