

LAND ACQUISITION FOR
CONSTRUCTION OF TWO LANING WITH PAVED
SHOULDER OF NH-44 FROM JOWAI TO TUBER,
INCLUDING A TOLL PLAZA AT 7TH MILE PASYIH,
WEST JAINTIA HILLS



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ABOUT MEGHALAYA INSTITUTE OF GOVERNANCE

The Meghalaya Institute of Governance was created as one of the institutional support mechanism of the Meghalaya Basin Development Authority with a vision to explore, share and promote good governance in Meghalaya by assisting the government, private sector, the voluntary sector and the communities in putting good governance into practice for the well-being of citizen and society with special emphasis on tradition institution, cultural organisation. And village head.

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 has notified the Meghalaya Institute of Governance as

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Publication year: July, 2016

Executive Summary

The State Government of Meghalaya has notified Meghalaya Institute of Governance as a nodal agency to conduct Social Impact Assessment Study as part of the New Land Acquisition Act (Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013) for Land acquisition for construction of Two Lane with paved shoulder including a Toll Plaza in National Highway-44.

In Meghalaya the main source of communication and connectivity is mainly through Road and it plays an important role in the development and growth of the region. Since both the Centre and State government has set up initiative to further improve the road connectivity of the region. As such, the National Highway Authority of India, a nodal agency of the Central Government for development and maintenance of Highway has been proposed to construct the National Highway 44 running from Jowai (WJHD) to Ratacherra (EJHD).

In West Jaintia Hills District, the proposed construction for two laning with paved shoulder has been identified from Jowai (69.200km) to Tuber (80.500km) a total of 11.3 kms. This project includes Five Villages that is Sabah Muswang, Ialong, Pasyih, Phramer and Tuber Sohshrieh. The Toll Plaza location has been identified at 74.000km to 74.100km in 7th Mile Pasyih (Ladsilya, Ialong) measuring an area of 20, [485.29sq.mt.](#)

The primary objectives for carrying out the Social Impact Assessment Study by Meghalaya Institute of Governance are as follows:

- To carry out baseline survey on the project location
- To identify the likely impacts from the road widening project
- To understand the opinion and perceptions of the people on the setting up of Toll plaza in National Highway- 44 as well as the proposed land acquisition.
- To bring out a mitigation plan to reduce impacts from the proposed project

The approach and method adopted by the Social Impact Assessment Team is a qualitative study, where an in-depth study has been carried out on non-numerical data which has been collected through Reconnaissance Survey, Key Informant Interview with the State Officials (Revenue) and Village Authority, Focus Group Discussion with the Project affected families and Public hearing for all the community members including affected and non- affected families.

The data collected from the field survey showed that majority of the land use pattern in the project area are shrub area, pine grooves area, paddy field, barren area, etc. while small cluster of land area has been used for commercial area. In all the five villages,

majority of the people are aware about the proposed road widening construction but were unaware about the setting up of Toll Plaza in 7th Mile, Pasyih .

While majority of the respondents stated that the width of the road is one of the major problems which cause traffic congestion and delay in National Highway-44, they put across the necessity for the proposed construction to address to the problem cause by the width and quality of the road.

Though the respondents felt that problem like dirt and dust may arise during the construction period, they feel that advantages will be more after the completion of the project. However, they also feel that with the road widening project problem like over speeding may happen. To address this fear, the implementing agency should ensure road safety measure are installed in densely populated area.

The impact from the project on structure, economic activity, community well-being and livability, personal security, etc is minimal since only a small number of individual house like Assam type house will be dismantled and the majority of the structure to be dismantled are brick wall and gate. Disruption in economic activity will be only during the construction phase mainly.

From the proposed project we can say that there is no sign for rehabilitation and resettlement of project affected families as most of the land owners will be indirectly affected from the project since majority of the land owners live inside the village and not near the highway except in area where small cluster of commercial area has been set up, the small vendors may have to relocate themselves elsewhere.

The Public hearing conducted by Meghalaya Institute of Governance in the presence of Shri. D. Wahlang (A.D.C, Revenue, Jowai) held in Pasyih Village had more than 60 people attending the hearing. Discussion on different topic like compensation rate, survey list of land owners, new alignment of road project, road amenities, Toll Plaza, etc were put across to be clarified by the Revenue Department. The hearing concluded with a majority of the people agreeing to the proposed road widening project and with a majority of the people not agreeing to the setting up of Toll Plaza in 7th Mile Pasyih.

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1. INTRODUCTION

Background:

Road connectivity plays an important role for conveyance of people, goods, raw-materials, and other services in the country. It is the main source of communication in regions of high altitude such as mountainous regions and contributes greatly to the economic development and social growth of the country. As such the growth and expansion of roadways in the country has been encouraged by both the central and state governments through different schemes. As it stands today the total length of Indian Highways combined with expressways and other rural and district roads measures approximately 33 lakh Km¹. There are over 200 National Highways and their cumulative length adds up to 92,851.07 Km. The total length of State Highway in India add up to 1,31,899 Km. Majority of the National Highway are mostly Double Lane but more than 22,900 Kms are 4 to 6 Lanes each.

