

2019

Social Impact Assessment Report on Land Acquisition For The Purpose of Improvement to 2 Lane with Paved Shoulder/4 Laning of NH-40 between Shillong to Dawki Section from 0.000 Km to 10.500km, East Khasi Hills District



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About Meghalaya Institute of Governance

The Meghalaya Institute of Governance (MIG) 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 the state by assisting the government, the private sector and communities in putting good governance into practice for the well-being of citizens and society with special emphasis on traditional institutions, cultural organisations and village heads. 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.

The Meghalaya Institute of Governance was notified to conduct a Social Impact Assessment Study on land acquisition for the road widening projects vide Notification No. RDA.43/2018/36 dated Shillong 28th November 2018. The objective of the study is to prepare a complete inventory of structures, affected families and persons and to identify social impacts from the proposed land acquisition.

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:

- i. Rilbong locality
- ii. 3rd Mile village
- iii. 5th Mile village
- iv. 7th Mile village
- v. Baniun village
- vi. Myllem Marbaniang village

Maps and project details for conduct of the SIA study were provided by the Office of the Deputy Commissioner, East Khasi Hills District, Shillong and by the National Highways and Infrastructure Development Corporation (NHIDCL), Shillong. This Social Impact Assessment study and Social Impact Management Plan is the final report after the Public Hearing.

Director,
Meghalaya Institute of Governance,
Shillong.

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Abbreviations

C&RD	-	Community & Rural Development
CPR	-	Common Property Resource
DPR	-	Detailed Project Report
EROW	-	Existing Right of Way
FGD	-	Focus Group Discussion
HH	-	Households
JICA	-	Japan International Corporation Agency
KII	-	Key Informant Interview
LHS	-	Left Hand Side
NHIDCL	-	National Highways and Infrastructure Development Corporation
PAF	-	Project Affected Family
PAH	-	Project Affected Household
PAP	-	Project Affected Person
PHC	-	Public Health Centre
PHE	-	Public Health Engineering
PROW	-	Proposed Right of Way
PSU	-	Public Sector Undertaking
RFCTLARR	-	Right to Fair Compensation Transparency in Land Acquisition Rehabilitation and Resettlement
RHS	-	Right Hand Side
SGRC	-	Shillong Geophysical Research Centre
SIA	-	Social Impact Assessment
SIAU	-	Social Impact Assessment Unit
SIMP	-	Social Impact Management Plan

Executive Summary

A Social Impact Assessment study was conducted by the Meghalaya Institute of Governance with regards to acquisition of land at for the purpose of road widening/improvement of NH-40 Shillong to Dawki road from Rilbong to Myllem Marbaniang village. The road project is under the scheme “North East Road Network Connectivity Project Phase I” with loan assistance of Japan International Cooperation Agency (JICA). It is meant to better the quality and connection of roads in the North Eastern Region, to strengthen the linkages of this region and to improve the economic situation of the region as a whole.

Public purpose for this project may be defined as the need to ease traffic on this highway which is seen as an important international connectivity. The need to ensure free flow of traffic, safety measures to the commuters and road travelers is crucial for this project to materialize.

The total area proposed to be acquired is 275645sq.m or 68.11 acres and passes through Rilbong, 3rd Mile, 5th Mile, Baniun and Myllem Marbaniang villages in East Khasi Hills District. These villages fall under the Myllem C&RD Block. A total number of 29 households were listed as land owners in this project. Apart from these individual land owners land belongs to government departments such as the Indian Army, Forest Dept., Agriculture Dept., Animal Husbandry and Veterinary Dept. Shillong Geophysical Research Centre, Pomlum Public Health Centre and the Don Bosco Sunny Side Novitiate.

There are a few structures (residential and commercial) which will be impacted from the land acquisition. There is one stone/sand mining quarry on the land to be acquired. The road will follow the old road alignment except where two bypass roads are proposed at 3rd Mile and at the 7th Mile Junction. The 3rd Mile Bypass road proposed cuts across the Upper Shillong Protected Forests and across the Shillong Geophysical Research Centre. The Ritmawniew Bypass, avoids the 7th Mile village and instead passes through the Shillong-Nongstoin road till it turns left from the Pomlum PHC and enters Baniun village. it skirts through the Baniun village till it reaches Myllem Marbaniang village.

During the field survey, a total of 22 respondents were consulted during the key informant interviews using both open and close ended interview questionnaires. Also Village Headmen of the Baniun and Myllem Marbaniang villages were consulted. Apart from this, the team spoke to the Agriculture Dept., the Animal Husbandry and Veterinary Dept., the Shillong Geophysical Research Centre and the Forest Dept. The representatives of the

Pomlum PHC were consulted at a later date. From these discussions mitigation measures such as the prevention of soil dumping on the lower agricultural slopes were suggested and the protection of water sources were placed before the study team. Other suggestions were the avoidance of the Baniun football ground as well as the resurvey of the area, with the land owners and the village headmen. The agriculture department wishes for the replacement of all lost structures and stress on the protection of the century old trees. While, the Animal Husbandry and Veterinary Dept., want the bio-security of their pasture lands protected. The SGRC, ask for the realignment of the road from their campus so as to protect the scientific integrity of their institute. While the Pomlum PHC say that the acquisition of the land will make their land smaller and will affect electricity supply as the electricity transformer is on the PHC boundary wall.

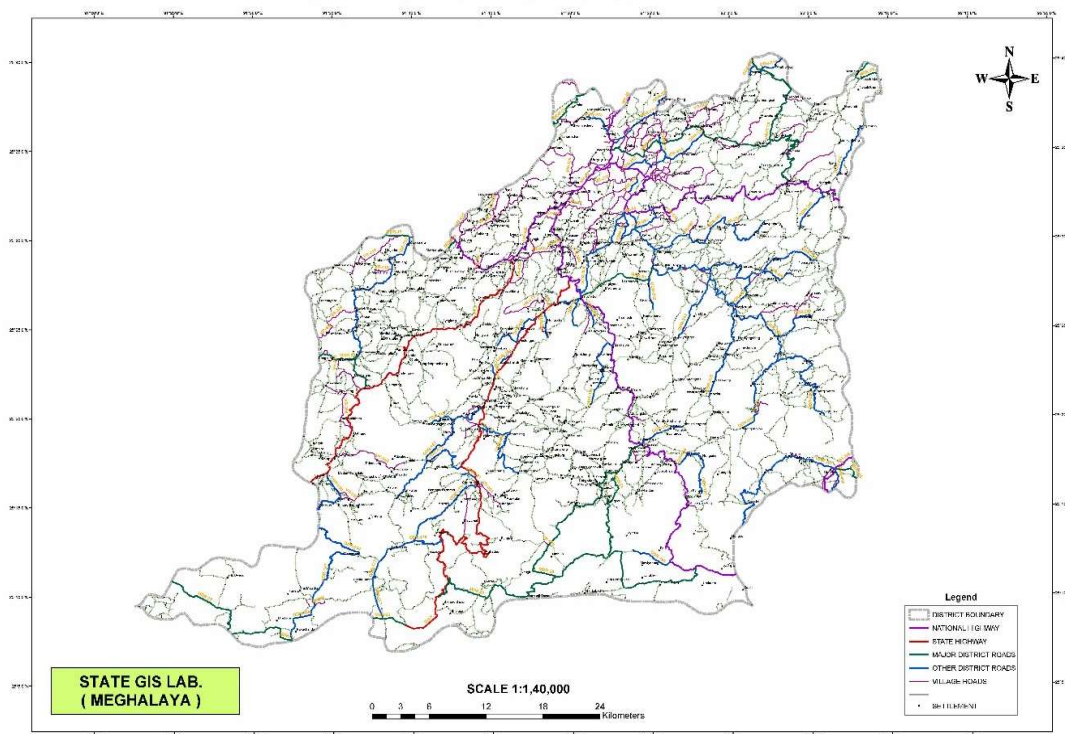
On 2 April 2019 a public hearing was conducted for the project. During the public hearing there was no opposition to the road, however they stressed on mitigation measures to be put in place to reduce negative impacts. A Social Impact Management Plan has been prepared for this project and provides for the protection of resource on the land, the compensation for lost residential and commercial structures, amongst other measures.

Part – I: Detailed Project Description

Background of the Project

Meghalaya being a land locked and hilly state, depends on road connectivity as the main channel to the rest of the country. Although, road connectivity in the state is adequate, in many cases it is seen that the roads are not wide enough to meet the growing demands of users.

Map 1 Road Map of East Khasi Hills District¹



Roads play an important role in the development of a place and contribute to the overall performance of the community. Roads also are significant in the socio-economic development of an area as they eliminate the isolation of people. A strong road network is a supreme backbone for economic growth, social development, prosperity and meets the demands for a sustainable mobility of both people and goods. Access to major roads provides relative advantages to communities as most businesses, industries and agricultural

¹ Source: The Official Web Portal of Government of Meghalaya accessed from <http://meghalaya.gov.in/megportal/roadmap/2> on 11th September 2018

activities depend on proper road connectivity. NH 40 is a key resource that connects the state of Meghalaya with its neighbouring states as well as with its neighbouring country, Bangladesh. The growth of the road network is vital to the development of international trade and commerce, inter-state connectivity, transportation of goods and services and not to mention help the growing tourism industry in the state.

There are four national highways which pass through Meghalaya these are, NH 40, NH 44, NH 51 and NH 62, together they are 1205.338 km in length². NH 40 starts from Jorabat and terminates at Tamabil (Dawki) on the Indo-Bangla border. It covers a total road length of 162.661 km³. This national highway consists of two sections, the Guwahati-Shillong section and the Shillong-Tamabil section. The Guwahati-Shillong road has already been upgraded to 4 lane, while the portion of NH 40 from Barapani to Tamabil is still a two lane road and under the maintenance of the State Public Works Department. The condition of the road is fairly good. From 82 km to 161.62 km (including the construction of the Dawki Bridge) road improvement has been included under Japan International Cooperation Agency (JICA) funding for widening to two lanes including geometric improvement.

Generally this project is concerned with the road widening of NH 40 from Rilbong to Dawki. Specifically, this SIA study is concerned with the stretch of road starting from Rilbong locality in Shillong to Myllem Marbaniang village, i.e. Package 1 of the entire project, for a total length of 10.50 km.

Public Purpose of the Project

As it is, the road is an arterial road connecting not just villages in Meghalaya, but the country of India with Bangladesh itself. This road connects to Dawki-Tamabil which is one of the Indian land ports for Bangladesh. It is desirable that the road be improved to encourage economic cooperation and growth in the region. There are also certain stretches which are bottlenecks on the road and causes a lot of traffic congestion for the surrounding areas. The road, even though well maintained is extremely narrow with sharp turns and blind corners resulting in fatal accidents. Since the width of the road is too narrow and small and with the increasing number of vehicles plying on the road, there is a need to increase the existing road to reduce congestion of NH 40.

