

# **Additional Land Acquisition for 2 Laning of Shillong-Nongstoin- Tura Road NH 44(E) Portion: Bypass Lad Mawreng to Wahsymphreit, Sohiong, East Khasi Hills District Social Impact Assessment Study**



**Meghalaya Institute of Governance**  
C/O Meghalaya State Housing Cooperative Society Ltd. Campus,  
Shillong- 793003, Meghalaya

**September 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 is based on the information made available by the land owner, and occupants of the land along with the Headman and Members of the Village Executive Committee of 7<sup>th</sup> Mile Pomlum, Baniun, Laitjem, Mawkriah East, Marbaniang umseiniong, Lumsohriew, Marbipdengshnong, Traw and Lwai Village.

Maps and project details for conduction of the assessment were provided by the Office of the Deputy Commissioner, East Khasi Hills District. The outcome of the Public Hearing on Social Impact Assessment and Social Impact Management Plan relates to the finalization of this report.

Director,  
Meghalaya Institute of Governance,  
Shillong

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## Table of Contents

Declaration.....	2
Executive Summary.....	6
Chapter 1: Introduction .....	8
1.1. Project Background:.....	8
1.2. Project description:.....	8
1.3. Project Location: .....	9
1.4. Need for the additional land acquisition: .....	9
1.5. Objectives and importance of the proposed road project: .....	9
Chapter 2: Approach and methodology .....	10
2.1. Need for Social Impact Assessment:.....	10
2.2. Scope of SIA study.....	10
2.3. Methodology used .....	11
2.4. Sample size.....	11
2.5. Research tools.....	11
2.6. Activity carried out by SIA team.....	11
Chapter 3: Demographic Profile of Project Affected Area.....	13
3.1. East Khasi Hills District .....	13
3.2. 7 <sup>th</sup> mile, Pomlum.....	13
3.3. Baniun .....	14
3.4. Marbaniang Umseiniong.....	15
3.5. Mawkriah East.....	16
3.6. Lumsohriew.....	17
3.7. Marbi Pdengshnong .....	18
3.8. Laitjem.....	19
3.9. Traw .....	19
3.10. Lwai .....	20
Chapter 4: Stakeholder Consultations .....	22
4.1. Consultation with Dorbar Shnong – Pomlum 7th Mile Village .....	22
4.2. Consultation with Dorbar Shnong – Baniun Village.....	22
4.3. Consultation with Dorbar Shnong – Marbaniang Umseiniong .....	23
4.4. Consultation with Dorbar Shnong Mawkriah East Village .....	24
4.5. Consultation with the Dorbar Shnong – Laitjem Village.....	24
4.6. Consultation with Dorbar Shnong of Lumsohriew Village .....	25
4.7. Consultation with Dorbar Shnong – Marbi Pdengshnong .....	26

4.8.	Consultation with the Dorbar Shnong of Traw village .....	26
4.9.	Consultation with Dorbar Shnong – Lwai Village.....	27
4.10	Public Hearing .....	28
Chapter 5: Social Impact Assessment of Project Affected Area and Households .....		31
5.1.	Socio-Economic Profile of Project Affected Households (PAHs) .....	31
5.1.1.	Location wise PAHs .....	31
5.1.2.	Age Groups of PAHs .....	32
5.1.3.	Gender of PAHs.....	32
5.1.4.	Occupational status of PAHs.....	32
5.1.5.	Detail on land use of PAHs.....	33
5.1.6.	Detail of structural assets on land of PAHs.....	33
5.1.7.	Industries on land of PAHs.....	34
5.1.8.	Services on land of PAHs.....	34
5.1.9.	Availability of natural resources on land of PAHs.....	34
5.1.10.	Availability of alternate land for relocation of PAHs.....	34
5.1.11.	Willingness to give the land .....	34
5.1.13.	Concern arising from PAHs.....	35
5.1.14.	Aspiration from the proposed road project made by PAHs.....	35
5.2.	Social impact of Project Affected Area .....	36
5.2.1.	Impact on project affected households.....	36
5.2.2.	Impact on land use .....	36
5.2.3.	Impact on structure, community assets, infrastructure and property .....	36
5.2.4.	Impact on Food security.....	36
5.2.5.	Impact on public utilities and services .....	36
5.2.6.	Impact on environment.....	37
5.2.7.	Impact on health and well being.....	37
5.2.8.	Impact on religious, cultural and historical site .....	37
5.2.9.	Impact on the village norms, beliefs, value and cultural life .....	37
5.2.10.	Impact from the road project.....	37
Chapter 6: Social Impact Management Plan.....		38
6.1.	Summary of Findings.....	38
6.2.	Suggestion and recommendations on findings: .....	38
6.3.	Entitlement, Assistance and benefits: .....	39
6.4.	Miscellaneous .....	41
Annexure 1. Section 4(2) Notifying the MIG for conduct of the SIA study .....		42
Annexure 2. Public Notice for conduct of Public Hearing at Mawkriah Village .....		43

Annexure 3. Attendance Sheet for Public Hearing held at Mawkriah Village.....	44
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**Tables:**

Table 1: Detail on project location.....	9
Table 2: Community infrastructure/ Public services in 7th Mile, Pomlum Village .....	13
Table 3: Community infrastructure/ public service in Baniun village .....	14
Table 4: Community infrastructure/ public service in Marbaniang Umseiniong village .....	15
Table 5: Community infrastructure/ public service in Mawkriah village.....	16
Table 6: Community infrastructure/ public service in Lumsohriew village .....	17
Table 7: Community infrastructure/ public service in Marbi Pdengshnong village.....	18
Table 8: Community infrastructure/ public service in Laitjem village .....	19
Table 9: Community infrastructure/ public service in Traw village .....	20
Table 10: Community infrastructure/ public service in Lwai village.....	21
Table 11: Location wise of PAHs .....	31
Table 12: Age groups of PAHs .....	32
Table 13: Gender of PAHs .....	32
Table 14: Occupational status of PAHs .....	32
Table 15: Detail on land use of PAHs .....	33
Table 16: Detail of structural assets on land use of PAHs .....	33
Table 17: Availability of natural resources on land of PAHs .....	34
Table 18: Availability of alternative land for relocation of PAHs.....	34
Table 19: Willingness to give land by PAHs .....	35
Table 20: Major concern raised by PAHs .....	35
Table 21: Aspiration made by PAHs.....	35
Table 22: Entitlement provision for affected people as per RFC&T in LARR Act, 2013 .....	39

**Pictures:**

Figure 1: Consultation in Baniun village.....	23
Figure 2: Site visit at Laitjem village.....	25
Figure 3: Site visit in Lwai village.....	27
Figure 4 Public Hearing .....	28

## Executive Summary

The Meghalaya Institute of Governance was assigned the task of conducting a Social Impact Assessment study on the proposed additional land acquisition of Shillong- Nongstoin- Tura Road NH 44 (E) portion from Bypass Lad Mawreng to Wahsympreit, Sohiong East Khasi Hills District, Meghalaya. The area to be acquired measures approximately 2576.61 Sq. M which passes through 9 villages falling under individual private land and community land.

The objective of the project is to conduct a Social Impact Assessment as per section 4 of the RFCTLARR Act, 2013 on additional land acquisition of the road project to initiate land stabilization activity in the area to prevent environmental issues like landslide and mudslide. It has emerged that after the construction of NH 44E to Double lane, certain issues as frequent mudslide, siltation of paddy field, absence of footpath and drainage slab etc., have become a grave concern for the villages along NH 44E which are required to be addressed.

The SIA Unit of the Meghalaya Institute of Governance had conducted site visits to the area proposed to be acquired along with stakeholder's consultation for officials from Revenue Department, Village *Dorbar* and the private landowners who are likely to be impacted directly or indirectly. From these interactions, it was found that most of the area to be acquired were hilly terrain, cultivable land which have been left unutilized due to elevated slope. Proposed community land to be acquired can be categorized as land used for public structure like footpath, pedestrian walkway, drainage work etc., which has not been repaired or maintained to better form after the previous road construction of NH 44E. The general perceptions of the participants on the additional land acquisition for road widening of NH 44E Shillong-Nongstoin-Tura Road Portion Bypass Lad Mawreng to Wahsympreit, Sohiong are positive as they believe that the additional land acquisition will address to issues like mudslide, landslide, soil run off to paddy field area, siltation of water sources, installation of drainage slab and footpath.

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 7<sup>th</sup> Mile Upper Shillong, Pomlum to Lwai village. However, the additional acquisition will help address to the issues of land stabilization.