The National Highway Authority of India which operates under the Ministry of Road Transport and Highways is responsible for the development and maintenance of highways. NHAI's mission is to meet the nation's need for the development, construction and maintenance of the national highways network line with global standards and thus promote the economic wellbeing and quality of life of the people.²

National Highways are the arterial roads of the country. Seeing the needs for road as the lifeline connection for difficult terrains like that in the state of Meghalaya, the National Highway Authority of India has constructed 4 National Highways in the State. The following are the National Highways passing through Meghalaya; NH 40, NH 44, NH 51 and NH-62. As most of the highways within the state are of only Single/ Double lane in character and a few recently upgraded to 4-lane, the Government has proposed for the construction and expansion of National Highway 44. This NH – 44 connects Meghalaya with Assam and Tripura. Therefore, the Government of Meghalaya has proposed for land acquisition for the purpose of construction of two-lane with paved shoulder from Jowai to Tuber under the National Highway 44 including a Toll Plaza to be set up at 7th Mile.

As part of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 the Government of Meghalaya has appointed the Meghalaya Institute of Governance as the nodal agency to carry out Social Impact Assessment Studies on Project Affected People.

¹ Source: National Highways Authority of India, accessed from: <http://www.nhai.org/roadnetwork.htm>

² NHAI, Annual Report 2014-15, pg. 5

1.1. The objective for Social Impact Assessment on National highway-44 is:

- To carry out baseline survey on the project location
- To identify the likely impacts from the road widening project
- To understand the opinion and perceptions of the people on the setting up of Toll plaza in National Highway- 44 as well as the proposed land acquisition.
- To bring out a mitigation plan to reduce impacts from the proposed project.

1.2. Outline of Report:

Chapter 1: Introduction: This section brings out the background on the proposed project and the need to carry out Social Impact Assessment Study.

Chapter 2: Description of project: This section describes the project objective, project need, project location, project scheduled implementation and maps for the proposed road widening in NH-44 as well as setting up of a Toll Plaza at 7th Mile

Chapter 3: Research Methodology: This section describes the approaches and methodology adopted by the Social Impact Assessment Team to gather and analyze data collected from the field.

Chapter 4: Demographic profile of village: This section gives a brief demographic profile of the village which are included in the proposed land acquisition for the road widening project.

Chapter 5: Data Interpretation and Analysis: This section describes the data collected through primary and secondary data which has been analyzed and interpreted into two parts for Road widening and Toll plaza. It also includes the public consultation and disclosure which has been collected through public hearing which is the last step of Social Impact Assessment study.

Chapter 6: Public Hearing: This section describe the discussion during the public hearing that was held on the 25th June, 2016.

Chapter 7: Mitigation Plan: This section draw out mitigation measures to address the negative impacts likely to arise from the proposed project implementation.

Chapter 8: Annexures

2. DESCRIPTION OF PROJECT

This section describes the project objective, project need, project location, project scheduled, implementation and maps for the proposed road widening in NH-44

2.1. Objectives of the project:

The objective of the proposed two-laning construction with paved shoulder of NH-44 including a Toll Plaza in 7th mile Pasyih in West Jaintia Hills District is to strengthen and improve the road connectivity in the state and to ensure the free flow of goods and products through this area. The road widening project also aims to address to the traffic congestion faced by the populace using the National Highway-44.

2.2. Need for the project:

The National Highway - 44 is a single lane road where the width of the road varies from less than 6 metres to more than 6 metres from area to area. The width of the road has become a problem for heavy vehicles as well as for the daily commercial vehicles and private vehicles plying through this stretch. Further, this small road causes a lot of traffic congestion also there are many heavy vehicles which breakdown in the middle of the road and this leads to loss of time. Since the road runs through the hilly area, there are a number of sharp turns and narrow lanes which leads to road mishaps. There have been incidents of over speeding in NH-44 which have resulted in many road fatalities. The necessity for land acquisition and thus the widening of the road is necessitated by the present nature of the national highway 44.

2.3. Project location

Land Acquisition of land for construction of two laning with paved shoulder of NH-44 has been identified from Jowai (69.200km) to Tuber (80.500km) a total of 11.3 kms in West Jaintia Hills District. The project also includes the proposed setting up of a Toll Plaza location at 74.000km to 74.100km in 7th Mile Pasyih (Ladsilya, lalong) measuring an area of 20,485.29sq.mt.