Project Details

The JICA road improvement/widening falls under the onus of the North East Road Network Connectivity Project. This project includes the development of 403 km of National Highways in Meghalaya and Mizoram; of this 52 km will be in Meghalaya. The projects will be taken up for implementation during the financial year 2017-18 whereby civil works are

² Source: Public Works Department, Government of Meghalaya, Achievement During Road Development Plan accessed from <http://megpwd.gov.in/roads.html> on 11th September 2018

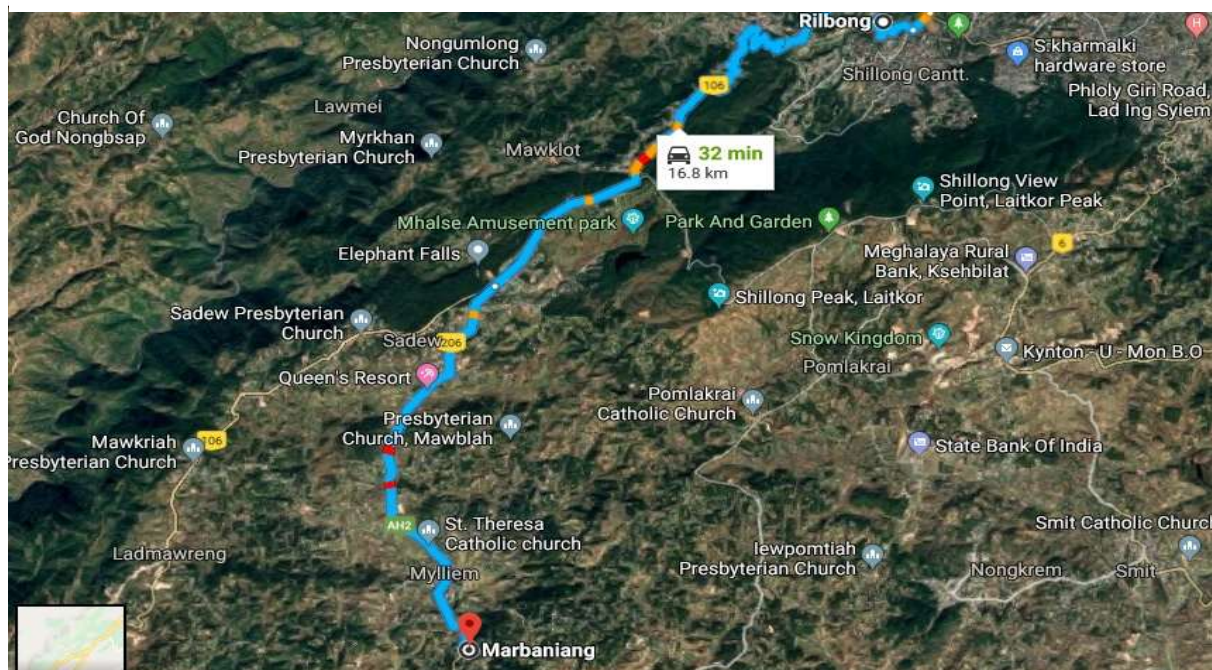
³ Source : Public Works Department, Government of Meghalaya, National Highways accessed from <http://megpwd.gov.in/nh.html> on 11th September 2018

expected to be completed by 2021 and maintenance works are anticipated for completion by 2025. The projects will encourage sub-regional socio-economic development by improvement of infrastructure in Meghalaya and Mizoram and will also enhance the connectivity with inter-state roads and International Borders. The works for development to two lane standards are under the scheme “North East Road Network Connectivity Project Phase I” with loan assistance of Japan International Cooperation Agency (JICA)⁴. It is meant to better the quality and connection of roads in the North Eastern Region, to strengthen the linkages of this region and to improve the economic situation of the region as a whole.

The existing carriageway of all the stretches, varies between single lanes to intermediate lane. The condition of the pavement is very poor, and at some locations not traffic worthy. In addition, the stretches are also susceptible to landslides. There is a need to improve and develop these roads to two lane.

The project in the Information Disclosure under the new Environmental Guidelines of JICA, falls under Category A. Under Category A the project will have significant adverse impacts on the environment and society⁵. The reason for this categorization is because “The project falls into the road and bridge sectors and is likely to have significant adverse impact due to its characteristic under the JICA Guidelines for Environmental and Social Considerations (April, 2010).”⁶ The widening of the road will be limited to the existing ROW as much as possible.

Figure 1 Road map from Rilbong to Marbaniang



This is the old road from Rilbong to Marbaniang

⁴ (Press Information Bureau, Cabinet Approves North East Road Network Connectivity Project Phase I 2017)

⁵ (J. I. Agency n.d.)

⁶ (J. I. Agency n.d.)

This road is the main road connecting the villages in East Khasi Hills, West Khasi Hills and South West Khasi Hills District with the state capital of Shillong covering the shortest distance. This road is the only connection these Districts have with the state capital. This road, also faces a lot of traffic congestion and at times the congestion faced on this road, is felt throughout Shillong.

Under the stretch from Rilbong to 7th Mile most of the land to be acquired is government land falling under Defence land, Forest Dept. land, Revenue Dept. land, Agriculture Dept. land (MEG tea farm), Shillong Geophysical Research Centre (SGRC), Animal Husbandry and Veterinary Dept. land and Public Works Dept. land which has a number of structures and other assets. Whereas from Baniun to Marbaniang most of the land belongs to mostly individual land owners and some community land which is used for residential and agricultural purposes. Apart from this, there is one brick making unit, and a stone quarry present in Myllem Marbaniang which will be directly impacted by this acquisition.

Size of area to be acquired

The total area proposed to be acquired is 275645sq.m or 68.11 acres. Including both LHS and RHS of the road in East Khasi Hills District, Meghalaya.

Location of the project

This section of the NH 40 for which the project is proposed, starts from Rilbong locality to Myllem Marbaniang village. The affected project corridor is from 0+000 to 10+500km i.e. 10.5kms. This stretch of road passes through certain localities/villages namely, Rilbong, 3rd Mile, 5th Mile, 7th Mile, Baniun and Myllem Marbaniang. At present the road is well maintained.

Change in the road alignment

The 3rd Mile Bypass road also falls under the projects' DPR. It begins before the 3rd Mile junction and extends through forest land, revenue land and through the land of the SGRC. This road meets the NH 40 opposite the Don Bosco Sunny Side Noviciate. It extends for 1.11 kms.

A new road has been proposed under this project called the Ritmawniew Bypass. This road begins at the Nongstoin junction at 7th Mile. It continues for 1.41 kms on this road till it reaches Pomlum PHC. On the opposite side of the Pomlum PHC it will cross through Smt. Elin Nongkhlaw's land and thence travel along the edge of the Baniun village. This road, will pass over the streamlet, Phud Baniun and reach Myllem Marbaniang village till it joins the NH 40 at Soilyna Restaurant. The stretch at Baniun-Myllem Marbaniang is of length of 1.42kms. The entire stretch of this bypass measures 2.83 kms.

Objective of the project

The objective of the proposed project is:

1. *To improve/widen the existing single land road into a four-lane with asphalt paving including the construction of a two new bypass roads.*

Ancillary infrastructural facilities

The road widening/improvement project includes the construction of waiting sheds, parking bays, and improvement of basic facilities like PHE water pipes, electricity supply and others.

Alternative Land

There is *no alternative land* for the proposed road improvement/widening and the proposed land to be acquired is seen to be necessary for this project.

Other studies conducted on this project

A preparatory study on the road improvement project funded by JICA was consulted during the framing of this report.

Applicable legislation and policies

Development and infrastructure projects in the area are governed by a number of Acts, and Policies. The following applicable Acts and Notifications are enumerated below.

Table 1 Applicable Legislation and Policies

No.	Acts/Rules/Policies	Relevance to the project.
1.	Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013	It extends to the whole of India and defines who PAFs, the compensation, rehabilitation and resettlement process.
2.	National Rehabilitation & Resettlement Policy	This policy covers all cases of involuntary displacement. It works on the principle of rehabilitation before displacement and if possible it should be land for land compensation. It also seeks Skill development support and preference in project jobs (one person per nuclear family), a Rehabilitation Grant in lieu of land/job, housing benefits to all affected families including the landless. The placement of an Ombudsman for Grievance Redressal.

3.	Meghalaya Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2017	Extends to the whole state of Meghalaya elucidating the process of land acquisition in this Sixth Schedule state and sees that there will be updating of land records and the rehabilitation and resettlement process.
4.	The United Khasi-Jaintia Hills Autonomous District Council (Management and Control of Forests) Act 1958	The Act describes the management and control of forests.
5.	The National Tribal Policy 2006	Provides an environment for the preservation of the traditional and customary systems and regime of rights enjoyed by different Scheduled Tribes.
6.	Meghalaya Transfer of Land (Regulation) Act, 1971	Regulates the transfer of land in Meghalaya for the protection of the Scheduled Tribes therein.
7.	The Meghalaya Transfer of Land (Regulation) (Amendment) Act, 1991	Seeks to ascertain whether the land sought to be transferred is for the purpose of implementing a scheme to promote the interest of the tribal in the field of education or industry.
8.	The National Highways Act, 1956	An Act to provide for the declaration of certain highways to be national highways and for matters connected therewith.
9.	The Control of National Highways (Land and Traffic) Act, 2002	An act to provide for control of land within the National Highways, right of way and traffic moving on the national highways and also for the removal of unauthorized occupation thereon.
10.	Meghalaya Protection of Catchment Areas Act 1992	Provides for the protection of catchment areas with a view to preserve water and to make provision for matter connected therewith.
11.	The Water (Prevention and Control of Pollution) Act 1974	Act provides for the prevention and control of water pollution and maintaining or restoring of wholesomeness of water, for the establishment, with a view to carry out purposes aforesaid.
12.	The KHADC (Protection and Promotion of Khasi Traditional Medicine) Act, 2011	Codifies and makes provisions for the protection and promotion of Khasi traditional medicine.
13.	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 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.

14.	Joint Forest Management Guidelines 1990 and 2002	Framework for creating massive people's movement through involvement of village committees for the protection, regeneration and development of degraded forest lands
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Part II: Research Methodology

The SIA process places emphasis on stakeholder participation in the development of research strategies. Views on issues affecting the future sustainability of impacted communities have been sought, as well as operative suggestions for leveraging the positive benefits from the road widening project. Baseline assessment and consultation findings have been reflected in the SIMP to promote transparency.

The SIAU is comprised of:

- | | | |
|----------------------------------|---|---|
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Purpose of Social Impact Assessment

The Social Impact Assessment process began as part of the new land acquisition act called the Right to Fair Compensation, Transparency in Land Acquisition Resettlement and Rehabilitation (RFCTLARR) Act, 2013 of the Government of India, under Section 2 of the said Act. It is a people friendly, Rights Based Approach to development that considers possible impacts from the loss of land; impacts to the community wellbeing, livelihood, security, sentiments of the people; impacts to the institutions present near the project site that the implementation of the government project might bring about; not just from an environmental point of view but from the social – institutional point of view.

Prior to this, land acquisition was at the behest of the requiring department. It was based on the idea of “eminent domain” which refers to the power of the government to take private land for public use. This concept has always been recognized as an essential attribute

of sovereignty as it connotes the legal capacity of the state to take private property of individuals for public purpose. Eminent domain ignored that land acquisition for any project may also cause certain difficulties to peoples' livelihoods, activities, social and political structure and the environment. Land acquisition was completed without considering whether the acquisition of the land would be detrimental to the people who resided on or who used the land for economic gain or whether it would have adverse impacts on Common Property Resources (CPR). Thus on 31st December 2014 the President of India promulgated an ordinance with the official mandate to "meet the twin objectives of farmer welfare along with expeditiously meeting the strategic and development needs of the country."