Public Hearing for the proposed additional land acquisition for road widening of Shillong-Nongstoin- Tura Road NH 44E portion: Bypass Lad Mawreng to Wahsympreit, Sohiong East Khasi Hills District, Meghalaya was held on the 5<sup>th</sup> of September, 2019 at Mawkriah Hall, East Khasi Hills District. The hearing was chaired by Shri ABS Swer, Director, Meghalaya Institute of Governance along with the SIA Team from Meghalaya Institute of Governance in the presence of Shri M Challam, EAC Revenue, Shillong along with the headmen and village council representative from 7th Mile Pomlum, Baniun, Marbaniang Umsieniong, Laitjem, Mawkriah East, Lumsohriew, Marbi Pdengshnong Traw, and Lwai. The participants at the

hearing were quick to discuss on their grievances caused by the previous land acquisition for improving NH 44E Shillong-Nongstoin-Tura Road to Double lane. Some of the issues raised were delay in payment of compensation, siltation of paddy field area, absence of side drain and drainage slab in some area, no road safety measures, frequent mudslide, etc. The community members welcomed the proposed additional land acquisition and no objections were raised on the said project.

The report includes a Social Impact Management Plan which has outlined suggestions and recommendation based on the type of intervention to manage and mitigate negative impact likely to arise from the project.



## Chapter 1: Introduction

Road connectivity plays an important role for conveyance of people, goods, raw-materials, and other services in the country. 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 the country. As such, the growth and expansion of roadways in the country has been encouraged by both the central and state governments through different schemes. The State of Meghalaya is having 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 P.W.D. and 214.685 Km is maintained by National Highway Authority of India.

### 1.1. Project Background:

NH-44E Shillong – Nongstoin Road starts from Upper Shillong (At junction point at Km 10/00 of NH-40 Shillong – Tamabil Section) and ends at Nongstoin (Km 93/00) with a total length of 83.38 Km. The condition of the road is good as the Government of India, under Ministry of Road Transport and Highway have selected this road for 2-laning of Shillong-Nongstoin section of NH-44E and Nongstoin- Tura State road under SARDP-NE Phase-A and the work was originally sanctioned on 09.12.2010 amounting to Rs 1494.48 crores but subsequently revised on 09.08.2016 to 2319.44 crores and the extended time for completion of this project was 31.03.2017. The road is being constructed by the joint venture team of BSCPL and CC Constructions and the project duly started in the year 2011. It comes in two phases. Phase 1 consists of the part from Shillong to Nongstoin or about 84.29 kms and phase 2 from Nongstoin to Tura of about 176.58 kms. <sup>1</sup>

### 1.2. Project description:

The Ministry of Road Transport and Highway has proposed to acquire an additional land measuring an area of 2576.61 Sq.m along Shillong- Nongstoin- Tura Road NH 44 (E) portion from Bypass Lad Mawreng to Wahsympreit, Sohiong, East Khasi Hills District.

The proposed additional land to be acquired start and end chainage is from 930.00 Km to 5583.00 Km falling under hilly terrain. The proposed acquisition is for improving/ land stabilisation of the existing Shillong- Nongstoin- Tura Road NH 44 (E) and no culvert or bridges are proposed for construction.

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<sup>1</sup> <http://megpwd.gov.in/nh.html>

### 1.3. Project Location:

The extent of land proposed for additional land acquisition of Shillong- Nongstoin- Tura Road NH 44 (E) Portion from Bypass Lad Wahreng to Wahsympreit, Sohiong passes through 9 villages which has been listed out as below:

Table 1: Detail on project location

Sl. no	Name of Villages	Area of land required (Sq. m)	Total Number of HHs	Land ownership type
1.	7 <sup>th</sup> Mile Upper Shillong, Pomlum	8.84	0	Community land only
2.	Baniun	37.04	1	Community land and Individual land owners
3.	Marbaniang Umseiniong	134.7	0	Community land only
4.	Laitjem	75.17	0	Community land only
5.	Lumsohriew	40.20	0	Community land only
6.	Mawkriah East	31.90	0	Community land only
7.	Marbi Pdengshnong	630.75	3	Individual land owners
1.	Traw	1436.5	9	Community land and Individual land owners
9.	Lwai	181.51	0	Community land only
<b>Total</b>		<b>2576.61 Sq. m</b>	<b>13</b>	

Source: Revenue Department, Shillong

### 1.4. Need for the additional land acquisition:

After the construction of Shillong- Nongstoin- Tura Road NH 44 (E) to double lane, certain issues like frequent mudslide and landslide, siltation of paddy field, absence of footpath and drainage slab etc. have become a grave concern in these areas. Therefore, to minimise the concerns, the proposed additional land acquisition of Shillong- Nongstoin-Tura Road NH 44 (E) Portion: Bypass Lad Mawreng to Wahsympreit, Sohiong will work towards preventing environmental issues like landslide and mudslide arising from the hill cut slope along the road.

### 1.5. Objectives and importance of the proposed road project:

The objective of the project is to conduct a Social Impact Assessment as per section 4 of the RFCTLARR Act, 2013 on the proposed additional land acquisition of Shillong- Nongstoin-Tura Road NH 44(E) portion: Lad Mawreng to Wahsympreit, Sohiong, East Khasi Hills District, Meghalaya. The main objective of the road project is to initiate land stabilisation activity in the area.

## 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. The proposed additional land acquisition will address the issue of land stabilisation in the area which has been caused by previous road improvement/upgradation to 2 lane of Shillong-Nongstoin- Tura Road NH 44 (E).

### 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 Bypass Lad Mawreng to Wahsympreit. Therefore, entire population of the family losing their land or dwelling or both is considered for the study.

### 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	-	Director, MIG
2. Ms. Naphisha Kharkongor	-	Program Associate (Research)
3. Ms. Beautiqueen Shylla	-	Program Associate (Research)
4. Shri. Spainlang Lyngdoh	-	Program Associate
5. Ms. Biloris Malngiang	-	Program Associate
6. Shri. Lahborlang Shylla	-	Field Assistant

- Meeting with officials: Meetings were initiated with key officials from Revenue department, Shillong to get a better understanding on the project location and proposed alignment of the road project; information on land acquisition; detailed project report; etc.
- 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 East Khasi Hills
  - Related SIA study on road project
- Reconnaissance survey: The team carried out a Reconnaissance Survey of Shillong-Nongstoin- Tura Road NH 44 (E) on the 7<sup>th</sup> of June, 2019 with Shri Pale (Nodal Officer for assisting SIA team from Revenue Department, Shillong) who provided in-depth site survey of the proposed additional land acquisition.
- 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 and socio-economic and land assessment survey was conducted in the month of June, 2019.
- 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.
- Conduct of Public Hearing and Final report: Public Hearing was held for person of interest in the said project affected area; whereby a draft report was shared and queries put up by interested people were 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 of Project Affected Area

This section describes the demographic profile of the villages which are likely to be impacted from the proposed Land Acquisition of Shillong-Nongstoin- Tura Road, East Khasi Hills District.

### 3.1. East Khasi Hills District

East Khasi Hills District is one of the 11 (eleven) districts of the state of Meghalaya. The district headquarter is located at Shillong. The district occupies an area of 2752 km, and has a population of 824,059 (Census 2011). It is bounded by Ri-Bhoi district on the north, Karbi Anglong District on the North east, Jaintia Hills district on the east, Bangladesh on the south and West Khasi Hills on the west.

The following are the villages:

### 3.2. 7<sup>th</sup> mile, Pomlum

Pomlum is a medium size village located in Myllem Block of East Khasi Hills District, Meghalaya with total of 242 households. The Pomlum village has a population of 1087 of which 526 are males while 561 are females as per Population Census 2011.

In Pomlum village, population of children with age 0-6 is 168 which makes up 15.46 % of total population of village. Average Sex Ratio of Pomlum village is 1067 which is higher than Meghalaya state average of 989. Child Sex Ratio for the Pomlum as per census is 867, lower than Meghalaya average of 970.

Pomlum village has higher literacy rate compared to Meghalaya. In 2011, literacy rate of Pomlum village was 80.52 % compared to 74.43 % of Meghalaya. In Pomlum, male literacy stands at 82.34 % while female literacy rate is at 78.88 %.

Table 2: Community infrastructure/ Public services in 7th Mile, Pomlum Village

Sl.no	Infrastructure/ public service	Unit	Impact
1.	Primary School	1	No
2.	Secondary School	NA	-
3.	Higher Education	NA	-
4.	Anganwadi centre	3	No
5.	Self-help groups	1	No
6.	Public Distribution Centre	2	No
7.	Hospital	NA	-
8.	Public Health Centre	NA	-
9.	Community Hall	1	No
10.	Library	NA	-
11.	Youth clubs	1	No

12.	Traditional healers	2	No
13.	Religious institution	2	No
14.	Accessibility to PHE water	A	No
15.	Accessibility to community well	1	No
16.	Road (Black top and Kutcha)	A	No
17.	Transportation	A	No
18.	Community Forests	NA	-
19.	Cremation/burial ground	NA	-
20.	Playgrounds	1	No
21.	Market	1	No
22.	NGOs	NA	-
23.	Bank	NA	-
24.	Others	-	-

### 3.3. Baniun

Baniun is a medium sized village located in Myllem C&RD Block of East Khasi Hills District, Meghalaya with total of 261 households. The Baniun village has population of 1310 of which 657 are males while 653 are females as per Population Census 2011.

