

## SOCIAL REPORT

### SOCIO-ECONOMIC PROFILE OF THE PROJECT AREA

#### General

Roads are the lifelines of any economy. The better connectivity improves socio-economic conditions of the people living in those areas. Good communication and transport network opens up the economy for better utilization of its potential resources, facilitates and induces growth of all sectors-agriculture and allied activities, industry, mining, tourism etc. The project roads traverse through 14 districts

The Project has been grouped into five regions, based on geographical location and on the distinguishing economic and demographic features. These regions are listed below.

East Region :(Jagatpur- Kendrapada – Chandbali-Bhadrak: Road Corridor-1)

North Region :(Bhadrak- Anandapur - Karanjia – Jashipur –Road Corridor–2)

West Region :(Khariar-Bhawanipatna–Muniguda-Raygada-Kerada;Road Corridor-3)

South Region :(Berhampur – Raygada; Road Corridor-4)

Central Region :(Banarpal-Daspalla Bhanjanagar-Aska-Digapahandi: Road Corridor-5)

#### Employment Structure

The main occupation of the people is subsistence agriculture and is the major source of livelihood. Many of them also live on collection and marketing of forest produce. Mining and queering is also another economic activity of the people in these districts.

#### List of Corridors, Influenced Districts & Regions

S. No	PIA Region	Name of the Corridor	Road Identification	Length in Kms		Districts in Which falling
1.	East Region	Jagatpur- Kendrapada- Chandbali- Bhadrak	SH 9A SH 9	99 53	152	1.Bhadrak 2.Cuttack 3.Kendrapara
2.	North Region	Bhadrak- Anandpur- Karanjia – Jashipur	SH 53 SH 49	122 15	142	1.Bhadrak 2.Keonjhar 3.Mayurbhanj
3.	West Region	Khariar- Bhawanipatna- Muniguda – Raygada -Kerada	SH 16 SH 6 SH 5 MDR-48B	70 68 50 25	213	1.Bolangir 2.Kalahandi 3.Nuapada 4.Raygada
4.	South Region	Berhampur- Raygada	SH 17 SH 4	150 51	201	1.Gajapati 2.Ganjam 3.Raygada
5.	Central Region	Banarpal-Dasaplla Bhanjanagar-Aska	MDR18&19 SH7	89 38	127	1.Anugul 2.Cuttack 3.Dhenkanal 4.Nyagarh 5.Ganjam
<b>Total</b>			<b>835 Kms.</b>			

## Key Findings of the Consultation

Major findings related to key issues such as: alternative alignments, underpasses, general perception about the project, suggestions to mitigate hardships resulting from dislocation and loss of livelihood, resettlement options, perception about HIV/AIDS awareness, CPR requirement etc. are presented below in the table 3.1 to 3.3. Highlights of important consultations are mentioned in table below. However consultation in all project stretch is continued in all project stretch. Information collected during consultation has been shared with environmental and technical team. Suggestion obtained from people and their representatives have been analyzed based on technical and economic merits. Final decisions of engineering design team on alternative alignments, location of pedestrian crossing, underpasses, location of enhancement of community properties are conveyed to the people. Wherever possible PAPs suggestion would be incorporated final design.

Outcome of meeting has helped the consultant to identify political sensitive areas in the project region. Special attention has been paid towards neighboring District of Kalinga controversy. These Districts are Puri, Kendarpara, Cuttack and Bhadrak District .From the findings of initial consultation it has been envisaged that Jagatpur-Chandbali section is most sensitive. Therefore decisions taken during project preparation for implementation of the project should involve communities in strategic manner. During discussion it was understood that compensation of land and structure should be based on market value of assets under question. During the meeting following methodology was suggested by the people.

- ❖ Constitution of village level committee(Gram Sabha)
- ❖ In Camera market survey with local property dealer
- ❖ In camera interview with PAPs about the cost of assets under question
- ❖ In camera interview of potential buyers and sellers of land
- ❖ Proposition of consent award.
- ❖ Certification of award from Panchayati Raj Institution like Gram sabha

## **Orissa State Roads Project Resettlement and Rehabilitation (R&R) Entitlement Framework**

### Background

The Works Department of the Government of Orissa has planned to improve the core network of roads in the state with funding from the World Bank. Based on the road network analysis and feasibility studies, the project proposes to widen and strengthen of about 900 km. of the core network, mainly State Highways. The construction of the selected stretches of roads is expected to only reduce the traffic congestion and thus allow smooth movement of vehicles but will also reduce travel time and vehicles operative cost.