As per the Act the State or Union government can acquire land, provided it shows the "public purpose" of the project. Public purpose includes projects related for strategic purposes such as those related to the armed forces, national security; infrastructure projects; projects for Project Affected Families (PAF); projects which provide housing for low income groups; projects for residential purposed of the poor or landless and those displaced by natural calamities or other reasons. The underlying clause in this Act was that land acquisition could only occur if 70% of the population to be affected consent to the land acquisition in case of land acquired for private companies or for Public Sector Undertakings (PSU).

The new land acquisition Act warrants the carrying out of a Social Impact Assessment⁷ study to ascertain whether the land acquisition would be beneficial or detrimental to the community which is a stakeholder. Rigorous field level data collection exercises were conducted for this purpose. They begin with a preliminary site visit to assess the project site and help in preparing a detailed TOR for the project. The next step, with the help of the acquiring body is to meet with direct stakeholders such as village *dorbar* members as well as the land owners, residents of the village who would be indirectly affected by the land acquisition, but directly affected by the proposed project. The final step is to hold a public meeting bringing together, the district authority, the village authority, the land owners and the village residents to air out any further grievances or thoughts on the proposed land acquisition.

Rationale of the study

The purpose of the social impact assessment is to analyze impacts and manage the intended and unintended social consequences which may be both positive and negative and also any social change that may arise due to the road widening/improvement. The primary purpose is to bring about a more sustainable and equitable environment.

⁷ Section 2 of the RFCTLARR Act, 2013 and the Meghalaya Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2017 under Chapter II Section 3

Sampling method

The sampling method used for this study is snowball sampling, i.e. a type of purposive sampling where existing participants recruit future subjects. In this project, the SIA Unit depended on a few village headmen to identify the actual land owners and land users to consult for the study. These ‘gate keepers’ also, pointed out missing villages on the road stretch which were missing from the projects’ Detailed Project Report (DPR). The SIA Unit spoke to Village Headmen and their counterparts, to the landowners, land users and other community leaders. A total of 2 villages were visited and a total number of 31 land owners, 2 headmen, 3 departments and officials from the Shillong Geophysical Research Centre were consulted.

Data Collection Methods

Secondary data was collected through a literature review of books, articles, reports and census data which are relevant to the study. Based on this literature review, the SIA Unit was able to obtain an insight on the background of the project and allowed for group identification and formulation of questionnaires. This was done so as to:

1. Understand the issues and opportunities from the concerned project. To do this it:
 - a. Identifies all stakeholders in the project starting from the land owners, land users, local grassroots governance bodies and create a social profile of them.
 - b. After the stakeholders have been identified, they are consulted to identify impacts, needs and opportunities from the project.
2. The MIG-SIAU seeks to identify the likely impacts and benefits. This includes the identification of impacts and analysis of the significance of the impacts and benefits, the assessment of community investment opportunities.

To conduct this study the SIAU undertook primary data collection. Data was collected through structured questionnaires. Key Informant Interviews (KII) was held with village headmen and members of the village *dorbars*’ executive committee. Focus Group Discussions (FGD) and KIIs were held with the landowners and the land users.

Schedule of consultations

The Social Impact Assessment Unit conducted a number of Key Informant Interviews, Focus Group Discussions with the Village *Dorbar* and then with the land owners and some land users on different days. The dates of consultation are shown below.

Table 2: Date of Field Visits

Name of Village	Field Visit Type	Date of Visit
All villages	Reconnaissance	28 th January, 2019
Mylliem Marbaniang	Consultation with Headman	26 th February 2019
Mylliem Marbaniang	Consultation with Landowners	28 th February, 2019

Baniun	Consultation with Headman and Landowners	2 nd March, 2019
Shillong	Consultation with Agriculture Dept.	11 th March, 2019
Shillong	Consultation with AH & Vet. Dept.	11 th March, 2019
5th Mile	Consultation with SGRC	11 th March, 2019
Shillong	Consultation with Forest Dept.	13 th March, 2019

Data Analysis

Data obtained during the field work for this SIA project was categorically arranged and interpreted using Microsoft Excel applications. Qualitative data was interpreted to bring out a proper understanding of the impacts of the project and to help design mitigation measures for the project.

Part III: Profile of Affected Villages

This section describes the demographic profile of the project affected area which is likely to be impacted from the proposed land acquisition for widening and improvement of NH 40 road section between Rilbong to Myllem Marbaniang, East Khasi Hills District.

3rd Mile

3rd Mile is a medium sized village located in Myllem C&RD Block of East Khasi Hills District, Meghalaya. It has a total 285 families residing in it with a total population of 1387 persons of which 658 are males while 729 are females as per Population Census 2011.

In 3rd Mile village population of children with age 0-6 is 208 which makes up 15.00% of total population of village. Average Sex Ratio of 3rd Mile village is 1108 which is higher than Meghalaya state average of 989. Child Sex Ratio for the 3rd Mile as per census is 857, lower than Meghalaya average of 970. The literacy rate in 3rd Mile village is higher as compared to Meghalaya. In 2011, literacy rate of 3rd Mile village was 87.45% compared to 74.43% of Meghalaya. In 3rd Mile Male literacy stands at 88.83 % while female literacy rate was 86.26%.

Table 3 Demographic Profile of 3rd Mile Village

Particulars	Total	Male	Female
Total No. of Houses	285	-	-
Population	1,387	658	729
Child (0-6)	208	112	96
Schedule Caste	2	2	0
Schedule Tribe	1,270	593	677
Literacy	87.45%	88.83%	86.26%
Total Workers	506	304	202
Main Worker	429	-	-
Marginal Worker	77	37	40

Caste Factor

In 3rd Mile village, most of the village population is from Schedule Tribe (ST). Schedule Tribe (ST) constitutes 91.56% while Schedule Caste (SC) were 0.14% of total population in 3rd Mile village.

Work Profile

In 3rd Mile village out of the total population, 506 were engaged in different activities. 84.78% of workers describe their work as main work (employment or earning more than 6 months) while 15.22% were involved in marginal activity providing livelihood for less than 6 months. Of 506 workers engaged in main work, 32 were cultivators (owner or co-owner) while 21 were agricultural labourer.

5th Mile

5th Mile is a medium size village located in Myllem C&RD Block of East Khasi Hills District, Meghalaya with total 271 families residing. The 5th Mile village has a population of 1516 of which 701 are males while 815 are females as per Population Census 2011.

In 5th Mile village population of children with age 0-6 is 214 which makes up 14.12% of total population of village. Average Sex Ratio of 5th Mile village is 1163 which is higher than Meghalaya state average of 989. Child Sex Ratio for the 5th Mile as per census is 877, lower than Meghalaya average of 970. 5th Mile village has a higher literacy rate compared to Meghalaya. In 2011, literacy rate of 5th Mile village was 91.86% compared to 74.43% of Meghalaya. In 5th Mile male literacy stands at 91.48% while female literacy rate was 92.17%.

Table 4 Demographic Profile of 5th Mile Village

Particulars	Total	Male	Female
Total No. of Houses	271	-	-
Population	1,516	701	815
Child (0-6)	214	114	100
Schedule Caste	0	0	0
Schedule Tribe	1,413	651	762
Literacy	91.86%	91.48%	92.17%
Total Workers	505	299	206
Main Worker	487	-	-
Marginal Worker	18	8	10

Caste Factor

In 5th Mile village, most of the village population is from Schedule Tribe (ST) composing 93.21% of the total population. There is no population of Schedule Caste (SC) in 5th Mile village of East Khasi Hills.

Work Profile

In 5th Mile village out of total population, 505 were engaged in work activities. 96.44% of workers describe their work as main work (employment or earning more than 6 months) while 3.56% were involved in marginal activity providing livelihood for less than 6 months. Of 505 workers engaged in main work, 6 were cultivators (owner or co-owner) while 5 were agricultural labourer.

Baniun

Baniun is a medium sized village located in Myllichem C&RD Block of East Khasi Hills District, Meghalaya with total 261 families residing. 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 was 90.88%.

Table 5 Demographic Profile of Baniun village

Particulars	Total	Male	Female
Total No .of Houses	261	-	-
Population	1,310	657	653
Child (0-6)	250	134	116
Schedule Caste	0	0	0
Schedule Tribe	1,308	655	653
Literacy	90.09%	89.29%	90.88%
Total Workers	491	304	187
Main Worker	484	-	-
Marginal Worker	7	4	3

Caste Factor

In Baniun village, most of the village population is from Schedule Tribe (ST). Schedule Tribe (ST) constitutes 99.85 % of total population in Baniun village. There is no population of Schedule Caste (SC) in Baniun village of East Khasi Hills.

Work Profile

In Baniun village out of total population, 491 were engaged in work activities. 98.57 % of workers describe their work as main work (employment or earning more than 6 months) while 1.43 % were involved in marginal activity providing livelihood for less than 6 months. Of 491 workers engaged in main work, 75 were cultivators (owner or co-owner) while 29 were agricultural labourer.

Table 6 Infrastructure Present in Baniun Village

Sl. No.	Infrastructure/Public Service	Unit	Affected (Y/N)	Nature of Impact
1.	Primary School	1	N	-
2.	Secondary School			
3.	Higher Education	0	N	-
4.	Anganwadi Centre	2	N	-
5.	Self Help Groups	2	N	-
6.	Public Distribution Centre	1	N	-
7.	Hospital	0	N	-
8.	Public/Community Health Centres	1	Y	Boundary wall will be dismantled
9.	Community Hall	3	N	-
10.	Waiting Sheds	0	N	-
11.	Religious Institutions	4	N	Indirect impact as the structure will be too close to the road
12.	PHE water	-	Y	Water supply pipeline will be affected.
13.	Springs	6	Y	Will be affected
14.	Streams/Rivers	1	Y	Lies in the border of the village which is used for domestic purposes and fishing.
15.	Village Roads	5	Y	Approach road to Myllem Marbaniang will be affected
16.	Village Forests	-	N	-
17.	Village Lands	-	N	-
18.	Playgrounds	1	Y	The proposed ROW will be too close to the playground.
19.	Market	-	N	-
20.	Cemetery/Graveyard	3	Y	1 will be affected
21.	Residence	-	Y	Private structure will be affected
22.	Electricity Supply	-	N	-

Myllem Marbaniang

Marbaniang is a medium size village located in Myllem C&RD Block of East Khasi Hills District, Meghalaya with total 83 families residing. The village has a population of 519 of which 247 are males while 272 are females as per Population Census 2011.

In Marbaniang village population of children with age 0-6 is 84 which makes up 16.18 % of total population of village. Average Sex Ratio of Marbaniang village is 1101 which is higher than Meghalaya state average of 989. Child Sex Ratio for the Marbaniang as per census is 826, lower than Meghalaya average of 970. Marbaniang village has higher literacy rate compared to Meghalaya. In 2011, literacy rate of Marbaniang village was 90.80

% compared to 74.43 % of Meghalaya. In Marbaniang Male literacy stands at 92.54 % while female literacy rate was 89.32 %.

Table 7 Demographic Profile of Myllem Marbaniang village

Particulars	Total	Male	Female
Total No. of Houses	83	-	-
Population	519	247	272
Child (0-6)	84	46	38
Schedule Caste	0	0	0
Schedule Tribe	518	247	271
Literacy	90.80%	92.54%	89.32%
Total Workers	290	154	136
Main Worker	158	-	-
Marginal Worker	132	50	82

Caste Factor

In Marbaniang village, most of the village population is from Schedule Tribe (ST) and constitutes 99.81 % of total population. There is no Schedule Caste population.