In Baniun village, the population of children aged between 0-6 years is 250 which makes up 19.08% of total population of village. Average Sex Ratio of Baniun village is 994 which is higher than Meghalaya state average of 989. Child Sex Ratio for the Baniun as per census is 866, lower than Meghalaya average of 970.

Baniun village has higher literacy rate compared to Meghalaya. In 2011, literacy rate of Baniun village was 90.09% compared to 74.43% of Meghalaya. In Baniun Male literacy stands at 89.29 % while female literacy rate is at 90.88%.

Table 3: Community infrastructure/ public service in Baniun village

Sl.no	Infrastructure/ public service	Unit	Impact
1.	Primary School	1	No
2.	Secondary School		
3.	Higher Education	NA	-
4.	Anganwadi centre	2	No
5.	Self-help groups	2	No
6.	Public Distribution Centre	1	No
7.	Hospital	NA	-
8.	Public Health Centre	1	No
9.	Community Hall	1	No
10.	Library	NA	-
11.	Youth clubs	NA	-
12.	Traditional healers	NA	-
13.	Religious institution	4	No
14.	Accessibility to PHE water	A	No
15.	Accessibility to community well	6	No
16.	Road (Black top and Kutcha)	A	No

17.	Transportation	A	No
18.	Community Forests	NA	-
19.	Cremation/burial ground	3	No
20.	Playgrounds	1	No
21.	Market	NA	-
22.	NGOs	NA	-
23.	Bank	NA	-
24.	Others	-	-

### 3.4. Marbaniang Umseiniong

Marbaniang Umseiniong is a medium size village located in Myllem Block of East Khasi Hills District, Meghalaya with total of 130 households. Marbaniang Umseiniong village has population of 660 of which 301 are males while 359 are females as per Population Census 2011.

In Marbaniang Umseiniong village population of children with age 0-6 is 123 which makes up 18.64 % of total population of village. Average Sex Ratio of Marbaniang Umseiniong village is 1193 which is higher than Meghalaya state average of 989. Child Sex Ratio for the Marbaniang Umseiniong as per census is 1050, higher than Meghalaya average of 970.

Marbaniang Umseiniong village has higher literacy rate compared to Meghalaya. In 2011, literacy rate of Marbaniang Umseiniong village was 85.85 % compared to 74.43 % of Meghalaya. In Marbaniang Umseiniong Male literacy stands at 85.48 % while female literacy rate is at 86.15 %.

*Table 4: Community infrastructure/ public service in Marbaniang Umseiniong village*

Sl.no	Infrastructure/ public service	Unit	Impact
1.	Primary School	NA	-
2.	Secondary School	NA	-
3.	Higher Education	NA	-
4.	Anganwadi centre	1	No
5.	Self-help groups	NA	-
6.	Public Distribution Centre	1	No
7.	Hospital	NA	-
8.	Public Health Centre	NA	-
9.	Community Hall	1	No
10.	Library	NA	-
11.	Youth clubs	NA	-
12.	Traditional healers	NA	-
13.	Religious institution	1	No
14.	Accessibility to PHE water	A	-
15.	Accessibility to community well	4	No
16.	Road (Black top and Kutcha)	4	No
17.	Transportation	A	No
18.	Community Forests	NA	-
19.	Cremation/burial ground	2	No



20.	Playgrounds	1	No
21.	Market	NA	-
22.	NGOs	NA	-
23.	Bank	NA	-
24.	Others	-	-

### 3.5. Mawkriah East

Mawkriah East is a medium size village located in Myllem Block of East Khasi Hills District, Meghalaya with total of 109 households. The Mawkriah East village has population of 666 of which 331 are males while 335 are females as per Population Census 2011.

In Mawkriah East village population of children with age 0-6 is 112 which makes up 16.82 % of total population of village. Average Sex Ratio of Mawkriah East village is 1012 which is higher than Meghalaya state average of 989. Child Sex Ratio for the Mawkriah East as per census is 1196, higher than Meghalaya average of 970.

Mawkriah East village has higher literacy rate compared to Meghalaya. In 2011, literacy rate of Mawkriah East village was 90.79 % compared to 74.43 % of Meghalaya. In Mawkriah East Male literacy stands at 88.57 % while female literacy rate is at 93.07 %.

*Table 5: Community infrastructure/ public service in Mawkriah village*

Sl.no	Infrastructure/ public service	Unit	Impact
1.	Primary School	3	No
2.	Secondary School	1	Protection wall has been dismantled
3.	Higher Education	NA	-
4.	Anganwadi centre	1	No
5.	Self-help groups	1	No
6.	Public Distribution Centre	1	No
7.	Hospital	NA	-
8.	Public Health Centre	NA	-
9.	Community Hall	1	No
10.	Library	NA	-
11.	Youth clubs	1	No
12.	Traditional healers	1	No
13.	Religious institution	2	No
14.	Accessibility to PHE water	A	No
15.	Accessibility to community well	2	No
16.	Road (Black top and Kutcha)	A	No
17.	Transportation	A	No
18.	Community Forests	NA	-
19.	Cremation/burial ground	NA	-
20.	Playgrounds	NA	-
21.	Market	NA	-
22.	NGOs	2	No
23.	Bank	NA	-
24.	Others	-	-

### 3.6. Lumsohriew

Lumsohriew is a medium size village located in Mawphlang Block of East Khasi Hills District, Meghalaya with total of 62 households. The Lumsohriew village has population of 297 of which 170 are males while 127 are females as per Population Census 2011.

In Lumsohriew village, population of children with age 0-6 is 48 which makes up 16.16 % of total population of village. Average Sex Ratio of Lumsohriew village is 747 which is lower than Meghalaya state average of 989. Child Sex Ratio for the Lumsohriew as per census is 500, lower than Meghalaya average of 970.

Lumsohriew village has higher literacy rate compared to Meghalaya. In 2011, literacy rate of Lumsohriew village was 77.11 % compared to 74.43 % of Meghalaya. In Lumsohriew Male literacy stands at 74.64 % while female literacy rate is at 80.18 %.

*Table 6: Community infrastructure/ public service in Lumsohriew village*

Sl.no	Infrastructure/ public service	Unit	Impact
1.	Primary School	NA	-
2.	Secondary School	NA	-
3.	Higher Education	NA	-
4.	Anganwadi canter	1	No
5.	Self-help groups	NA	-
6.	Public Distribution Centre	1	No
7.	Hospital	NA	-
8.	Public Health Centre	NA	-
9.	Community Hall	1	No
10.	Library	NA	-
11.	Youth clubs	NA	-
12.	Traditional healers	A	No
13.	Religious institution	1	No
14.	Accessibility to PHE water	A	No
15.	Accessibility to community well	A	No
16.	Road (Black top and Kutcha)	A	No
17.	Transportation	A	No
18.	Community Forests	NA	-
19.	Cremation/burial ground	A	No
20.	Playgrounds	1	No
21.	Market	NA	-
22.	NGOs	NA	-
23.	Bank	NA	-
24.	Others	-	

### 3.7. Marbi Pdengshnong

Marbi Pdengshnong is a medium size village located in Mawphlang Block of East Khasi Hills District, Meghalaya with total of 287 households. The Marbi Pdengshnong village has population of 1622 of which 781 are males while 841 are females as per Population Census 2011.

In Marbi Pdengshnong village population of children with age 0-6 is 339 which make up 20.90 % of total population of village. Average Sex Ratio of Marbi Pdengshnong village is 1077 which is higher than Meghalaya state average of 989. Child Sex Ratio for the Marbi Pdengshnong as per census is 1067, higher than Meghalaya average of 970.

Marbi Pdengshnong village has higher literacy rate compared to Meghalaya. In 2011, literacy rate of Marbi Pdengshnong village was 94.31 % compared to 74.43 % of Meghalaya. In Marbi Pdengshnong Male literacy stands at 94.49 % while female literacy rate is at 94.14 %.