### Orissa Resettlement and Rehabilitation Policy, May 2006

While all efforts will be made under the project to minimize adverse negative impacts of the project through alternate designs, some of them, however, are inevitable. In order to mitigate such adverse impacts on the local population and to ensure that those affected due to project are not worse off, the project will help them in their Resettlement and Rehabilitation (R&R) process. The proposed R&R measures are broadly based on the recently passed *Orissa Resettlement and Rehabilitation Policy, May 2006* (See Annex 1 for detailed R&R policy). This R&R policy commits to minimize adverse impacts; involve affected people in the decision making process; ensure participatory and transparent process and provide focus attention on the needs of the indigenous and vulnerable groups among those affected.

### Institutional Arrangement for RAP Implementation

Land acquisition will be carried out by the District administration as per the LA Act 1894. For the implementation of R&R activities, the organizational framework indicated under sections 15, 16, 17 and 18 of *the state R&R policy will be followed*. Additional R&R provisions included in the R&R Entitlement Framework will also be implemented by the same stipulated institutional arrangement but with the active involvement of Project authorities and facilitating NGOs.

The proposed OSRP will be coordinated and monitored by the Project Implementing Unit, headed by a Chief Engineer (World Bank Project) and will be supported by two Specialists – one on land acquisition and the other on R&R. At the Contract Package, the responsibility of implementing land acquisition and R&R will be with the Package Manager and District Administration and over sight by the Rehabilitation and Periphery Development Advisory Committee Local NGOs will be contracted to help the Package Manager in implementing for the policy.

## RESETTLEMENT PLANNING

### Displacement and Resettlement Needs

Social assessment has ascertained the magnitude of displacement of commercial and residential families. Primarily, these families are mainly small road side business communities and earn livelihood from road side business. Many of them do not have alternative source of livelihood or shelter. Displacement of structure due to expropriation of land is less because of strip acquisition. Census survey establishes three broad categories of structure. These categories are

- (i) *kuccha* (temporary); made of Thatched/wooden walls, tin roof with mud/thatched structure ;
- (ii) *semi-pucca* (semi-permanent) made of brick or stone, masonry wall, sheet roofing , ordinary flooring and finishing.
- (iii) *pucca* (permanent) with all brick walls and concrete roof, mosaic / marble flooring, glazed tiles and good finishing.

### Basic Premises

Following hypotheses have been considered for relocation planning.

- ◆ Resettlement and Rehabilitation would be intrinsic and interdependent in relocation planning.
- ◆ Displacement arising out of resettlement planning would be avoided / minimized. In other words resettlement site in private land would be avoided / minimized.
- ◆ Most of relocation would be done within available land with improved technical design and adequate safety consideration.
- ◆ Following other points would be considered
  - (i) Ownership of land
  - (ii) Cost of Land(if not resettled within RoW)
  - (iii) Social and Cultural Fabric and network
  - (iv) Distance from the place of displacement
  - (v) Host population if any.
- ◆ Most resettlement for larger displacement would be done in Government/Panchayat land.
- ◆ The opinions and preferences of the PAPs should be considered in relocation planning
- ◆ In situ relocation would be preferred where ever possible.

Residential project displaced families would be requested for self relocation.

### Resettlement Strategies

From the social assessment it is established that commercial and small business communities require special resettlement intervention.

### Proposed Project

The proposed Orissa State Roads Project (OSRP) will address the R&R issues associated with it through the provisions of the Orissa Resettlement and Rehabilitation Policy, May 2006. Before working on any additional resettlement benefits to the people affected by the proposed project interventions, a detailed assessment was carried out with an aim to identify the type and magnitude of adverse impacts on the local population due to project activities. This included a complete census of all potential affected/displaced families. The results of this assessment are briefly presented below.