Work Profile

In Marbaniang village out of total population, 290 were engaged in work activities. 54.48% of workers describe their work as main work (employment or earning more than 6 months) while 45.52% were involved in marginal activity providing livelihood for less than 6 months. Of 290 workers engaged in main work, 77 were cultivators (owner or co-owner) while 44 were agricultural labourer.

Table 8 Infrastructures and Public Services Available in Myllem Marbaniang

Sl. No.	Infrastructure/Public Service	Affected (Y/N)	Nature of Impact
1.	Primary School	N	
2.	Secondary School	N	
3.	Higher Education	N	
4.	Anganwadi Centre	N	
5.	Self Help Groups	N	
6.	Public Distribution Centre	N	
7.	Hospital	N	
8.	Public/Community Health Centres	N	
9.	Community Hall	N	
10.	Waiting Sheds	Y	It will be further from the main road
11.	Religious Institutions	N	
12.	PHE water	Y	The main line will be impacted
13.	Springs	N	

14.	Streams/Rivers	N	
15.	Village Roads	Y	The entry road to the village will be impacted during the construction phase.
16.	Village Forests	N	
17.	Village Lands	N	
18.	Playgrounds	N	
19.	Market	N	
20.	Cemetery/Graveyard	N	
21.	Residence	N	
22.	Electricity Supply	Y	Will be disturbed during construction

Part IV: Stakeholder Consultation

This chapter includes the consultation that the SIA Unit held within the project affected areas. 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 traditional village councils, social organization etc. and primary stakeholders with project affected families, local residents, shopkeepers, farmers, etc.

Reconnaissance Survey

Reconnaissance Survey for Package 1 Shillong – Dawki Road project was carried out by the SIA-U on the 28th January 2019 along with a team from NHIDCL. From the survey, it was found that the proposed land to be acquired is from Rilbong to Myllem Marbaniang village. The land belongs to several government departments and institutions like Defence, Forest, Agriculture, Animal Husbandry and Veterinary, Revenue, PWD land, PHC Pomlum and the Shillong Geophysical Research Centre, while from Baniun (Pomlum) to Myllem Marbaniang a majority of land to be acquired belongs to individual land owners.

The land to be acquired from Rilbong to 3rd Mile partly belongs to the Indian Army and has several structures including boundary walls and trees. After this, the chainage 1950 the 3rd Mile Bypass begins. This road will bypass the very congested 3rd Mile area and proceed through the Upper Shillong Reserve Forest and will meet the NH 40 opposite the Don Bosco Sunny Side Noviciate. From here, the road follows the EROW and cuts through Agriculture Dept., Animal Husbandry and Veterinary land and Indian Air Force land till it reaches the Nongstoin junction at 7th Mile. The PROW will not follow the old alignment, i.e. through 7th Mile which is a heavily congested commercial area, but this road will go through the Nongstoin road and from Baniun another bypass road has been proposed at 9080 to 10500. This will end at Myllem Marbaniang. The road at this bypass is agricultural land.

Detailed description of land to be acquired:

- Majority of the land from chainage 0 to 8980 belong to government departments like defence land, Forest land, SGRC, Agriculture land under Meg Tea Farm (correct name as Upper Shillong Tea Farm), Animal Husbandry and Veterinary land, Eastern Air Command (Km 6780 to 7530) and PWD land. There is no individual land owner at this stretch.

- From chainage 0 to 1430, the land to be acquired belongs to the Indian Army. This land has several structures including schools, these structures are now vacant and have been marked for demolition and the boundary wall. There are several trees as well.
- From chainage 1430 to 1950 the land belongs to the Forest Department and is the Upper Shillong Protected forest including the entry into the Rhododendron Trek.
- From chainage 1950, the 3rd Mile Bypass road begins.
 - This road cuts across the Upper Shillong Protected Forest.
 - This road will cut through the Shillong Geophysical Research Centre at chainage 2270 to 2320 bisecting it into two parts.
 - This bypass road will also affect Revenue land, namely Rose Cottage.
 - The bypass road ends at 3060 and comes out opposite the Don Bosco Sunny Side Noviciate.
 - The entire length of the 3rd Mile Bypass Road is 1.11 kms.
- At chainage 3040 to 3090 the boundary wall of the Don Bosco Sunny Side Noviciate will be affected from this land acquisition.
- From chainage 3090 to 5270 the land belongs to the Forest Department. This section will also include the approach land to the Shillong Peak Viewpoint.
- At chainage 5250 to 6780 the land belongs to Agricultural Department and includes the Meg Tea Farm (chainage 5250 to 5550). Although the tea farm itself will not be affected, its boundary wall and the lower slopes will be. Also, the parking bay at the foot will be acquired. On the right side, there are a three to four staff quarters that will be impacted from the land acquisition.
- From chainage 6420 to 7530, the land belongs to the Animal Husbandry and Veterinary Dept. there are no structures that will be affected. However, the pasture land of the institute (Sperm bank) will be acquired.
- From chainage 6780 to 7530 the land to be acquired belongs to the Eastern Air Command. The entrance into the Eastern Air Command shall be acquired. On the RHS the MiG that has been installed as a demonstration piece shall have to be removed as the area has been identified for acquisition.
- As per the NHIDCL, to the best of their capabilities, the trees lining the road side shall be protected and have been left out of the DPR.
- Upon reaching the 7th Mile Junction at chainage 9080, the road will travel on the Nongstoin road instead of going following the 7th Mile road. This is the Ritmawniew bypass and it is a total of 2.83 kms long.
 - After this junction, the road continues on the Shillong-Nongstoin road for 1.41 kms till it reaches the Pomlum PHC.
 - From the Pomlum PHC, the road cuts towards the left and into the property of Smt Elin Nongkhlaw. This bypass road goes along the edge of the village of Baniun till it reaches Myllem Marbaniang. This road is approximately 1.42 kms long.
 - The road will meet the NH-40 at chainage 10500, i.e. at Soilyna Restaurant, Myllem Marbaniang.

- The land in Ritmawniew Bypass, passing from Baniun to Myllichem Marbaniang, belongs mostly to individual landowners falling under cultivable land.

Community Consultation

Community consultation with Myllichem Marbaniang

The SIA-U met with the headman of Myllichem Marbaniang on the 26th February 2019. As per the Headman of Myllichem Marbaniang the village has no problems with the land acquisition. He however pointed out that there is one community land which falls under the PROW but which has been omitted from the land owner's schedule. There is also a plot of land whose land owner's name is unknown, the Headman also says that he doesn't know the name of the owner as he has not submitted any ownership documents with the Village Dorbar. As to the village land, the Headman says the village welcomes this land acquisition and the Ritmawniew Bypass Road. The Ritmawniew Bypass begins from Baniun and re-joins the NH – 40 (Shillong Dawki Road) at Myllichem Marbaniang.

Figure 2 KII with landowner



Community consultation with Village Headman of Baniun

The SIA-U spoke to the headman of Baniun Shri. Andrew Jala and the Secretary of the village Shri. Lamphrang Nongkhlaw on 2nd March 2019. The village of Baniun is a semi-urban area from where the bypass road (Ritmawniew Bypass road) begins. This bypass road extends from the Nongstoin junction at 7th Mile till it reaches the Pomlum PHC and turns to the left into Baniun village through Smt. E. Nongkhlaw’s land. This road skirts along the outer boundary of the village and comes out at Myllem Marbaniang village near the Baniun football ground (under construction).

Upon learning that the bypass road would be called the “Ritmawniew Bypass road” the headman pointed out that Ritmawniew village is far from the bypass road hence the name of the bypass road should change. He also said that even though the name of the PHC and the school is called Pomlum PHC and Pomlum School, the locations are situated within Baniun village.

Previously, the proposed bypass crossed through the middle of the Baniun village but, after protests by the village residents, the road was resurveyed (joint survey in 2017) and now passes by the villages’ edge. As such this road will have very little impact on the village except for the individual land owners’.

During this consultation it was learnt that the village authority and the land owners were not happy with the land survey and wanted a fresh survey in the presence of all concerned parties. They also made known that the village would not allow for the road to cut through the football ground which is under construction.

Table 9 Village Wise Consultation

Sl.no	Project Area (location)	Village wise consultation
1.	Myllem Marbaniang	The community headman along with the land owner were quick to cooperate in the developmental process of the road project. The land owners are willing to give up their land for the proposed road project.
2.	Banuin	During the consultation, the village authority have requested that no impact from the acquisition should be felt on the community football ground. The community members of Baniun seek clarification on the non- inclusion of some landowners missing from the officials list of land owners. They also requested for a field survey on the extent of land to be acquired from them. A land owner stated that the PROW would pass through his land and fears that he will be left with very little land after the acquisition which will no longer be of any use to him. Thus, the authority in charge should acquire the whole land and not just a part.

Consultation with Government Department and Institutions

The following tables shows the likely impact to be felt by the government departments/ institutions.

Table 10 Consultation with Govt. Depts.

Sl. no	Name and Designation of Government officials	Discussion / Remarks
1.	<p>Agriculture Department:</p> <p>a. Smt. B.N War, Director, Agriculture;</p> <p>b. Shri. M. Lyngdoh Suiam, Asst., Director, Horticulture;</p> <p>c. Shri. B.K Syiem, Director, R&T</p>	<ul style="list-style-type: none"> • The department has not received any kind of information with regards to the proposed land acquisition. • Correction of name from Meg Tea Farm to Upper Shillong Tea Farm. • The proposed acquisition will require the demolition of the boundary wall and gate of the tea farm. • Requested for the replacement of all assets lost, i.e. the reconstruction of boundary wall and gate before the acquisition to avoid any kind of security issue, encroachment or illicit activities which may hamper the agricultural and horticultural products of the department. • Request have been made to realign the PROW towards the RHS where the Agri., Department's quarters are located to avoid cutting or disturbing the pine trees along the existing road which are more than 100 years old. The officials laid stressed on the aesthetic beauty the pine trees gave to the Upper Shillong area. • Request for reconstruction of parking space near the entry point of Upper Shillong Tea Farm as it is frequently visited by tourist vehicles. • Replacement of Agri., Department quarters which are likely to be affected from the acquisition.
2.	<p>Animal Husbandry & Veterinary Department</p> <p>a. Dr. C. Shylla, Director</p> <p>b. Dr. W. Ryngkhlem, Joint Director</p> <p>c. Dr. K. B Sahkhar, Deputy Director</p> <p>d. Dr. E. Khongjoh, Asst., Director</p>	<ul style="list-style-type: none"> • The proposed land acquisition will require the dismantling of a boundary wall as well as the felling of several trees. • The land is currently used as pasture land. • One of the major concerns arising from this acquisition is the negative impact it will have on bio-security. As this land is protected and the trespass of stray animals is not allowed, the dismantling of the wall may pose such a threat. • There is a likelihood that the sperm bank present on the site will also be contaminated from this. • As such, to safeguard the integrity of the farm's bio-security, requests have been made to construct a new boundary wall first before dismantling the old one. Also,