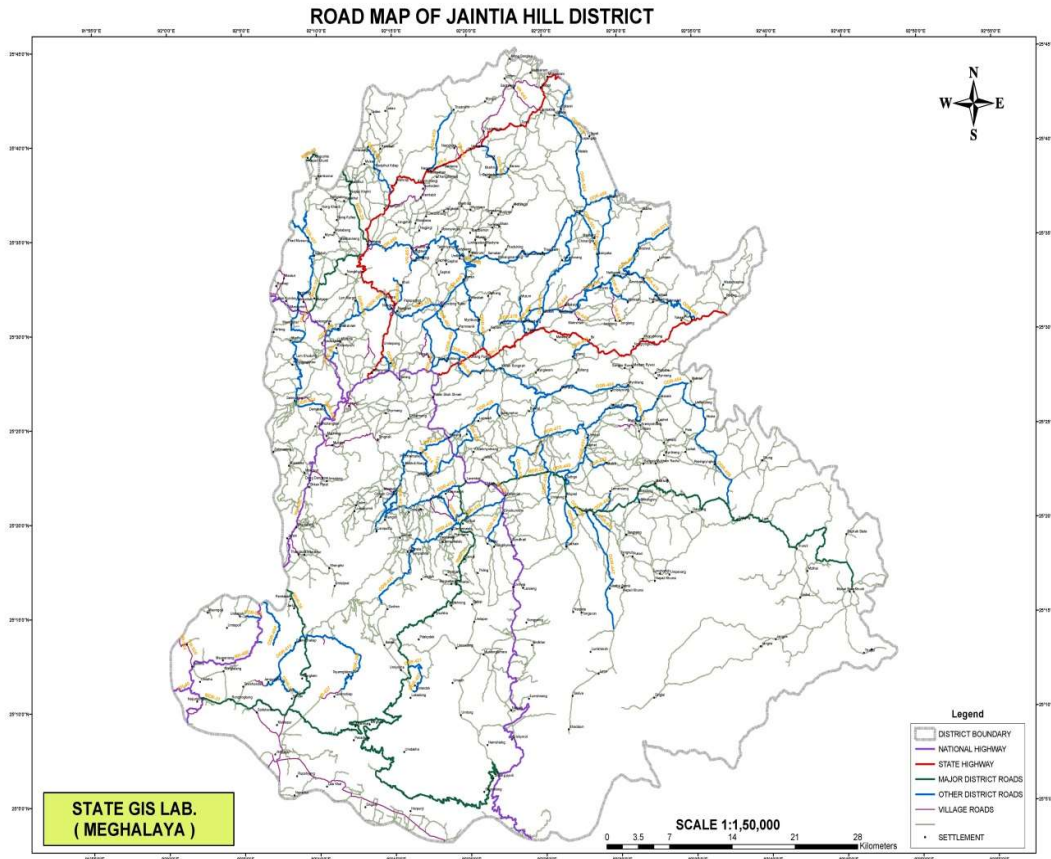
2.4. Proposed schedule for implementation

The proposed schedule for implementation of project has not been identified as the project has to first go through the Social Impact Assessment Study as per the New Land Acquisition Act, 2013 (Right to Fair Compensation and transparency in Land acquisition, Rehabilitation and resettlement Act, 2013).

2.5. Maps and illustration

Map for National Highway-44 has been collected from the web portal of Government of Meghalaya.

Map: Showing National Highway 44 (purple) where the project work will be implemented.



Source: <http://meghalaya.gov.in/megportal/roadmap/3>

3. RESEARCH METHODOLOGY

This section describes the approaches and methodology adopted by the Social Impact Assessment Unit (SIA-Unit henceforth) to gather and analyse data collected from the field.

3.1. Research Method

The research method that the SIA-Unit had used is a Qualitative Method. This method is more subjective in nature and data collection involves an in-depth look at non-numerical data which had been collected through semi-structured interviews and focus group discussions with both male and female members of the community. This research is more exploratory in nature and it tries to identify people's opinion, perception and feelings about the subject, discussed mainly through open-ended questions.

3.2. Methods for Data collection

Reconnaissance Survey: The first step taken by the SIA-Unit was to conduct a reconnaissance survey to understand the nature of the proposed project area, i.e. its topography, demographic profile, socio-economic profile, etc. From the reconnaissance survey, the SIA-Unit was able to identify the likely impacts to be caused by the proposed road widening and construction project. The reconnaissance survey enabled the SIA – Unit to brief the local functionaries about the purpose of the Social Impact Assessment Study as well the methods that the SIA-Unit would employ.

Secondary Data: After the reconnaissance survey the SIA-Unit reviewed and researched related literature to understand the requirement and needs of the project area. Based on this review of secondary data the SIA-Unit was able to get an insight into the background of the project and this has allowed for group identification and formulation of questionnaire design. Secondary data of relevant documents on proposed widening of National Highway-44 were obtained from the Office of the Deputy Commissioner, Revenue Branch, West Jaintia Hills District.

Primary data: Primary data was collected through interviews, semi-structured and key informant interviews, focus group discussion as well as field observation. The methods used were structured and designed based on the likely impact of the project area. The data for

Key Informant Interview were collected from the members of the village authority, G.R. Infrastructure, government department and land owners.

The data for Focus Group Discussion has been collected from the community members who are also land owners and likely to be impacted from this land acquisition. Community members from Sabah Muswang, Ialong, Pasyih, Phramer, and Tuber Sohshrieh participated in these focus group discussions which were held in their respective villages.