### Social assessment

In order to assess the nature and the extent of magnitude of displacement and adverse impacts on the livelihood of the roadside communities, a social assessment (including baseline socio-economic survey and census survey of potential affected people) was carried out in the project areas. For the road sector, the project area refers to the area within the Corridor of Impact (COI), which is required for actual construction and improvement of the road. Based on the findings of the social assessment and the consultations held with the project stakeholders, impact of the project on the type of land and other assets affected, categories of project affected persons (PAPs), magnitude of losses have been identified. Following are the important categories of potential losses or negative impacts:

- ◆ Loss of land
- ◆ Loss of structure
- ◆ Loss of income and livelihood
- ◆ Loss of common properties resources

The Orissa Works Department (OWD), Government of Orissa (GoO) has planned to improve its core network of about 900 km of state highways under Orissa State Road Project (OSRP) with the loan assistance from World Bank. The Phase-I of OSRP has two major components namely Road Improvement Component including resettlement and rehabilitation, and Institutional Development & Policy Component.

#### **District wise Project Road Length**

Sl. No.	Districts Name	Project Road		Total Length
		From km.	To Km.	
1	Kalahndi	0.000	38.000	38.00
2	Bolangir	38.000	58.000	20.000
3	Nuapada	58.00	70.000	12.000
<b>Total Length</b>		<b>70.00</b>	<b>70.00</b>	<b>70.000</b>

## **METHODOLOGY**

### 2.1 Survey Methodology

1-Training and Capacity Building

2- Survey

3- Survey of Affected Structures

4- Census and Baseline Socio-Economic Survey

5- Updating Census Survey Data

6- Data Feeding and Analysis

7- Stakeholders Consultation

**8- Consultation with other stakeholders**

**9- Limitations of the Study**

- (i) - Non-availability of the Respondent
- (ii) Non-cooperative Respondent
- (iii) Abandoned and Vacant Structures

## **ASSESSMENT OF PHYSICAL IMPACTS**

### **IDENTIFICATION OF LOSS OF LAND AND OTHER ASSETS**

#### **Impact on Structure and efforts to Minimize Resettlement**

PIU staffs of Works Department and technical team of consultant together with their Environmental and Social Expert decided to reduce COI in built-up areas to minimize displacement. It was decided that the corridor of impact for built up areas would be 16 meters if land is not acquired and 20 meters if land is to be acquired.

#### **Impact on Land**

Land acquisition process in present road improvement emphasizes requirement of land for widening, junction improvement and way side amenities. The present project highlighted on improving the quality of carriageway for fast and free flow of people with minimum land acquisition. There are few locations where raising has been done or provision of bus stops along with small shops are being proposed as a component of community Development Initiative to improve living conditions of PAPs or to improve sub-standard geometry.

### **3.3.1 Loss of Land**

The project involves the acquisition of land, which is of mainly agricultural, pasture, barren, rocky land in nature along the different sections of the project area. Private agriculture land under question is by and large non-irrigated.

#### **Extent of Impact on Land**

As it is evident from the above table that altogether 21 ha of land is being acquired due to project, out of which 16 ha of land belongs to private owners. The acquisition of land may be varying from plot to plot and from family to family.

#### **Loss of Livelihood Associated with Land Acquisition**

As mentioned the project require about 21 hectare of land. These lands are mostly strip acquisition. As mentioned above 85% of plots are marginally affected therefore it is expected livelihood associated with land oustee would not be significant.

#### **Impact on Community Property Resources**

There are few important community properties being affected because of road improvement. These properties Mandap, Anganbadi centre, hospital, water bodies (Annexure 3.2). From the consultation it is inferred that these community properties are regularly used by the communities

### **ASSESSMENT OF SOCIAL IMPACT**

The purpose of the analysis is to

- (i) Develop social and economic profiles of Project affected Persons and communities affected by the projects,
- (ii) Identify the nature and types of losses,
- (iii) Understand the ownership status of Project Affected Persons.

#### **Definitions**

##### **Project Affected Persons**

Project Affected Families: For OSRP, PAP is a person whose, due to project interventions; (a) Land sustains damages by severing,

(b) Immovable properties are affected; and

(c) Livelihood is adversely affected.