Table 7: Community infrastructure/ public service in Marbi Pdengshnong village

Sl.no	Infrastructure/ public service	Unit	Impact
	Primary School	3	No
2.	Secondary School	1	No
3.	Higher Education	NA	-
4.	Anganwadi centre	4	No
5.	Self-help groups	NA	-
6.	Public Distribution Centre	1	No
7.	Hospital	1	No
8.	Public Health Centre	NA	-
9.	Community Hall	1	No
10.	Library	NA	-
11.	Youth clubs	NA	-
12.	Traditional healers	A	No
13.	Religious institution	2	No
14.	Accessibility to PHE water	A	No
15.	Accessibility to community well	NA	-
16.	Road (Black top and Kutcha)	A	No
17.	Transportation	A	No
18.	Community Forests	NA	-
19.	Cremation/burial ground	1	No
20.	Playgrounds	NA	-
21.	Market	NA	-
22.	NGOs	NA	-
23.	Bank	NA	-
24.	Others	-	-

### 3.8. Laitjem

Laitjem is a medium size village located in Myllem Block of East Khasi Hills District, Meghalaya with total of 251 households. The Laitjem village has population of 1359 of which 653 are males while 706 are females as per Population Census 2011.

In Laitjem village, population of children with age 0-6 is 236 which makes up 17.37 % of total population of village. Average Sex Ratio of Laitjem village is 1081 which is higher than Meghalaya state average of 989. Child Sex Ratio for the Laitjem as per census is 1034, higher than Meghalaya average of 970.

Laitjem village has higher literacy rate compared to Meghalaya. In 2011, literacy rate of Laitjem village was 91.99 % compared to 74.43 % of Meghalaya. In Laitjem Male literacy stands at 91.06 % while female literacy rate is at 92.83 %.

Table 8: Community infrastructure/ public service in Laitjem village

Sl.no	Infrastructure/ public service	Unit	Impact
1.	Primary School	1	No
2.	Secondary School	NA	-
3.	Higher Education	NA	-
4.	Anganwadi centre	2	No
5.	Self-help groups	A	No
6.	Public Distribution Centre	1	No
7.	Hospital	NA	-
8.	Public Health Centre	NA	-
9.	Community Hall	1	No
10.	Library	NA	-
11.	Youth clubs	1	No
12.	Traditional healers	A	No
13.	Religious institution	2	No
14.	Accessibility to PHE water	A	No
15.	Accessibility to community well	A	No
16.	Road (Black top and Kutcha)	A	No
17.	Transportation	A	No
18.	Community Forests	NA	-
19.	Cremation/burial ground	3	No
20.	Playgrounds	NA	-
21.	Market	NA	-
22.	NGOs	NA	-
23.	Bank	NA	-
24.	Others	-	-

### 3.9. Traw

Traw is a medium size village located in Mawphlang Block of East Khasi Hills District, Meghalaya with total of 59 households. The Traw village has population of 347 of which 171 are males while 176 are females as per Population Census 2011.

In Traw village the population of children with age 0-6 is 87 which makes up 25.07 % of total population of village. Average Sex Ratio of Traw village is 1029 which is higher than Meghalaya state average of 989. Child Sex Ratio for the Traw as per census is 1071, higher than Meghalaya average of 970.

Traw village has higher literacy rate compared to Meghalaya. In 2011, literacy rate of Traw village was 89.62 % compared to 74.43 % of Meghalaya. In Traw Male literacy stands at 87.60 % while female literacy rate is at 91.60 %.

Table 9: Community infrastructure/ public service in Traw village

Sl.no	Infrastructure/ public service	Unit	Impact
1.	Primary School	1	No
2.	Secondary School	NA	-
3.	Higher Education	NA	-
4.	Anganwadi centre	1	No
5.	Self-help groups	1	No
6.	Public Distribution Centre	1	No
7.	Hospital	NA	-
8.	Public Health Centre	NA	-
9.	Community Hall	1	No
10.	Library	NA	-
11.	Youth clubs	1	No
12.	Traditional healers	A	No
13.	Religious institution	1	No
14.	Accessibility to PHE water	A	No
15.	Accessibility to community well	A	No
16.	Road (Black top and Kutcha)	A	No
17.	Transportation	A	No
18.	Community Forests	NA	-
19.	Cremation/burial ground	1	No
20.	Playgrounds	1	No
21.	Market	NA	-
22.	NGOs	NA	-
23.	Bank	NA	-
24.	Others	-	-

### 3.10. Lwai

Lwai is a medium size village located in Mawphlang Block of East Khasi Hills District, Meghalaya with total of 56 households. Lwai village has population of 302 of which 150 are males while 152 are females as per Population Census 2011.

In Lwai village population of children with age 0-6 is 67 which makes up 22.19 % of total population of village. Average Sex Ratio of Lwai village is 1013 which is higher than Meghalaya state average of 989. Child Sex Ratio for the Lwai as per census is 763, lower than Meghalaya average of 970.

Lwai village has higher literacy rate compared to Meghalaya. In 2011, literacy rate of Lwai village was 88.94 % compared to 74.43 % of Meghalaya. In Lwai, Male literacy stands at 89.29 % while female literacy rate is at 88.62 %.

Table 10: Community infrastructure/ public service in Lwai village

Sl.no	Infrastructure/ public service	Unit	Impact
1.	Primary School	3	No
2.	Secondary School	NA	-
3.	Higher Education	NA	-
4.	Anganwadi centre	1	No
5.	Self-help groups	1	No
6.	Public Distribution Centre	1	No
7.	Hospital	NA	-
8.	Public Health Centre	NA	-
9.	Community Hall	NA	-
10.	Library	NA	-
11.	Youth clubs	NA	-
12.	Traditional healers	NA	-
13.	Religious institution	2	No
14.	Accessibility to PHE water	A	No
15.	Accessibility to community well	A	No
16.	Road (Black top and Kutcha)	A	No
17.	Transportation	NA	-
18.	Community Forests	NA	-
19.	Cremation/burial ground	2	No
20.	Playgrounds	NA	-
21.	Market	NA	-
22.	NGOs	NA	-
23.	Bank	NA	-
24.	Others	-	-

## Chapter 4: Stakeholder Consultations

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.

### 4.1. Consultation with Dorbar Shnong – Pomlum 7th Mile Village

A consultation was held with the Headman and the Secretary of Pomlum 7<sup>th</sup> Mile Upper Shillong, on 15<sup>th</sup> June 2019 with regards to the additional land acquisition. The existing NH 44 Shillong – Nongstoin – Tura road is already in use. As per the Headman, the purpose for this additional land acquisition is either to re-align or to further expand the road. This acquired land was part of the village footpath which ran parallel to the NH. During the construction of the highway, the footpath was included within the road alignment and is now a part of the highway.

There will be no impact or disturbance to school structures, however, the loss of the old village footpath which served pedestrians especially school children has been detrimental to the safety of pedestrians. There is also a lot of dirt and pollution during the construction phase of the road and the muddy sidewalks causes a lot of inconvenience to these school children. The Headman sees the need to construct a footpath along this road. The village is wary of constructing a new footpath under any other scheme as there could be a duplication of similar work under the existing road project. The Headman and the Secretary requested that construction of footpath near the schools and church is needed for the safety and security of the school children and the pedestrian. They also said that solar light is also needed to be installed in isolated area to increase the security in the area.

As for transport and communication in the area, the Secretary of the village said that before the construction of the road there was a lot of traffic congestion if a vehicle broke down on the road. But that is no longer the case now. There has been increase in the speed of cars and economic activity in the village has increased due to this road. The Secretary stated that there is a need to construct the bus shed or waiting shed in the area. The community will provide the land for setting up of the bus shed in the area.

### 4.2. Consultation with Dorbar Shnong – Baniun Village

A consultation was held with the village Headman and other members of the village council of Baniun village on the 15<sup>th</sup> of June 2019. The land to be acquired is both community and private property. The community property includes a part of the internal road to the village.

The private property belongs to Smt. Mary Rymbai, on which there is a residential and commercial structure.

From this land acquisition, an electric pole, the village signboard, a water platform and the water pipelines of the village will be impacted. The land acquisition would have a negative impact on the social security and wellbeing of the people due to speeding cars on this road.

The Headman requested that road safety measures should be installed to avoid accidents. Footpaths should be constructed along the side of the road for pedestrians. He also requested for the replacement of all water platforms and water pipes that have been impacted from this land acquisition.

*Figure 1: Consultation in Baniun village*



#### **4.3. Consultation with Dorbar Shnong – Marbaniang Umseiniong**

The consultation was held with the Headman and the Secretary of Marbaniang Umseiniong on 21<sup>st</sup> June 2019. It was learnt that there is one community resource, a footpath, has been omitted from the additional land schedule.

During the construction of the Shillong-Nongstoin bypass road several problems appeared such as the demolition of a bus shed, and the same has not been replaced. The Headman informed the SIAU that many land owners have encroached nearer to the PWD road and hence he suggested that a proper boundary wall be made to prevent encroachment upon the road. He also pointed out that the signboard says Sadew village instead of Marbaniang Umseiniong which causes a lot of confusion.