		<p>this new wall has to be higher to avoid any kind of unforeseen problems.</p> <ul style="list-style-type: none"> • Land measuring an area of 1865.133 Sqm (LHS) under chainage 6780 – 7530 has been identified as Forest land (Eastern Air Command Area) belongs under the rightful ownership of AH&V Department and not the EAC. • Further request have been made to avoid cutting of pine trees along the existing road as the trees are more than 100 years.
3.	<p>Shillong Geophysical Research Centre</p> <p>a. Dr. S. Gurubaran, Professor ‘G’, Indian Institute of Geomagnetism, Navi Mumbai</p> <p>b. Dr. Nitin Sharma; Reader, Indian Institute of Geomagnetism, SGRC</p> <p>c. Mr. M.B Nongkhlaw, Technical Officer II (Administrative In-charge), SGRC</p>	<ul style="list-style-type: none"> • The officials stated that SGRC is the only institute in the North East region which monitors the seismic activity and magnetic observation of North Eastern region and Himalayan region falling under the Seismic Zone V (highest seismic zone). It carries out detailed studies with focus on how to mitigate the effects of earthquakes for public interest and also contributes magnetic data to the World Data Centre in Mumbai. • The proposed land to be acquired will impact the backyard and boundary wall of SGRC campus. The acquisition will have a negative impact on the campus, seismograph and magnetometer reading which are very sensitive to vehicle movement. As per seismic design and analysis guidelines, installation of such equipment’s should be at a radius of 200 mtrs, away from any kind of development to receive accurate reading. However, the proposed acquisition will reduce the radius to 100 mtrs thereby generating false information and misleading data. If the proposed ROW passes near the campus, then the very existence of the institute comes at stake as this will force the relocation of the Centre. • Request have been made to shift the PROW about 100 metres away from the existing SGRC boundary wall to avoid any kind of disturbance to the scientific equipment.
4.	<p>Forest Department</p> <p>a. Shri. B.M.K Reddy, IFS</p>	<ul style="list-style-type: none"> • The land to be acquired will pass through forest land having pine trees. The acquisition will cause felling of trees and also habitat fragmentation of local flora and fauna which will have a negative impact on the density of the species. • As a large number of trees will be cut down, proposal have been made to follow central and state forest guidelines/ acts to promote afforestation through compensatory afforestation and social forestry. There is a need to identify a new land for afforestation for growing a forest from a non-forest land. • With the diversion for road project, there are huge chances where local species will be restricted to small

		<p>space, causing isolation of species and making them more vulnerable.</p> <ul style="list-style-type: none"> • However, the official welcome the road development project and requested for compliance with the central and state guidelines and act.
5.	Pomlum PHC	<ul style="list-style-type: none"> • The cafeteria structure may be affected as this is the closest structure to the boundary wall. • Also an electrical transformer may be affected which is near the PHC's boundary wall. • There is an apprehension that land acquisition will affect the size and security of the PHC campus.

Part V: 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 improvement/ widening to two lane of Shillong- Dawki road NH 40 section Rilbong to Myllem Marbaniang under Package 1, Myllem C&RD Block, East Khasi Hills District, in the state of Meghalaya.

I. Socio-Economic Profile of Project Affected Households

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 February and March, 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 a total turnout of 22 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.

Table 11 Location wise PAHs

Sl.no	Location	No. of PAHs	No. of PAFs
1.	Rilbong	0	0
2.	3 rd Mile	0	0
3.	5 th Mile	0	0
4.	7 th Mile	0	0
5.	Baniun	19	110
6.	Myllem Marbaniang	3	36
Total		22	146

The table on location wise PAHs shows a turnout of 22 PAHs with a total numbers of 146 PAFs. From the field survey, it was observed and pointed out that from Rilbong to 7th Mile most of the land to be acquired falls under Central Government and State Government Land, i.e. land belonging to Defence, Forest, Shillong Geophysical Research Centre, Revenue, Meg Tea Farm, A.H & Veterinary Dept., PWD, and PHC land. While from Baniun to Myllem Marbaniang majority of the land that is proposed to be acquired belongs to individual land owners where the proposed Ritmawniew Bypass, at a length of 1.42 km, will be constructed accordingly.

Table 12 Age Groups of Respondents

Sl.no	Age Groups	No. of Respondents
1.	18 - 30 years old	0
2.	31 - 50 years old	11
3.	51 - 70 years old	7
4.	Above 71 years old	4

The table on age groups of respondent's shows that majority of the respondents are between 31-50 years of age. 7 respondents are between 51 to 70 years of age while the remaining respondents (4 persons) are above the age of 71 years.

Table 13 Gender of Respondents

Sl.no	Gender	No. of Respondents
1.	Female	18
2.	Male	4

The table on gender of respondents' show that majority of them are female while 4 respondents are males. 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 14 Occupational status of PAHs

Sl.no	Occupational status	No. of Respondents
1.	Farmer/ Cultivators	6
2.	Homemaker	6
3.	Government Employee	3
4.	Business	1
5.	Daily wage worker	1
6.	Unemployed	1
7.	Others	4

The table on occupational status of respondents shows that most of them are farmers/ cultivators and homemakers. While 3 respondents are government employees, 1 each are business person, daily wage labourer and unemployed. While 4 others respondents are retired government officials or retired senior citizen.

Table 15 Income status of PAHs

Sl.no	Income status	No. of PAHs
1.	Less than Rs. 9999	0
2.	Rs. 10,000- 39,999	0
3.	Rs. 40,000- 69,999	1
4.	Rs. 70,000 – 99,999	3
5.	More than 1,00,001 and above	13
6.	No Income	0
7.	Don't know	5

The table on income status of the PAHs shows that a majority of the respondents earn more than Rupees One Lakh annually, with 3 PAHs earning between Rs. 70,000 to Rs. 99,999 annually and 1 PAH earns between Rs. 40,000- Rs. 69,999. There are 5 PAHs who are not aware about their annual income.

Table 16 Detail on land use of PAHs

Sl.no	Detail on land use	No. of PAHs
1.	Agricultural land	16
2.	Residential	7
3.	Animal husbandry	2
4.	Quarry	1
5.	Shop	1
6.	Fallow land	1
7.	Forest	1
8.	Industry	1
9.	Others	3

The table on land use of PAHs shows that majority of the respondents uses their land for agricultural purposes i.e., 16 PAHs with 14 households from Baniun and 2 households from Myllem Marbaniang taking up seasonal and annual agricultural activity. There are 7 PAHs who have set up structures in their land for residential purposes. There is 1 PAHs each having quarry, shop, fallow land, forest area and industries. While 3 other PAHs have approach road, footpath, drainage, boundary wall on their land.

Table 17 Detail of structural assets on land of PAHs

Sl.no	Detail of structural assets on land	No. of PAHs
1.	Kutchra residential structure	2
2.	Semi-pucca residential structure	5
3.	Pucca residential structure	1
4.	Kutchra rented residential structure	0
5.	Semi-pucca rented residential structure	2
6.	Pucca rented residential structure	1
7.	Animal husbandry shed	3
8.	Storage shed	0
9.	Kutchra shop	0
10.	Semi- pucca shop	0
11.	Pucca shop	1
12.	Kutchra rented shop	0
13.	Semi- pucca rented shop	0
14.	Pucca rented shop	1
15.	Others	0
Total structure		16

The table on structural assets on land shows that there are a total of 16 individual structures which will be affected from the proposed road project falling within the stretch from Baniun to Myllem Marbaniang.

Table 18 Numbers of Tenants

Sl.no	Whether tenants are present or not	No. of Tenants
1.	Yes	2
2.	No	20

The table on number of tenants either used for agricultural or residential purposes shows that only 2 PAHs from Baniun have rented out their land for residential and commercial purposes and a majority of the landowners are using the land for themselves.

Table 19 Industries on land of PAHs

Sl.no	Industries on land	No. of PAHs
1.	Fabrication	0
2.	Concrete block/ brick paint	1
3.	Garage	1
4.	Others	0

The table on availability of industries on land likely to be acquired for the road project shows that only 2 PAHs have small industries such as cement block manufacturing unit and a garage will be affected from the acquisition.

Table 20 Services on land of PAHs

Sl.no	Services on land	No. of PAHs
1.	Car Wash	0
2.	Restaurant	0
3.	Tea shop	0
4.	Others	1

The table on services on land of PAHs shows that the only one furniture house will be affected from this acquisition.

Table 21 Availability of natural resources on land of PAHs

Sl.no	Availability of natural resources on land	No. of PAHs
1.	Vegetation	14
2.	Barren land/ shrub arable land/ Jhum land/ sand	6
3.	Trees (horticultural)	5
4.	Trees (timber)	4
5.	Streams/ river	3
6.	Springs	2
7.	Minerals (limestone/coal/clay/ glass-sand etc.)	0

The table on availability of natural resources on land of PAHs shows that majority of the respondents have agricultural land which is used for growing vegetables like potato, maize, leafy vegetables, amongst others. Fruit bearing trees and other matured trees are to be seen in the cultivated areas of the project affected area. There is a stream (Phud Baniun) which crosses through the land of 3 PAHs and there are two individual households who have springs, the water sources are used for fishing purposes, domestic use, drinking water and irrigation. While 6 PAHs have barren land/ shrub arable land/jhum land/ sand.

Table 22 Availability of alternate land for relocation of PAHs

Sl.no	Availability of alternate land	No. of PAHs
1.	Yes	10
2.	No	12

The table on availability of alternate land for relocation of PAHs indicates that a total of 12 PAHs have no alternate land to relocate their structures or any other agricultural land. While 10 PAHs have alternate land elsewhere.

Table 23 Willingness to give the land

Sl.no	Willing to give the land	No. of PAHs
1.	Yes	22
2.	No	0
3.	Not decided	0

The table on willingness to give the land for the road project shows that all the PAHs are willing to give up their land for the proposed road development in their area.

Table 24 Concern arising from PAHs

Sl.no	Major Concern	No. of PAHs
1.	Loss of land	20
2.	Loss of income	16
3.	Fair Compensation	14
4.	Disposal of soil	9
5.	Disturbance to agricultural land	8
6.	Landslides	8
7.	Loss of residence	6
8.	Disturbance to water sources	4
9.	Others	2

The table on concern arising from PAHs shows that a majority of respondents have cited loss of land (20 PAHs), loss of income (16 PAHs) fair compensation (14 PAHs) and loss of residential structures (6 PAHs) as the key challenges. Concerns from the construction time include the disposal of soil (9 PAHs) and landslides (8 PAHs), disturbance to agricultural land (8 PAHs) and water sources (4 PAHs). Other challenges are the irreplaceability of the loss land, the loss of productivity of the land, the loss of usage and accessibility of the acquired land, loss of constructed service like footpath, boundary wall and

approach road, fear compensation value will not meet the value of loss assets are some of the grievances put up by the landowners.

Table 25 Aspiration from the proposed road project made by PAHs

Sl.no	Aspiration from the proposed road project	No. of PAHs
1.	Proper compensation	22
2.	Road safety measures	14
3.	Employment	8
4.	Realignment of road	4
5.	Land for land	2
6.	Others	2

The table on aspiration from the proposed road project shows that majority of the PAHs requested for proper compensation (22 PAHs) 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. 8 PAHs requested for employment where deemed fit for construction or building of retaining wall, breast wall or protection wall. 2 PAHs has requested that they be provided land for land provision. While 4 PAHs has requested for realignment of road. 14 PAHs has requested for road safety measures to be taken into consideration throughout the project phases. Other 2 PAHs has requested for construction and reconstruction of retaining wall, approach road and boundary wall. They also requested for prior information before declaration of final awards.

Social impact of project affected area

Impact on project affected households

From the stakeholder consultation and survey, it was found that there are a total of 22 PAHs who will be directly affected from the road project. The PAHs are mainly from Baniun and Myllem Marbaniang villages. Most of the land likely to be affected are used for agricultural and residential purposes.

A total of 16 individual structures used for residential and commercial purposes will be affected from the proposed road project as these structures will need to be fully or partially dismantled and relocated elsewhere.