Public Hearing: This method is adopted when the data collection is completed and a draft report has been submitted to different governing bodies including the Village Authority. The public hearing is conducted with a notion to convey the major findings to the people and to receive further suggestions and opinions on the developmental work within their village. The Public hearing also seek to have a collective approval for the land to be acquired from the community members of different villages.

3.3. Data processing and analysis

The research approach adopted for this study is a qualitative research and the data collected and generated have been video recorded for future reference.

4. DEMOGRAPHIC PROFILE OF THE VILLAGE

The project site for land acquisition of construction of two laning with paved shoulder of NH-44 from Jowai (69.200km) to Tuber (80.500km) involves five villages; Sabah Muswang, lalong, Pasyih, Phramer and Tuber Sohshrieh. These five villages fall under the administrative block of Thadlaskein Community and Rural Development Block, West Jaintia Hills District. The proposed Toll Plaza will be set up at in 7th Mile Pasyih (Ladsilya lalong).

4.1. Brief description of Project Affected Village

There are five villages along the 11 kilometre stretch of road. These are, Sabah Muswang, lalong, Phramer, Pasyih and Tuber Shohshrieh. These five villages together have a combined population of 14,276 people and 1749 households approximately. Of these, approximately more than 150 households shall be directly affected by the widening of this road. These villages are composed of mostly Scheduled Tribe population. The two major religions in the area are Christianity and the indigenous religion with the latter having a greater majority in the area. The major occupation status of the people in these five villages is business and agricultural activity, and only a small population is engaged in government service.

4.2. Anticipated project impacts

From the reconnaissance survey and the interaction with the local authority from the villages, the SIA-Unit feels that the road widening project in National Highway - 44 will bring a positive impact on the road users as the project will address issues relating to the small width and quality of the road. With the increase in the width of the road, there are chances that traffic congestion and road accidents will decrease in National Highway-44.

Though road users will see prolonged benefits from the road widening project, it is observed that structures along the side of the road like houses, commercial property, water pipelines, agricultural fields, playgrounds and other fields of social importance may likely be affected from the proposed construction project. The construction will change the nature of land structure in the region. Where once pine trees stood, there will be asphalt and change in the environment.

5. DATA INTERPRETATION AND ANALYSIS

This section describes the data collected through primary and secondary data which has been analysed and interpreted into two parts; the first for the proposed road widening and the second for the Toll plaza.

Part A: Road Widening (National Highway- 44)

5.1. Assessment of the proposed project site location:

This section will describe the assessment on the total area, the structure and pine grooves land likely to be impact from the proposed land acquisition.

5.1.1. Assessment on proposed Total Area to be acquired

Data provided below has been obtained from the secondary data collected from the Office of the Deputy Commissioner, Revenue Branch, West Jaintia Hills District, Jowai.

Table 1: An overall view on the Total Area to be acquired from the Left Hand Side (LHS) of the road widening project

Village	Length (L) m	Width (W) m	Total Area (LxW) Sq.m
Mihmyntdu	0	0	0
Sabah Muswang	161.4	6.102	204.177
Ialong	2352.38	82.089	8118.460
Pasyih	417.24	5.77	293.91
Phramer (8 th Mile)	316.46	3.52	272.84
Sohshrieh	2117.88	45.92	1920.99
Total Area			10810.38

Table 2: An overall view on the Total Area to be acquired from the Right Hand Side (RHS) of the road widening project

Village	Length (L) m	Width (W) m	Total Area (LxW) Sq.m
Mihmyntdu	74.67	2.17	61.17142
Sabah Muswang	209.98	2.20	153.50186
Ialong	2278.23	98.623	7350.14493
Pasyih	731.35	10.38	441.50105
Phramer (8 th Mile)	155.83	2.22	114.64168
Sohshrieh	1768.86	30.02	1554.04812
Total Area			9674.90906

5.1.2. Overall Assessment on Structure

Village	Numbers of Owners	Type of house/ assessment	Dismantled	Total Cost
Phramer (8 th Mile)	12 nos	R.C.C building; Assam Type; Stair Case; and brick wall	Partially and Wholly	Rs. 11,188,722
7 th mile (Pasyih)	6 nos	R.C.C building; Assam Type; brick wall	Partially and Wholly	Rs. 2,146,662
Mihmyntdu	1 nos	Brick wall	Wholly	Rs. 53,172
Ialong	21 nos	Brick wall and gate (12nos); R.C.C building and Brick wall (1 nos); Assam Type (5nos); Brick wall(3nos)	Partially and Wholly	Rs. 13,129,681
Gross Amount of Assessment for the Village				Rs. 26,518,237.00

5.1.3. Overall Assessment of Pine grooves area:

Pine grooves trees along Jowai to Sohshrieh under National Highway-44	Total Compensation: Rs. 943,91,9695.74
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5.2. Data analysis on land acquisition for construction of two laning with paved shoulder of NH-44 from Jowai to Tuber

This section will describe the awareness of the participants as well as their perceptions on the likely impacts from the proposed road widening construction of National Highway – 44 in West Jaintia Hills District. Pictures taken during the data collection from field survey has been attached in **Annexure 2 and 3**.