The newly constructed road has risen in elevation than the older one, and the steep incline between the internal roads to reach the highway causes difficulties for vehicles to ascend. Two culverts discharge into the drinking water sources polluting both the drinking water as well as the agricultural lands nearby.



The main concern is for the inclusion of the internal road and the speed of vehicles.

*Aspiration:* To provide signboards, footpaths and waiting shed. Speed breakers and rumble strips near schools and villages. To shift the culvert in order to prevent rain water run-off into the drinking water source and the agricultural land of the private individual.

#### **4.4. Consultation with Dorbar Shnong Mawkriah East Village**

The consultation was held with the Headman of Mawkriah East village on 5th July 2019. As with most other villages, the additional land to be acquired is community land and was the village footpath.

This land to be acquired is in two sub-localities of Mawkriah East village, i.e. Block I and Block II. The headman said that there has been no replacement of this lost footpath nor payment for the same. This lack of a footpath, mostly affects school going children who travel from their homes towards the school which is on the roadside. On their part, the Village Dorbar had approached the DC and the PWD offices for the replacement of this footpath, but there has been no response. There also was one waiting shed on the land acquired which has not been reconstructed. The protection wall of Mawkriah Presbyterian School was not replaced after it was demolished. The approach road to the school was not made properly.

Apart from this, the Headman said that the absence of a protection wall and railings near the residential area causes distress to the homeowners as the road is at a higher level and there is fear that a vehicle might plunge into their property. The Headman also pointed out that the drainage along the sides of the highway is inadequate and there is a lot of spillage from the drains.

*Aspiration:* From the consultation above and the grievances expressed, the following are the needs of the village. The Headman requested for reconstruction of demolished footpath, guard walls and waiting shed along the road side. He also requested signboards, speed breakers or rumble strips to be installed near the residential areas. Also, he asked for maintenance of the drainage areas, by placing cement slabs over the drains, which could thereby also serve as a footpath for pedestrians.

#### **4.5. Consultation with the Dorbar Shnong – Laitjem Village**

A consultation with the Headman of Laitjem village was held on the 21<sup>st</sup> June 2019. According to the Headman the purpose of this additional land acquisition is only for the expansion of the road (NH 44). The land which was affected by the construction of the Shillong-Nongstoin- Tura road in Laitjem belongs to the Dorbar Shnong and was one of the approach roads to the village.

After the construction of this road, the company had reconstructed all these approach road in the village. The Headman also said that the concerned department had replaced all the

household facilities like water pipe lines, drainage and electricity pole after the construction of this road.

The Headman also stated that there is a positive impact in livelihood and income of the people in the village after the construction of this road. With the coming of this road it has created employment opportunities for the people in the village as they can open petty shops, Grocery shops, Hardware store etc. along the road side. He also said that there is no impact on the common property resources like schools, religious structures, and community facilities etc. in the village.

The Rangbah Shnong is concerned about the negative impacts form the pollution and the concerns to the social security (high speed area) and well-being of the people.

*Aspirations:* The Headman requested for full and fair compensation of the acquired land as well as the placement of a footpath for the safety of the pedestrians. Other road safety measures he raised were the provision of zebra crossings, rumble strips, signboards etc. especially along populated areas.

Figure 2: Site visit at Laitjem village



#### 4.6. Consultation with Dorbar Shnong of Lumsohriew Village

The consultation was held with the Headman of Lumsohriew village on 12<sup>th</sup> July 2019. Lumsohriew is an agricultural village with a very low literacy rate. During this consultation it was learnt, that two roads, an approach road into the village and one approach road to the football field were affected during the construction of the Shillong-Nongstoin-Tura road. The Headman, saw the decrease in the green cover in the village and reduction in the number of birds in the village. Vehicles travelling through this road litter all over and this create a problem of waste collection and disposal for the village. There are many accidents that occur due to the over-speeding of vehicles on this section of the road.

The Headman suggested that footpaths be constructed for the safety of all pedestrians. Road signals, street lights and other safety measures should be installed on the road to help motorists who are not as yet familiar with the road.

#### 4.7. Consultation with Dorbar Shnong – Marbi Pdengshnong

The consultation was held with the Headman along with the landowner of Marbi Pdengshnong on 29<sup>th</sup> June 2019. During the consultation, the Headman said that there were 3 streams in the project site i.e., Wahktieh, Pamshillong and Mawpyllun. These streams were totally affected due to soil dumping during the construction of the road project. So far there has been no replacement for the loss of these water resources.

He also stated that the PHE water supply in the Marbi Pdengshnong is inadequate to meet the needs of the village, and often villagers have to buy water from nearby villages. The Headman also said that the concerned department had replaced the village approach road and some household facilities like electricity pole after the construction of this road. But water pipelines and drainage has not been replaced. The agricultural land was affected during the construction phase and there has been no compensation so far. The Dorbar Shnong wants to reconstruct and repair all the public services that has been dismantled during construction of the project.

#### 4.8. Consultation with the Dorbar Shnong of Traw village

A Consultation with the Headman of Traw village was held on the 3<sup>rd</sup> July 2019 with regards to the additional land acquisition for construction of NH 44 Shillong-Nongstoin-Tura road. The land which had been acquired for the expansion of this road belongs to a private individual (agricultural and residential), a clan and also to the community (footpath).

The Headman stated that there were some land owners who were compensated for the loss of structures, but not for loss of land. According to the Headman, the previous construction of Shillong-Nongstoin- Tura Road NH 44 (E) had a negative impact on the rivers sources. Potable drinking water used to be collected from these rivers, however during the construction, the rivers have become polluted, making it unusable and changing the river course. Some households have been relocated and basic service like electricity connection have been delayed even after 4 years of the road operation.

The Headman also stated that the positive impacts from the previous road project where there have been a slight improvement in the livelihood and income of the people; commuting within the area have become easier and the vehicle fare have also become cheaper.

*Aspirations:* The Headman requested the construction of footpath for ensuring the safety of the children and pedestrian; installation of streetlights in isolated area; take up afforestation activity and providing better water supply into the village to avoid water shortage.

#### 4.9. Consultation with Dorbar Shnong – Lwai Village

Consultation with the Dorbar Shnong of Lwai was held on the 19<sup>th</sup> of June, 2019. It was learned that the land to be acquired was not in the original plan for the additional land acquisition. The village dorbar listed several problems from the construction of the Shillong-Nongstoin- Tura Road NH 44 (E). According to them, they had no objection to the additional land acquisition, as the national highway is the backbone for the local and state economy. However, after implementation of the project there has been a negative impact on the water sources in the village. The residents of Lwai and Lum Sohram depended on River Lwai for drinking water and day-to-day use which has now become unusable as the water has been polluted during the construction period. There is a lot of debris from rock blasting and cement residue has exacerbated the situation. Earlier complaint has been made to mitigate the pollution of water sources but no action has been taken by the requiring body. To address the water problem in the village, the community members have purchased a small land having water sources and have sought for technical and financial assistance from PHE Department.

Figure 3: Site visit in Lwai village



Complaint has been made with regards to the poor construction of drainage facilities along the road. Mudslide has become a major concern for residential area residing near the road. The internal road between Lwai to Sohram is too steep and the tarring of the road is incomplete. Agricultural land has also been severely affected by siltation.

*Aspirations:* The Dorbar Shnong requested for the relocation of water supply from river Lwai and to identify a new supply within the village interior; installation of road amenities like sign boards, drainage, footpaths, waiting sheds and tarred internal approach road. The Dorbar Shnong said that the details about the labourers from outside the state have to be given to them. Safety issues have emerged due to drunk driving, haphazard parking, over speeding and this led to the disregard for the rules of the village. They want more regulation for fast vehicles passing through their village and lastly quick compensation for the acquired land.

#### 4.10 Public Hearing

The Public Hearing for the proposed additional land acquisition for two laning of Shillong-Nongstoin- Tura Road NH 44- E portion By-Pass Lad Mawreng to Wah Symphriet, Sohiong, East Khasi Hills District was held on 5th of September, 2019 at Mawkriah East community hall. The hearing was chaired by Shri. ABS Swer, Director, Meghalaya Institute of Governance along with the SIA Team in the presence of Shri M Challam, EAC Revenue, Shillong along with the Headmen and village council representative from 7th Mile Pomlum, Baniun, Marbaniang Umsieniong, Laitjem, Mawkriah East, Lumsohriew, Marbi Pdengshnong Traw, and Lwai. The hearing was attended by 74 participants from all the Villages.

Figure 4 Public Hearing



Before the commencement of the hearing, Shri ABS Swer, Director, 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 two laning of Shillong- Nongstoin- Tura Road NH 44- E portion By-Pass Lad Mawreng to Wah Symphriet, Sohiong, East Khasi Hills District. The compiled draft SIA report was shared with the community members 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 government department.