Majority of land owners present at the consultation are in favour of welcoming the road project and are ready to cooperate with the land acquisition. Request has been made for fair monetary compensation, implementation of mitigation measures and rehabilitation and resettlement plan for all project affected households and displaced person.

Impact on land use

The inability to use and permanent loss of access to the land will impact the livelihood and income of the project affected households. 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 and find other means of livelihood activity to sustain themselves.

From the village authority consultation, it was pointed out that the proposed land acquisition will benefit the local people of 7th Mile as this bypass from Baniun to Myllem Marbaniang will reduce the congestion on the area and allow for free flow of transportation, services and goods coming from different villages of East Khasi Hills District.

Impact on community structure, assets, infrastructure and property

From the community consultation, it can be concluded that there will be no major impact on the community structures, assets, infrastructure and property. In Baniun village, boundary of a playground and a cemetery are likely to be affected from the acquisition while in Myllem Marbaniang no community structure will be impacted.

In Baniun the headman and secretary of the village point out that the road runs close to their football ground/stadium which is under construction. They say that should the road, impede their plans, then they would not accept the road. Myllem Marbaniang village which has some land (omitted from the land owners list) which falls under the PROW say that the acquisition of the land will be beneficial to all.

However, the community members have requested that if any unforeseen negative impact does occur on community structures, assets, infrastructure and property the company needs to maintain or construct the assets to its better form or present condition within the project cost.

Impact on Government structures and property

A detailed consultation with government department/ institution has been added under the stakeholder consultation chapter. From the government department consultation, it can be concluded that the proposed road project was welcomed by all. However, preventive measures toward environmental impact and biosecurity have been stressed by each government departments. The Shillong Geophysical Research Centre have proposed that acquisition for proposed road project be shifted to about 100 metres away from the campus's boundary wall as the proximity of the PROW will cause grave disturbance to the seismic reading and magnetic observation which are very sensitive to vehicular movement.

There is a danger that the SGRC which is the only Seismic and Magnetic Observatory in the North East of India plays a vital role in in seismic studies and contributes to the overall scientific knowledge, will no longer be able to contribute to this knowledge. Should the road bisects or is aligned too close to the Centre, then accurate scientific measurements will not be

possible. Hence, it must be stressed upon that the road should avoid this invaluable centre. The road should be shifted 100 meters from the boundary wall.

The Pomlum PHC's boundary wall will be demolished from this land acquisition. Also, it is seen that an electric transformer which is next to the boundary wall will be affected. Also the land acquisition will be close to a structure in the PHC campus which is used as a cafeteria.

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. From the field survey, it can be noted that some portion of agricultural land will be acquired however the food security of the region will not be affected but only income and livelihood of individual PAHs will be impacted.

Impact on public utilities and services

Public utilities and services likely to be affected from the road project are in Myllem Marbaniang village, one waiting shed, PHE water supply pipelines, a village approach road and electric post; while in Baniun village, boundary wall of Pomlum PHC and PHE water supply pipeline are likely to be directly affected from the proposed road project. Also, the electric transformer adjacent to the boundary wall of the Pomlum PHC will likely be impacted from the land acquisition. To prevent any kind of discontinuation of services the community members as well as authorities from certain government departments requested that continuity of services should prevail even after the completion of road project.

Impact on environment

The proposed acquisition will require land, trees and forest clearance. Pine trees about 100 years of age line are present along the side of this EROW. Although, the NHIDCL ensures that all measures will be taken to protect these trees, there is fear that during construction period these trees will be affected. The irreparable damage that might be done on these trees is to be avoided. Apart from this, the 3rd Mile Bypass cuts across the Upper Shillong Protected Forest which has been under the protection and management of the government for more than a hundred years. When in 1874, the Viceroy of India visited the area and directed the authorities to protect certain areas for timber production and for water conservation for Shillong city⁸. A total of 57709.355 sq. mts/0.057709335 sq. kms out of the total area of 7.66 sq. km of the Upper Shillong Protected Forest shall be acquired . Apart from the loss of trees in the "lungs of Shillong", what is more important is the fragmentation of this forest. There will be a threat to flora and fauna, and water sources. As this road opens up the area, it becomes even more so threatened by the march of development.

⁸ BirdLife International (2019) Important Bird Areas factsheet: Upper Shillong. Downloaded from <http://www.birdlife.org> on 20/03/2019.

Water sources like streams and springs available in individual land will likely be impacted from soil dumping and siltation. It is important to ensure that water sources used by community member are not polluted during the construction period and afforestation should be encourage to improve the greenery of the area.

Impact on health and well being

Temporary impact from dust pollution will be felt during the construction period. However after completion of the road project, accessibility to service will be even faster and even less time consuming.

Impact on religious, cultural and historical site

There are no direct impact on the religious, cultural or historical site that will be affected from the road construction. However, if unforeseen impact does occur during the project implementation phase, information to concern authorities should be notified.

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.

Impact from the road project

From the stakeholder consultation, it was seen that the community member of the area welcome the road widening project. They said that the road project will ensure easy transportation of services and goods and reduce traffic congestion in the region.

Table 26: Approximate Loss for Landowners

Name of Land Owner	Use of Land	Total Residences	Loss of Residence	Total Shops	Total Sheds	Total Other Structures	Loss of Income	Loss of Land	Impact on Agriculture
Mylliem Marbaniang									
Thribor Kharkongor	Agriculture Residential Quarry Industry Storehouse	1	Yes	-	-	2	Yes	Yes	No
Mibilka Kharkongor	Agriculture Residential Storehouse	1	No	-	-	1	Yes	Yes	Yes
Heldora Kharkongor	Quarry	-	No	-	-	-	Yes	Yes	No
Baniun									
Maria Nongkhlaw	Agriculture	-	No	-	-	-	Yes	Yes	No
Pascolina Nongkhlaw	Agriculture	-	No	-	-	-	Yes	Yes	No

Anisha Nongkhlaw	Agriculture	-	No	-	-	-	Yes	Yes	No
Raptilin Nongkhlaw	Agriculture	-	No	-	-	-	Yes	Yes	Yes
Ryntihlang Nongkhlaw	Agriculture Residential	-	No	-	-	-	Yes	Yes	No
Phursimie Rynjah	Agriculture	-	No	-	-	-	Yes	Yes	Yes
(L) Troslida Nongkhlaw	Agriculture	-	No	-	-	-	Yes	Yes	Yes
Mary Rymbai	Residential Shop	1	Yes	1	-	-	Yes	Yes	No
Basanta Nongkhlaw	Agriculture	-	No	-	-	-	Yes	Yes	No
Tralinsha Nongkhlaw	Agriculture Approach road and footpath	1	No	-	-	2	Yes	Yes	Yes
Phremti Nongkhlaw	Agriculture Residential Quarry Animal Husbandry Shop	3	Yes	1	1	-	Yes	Yes	Yes
Arnus Nongkhlaw	Agriculture Residential	1	Yes	-	-	-	Yes	Yes	Yes
Niewkor Nongkhlaw	Agriculture	-	No	-	-	-	Yes	Yes	Yes
Thiemti Nongkhlaw	Agriculture	-	No	-	-	-	Yes	Yes	Yes
Shamon Nongkhlaw	Residential Animal Husbandry	2	Yes	-	2	-	No	Yes	No
Siemty Nongkhlaw	Agriculture	-	No	-	-	-	Yes	Yes	Yes
Iasuklang Nongkhlaw	Forest	-	No	-	-	-	No	Yes	No
Charbis Nongkhlaw	Residential	1	Yes	-	-	-	No	Yes	No
Aibanshish a Malngiang	Fallow	-	No	-	-	-	No	Yes	No

Part VI: Public Hearing

A public hearing was held at Baniun village on the 2nd April 2019 on the social impact assessment study completed for the land acquisition for road improvement/widening to 2 lane with paved shoulder 4 laning of NH-40 between Shillong to Dawki road section from kms 0+000 to km 10+500 upto Bangladesh border including Dawki bridge. The meeting was chaired by Shri Aiban Swer, Director Meghalaya Institute of Governance and was attended by officials from various bodies such as Revenue Branch, Office of the Deputy Commissioner, East Khasi Hills District, Health and Welfare Dept., Animal Husbandry & Veterinary Dept., Agriculture Dept., and from the Shillong Geophysical Research Centre. Also in attendance were land owners, land users, the village headman of Myllem Marbaniang village and the Secretary of the Village Dorbar of Baniun village. A total of 42 persons were in attendance.

Figure 3 Public Hearing at Baniun



After the presentation of the draft social impact assessment report, the following issues were raised by those present and addressed by the chair and by the representative from the Deputy Commissioner's Office.

Sl.no	Participants	Queries/ Comments	Responses made by officials
1.	Headman, Mylliem Marbaniang	<ul style="list-style-type: none"> The headman stated that there are some landowners name who have not been included in the land owners' schedule and the unknown landowners near Soilyna restaurant belongs to Shri. Albana Rani a resident of Sohra village. He also stated that, some landowners are willing to give their land for soil filling. Request have been made to avoid the indiscriminate dumping of soil. 	<ul style="list-style-type: none"> Under the Social Impact Management plan, preventive measure have been listed out to avoid indiscriminate dumping of soil. Mitigation measure on water sources, public facilities like footpath, water pipeline, electric post etc and structures nears the construction site has been listed out accordingly to prevent any kind of unforeseen problem.
2.	Smt. Mary Rymbai, Landowner	<ul style="list-style-type: none"> The landowner wanted clarification on the extent of land to be acquired from individual landowners within the proposed road project under Package 1. 	<ul style="list-style-type: none"> The proposed road project under Package 1 will be a 4 lane project which will join with the existing NH 40 at Mylliem Marbaniang under Package 2 which will be widen or improved to 2 lane.
3.	Shri. R. S. Kharsati, Secretary Mylliem Marbaniang	<ul style="list-style-type: none"> Pointed out the land to be acquired under Mylliem Marbaniang is not only an agricultural land but also a sand and stone quarry. The quarry acts as a main source of income for the individual land owners and people employed under these quarry. This acquisition will affect the peoples' livelihood and therefore requests for a one-time payment at the present market value rate. Further he wanted to know the method of paying compensation and cited the Soilyna Restaurant as an example. He stated the land on which the restaurant is belongs to an individual owners and structures and assets on land were 	<ul style="list-style-type: none"> According to the RFCTLARR Act, 2013 compensation for landowners will be made as per Schedule 1 and elements for R&R assistance for all affected families (both land owners and the families whose livelihood is primarily dependent on the land acquired) in addition to Schedule 1 will be compensate under Schedule 2. For identifying the land owners and families dependent on the land, a writing statement can be send to be Revenue Department citing the land ownership and usage claim. The officials will then inspect and verify the claims accordingly. As for the compensation, various line departments are involved in calculating the estimates cost of all losses likely to be felt on each affected families and submitted to

		constructed and is maintained by the restaurants' proprietors.	the Deputy Commissioner's Office for declaration of final awards.
4.	Dr Nitin Sharma, Shillong Geophysical Research Centre	<ul style="list-style-type: none"> He explained the importance of the existing institution and the requirement to prevent any kind of disturbance to the existing institution which may hamper the scientific reading on seismic activity and magnetic observatory of the region. 	-
5.	Dr M Tyngkan, Assistant Director, Intensive Cattle Development Programme, AH&V Department	<ul style="list-style-type: none"> He stressed on the importance to conserve the bio security of the ICDP location which will have a negative impact on the livestock farm breeding if precautions steps are not taken at the earliest. He requested that proper fencing of the pasture land and breeding area need to be prioritised before the land acquisition. 	-
6.	Shri. M. Shylla, Executive Engineer and Shri R. Wanniang, SDO Health Department, PHC Pomlum	<ul style="list-style-type: none"> He stated that the office is unaware about the extent of land to be acquired from Pomlum PHC. He suggested that a detail DPR will be submitted to the requiring company so that compensation can be made as per losses. 	-
7.	Dr A. Lamare, Assistant Director, IDP Cattle Farm, AH&V Department	<ul style="list-style-type: none"> After the MAMETI building, the land to be acquired falls under his jurisdiction and he is unaware about the extent of land to be acquired. 	-
8.	Smt. Kharmon, Mawrie Marbaniang, Land user	<ul style="list-style-type: none"> The land belonging to <i>Kur Kalang</i> (Clan land) has been used by her family since time immemorial and she fear that compensation 	<ul style="list-style-type: none"> Compensation and R&R assistance will be made to affected families as per Schedule 1 and 2 of the RFCTLARR Act, 2013.

		will not be made to her family.	
9.	Secretary, Baniun Village	<ul style="list-style-type: none"> Requested for resurvey of land on the proposed extent of land to be acquired from each families so that they are aware about the area of land likely to loss and accordingly affected family will try and find new land. 	<ul style="list-style-type: none"> The list of land owners likely to be affected from the proposed road project will be published in newspaper and a time period will be given to land owners to come verify or more correction where ever needed.