5.2.1. Awareness level on the proposed road widening project

The participants who were mainly land landowners from Sabah Muswang, Ialong, Pasyih, Phramer and Tuber Sohshrieh said that the land owners whose land is to be acquired were informed by the village authority regarding the proposed widening of NH-44. However, the land owners who were present at the discussion pointed out discrepancies in the list of land

owners. The participants said that some of the land owner names were not included in the Land Owners' List owners provided by the National Highways Authority of India (NHAI). They also pointed out that the same list does not have the right names of all land owners and a majority of the land owners whose land, it seems, will be likely acquired for the road widening project are not included. According to the list provided by the NHAI, land acquisition schedule along NH-44 (Existing Chainage to Design Chainage Correlation), for two laning with paved shoulder, acquisition for the length and width of the road in metres varies from place to place.

5.2.2. Land Utility for proposed road widening project

From the reconnaissance survey, the SIA – Unit observed that the land to be acquired for the road widening project includes pine grooves area, paddy field, shrub areas, barren areas, commercial areas in lalong, Pasyih, Phramer and Sabah Muswang and individual property i.e. residential houses.

While a majority of the land owners have shrub areas, pine grooves area, commercial area. Only a few land owners have paddy fields or seasonal agricultural activity along the side of NH-44.

Phase Wise Construction Assessment of the Road Widening Project:

5.2.3. Perception on the present road condition under NH-44

A common response that was collected from the five villages (Sabah Muswang, lalong, Pasyih, Phramer and Tuber Sohshrieh) was that a majority responded that the width of the road was too small for a National Highway and traffic congestion is a common issue when heavy vehicles are allowed to travel throughout the day. Due to the size of the road it becomes a single lane when a heavy vehicle breakdowns. Since the National Highway passes through all the five villages, commercial buildings and community buildings such as schools etc. has sprung up along the side of the road, there are many pedestrians who cross the road and as such there are many road accidents especially of children.

The community members also said that because of ban on coal mining, the transportation of coal in the region has reduced immensely. Earlier, because of the heavy traffic from coal trucks vehicles and passengers takes about 1- 2 hours to travel short distances but with the drop in this economic activity in the region the time required for travelling has reduced and improved. On the other hand, this has caused over speeding of heavy vehicles which has increased the insecurity of people residing near the road.

5.2.4. Necessity of land acquisition for road widening project

Majority of the participants present in the discussion stated that it was necessary to widen NH-44 to address the small width of the road as well as the quality of the road. It was stated that in certain areas the narrow U-turn of the road is hazardous to road users. The road

widening project will widen these narrow roads and reduce road accidents and fatalities. The road widening project will reconstruct minor bridges on the way and proper walls and drainage will be constructed.

5.2.5. Perception of the community members on the road widening project

In Tuber Sohshrieh village, the water sources and agricultural fields are on the Left Hand Side (LHS) of the road whereas the residential areas on the village are on the Right Hand Side (RHS). Community members stated that the road widening project will create a sense of insecurity when the community members especially women and children cross to the other side of the road to collect drinking water or for washing clothes. The road widening project will take away the right of way of the community members as well as hinder the economic activity of the area when parking spaces are lost in the land acquisition.

In the other villages (Ialong, Pasyih, Phramer and Sabah Muswang) the community members stated that the road widening project is welcomed in the area since most of this village has small clusters of commercial area along the side of the road and this will improve the traffic congestion in the area and allow for free flow of traffic.

5.2.6. Constraints likely to come up during the construction phase for road widening project

The community members from all five villages feel that the non-involvement of members of the village authority by the allotted construction company may bring out problems during the project implementation phase especially where the consensus with the land owners has not been met. The people also feel that the company workers may violate the rule of the village during the project implementation period.

Working progress has started up in Tuber Sohshrieh village and community members have stated the new alignment for the road widening is about 3 metres from the existing alignment. In this, the community members have not faced any kind of difficulties in the construction phase, as the new alignment has been cut only in area with shrub, right of way, and barren land. In the other four villages where work has not yet started, the community members feel that problems like dust, mud, poor road signals, drain blockage and poor leveling of soil excavated from the project area are the issues likely to come up during the construction phase which may become a hindrance on commercial areas/ activities as well as for pedestrians.

The community members also stated that, delay or incompleteness in the working progress will reduce the economic activity within the regions.

5.2.7. Likely Outcomes after implementation of road widening project

The community members from the five villages stated that the outcomes from the road widening project will help improve the traffic congestion in the area as well as reduce the

time taken to travel to short destination areas. The community members also stated that the project will improve the economic activity of the region as well as provide the commercial cluster area with footpaths, proper guard walls in steep areas, proper roads signaling/road symbols and side drainage. The road project will also provide for a proper embarkment and disembarkment area, rain shed, road amenities, and beautification of the area.