##### **Project Displaced Person**

The Orissa Resettlement and Rehabilitation Policy, 2006 defines

**For OSRP**, A displaced family is a family who is compelled to change his/ her place of residence and / or work place of business due to the project.

##### **Social Profile of Project Affected Families and Project Affected Persons**

**In all, the census inventory identified 4626 project affected persons and 900 project affected original<sup>1</sup> families. These project affected families are marginally affected (Annexure 2.2 and 3.1). Based on finding of the census survey and consultation it is inferred that 25% and more severance may damage entire structure and hence considered as displacement.**

#### **Summary Profiles of the PAPs**

### **EMERGING ISSUES AND SUGGESTION**

#### **Issues of Compensation**

However Government of Orissa in its R&R policy 2006 has made provisions like maintenance allowances, one time cash assistance and other assistance to at least mitigate impact of displaced families. But the policy provided only.

#### **Vulnerability Issues**

Though policy mention about venerable families but in the document it has not been part of definition. Definition of vulnerable should be outlined for the preparation of specific intervention strategies.

#### **Management of Community Properties Resources**

The policy emphasizes management and construction of community properties resources through District administration

### **Implementation Framework**

It is learnt during District level consultation that implementation of Resettlement Plan would entirely be done by District Administration through committees<sup>1</sup> like RPDAC/DCAC. However the administration is reluctant to avail services of NGOs and assist people who lack of formal title.

### **Resettlement Strategy**

Information collected during census survey outlined magnitude of displacement because of proposed road improvement. Social assessment categorized the displacement is of low magnitude

## **LEGAL POLICY AND SUGGESTED ENTITLEMENT FOR OSRP**

### **Basic Feature of the Policy**

Government of Orissa has unique Resettlement and Rehabilitation policy<sup>2</sup> 2006. The policy deals about R&R of displaced families associated with land acquisition. The policy has emphasized that land acquisition process should follow LA act 1894, which provided compensation at market rate. However; present 1894 act has not mentioned any specific procedure to establish prevailing market rate. Land acquisition manual describes few acceptable methodologies to reach near to market value, but from the market survey, it has been established that there is gap in compensation given by the Government and actual prevailing market value of the land and properties.

Basic features of the policy related to present road improvements are

1. It shall apply to all those projects for which acquisition of private or any other land under Land Acquisition Act 1894 or any other law for the time being in force or proclamation inviting objection in case of Government land is notified,
2. "Cut-off date" for the purpose of compensation shall be the date of notification of intention to acquire land (4(1) notification).
3. Employment opportunity to at least one member of displaced families or one time cash as decided by RPDAC.
4. District or group of District would be unit to achieve administrative goal of Resettlement Action Plan.
5. Implementation of Resettlement action plan will be done through RPDAC
6. Provision of resettlement site or cash in lieu thereof.
7. Other allowances common to all displaced families.

The policy is unique as it provided space for special project specific benefit under section 11 of the policy.

### **Characteristics of Proposed Road Improvement**

As mentioned in earlier chapters present road improvements (OSRP World Bank Funded) are two laying of existing single lane road, mostly within RoW. As a result; acquisition of land is barest minimum about 2 to 4 meters wide on either side. Detailed measurement and census survey revealed that impact of land acquisition in terms of displacement and complete disruption of livelihood is negligible.

Preamble of Draft Entitlement framework is as follow.

- ◆ Project affected families without any alternative source of livelihood and shelter should be supported by the project.
- ◆ Difference between compensation at market value and replacement value should be paid lump sum one time amount to project affected families also.
- ◆ Vulnerable people require more attention to regenerate their livelihood.
- ◆ Implementation of RAP should be done by PIU after approval from respective RPDAC.
- ◆ Community properties replacement and enhancement should be the responsibility of the PIU and could be managed with the help of local communities.

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<sup>1</sup> This is not still clear how DCAC and RPDAC would undertake such a huge amount of work with existing District level staffs. Many District has not yet formed these committees.

<sup>2</sup> enacted through Gazette Notification 14<sup>th</sup> May 2006.