*Headman of Mawkriah:* He informed that all required payment from the previous Land Acquisition of Shillong- Nongstoin- Tura Road NH 44-E has been cleared. The only impact

from this road construction is the elevated slope which is major safety concern. To address to this issues, the village dorbar has informed PWD department but no concrete action has been taken till date. Further, he informed that all basic road facilities like footpath and waiting shed has been discontinued.

*Headman of Lumsohriew:* He stated that the road project have both positive and negative impacts. Commuting via these areas have become very convenient and quick, on the other hand basic road facilities like footpath and road signals has been discontinued, drain slab are missing near social structures and over speeding has thus become a grave concern.

*Headman of Traw:* He stated that from the previous Land Acquisition of Shillong-Nongstoin- Tura Road NH 44-E three households that is., Smt. Sngar Lyngdoh, Smt. Martina Kurbah and Smt. Batisha Kurbah did not receive their payment. Whereas, the current Additional Land Acquisition has nine individual households and one community land which will be directly affected from this acquisition. He put forth certain issues arising from the road project like minimal payment for loss of land and assets, variation in payment of compensation from one village to another, discontinuation of boarding light (electricity connection), siltation of drinking water sources, no reconstruction of NREGA structures like footpath, and negligence of village interior road. Though the matter has been repeatedly reported to the PWD Department, there is neither any initiative nor response so far from their end.

*Headman of Mawbaniang Umsieniong:* He stated that the road project has caused numerous setbacks like over speeding in the area, lack of road signals and speed breakers in densely populated area, muddy side berm, lack of paved shoulder and footpath, discontinuation of waiting shed and siltation of water sources.

*Resident of Marbaniang Umsieniong, Lummawrie:* She addressed her issues relating to the drainage system that passes through Smt. Albina Nongsiej residence which led to over flowing of rainwater to her premises. This therefore, pollutes the drinking water sources thereby causing siltation of the source.

*Resident of Pomlum, Baniun:* He stated that if additional land is to be acquired, the land belonging to Pomlum Higher Secondary School should be set aside from acquisition and the said required land should be acquired from Forest Department land which is a forest covered area. He further requested to avoid acquisition from church land as well. He requested installation of rumble strips in populated area like school and others social gathering spots.

*Headman of Umthlong:* He stated that the name of the village has not been mentioned in the list of affected villages in the road project Additional Land Acquisition. The key concern raised is littering and disposal of waste by tourists and by-passer's in the village.

*Headman of Pomlum:* He stated that proper parking space, embankment area and bay need to be constructed and installation of solar light in dark places should be prioritise. He further requested marking of cycle lane to ensure safety of the bikers.

*Headman of Sadew:* He stated that few households are likely to be affected from the acquisition.

### **Response to the queries and concerns by Shri M. Challam, EAC Revenue, Shillong:**

He stated as follows:

- The road project has benefitted the public at large. No major losses has been incurred from the road project.
- The issues relating to the payments/ compensations arose due to land ownership dispute, absence of land documents, non- availability of bank accounts and incorrect bank accounts. To address this issue, he has requested the complainants to step forward and address their grievances to the Revenue Office in Shillong. Whereas, in connection with the Additional Land Acquisition compensation for land and assets, it shall be taken into account at later stage.
- All major concerns and grievances have been included in the SIA report making it easier to address to the said problems. Concerns raised at the hearing will be taken up with various governmental departments to ensure that said issues are addressed at the earliest.
- Water issues in the area shall be addressed through the new government schemes under Jal Shakti Abhiyan.

### **Conclusion made by Chairman:**

The meeting was concluded by the Chairman where he stated that after the Public Hearing the final SIA report along with the SIMP shall be submitted to the concerned authority/ authorities. The final list of likely affected households will be published in the official gazette and local daily for further verification and correction. As for the compensation/ entitlements, the concerned authority shall take the required initiative.

## Chapter 5: Social Impact Assessment of Project Affected Area and Households

This chapter presents a detail analysis on the project affected areas and affected households from the proposed of construction of two laning of Shillong- Nongstoin-Tura Road NH 44 (E) Portion: Bypass Lad Mawreng to Wahsympreit, Sohiong , East Khasi Hills District, Myllem and Mawphlang C&RD Block in the state of Meghalaya.

### 5.1. Socio-Economic Profile of Project Affected Households (PAHs)

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 July, 2019. The data were collected from the head of the PAHs or an adult whose ages is above 18 years. From the household survey of PAHs, there were total turnouts of 10 PAHs who are likely to be affected directly. As the area of study is a tribal area, all the PAHs belong to Scheduled Tribe community.

#### 5.1.1. Location wise PAHs

The table on location wise PAHs has a turnout of 10 PAHs with a total numbers of 83 PAFs. From the table it can be interpreted that only Marbi Pdengshnong and Traw have individual households that will be directly affected while the remaining villages has small portion of community lands which will be acquired for the additional land acquisition.

*Table 11: Location wise of PAHs*

Sl.no	Location	Nos of PAHs	Nos of PAFs
1.	7 <sup>th</sup> Mile, Upper Shillong, Pomlum	0	0
2.	Baniun	0	0
3.	Marbaniang Umseiniong	0	0
4.	Laitjem	0	0
5.	Lumsohriew	0	0
6.	Mawkriah East	0	0
7.	Marbi Pdengshnong	3	26
8.	Traw	7	57
9.	Lwai	0	0
Total		10	83

*Source: SIA Field Survey*



### 5.1.2. Age Groups of PAHs

The table on age groups of PAHs shows that majority of the respondents fall in the age groups from 31 to 50 years old that is 5 PAHs are middle age adults. 2 PAHs are older adult from age group of 51 to 70 years. 2 PAHs are young adult with age groups from 18 to 30 years old while 1 PAHs is senior citizens who age is above 71 years old.

Table 12: Age groups of PAHs

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

Source: SIA Field Survey

### 5.1.3. Gender of PAHs

The table on gender of PAHs shows that majority of the respondents are female candidates. This indicates that majority of the land owners who are likely to be affected from the land acquisition are women, the sole custodian of the land.

Table 13: Gender of PAHs

Sl.no	Gender	Nos of PAHs
1.	Female	10
2.	Male	0

Source: SIA Field Survey

### 5.1.4. Occupational status of PAHs

The table on occupational status of PAHs shows that most of the respondents are homemaker and daily wage labourer, 2 respondents are business person and one respondent each as farmer and retired farmer. The table can be interpreted that a majority of the PAHs are employed having at least one type of livelihood activity to sustain themselves.

Table 14: Occupational status of PAHs

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

Source: SIA Field Survey

### 5.1.5. Detail on land use of PAHs

The table on land use of PAHs shows that majority of the respondents uses their land for agricultural purposes and forest area. Two households stated having fallow land. It can be interpreted that the additional land acquisition of Shillong- Nongstoin- Tura road will acquire small portion of vegetables farm land, forest area and barren land.

Table 15: Detail on land use of PAHs

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

Source: SIA Field Survey

### 5.1.6. Detail of structural assets on land of PAHs

The table on structural assets on land shows that there are no residential or commercial structures of any kind that will be affected from the additional land acquisition. Only one animal shed will be indirectly affected due to its proximity to the road.

Table 16: Detail of structural assets on land use of PAHs

Sl.no	Detail of structural assets on land	Nos of PAHs
1.	Kutcha residential structure	0
2.	Semi-pucca residential structure	0
3.	Pucca residential structure	0
4.	Kutcha rented residential structure	0
5.	Semi-pucca rented residential structure	0
6.	Pucca rented residential structure	0
7.	Animal husbandry shed	1
8.	Storage shed	0
9.	Kutcha shop	0
10.	Semi- pucca shop	0
11.	Pucca shop	0
12.	Kutcha rented shop	0
13.	Semi- pucca rented shop	0
14.	Pucca rented shop	0
15.	Others	0
Total structure		1

Source: SIA Field Survey

### 5.1.7. Industries on land of PAHs

Availability of industries like automobile repair shop, mill, quarry etc on land likely to be acquired for the road project shows that no households have set up any kind of small or medium industries.

### 5.1.8. Services on land of PAHs

Services like car wash, restaurant, tea shop etc provided by PAHs on their land shows that there are no services of any kind that will be affected from the additional land acquisition.

### 5.1.9. Availability of natural resources on land of PAHs

The table on availability of natural resources on land of PAHs shows that majority of the respondents have agricultural farm land, with fruit bearing trees like plum, peach and pear along with other matured trees. There are no streams or springs along the proposed additional land acquisition. While three individual households have stated their land as fallow land which have remained unused after the previous acquisition for construction of Shillong-Nongstoin-Tura Road NH 44 (E).