5.2.8. Constraints likely to come up after the implementation of road widening

The following are some constraints put up by the community members likely to come up after the implementation of the road widening project:

On Individual Household: Land owners who have their houses near the road said that if the road is increased from its existing size, their house will be too close to the road and that they will lose space which was earlier used as a front yard or even their boundary wall. The feeling of insecurity/ unsafe will increase and noise pollution will be a problem for them.

On agricultural owners: The cultivable land will be reduced in size and the land owners may have to waste another 1 meter or so of land for creating a pedestrian walkway.

On Commercial area: Loss of parking spaces and shifting of small vendor shop to other areas may lead to a loss in income.

On community: Over speeding of vehicles will increase when the road is wider and cases of traffic accidents involving vehicles and road users may increase. With the increase in the width of the road, the right of way will be affected and this may become a problem for school going children.

Impact likely to be incurred from road widening project:

5.2.9. Likely impact on the structure from the road widening project

Most of the participants from the five villages stated that, the level of impact will depend upon the proposed width of the road and the land to be acquired for this purpose. If the government acquires land more than 3 meters from the present road alignment then the impact will be more in densely populated areas such as lalong and those areas with commercial activities especially along Phramer and Pasyih. But if the government acquires land less than 3 meters from the present road alignment then only a few houses, boundary walls, parking spaces and gates along lalong, Pasyih, Phramer, and Tuber Sohshrieh will be affected.

With the widening of the road project, the newly installed PHE Rural Water Supply will be affected as this is along the side of the road. Thus this water pipeline will have to be relocated and this may delay the implementation of the Rural Water Supply Project.

5.2.10. Likely impact on the land use pattern from the road widening project

The SIA-Unit observed that along the side of the road there are small stretches of pine groves which will be felled for the purpose of this road widening project. However, the participants from all five villages believe that the road widening construction will bring a positive change to the area as it will increase economic activity. The construction work which is involved in the road widening will beautify the area.

However, there are chances that with the increase in the width of the existing road in commercial areas, the heavy vehicles or commercial vehicles loading or unloading their goods in these areas will further cause traffic congestion in these area.

5.2.11. Likely impact on the economic activity from the road widening project

The participants in Ialong, Pasyih, Phramer and Tuber Sohshrieh stated that during the construction work, their economic income will reduce since vehicles will avoid making stops in their shop due to the muddiness and dustiness during the construction process.

The participants also stated that the road widening project will help improve the traffic flow in NH-44 and this will create a new growth of commercial and residential area in the region. However, if the existing commercial area and residential areas are disturbed or dismantled then the loss for the individual owners and tenants will be more since they have to identify a new area for their economic activity.

Other participants also stated that since the Government Officials keep visiting the place for surveying the existing road, they are hesitant to start new economic activity for fear of being asked to give up their land for this road widening.

5.2.12. Likely impact on the Social relationship from the road widening project

The shop owners present in the discussion stated their fears over the loss of their regular customer during the construction process of this road widening project.

Other participants also stated that if a good rapport is built with the construction company (GR Infrastructure) in terms of collaboration and respecting the “*adong shnong*” or “rules of the village” then there may be possibilities for smooth and amicable advantages for both parties involved.

5.2.13. Likely impact on the Personal security from the road widening project

Most of the participants from the five villages had a common response that even with the existing size of the road, accidents are frequent. Thus, if the road is further widened, the heavy/ commercial vehicles will go at a faster speed and there shall be more incidents of hit and run and rash driving.

The participants also said that they fear for school going children and women who have to cross the road daily for carrying out daily domestic work such as carrying water (as seen in Tuber Sohshrieh Village).

If the right of way is converted into a road then a sense of insecurity will increase since there is no more pedestrian walkway.

The widening of the road will be too close to household structure or commercial structure and this will create a sense of instability and insecurity among the individual living near the side of the road.

5.2.14. Need for site alternation if any and why?

While Sabah Muswang, Pasyih, Phramer and Tuber Sohshrieh villages all welcome the road widening project of National Highway- 44, lalong village has some fifteen (15) participants who wanted a by- pass in lalong but the remaining participants accepted the proposed road widening of NH-44 with early compensation.

5.2.15. Resettlement and rehabilitation if needed?

Since most of the land owners have additional land, the need for resettlement and rehabilitation does not arise.

5.2.16. Aspiration and fear from the proposed construction project

The participants stated their aspirations about the project that proper footpath, drainage, walling, crossway, symbols and signals, etc. should be installed with the road widening project.

Majority of the participants stated that compensation needs to be paid first to the land owners and then the proposed widening project can proceed as planned. A request was also put forth that if the land owners have only a small piece of land near the road and only half of the land is acquired, then the government can acquire the whole land and use the land for other purposes like rain shed, stand, embarkment and disembarkment area, etc.

Majority of the participants stated that since they were not notified officially by the authority concerned as to the amount of land to be acquired from them, they wanted further information on the following: the amount of land required from each land owner along the side of the road, if there is a need to re-evaluate the proposed land to be acquired; if there is a possibility of the construction company and State Government including the local authority to collaborate further during the road widening process; whether additional land will be required for road amenities; if the loss of village road would be compensated.