The public hearing concluded after all issues were raised and addressed by officials there. The Secretary of Baniun presented the vote of thanks.

Part VII: Social Impact Management Plan

The following are the measures to reduce and alleviate any negative impacts that may arise from the road widening project from Rilbong to Myllem Marbaniang village in Myllem C&RD Block, East Khasi Hills District, Meghalaya.

Resettlement Measures

- i. As per Section 8 of the RTFCLARR Act 2013 the Rehabilitation Commissioner shall publish the approved Rehabilitation and Resettlement Scheme by affixing it in conspicuous places in the affected areas.
- ii. Relocation and rehabilitation of all displaced families.
- iii. As per Section 101 of the RFCTLARR Act 2013 when any land acquired under the Act remains unutilised for a period of five years, it shall be returned to the legal owners or the legal heirs.
- iv. As per Section 41 (6) as the land shall be acquired from a Scheduled Tribe family, one-third of the compensation amount due should be paid to the affected family as first instalment.
- v. There are 8 households whose residential structures will be affected from this proposal. Residents of Baniun and Myllem Marbaniang who will have to be resettled due to this must be resettled as close to their original village as possible.

Rehabilitation Measures

- i. Even though this is a tribal dominated area there is no need to put forth a Development Plan for Scheduled Tribe families as per Section 9 of the RFCTLARR Act 2013 by the Requiring Body as the state is a tribal dominated state and falls under the Sixth Schedule.
- ii. The land owners of the land may be compensated as per the First Schedule of the RFCTLARR Act 2013. This may include the:
 - o Market Value of land as determined under Section 26
 - o Factor by which the market value is to be multiplied in rural areas
 - o The value of assets attached to the property.
 - o Solatium, i.e. an award for inconvenience, loss or the like.
- iii. For all affected families the following is provided for as per the Second Schedule of the RFCTLARR Act, 2013:

- For the loss of house a constructed houses shall be provided as per the Indira Awas Yojana specifications or the equivalent cost of the house in lieu of a constructed house.
 - A onetime payment of five lakh rupees per affected family or annuity policies for a period of twenty years.
 - Each affected family which is displaced shall be given a monthly subsistence allowance equivalent to three thousand for a period of one year.
 - As the PAFs are from the Scheduled Areas, the affected family shall be relocated to a similar area to ensure continuity in their culture and community.
 - Each PAF with a petty shop or cattle shall get a onetime financial assistance.
 - Each PAF are entitled to one time “Resettlement Allowance”.
- iv. When jobs are created through the project, suitable training and skill development should be given so as to ensure employment at a rate not lower than the minimum wages; or ;
 - v. Proper financial training for all; to help those who have been awarded compensation to be more financially aware and thus be able to plan their financial resources sustainably.
 - vi. Vocational or skill training of the affected family members who have suitable educational qualifications.
 - vii. Provide training and market linkage support to women through SHGs.
 - viii. If any affected household is reduced to the status of a marginal farmer or landless, they shall be allotted a minimum one acre of land in the command area.
 - ix. Attempts should be made by the project proponent to reconstruct the community infrastructures most likely to be affected by the project.

Environmental Measures

- i. Under the Forest (Conservation) Act, 1980 Chapter 3 Section 3.1(i) compensatory afforestation must be made for the loss of all trees in the area. As the area proposed to be acquired includes 57709.355 sq. mts of the Upper Shillong Protected Forest it is desirable that the loss of flora here be replaced within this Protected Forest itself to increase the forest cover of Shillong.
- ii. The trees which shall be planted to replace the lost ones, should be species indigenous to the area which will not cause an ecological imbalance for the local flora & fauna species.
- iii. Land stabilisation of the lower slopes can be done through afforestation of the land.
- iv. To ensure that there is no loose earth that may cause landslides later.
- v. Protection of the water sources such as the springs in Baniun and the shared water source Phud Baniun, at the project site so as to protect it from pollution during the construction period.
- vi. Efforts must be taken not only for the creation of adequate drinking supply but for the protection of the already present water resources.

- vii. To install a Dust Mitigation Plan⁹ such as the one installed in Delhi -National Capital Region (NCR) by the Ministry for Environment, Forest & Climate Change, and Government of India. The following measures may be followed by the construction company:
 - a. No loose soil or sand or construction and demolition waste or any construction material that causes dust shall be left uncovered.
 - b. Wind-breaker of appropriate height.
 - c. Water sprinkling system shall be put in place.
- viii. As per a case study of construction of a rural road in Thanjavur, Tamil Nadu mentioned in the *Guidelines on Environmental Management of Construction & Demolition (C&D) Wastes*, the addition of C&D waste in the sub-base layer of the road structure, the conventional laterite layer can be further strengthened – the quantity of laterite used is reduced and cost of road construction is also reduced. The same may be adopted in certain stretches of the road from the C&D waste that will be accumulated from the demolition of structures on this new Right of Way (ROW). This will reduce the visual annoyance of construction debris and may mitigate the waste dumping measure.
- ix. Preservation of PHE water supply in all the villages and replacement of lost water platforms, water tanks and village water supply pipelines.

Miscellaneous

- i. As this is the main road connecting various villages and districts of Meghalaya with the capital, Shillong, it is expected that congestion of the area especially of the Rilbong Bridge will increase manifold. Measures should be pre-empted to ensure movement of traffic here.
- ii. To insert the name of the missing land owners in the revised Land Owners' Schedule as published by the government.
- iii. The Agriculture Dept. suggested that the road alignment shift towards the RHS where the agriculture staff quarters are, to protect the trees on the LHS.
- iv. The Animal Husbandry and Veterinary Dept. suggested that all measures should be taken to protect the bio-security of their pasture land. Thus, the construction of the boundary wall of this area should be done prior to demolition of the old one.
- v. To replace all lost Government assets and structures. All government structures lost or damaged during the construction of the road must be replaced as per the departments' needs.
- vi. With regards to the Shillong Geophysical Research Centre, it is necessary that the road be re-aligned from here and that it should be more than 100 meters away from the SGRC's boundary wall to enable this Centre to function properly¹⁰.
- vii. All internal roads which shall be impacted from this project should be replaced to ensure connectivity to all.

⁹ (Press Information Bureau, 'Rules Should be Enforced, There Should be No Laxity': Union Environment Minister 2018)

¹⁰ See Annexure 5 from the SGRC regarding the importance of this.

- viii. It is suggested that the name of *Ritmawniew Bypass* be changed to *Baniun Bypass Road*.
- ix. To install safety measures in the bypass roads, especially those that travel near the residential areas of Baniun.
- x. To avoid the football ground/stadium in Baniun.
- xi. To conduct a fresh survey of the land in the presence of all land owners to ensure correct information to the stakeholders.
- xii. To install a Community Engagement Strategy which contains a list of key stakeholders and describes their interest in the project; actions, outcomes, mechanisms, to support a regular review of the effectiveness of the community engagement strategy. This would engage local grassroots bodies in the identification of suitable areas to dump soil, to monitor and supervise construction labourers engaged in the construction of the road.
- xiii. To ensure that there is cooperation between the village durbars and the construction company so as to create a sense of security among the people and avoid untoward incidents with road construction labourers.
- xiv. To install a Dispute Resolution Mechanism.
- xv. To install a Grievances Redressal Mechanism (GRM) and to ensure that a Grievances Redressal Officer (GRO) is placed at the ground level who is accessible by all stakeholders. The functioning and hierarchy of the GRM should be properly explained beforehand.

Rehabilitation and Resettlement Committee

Although Section 45(1) of the RFCTLARR Act 2013 puts provision for the establishment of a Resettlement and Rehabilitation Committee when the area of land to be acquired is more than one hundred acres. As such it is desirable to constitute a similar body to see and review and monitor the progress of rehabilitation and resettlement once in a month till the process of rehabilitation and resettlement is completed. This Committee is also set up for the purpose of carrying the post-implementation social audits and grievance redressal.

Part VIII: Conclusion

The Social Impact Assessment Report as presented here acknowledges the importance of widening and improvement of the NH-40 Shillong to Dawki road. However, it points out the immense drawbacks from such a linear project and suggests that the best mitigation measures be put in place to protect the environment, social institution, cultural and religious sentiments and the economy and livelihood of the area and its people.

Annexures

1. Notification to conduct 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.43/2018/36

Dated Shillong, the 28th November, 2018.

WHEREAS, acquisition of land measuring from 0.000Km to 10.500Km for the purpose of Improvement and widening to 2-Lane with paved shoulder/ 4 Laning of NH-40 between Shillong to Dawki Road Section upto Bangladesh Border including Dawki Bridge in the State of Meghalaya under Jica funding at Rilbong, Upper Shillong, 3rd mile, 5th mile, 7th mile, Baniun, Marbaniang (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.

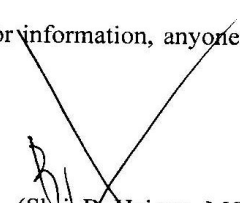
WHEREAS, the aforesaid team will fix and indicate the dates and venue for which all concerned will be requested to remain present with their claims/objections/suggestions, if any.

WHEREAS, the concerned land owners as per Annexure-I the Headman 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. H. Najong, MCS)
Joint Secretary to the Govt. of Meghalaya
Revenue & Disaster Management Department.