Table 17: Availability of natural resources on land of PAHs

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

Source: SIA Field Survey

### 5.1.10. Availability of alternate land for relocation of PAHs

The table on availability of alternate land for relocation of PAHs indicates that a total of 7 project affected house have alternate land for relocation. While 3 PAHs have no alternative land elsewhere. However, the acquisition will not result to any kind of relocation.

Table 18: Availability of alternative land for relocation of PAHs

Sl.no	Availability of alternate land	Nos of PAHs
1.	Yes	7
2.	No	3

Source: SIA Field Survey

### 5.1.11. Willingness to give the land

The table on willingness to give the land for the proposed additional land acquisition shows that all PAHs are willing to give their land.

Table 19: Willingness to give land by PAHs

Sl.no	Willing to give the land	Nos of PAHs
1.	Yes	10
2.	No	0
3.	Not decided	0

Source: SIA Field Survey

#### 5.1.13. Concern arising from PAHs

The table on concern arising from PAHs shows that a majority of respondents have cited loss of land, loss of income, loss of agricultural land and lack of fair compensation as the key challenges. Concerns from the construction time, when un-acquired agricultural land and water sources are affected from soil dumping and siltation will affect the fertility of the un-acquired land. Concerns arising from operation period, mudslide and landslide due to absence of land stabilization activity. Other challenges are the irreplaceability of the loss of land, the loss of productivity of the land, the loss of usage and accessibility of the acquired land, loss of ownership and loss of manpower and time are some of the grievances put up by the landowners.

Table 20: Major concern raised by PAHs

Sl.no	Major Concern	Nos of PAHs
1.	Loss of land	10
2.	Loss of income	7
3.	Loss of residence	5
4.	Fair compensation	6
5.	Disturbance to agricultural land	2
6.	Disturbance to water sources	0
7.	Disposal of soil	2
8.	Landslide	3
9.	Others	0

Source: SIA Field Survey

#### 5.1.14. Aspiration from the proposed road project made by PAHs

The table on aspiration from the proposed road project shows that majority of the PAHs requested for proper compensation for all kind of losses. They stated that the irreplaceability of the acquired land to its natural form or better may not be possible if they purchase a new land. They also cited change of occupation from agricultural activity to commercial activity due to the absence of another agricultural land. PAHs has requested for construction of retaining wall especially in hill cut steep which was caused by the previous road construction of Shillong- Nongstoin- Tura Road NH 44 (E) .

Table 21: Aspiration made by PAHs

Sl.no	Aspiration from the proposed road project	Nos of PAHs
1.	Employment	2

2.	Proper compensation	9
3.	Realignment of road	2
4.	Land for land	2
5.	Road safety measures	2
6.	Others	0

Source: SIA Field Survey

## 5.2. Social impact of Project Affected Area

### 5.2.1. Impact on project affected households

From the stakeholder consultation for PAHs, it can be noted that no settlement area or commercial area will be affected from this additional land acquisition. Only agricultural land, forest area and barren land will be affected from the acquisition. There is a hope for fair monetary compensation among the PAHs.

### 5.2.2. Impact on land use

Accessibility and usage of land after the proposed additional land acquisition for road project will be minimal as agricultural land will be converted into a development area. The inability to use the land will impact the livelihood and income of the project affected families. However, the respondents of the project affected area welcome the road project and have stated that with fair compensation they will be able to purchase a new land.

### 5.2.3. Impact on structure, community assets, infrastructure and property

There are no residential and commercial structures which will be affected from the proposed additional acquisition for road project. However, Community approach road, walkway/pathway, water platform are likely to be affected directly and partially. The community members requested that with fair compensation for reconstruction, the losses can be replaced back to normal or better form. The community members can also be linked to schemes and programs to avail infrastructural development in the area.

### 5.2.4. Impact on Food security

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. While most of the agricultural land acquired are used as farm land, it can be said that food security of the region will not be affected but only income and livelihood of individual PAHs will be impacted.

### 5.2.5. Impact on public utilities and services

No Public utilities and services will be affected from the proposed additional land acquisition for road project. However, grievances from previous construction of Shillong- Nongstoin-Tura Road NH 44 (E) has been put forth where community heads have stated discontinuation of water pipe services by PHE at Banuin, non-reconstruction of foot path by PWD at Lomsohriew, dumping of soil into springs used as drinking water sources at Marbi

Pdengshnong and lack of land stabilisation activity in hill cut steep have created a lot of problems for the local people.

#### *5.2.6. Impact on environment*

From the field survey and consultation, majority of land to be acquired falls under agricultural farm land and forest area. This proposed additional land acquisition will cause small portion of land and trees clearance. There are no water sources like stream, river or spring, or community forest land or sacred grooves that will be affected from this proposed acquisition.

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

The road project will not have any impact on the health and well-being of the project affected area. However, it will improve accessibility to education, market and health facilities.

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

There are no religious, cultural or historical site on the proposed land to be acquired.

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

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

#### *5.2.10. Impact from the road project*

From the stakeholder consultation, it was seen that the community members of the area welcome the additional land acquisition for road project as it will ensure easy transportation and accessibility to market facilities for agricultural goods. It was put forth by the community heads that due to lack of street light facilities in densely populated area along the NH 44 (E) frequent cases of hit and run accidents has been reported twice or thrice yearly.

## Chapter 6: Social Impact Management Plan

The Meghalaya Institute of Governance which is the state nodal SIA unit is pleased to present herewith the Social Impact Management Plan which has been prepared to mitigate negative social impacts that may arise out of the proposed additional land acquisition for road widening of NH 44 (E) Shillong- Nongstoin- Tura Road portion from Bypass Lad Mawreng to Wahsympreit, Sohiong East Khasi Hills District, Meghalaya in accordance to the RFC&T in LAAR Act, 2013. The SIMP consists of a set of mitigation, monitoring and institutional measures to be taken during the design, construction and implementation phases of the project to reduce adverse social impacts during the various stages of the project.

### 6.1. Summary of Findings

- There are 10 respondents (mainly land owners) from Marbi Pdengshnong and Traw village who will be directly affected from the additional land acquisition having agricultural and fallow land. Majority of the land to be acquired in 7<sup>th</sup> Mile, Upper Shillong & Pomlum, Baniun, Marbaniang Umseiniong, Laitjem, Lumsohriew, Mawkriah East and Lwai belongs to community land falling within the village approach road and footpath.
- There are no R&R as the additional land acquisition with not affect settlement area or commercial area.
- No adverse impact on common property resources, infrastructure and assets will be felt, however, village approach road and footpath will affected directly.
- No negative impacts will take place on the food security; cultural or spiritual/ religious place; historical site; entertainment area; vulnerable groups; and social institutions.

### 6.2. Suggestion and recommendations on findings:

Recognizing the social concerns that can arise from the proposed additional land acquisition for road widening of NH 44 (E) Shillong- Nongstoin- Tura Road portion: Bypass Lad Mawreng to Wahsympreit, Sohiong the following are measures to be adopted to mitigate social impacts from the project.

- Quick payment of compensation to affected families from the proposed additional land to be acquired.
- For agricultural or cultivable land, proper drainage or bunds need to be dug up to avoid water logging or soil run off or siltation during rainy season.
- After the construction work along National Highway-44 (E), road amenities like footpath, 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 constructed in

densely populated area; retaining walls needs to be constructed in elevated slope and unpaved road berm to avoid soil erosion or mud slides.

- Reconstruction of village approach road, footpath, and waiting shed etc. to its better form.
- Measures should be taken to regulate and control development activities in land abutting the right of way (ROW) of highways.
- Promote social forestry along the NH 44(E) Shillong-Nongstoin-Tura Road.
- Proper monitoring and evaluation of working process to ensure road maintenance

### 6.3. Entitlement, Assistance and benefits:

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

- The land owners would be required to be compensated as per Schedule I of the Right to Fair Compensation Transparency in Land Acquisition, Resettlement and Rehabilitation Act, 2013.
- Each type of loss will be calculated as per the provision made in the RFCT in LARR Act- 2013.
  - The District Collector/ Deputy Commissioner shall assess and determine the market value of the land.
  - Compensation for the trees will be based on their full replacement cost. 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 people in the field of agriculture, forestry or any other field, as may be considered necessary.
  - Advance notice should be given to project affected household (landowners) to harvest crops, fruits, timbers and for temporary loss of land and livelihood, 60 days before the acquisition.