Part B: About Toll Plaza:

5.3. Data analysis for the proposed construction of Toll Plaza in 7th Mile Pasyih (Ladsilya, Ialong):

This section will describe the participant awareness level and perception on the proposed setting up of a Toll Plaza within the National Highway - 44

5.3.1. Awareness level on the proposed construction of a Toll Plaza

Majority of the participants from the five villages were unaware about the setting up of the Toll Plaza under National Highway-44. Though some respondents who were in government service and also working as a member in the Village Executive Committee were aware of the proposed construction of the Toll Plaza, the Headman and other members from the Local Authority were unaware of the proposed construction.

5.3.2. Need for the proposed construction of a Toll Plaza in 7th Mile Pasyih

Majority of the participants stated that, they do not want the Toll Plaza to be set up in the proposed site as it will not provide any benefit to the local of that region. The land owner, Shri. Singh Mulieh, also that his opinion on the proposed toll plaza and said that he will not be giving his land for the proposed setting up of a Toll Plaza.

5.3.3. Constrains likely to be incurred from the proposed construction of a Toll Plaza

Majority of the participants stated that, if the Toll Plaza is set up in the proposed site then the local drivers will be the ones who will be affected the most since they travel to and fro and make more than 6-8 trips in a day within the route. The men present in the discussion stated that such infrastructural service will only benefit the governing body of the Toll Plaza and the local driver will not benefit from such infrastructural service since they will have to pay extra for crossing the Toll Plaza frequently.

5.3.4. Aspiration from the proposed construction of a Toll Plaza

Though majority of the participants were unwelcoming to such a proposal, they stated that if the State Government felt the need for such infrastructural service in the region, then the State Government can set up one in Mihmyntdu village By-pass and this will have no effect on the local people of that region.

Majority of the participants also requested the State Government if there was a possibility of setting up the Toll Plaza near the state border such as in Ratacherra where effect on the local people will be minimal.

6. PUBLIC HEARING

This section will describe the discussion made by the people along with the Governmental Department in Charge for project planning and evaluation. The public notice for the hearing, list of participants attending the public hearing and picture of the public hearing has been attached under *Annexure 4, 5 and 6*.

6.1. Public Hearing for Land acquisition for construction of two laning with Paved shoulder of NH-44 from Jowai to Tuber including a Toll Plaza at 7th Mile, Pasyih

The Meghalaya Institute of Governance had conducted a public hearing on the 25th June 2016, in Pasyih Village at 12:00 p.m on the road widening project which will run through the National Highway 44 includes the 5 villages; Sabah Muswang, lalong, Pasyih, Phra mer which falls under West Jaintia Hills District and Tuber Sohshrieh which falls under East Jaintia hills District, as part of the Social Impact Assessment study under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 notified by the Ministry of Rural Development, Government of India.

The Public Hearing was chaired by Ms. Naphisha Kharkongor, Programme Associate (Research) Meghalaya Institute of Governance in the presence of Shri. D. Wahlang, Additional Deputy Commissioner (Revenue), West Jaintia Hills District along with the members from the Village Executive Committee and the land owners. More than 60 people from the five villages attended the Public Hearing. The Public Hearing commenced with the reading of the draft Social Assessment report by Programme Associates of the Meghalaya Institute of Governance, Shillong thereafter the floor was opened for discussion on the proposed Road widening project.

The following were the participants who expressed their views on the proposed project:

Shri. Bewill Shylla (Headman of Sabah Muswang Village) said that he approved to the construction of two laning under National Highway 44 and requests that road amenities like an over bridge, drainage, walls, etc. to be constructed to maintain the cleanliness of the region. He also said that the people of his village object the proposal to construct the toll plaza under NH-44 in West Jaintia Hills, as it will cause heavy traffic congestion during the day and problem may arise for road users especially for school children. His objection on the Toll Plaza was also because of the fear of paying tax if they have to ply from that road several times a day. He wants the toll plaza to be constructed in Mihmyntdu Village By-Pass.

Shri. Phrangki Pale (Secretary of lalong Village) said that there are 15 individuals who doesn't want the road widening instead they want a bypass within the lalong village if possible.

Shri. Justin Phawa (Headman of Pasyih Village) and Shri Morningstar Suchiang (Phramer Village) said that the Village welcomes the Road Widening Project, but also agreed with the Headman of Sabah Muswang Village on the Toll Plaza that it will cause traffic jam.

Shri. Khro Ksoo (Headman of Tuber Sohshrieh Village) said that the Road Widening project has already started in his village but the land owners have not received the compensation yet. During the construction period he said difficulties like lack of proper soil leveling in residential area is becoming a problem for the locals especially women and children who uses the road regularly for carrying out domestic work. We have requested the Government to construct a footpath but it went in vain. He requests the people of the other 4 villages to ask for compensation first before the work commence since his village has not yet receive the compensation.