2. *List of landowners missing from the official list*

Sl no.	List of landowners	Villages	Landowner/ Land user
1.	Maria Nongkhlaw	Baniun	Landowner
2.	Anisha Nongkhlaw	Baniun	Landowner
3.	Albana Rani	Mylliem Marbaniang	Landowner

3. Attendance Sheet at Myllem Marbaniang on 28th February 2019

Attendance Sheet
On
Social Impact Assessment (KII) for land Acquisition for improvement/widening to 2 lane of Shillong
- Dawki Road'
Package I

Venue: MYLLEM MARRANIANG

Date: 28.02.2019

Sl.No	Name	Contact No	Village	Signature
1.	Dhip sij Sohtun	9378189586	Myllem Marbaniang	<i>[Signature]</i>
2	Thri bor tharhang	949678627	Myllem Marbaniang	<i>[Signature]</i>
3	Heldover Kherkongor		Myllem Marbaniang	H. K. Kongor
4	Labianghen-Kherkongor	8787192698	Myllem Marbaniang	Labianghen
5	Kuldar Kherkongor	8787265657	Myllem	<i>[Signature]</i>
6.	Mebilka Kherkongor	9774820 875	Umphing Kongshaneung	<i>[Signature]</i>
7	Hastkinson Kherkongor	89746 90854	Myllem Marbaniang	<i>[Signature]</i>
8	Kynsaitang Kherkongor	9383299896	Madrang Sig-21	<i>[Signature]</i>

4. Attendance Sheet at Baniun on 2nd March 2019

Attendance Sheet
On
Social Impact Assessment (KII) for land Acquisition for improvement/widening to 2 lane of Shillong
- Dawki Road'
Package I

Venue: BANIUIN

Date: 02.03.2019

Sl.No	Name	Contact No	Village	Signature
1.	Andrew Jala.	8787776867	Baniun	<i>[Signature]</i>
2.	Lampkaang Nongkhlaw	9612712968	Baniun	<i>[Signature]</i>
3.	RAPTEIN NONGKHLAW	-	"	R. Nongkhlaw
4.	RYNTHI LANG NONGKHLAW	9862881284	"	R. Nongkhlaw
5	Nuan Kor Nongkhlaw	8974702127	"	<i>[Signature]</i>
6	Ethel "	9089680669	"	<i>[Signature]</i>
7	Amisha "	9402351988	"	A. Nongkhlaw
8	Maria Nongkhlaw	-	"	M. Nongkhlaw
10.	Basanta Nongkhlaw.	7005398177	"	B. Nongkhlaw.
11.	Pascalina Nongkhlaw	7627962866	"	Pascalina
12.	Monista. Nongkhlaw	"	"	<i>[Signature]</i>
13	Shinti Nongkhlaw		"	S. Nongkhlaw
14	TSHALIN NONGKHLAW	9383305606	"	T. Nongkhlaw
15	EEUS NONGKHLAW	-	"	E. Nongkhlaw
16	PHUMTI NONGKHLAW	-	"	Phumti
17	IRASLI LANG NONGKHLAW	9612713060	"	I. Nongkhlaw
18	SHAMON NONGKHLAW	8119010771	"	S. Nongkhlaw
19	THIEMTI NONGKHLAW	-	"	T. Nongkhlaw
20	ETHETA NONGKHLAW	9089680669	"	<i>[Signature]</i>
20	AKNUS NONGKHLAW	8974349266	BANIUN	<i>[Signature]</i>

Attendance Sheet
On
Social Impact Assessment (KII) for land Acquisition for improvement/widening to 2 lane of Shillong
- Dawki Road'
Package I

Venue: BANIUIN

Date: 02.03.2019

Sl.No	Name	Contact No	Village	Signature
21	A. PATHAW	-	MARGANANG BANIUN DISEINLOING	<i>[Signature]</i>
22	Charbia Nongkhlaw	9612527682	Baniun	<i>[Signature]</i>
23	Nestor Lengdoh	8259017740	Baniun	<i>[Signature]</i>

5. Attendance at Public Hearing on 2nd April, 2019

Public Hearing for Road Widening/Improvement of NH-40 Shillong to Dawki road section from 0.00 to 10.50 kms At Baniun Morning School On 2 nd April 2019			
Sl. No.	Name	Village/Designation	Signature
1	Arus Suver	M.G.	[Signature] 02/04
2	M.B. Nongkhlaw	Shillong Geophysical Research Centre	[Signature] 02/04/19
3	Nitin Sharma	Shillong Geo-Physical Research Centre, 11th	Nitin Sharma 2/4/19
4	Imemna Kharmon	Mawaitrai	[Signature]
5	Lamphrang Nongkhlaw	Sey. Baniun	[Signature]
6	Plansing Kharmon	Mawaitrai	[Signature]
7	Niewkordor Kharmon	Mawaitrai	[Signature]
8	Phreinty Nongkhlaw	Baniun	[Signature]
9	Jabaklang Nongkhlaw	Baniun	[Signature]
10	Samelty Nongkhlaw	Baniun	[Signature]
11	Ryntihlang Nongkhlaw	"	[Signature]
12	Oska Lin	"	[Signature]
13	S. Nongkhlaw	"	[Signature]
14	Maria Nongkhlaw	"	[Signature]
15	P. Nongkhlaw	"	[Signature]
16	Tihar Sangar	Markaniang	[Signature]
17	Smt. Mebilka Kharangar	"	[Signature]
18	Smt. Albina Rame	Markaniang	[Signature]
19	Basanta Nongkhlaw	Baniun	[Signature]
20	Anista Nongkhlaw	Baniun	[Signature]
21	Shri. A. Rynghsai	A.A. & V. Dept. (C.E. & S)	[Signature]
22	S. Marwen	By Rover Council Dept	[Signature]
23	Shri. Curly [Signature]	J.C.D. [Signature]	[Signature]
24	Shri. Phrayhor	Kansai Dept	[Signature]

**Public Hearing for Road Widening/Improvement of NH-40 Shillong to Dawki road
section from 0.00 to 10.50 kms**

**At
Baniun Morning School**

**On
2nd April 2019**

Sl. No.	Name	Village/Designation	Signature
25	Shri. M. Lymba	Ens I Township Dept	
26	Mri. D. Lakhun	R/S Mykhim Mabarang	
27	Si. S.J. Khoroti	9 Secy	
28	C. Nongkhaw	Baniun	
29	T. Nongkhaw	Baniun	T. Nongkhaw
30	Mary Lymbai	Baniun	M Lymbai
31	Arnun Nongkhaw	Baniun	
32	Niewkar Nongkhaw	Baniun	
33	Raptilian Nongkhaw	Baniun	R Nongkhaw
34	Dr. M. Tyupkan	Asst Director, AHSVT Dept.	
35	Sr. A.K.N. Laman	Asst. Dir. IDP. U/I	
36	B. Pale	S.J. Rev. B.S. D.S. Officer, Shg.	
37	F. Dichan	S.O. (Health Dept)	
38	L. Wannal	SDO (Health)	
39	Smt. R. R. Dhar	ADO, Shillong o/o DAO, EKH.	
40	Smt. P. Kharkongor	S&AO, Shillong o/o S&AO EKH	
41	Shri M. Shylla	E.E (J.E.W) D.M.S (MSE)	
42	Shri D.P. SYIEM	Medical and Health officer exchange Pankaj PHC	

6. Letter from the Indian Institute of Geomagnetism

Through OIC, Shillong

भारतीय भूचुम्बकत्व संस्थान
(विज्ञान एवं प्रौद्योगिकी विभाग, भारत सरकार के अंतर्गत एक स्वायत्त निकाय)
कलम्बोली हायवे, न्यू पनवेल, नवी मुंबई - 410 218

IIG

INDIAN INSTITUTE OF GEOMAGNETISM
(AN AUTONOMOUS BODY UNDER THE DEPT. OF
SCIENCE & TECHNOLOGY, GOVT. OF INDIA)
KALAMBOLI HIGHWAY, NEW PANVEL, NAVI MUMBAI - 410 218

स. क्र. IIG / 2316 दिनांक 19.02.2019

Ref No. _____ Date _____

To
The Deputy Commissioner
East Khasi Hills District,
Shillong

Subject: Land acquisition by Govt. of Shillong from the Magnetic Observatory Shillong for the purpose of improvement /widening of 2 lane of NH-40 between shilling to Dawki

Ref: Notification no: 14/5(17)2018/11 and L.14/5(17)2018/12 dated 4th Jan. 2019

Dear Sir,

Indian Institute of Geomagnetism, is a premier Research Institute, under the Department of Science & Technology, Govt. of India. The Institute had established a Magnetic Observatory at Shillong, Wilton Hall Estate, Upper Shillong in 1973. The prime objective of setting up the magnetic observatory at Shillong is to monitor the geomagnetic field variations in the North East region of the country.

It was in January, 2016 that Indian Institute of Geomagnetism (IIG) has taken a new initiative by upgrading the Magnetic Observatory to the Shillong Geophysical Research Centre (SGRC) as one of its Regional Research Centre. The focus of research at this newly established centre at Shillong would be on deciphering the pre and co-seismic signatures in various atmospheric regions over the North-East India using a variety of observational techniques.

It may kindly be noted that, various sensitive geophysical instruments such as Fluxgate Magnetometer, Induction coil magnetometer, Overhauser Magnetometer, Seismometer, Radon monitoring system, GPS receivers and MT instruments are installed at this Centre. The instruments deployed at this Centre are intended to operate over a long term period to achieve the desired scientific objectives. One of its main task is to monitor the geomagnetic variations. **The choice of the site for the observatory is of utmost importance.** It is important that the observatory site be magnetically representative of its region, for both secular and short term variations. Moreover, instruments like Seismometer and MT instruments are continuously recording ground vibrations and requires minimum disturbance (free from vehicular movement) to record the smallest signatures of seismic activities. Similarly, other instruments like radon monitoring systems, GPS, AEFM etc. also require noise free environment to function properly. Considering the above reasons, the regional centre was established at the present site which is free from electromagnetic noise caused by cultural activities and vehicular movement so as to yield quality data for geophysical research.

Recently, it is learnt that Government of Meghalaya has notified for the land acquisition to construct 2-lane / 4-lane road from Shillong to Dawki, which also passes through our campus. It

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is understood from the project plan that the road will pass through the back side of the campus of our Centre.

It is also to be mentioned here that the instruments room, namely absolute room, Induction coil Magnetometer sensor room, Variometer room (Fluxgate magnetometer) and Overhauser magnetometer, seismic vault are lying very close to the backside of the campus. Therefore, construction of the proposed road and subsequent construction activities and vehicle movements or any other developmental activities near these rooms will definitely corrupt and contaminate the data recorded from these instruments and will further add the artificial noises to the instruments. This contaminated data would adversely affect our scientific research.

In this regard, we **have strong objection for your proposed 2-lane / 4-lane road from Shillong to Dawki passing through our campus at SGRC, Shillong.**

It is therefore, requested, to kindly replan, shift / divert the alignment of proposed road farther away from the SGRC campus keeping in mind the importance of scientific research activities and the usefulness of scientific data obtained from SGRC dedicated to the North East region in particular and scientific communities in general.

Thanking you,

Yours faithfully,


19/12/19
(P. Kamala)
Registrar

Cc: The Joint secretary to the Government of Meghalaya,
Revenue & Disaster Management Department

The officer on special duty,
MIG, Lumpyngngad Cottage,
Bishop Cotton Road,
Shillong

पी. कमला/P. Kamala
रजिस्ट्रार/Registrar
भारतीय भूचुम्बकत्व संस्थान
INDIAN INSTITUTE OF GEOMAGNETISM
(विज्ञान एवं प्रौद्योगिकी विभाग, भारत सरकार के अंतर्गत एक स्वायत्त निका)
(An autonomous body under the Department
Science and Technology, Govt. of India)
प्लॉट नं. 5, सेक्टर नं. 18/Plot No.5, Sector No.18
कलंबोली हाईवे, न्यू पनवेल (२)/Kalamboli Highway, New Panvel
त्रयी मुंबई-410 218./Navi Mumbai-410 218.

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