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

*Table 22: Entitlement provision for affected people as per RFC&T in LARR Act, 2013*

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	Compensation at Market Value of the Land <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, or</li> <li>• The average sale price for similar type of land situated in the nearest vicinity area, as ascertained from the highest 50% of sale</li> </ul>



			<p>deeds of the proceeding 3 years.</p> <ul style="list-style-type: none"> <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 up to 2</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, or,</li> <li>• Annuity policy that shall pay Rs.2000 per month for 20 years</li> </ul>
2.	Loss of House Structure	Title holder of the house(Displaced 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 Awas Yojana Specifications (in rural area)</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. In addition, subsistence grant of Rs. 50,000 for each affected Scheduled Tribe /Scheduled Caste family displaced from Scheduled area</li> <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>• 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	One time Grant to Artisans, small traders and certain others of Rs. 25000/-
4.	Loss of Cattle Shed /Petty Shops	Affected Family	One time Financial Assistance of Rs. 25000/-
5.	Relocation of displaced families	Displaced Families	Provision of Infrastructural Amenities: Infrastructural facilities and basic minimum amenities as mentioned in the Third Schedule

			of RFCTLAR&R 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.
6.	Impact on common property resources	Villages/ communities	Replacement or restoration of the affected community facilities including schools, public water stand posts, public utility posts, temples, shrines, footpath, etc. and transfer to local authority for maintenance
7.	Any other loss Not identified		Unanticipated involuntary impacts will be documented during the implementation phase and mitigated in accordingly.

#### 6.4. Miscellaneous

- Any disputes between the stakeholders regarding land ownership should be resolved first and made sure compensation is given to the legal owners.
- Adequate measures should be placed to address unforeseen negative impacts. Institutional measures like proper Grievance Redress Mechanism (GRM) cell may be installed with a notified Grievance Redress Officer (GRO).

Annexure 1. Section 4(2) Notifying the MIG for conduct of the SIA study

**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.5/2018/20,

Dated Shillong, the 19<sup>th</sup> April, 2018.

WHEREAS, acquisition of land area measuring 41.7350 acres East Khasi Hills District for the purpose of construction of 2 laning of Shillong-Nongstoin-Tura Road under SARDP-NE (proposed project) to be constructed/developed by Government of Meghalaya is/are proposed.

WHEREAS, a social impact assessment team including 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 owner at Annexure – I and the Headman or his representative 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 six months as per 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 at Mawkriah Village



सत्यमेव जयते

Meghalaya Institute of Governance  
c/o Meghalaya State Housing Cooperative Society Ltd. Campus  
Shillong- 793003, Meghalaya

Phone No.: 0364-2505977  
No: MIG 237/2017-18/ 1141

Email:migshillong@gmail.com  
Dated: 27<sup>th</sup> August, 2019

**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 2576.61 sq.mt for the purpose of construction of 2 laning of Shillong-Nongstoin-Tura road under SARDP-NE from 7<sup>th</sup> Mile Pomlum to Lwai village.

In connection with this, a Public Hearing will be held at Mawkriah East Community Hall, Mawkriah on 5<sup>th</sup> September 2019 at 11:00 am.

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

  
Aibap Syer,  
Director



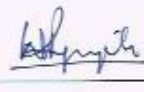
Meghalaya Institute of Governance,  
Shillong.

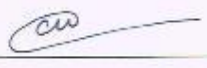



Annexure 3. Attendance Sheet for Public Hearing held at Mawkriah Village.

Public Hearing for the purpose of Land Acquisition for construction of 2 laning of Shillong-Nongstoin-Tura road under SARDP-NE from 7th Mile Pomlum to Lwai village on 5 September, 2019 at Mawkriah East Village.

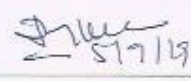


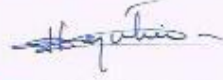

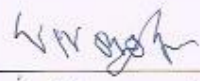

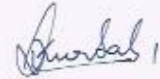
Sl.no	Name	Village/Designation	Signature
1.	Aibam Swar.	Director M I G.	
2.	Shenty Nongkhaw	Barman	Shenty Nongkhaw
3.	Tha Lin Nongkhaw	Barman	Tha Lin Nongkhaw
4.	Sunita Khasati	Lumsahriew	Sunita
5.	Sunita Khasati	Lumsahriew	S. Khasati
6.	Ripika Wangri	Umthlong	R. Wangri
7.	Siantimai Nongbi	Umthlong	S. Nongbi
8.	Lasukman Nongbi	Umthlong	L. Nongbi
9.	Kalnida Khasati	Lumsahriew	K. Khasati
10.	Belais Nongbi	Umthlong	B. Nongbi
11.	Rubilin Wangri	Umthlong	R. Wangri
12.	Everymai Wangri	Umthlong	
13.	Bikiancy Syieming	Mawkriah East	






Sl.no	Name	Village/Designation	Signature
14.	Binalin Langstieh	Maukniah East	Abu.
15.	Saralin Langstieh	Maukniah East	Sam
16.	Phriantinora Blah	Maukniah East	Phlah.
17.	Melinda Kurbah	Traw Kurah	Mkurah.
18.	Pröling Rani	Traw Kurah	P Rani
19.	J. syamiong	Maukniah East	J. syamiong
20.	Jonestor syamiong	Maukniah East	J. syamiong
21.	David Sangma.	Traw	David
22.	Dwan Sywa	Traw	D. Sywa
23.	Saiterdang Kurbah	Traw	S. Kurbah
24.	Jacinta Kurbah	Traw	J Kurbah.
25.	Aitiletzi Kurbah	Traw Aitiletzi	A Kurbah
26.	Kurtameri Kurbah	Traw	K Kurbah
27.	Senota Patrou	Traw	S Patrou

Sl.no	Name	Village/Designation	Signature
28.	Martina Kurba h	trau	M Kurbah
29.	Dhulamehli. Kurba h.	* hlaw.	P-Kurbah
30.	S. masidin khali dohri	Mawkrich East	S. K. dohri
31.	Sngilibon khar dohri	Mawkrich East	S K. dohri
32.	Ichunlay Ryyah Mawkrich	Mawkrich East	I: R. Mawkrich
33.	Donia Khayriem	Mawkrich East	D. Khayriem
34.	Smti. S. Lyngdoh	TRAW	
35.	Juberson Khongwar	Sceeo	
36.	Ti Tinora khar rekroh	Mawkrich East	T. khar rekroh
37.	Parikhan Langstich	Lumschriew	D. Langstich
38.	Emzila khar akroh	Mawkrich east	Eksu
39.	Hilbert Ryyah	Mawkrich Uuseinlay	
40.	Tibasin Langstich	Lumschriew	T. Langstich
41.	Dwis Langstich	Lumschriew	D. Langstich

Sl.no	Name	Village/Designation	Signature
42.	Sasuklang Lyngdoh	Marbisu Pdongshang	S. Lyngdoh.
43.	Sona Lyngdoh	Marbisu Pdongshang	S Lyngdoh
44.	Borka Lyngdoh	Marbisu Pdongshang	BL
45.	Thalinsha Nongkhlaw	Banien	T. Nongkhlaw
46.	Shidalin Nongkhlaw	Banien	S. Nongkhlaw
47.	Setramma Marbay	Marbanig	Marbay
48.	Alvarinea Nongbiej	Marbaniang	Amip
49.	Cornelius Marbay	maukriah East	
50.	Frankstar Lyngdoh	Traw	
51.	Kuini kompenit	lumkhlong <del>lumkhlong</del>	K. Langstich
52.	S. Langstich	lumshon	
53.	M. Kharbich	maukriah East	M. Kharbich
54.	B. Kharbich	maukriah East	
55.	B. Kharbich	maukriah East	B. Kharbich



Sl.no	Name	Village/Designation	Signature
56.	Sthw J-M. Nongkhlaw	1) Pomlum-sec School (2) Sadeu Prekham-Club	 5/9/19
57.	Sy SHARLAUSTICH	LUMSOHPIEW	Sy SHARLAUSTICH 5/9/2019
58.	SMT WADTEP. WAPSAI	Pomlum School.	Wadtep 5/9/19.
59.	Smt Jaisa Kharpi	Pomlum.	
60.	SHRI-C. Nongkhlaw	Banien	Lelip
61.	Smt - Phiemti Nongkhlaw	Banien	P. Nongkhlaw
62.	Smt - Shamom Nongkhlaw	Banien	S. Nongkhlaw
63.	shri A. dyong d. h	R/S pomlum	
64.	Shri. J. Kharpyukho	R/S Sadeu	
65.	Shri L. Lyngkhai	sec/ Lumethieu	L. Lyngkhai
66.	Shri P. I. Mongbri	Pay/ Maukrial-E	
67.	W. Mongbri	R/S. Hau umthong	
68.	T. Khenkongri	R/S. Maibannai umbei, coi	
69.	Dondor lang Kumbat	R/S. Trausaitkhal	

Sl.no	Name	Village/Designation	Signature
70.	Shri, A. Langstiel	R/S Lumochriew	
71.	Shri M. A. Chhau	EAC (Rev) EKHD, Shilling	
72.	Shri S. Wangji	R/S. Mawkrish East	
73.	Shri. D. Dhar	Mandal	
74.	Shri. R. Lyngkhai	Mawkrish East	
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