Shri. Kermi Dkhar (Pasyih Village) said that he doesn't agree with the Headman of his village because the Headman never discuss anything with the local people and he never call for a meeting with the people. So at that point of time he said that the village wants the development but they will decide after a meeting is convene with the villagers. He also said that the Toll Plaza location is an issue itself because the location is located at 7th mile Ladsilya which falls under two villages that is 7th mile in Pasyih Village and Ladsilya in Ialong Village; therefore there is a need to clarify the Toll Plaza proper location.

Shri. Sing Mulieh (Former M.L.A Ialong Village) said that he's not willing to give the land for the construction of the Toll Plaza since the land belong to the clan and it is a pine groves area. He also said that verification should be made with individual land holding to avoid encroachment of land. Compensation for structures that will be dismantled should be given before construction so that the land owners can purchase a different land.

Shri. Livingstar Rymbai (Jaintia Student Movement) said that the construction in Tuber Sohshrieh needs to stop until they get the compensation from the Government since the delay in payment will cause a problem for the locals. The Government should provide road amenities from this construction as well as provide employment opportunities for the local contractors.

Smti. Lemi Bang (Pasyih Village) said that the land to be acquired is her only source of income so compensation needs to be given on time.

Shri Kyndait (Sabah Muswang Village) and Smti Munti Shylla, said that some of the land owner's names are not included on the list and proper measurement of land to be acquired should be carried out again in the presence of the land owners.

Smti Yorika Suchiang, Lad Muthlong said that she does not approve to the setting up of Toll Plaza in 7th Mile Pasyih since the locals uses this project location frequently.

Smti Pyntngenglang, lalong village said that she does not approve to the road widening project since her house is on the road side, she feels the road widening will increase a sense of insecurity and feels unsafe for the children therefore she wants a bypass elsewhere in lalong Village.

Shri K. Pala, questioned the Government as to where he shall submit his land holding documents if the Government wants to acquire his land.

Smti Mynta Lihuid (lalong Villge) said that she does not disapprove to the project but if the Government can set up a bypass in lalong Village then the residential area along the proposed road widening project will not be affected. She also said that if the Government cannot construct a bypass then the Government should provide the right alignment and pillars for the Road Widening Project. She also stated the fear that the local will face with the setting up of Toll Plaza where the Local will have to pay the same price as long distance road user.

Shri D. Wahlang, Additional Deputy Commissioner (Revenue) West Jaintia hills District on hearing the queries put forth by the people of the Five Villages, he clarify their doubts by explaining to them firstly about the New Land acquisition Act, 2013 and the detailed Road widening Project Proposal.

With regards to the problem in the survey list of land owners, Shri D. Wahlang said that the reason for non-inclusion of certain names of land owners is because the land owners were absent during the survey and during the survey the local authorities present were unaware that the land has been sold to other people without their knowledge. However, a petition can be file to the Deputy Commissioner stating the non- inclusion of the land owner's name and the Deputy Commissioner will survey the said land again.

With regards to the compensation, Shri D. Wahlang said that unlike the Emergency Clause where land are acquired without conducting Social Impact Assessment Study here the compensation is paid first and then work process is carried out. However, with the new Land Acquisition Act, 2013 first a Social Impact Assessment Study needs to be carried out to understand the impact of the project and to avoid any future problems likely to come up. After this study the land acquisition will be finalized and compensation will be paid to the land owners. Under this New Act, the process for compensation is longer since it will include the following process like Notification, Inspection, Declaration, Agreement, Awards, etc. He also stated that the project has put aside 8 crore in the bank only for the compensation of land. He also said that to reduce their feeling of insecurity regarding the compensation the Government can give the land owners a cheque but they can only collect the money until the whole procedure is completed.

With regards to the new alignment for the road widening project, Shri D Wahlang said that we cannot promise to pay the land owners full compensation for land which the

Government will not acquire. He also said that problem which arises during construction phase will be for a short period about 10-11 months only therefore the people should think more of the benefit after the completion of the project rather than the problems during the construction phase.

With regards to the Toll Plaza Shri D Wahlang said that the location for setting up Toll Plaza under the NHAI Law is that it should be set up after every 50 Km from one Toll Plaza to the next. He also stated that the problem has come up when naming the Toll Plaza location so the government has decided to include both 7th Mile and Ladsilya for the Toll Plaza location name. However, he said that the disapproval for setting up of Toll Plaza in Pasyih will be taken up with the Officials.

The summary of the whole hearing was later put across by Smt. Naphisha Kharkongor where she then asked the people to put to vote their approval for the said road widening project. Majority of the people present in the hearing approved to the project and no one disapproved to the construction of the road widening project. However, with regards to Toll Plaza, Majority of the respondent does not want the setting of Toll Plaza in Pasyih village since they feel that the Toll Plaza will have negative impact especially on the Local people.

7. MITIGATION PLAN

This section will discuss the mitigation measures to address the constraints and aspirations of the people over the proposed two laning with paved shoulder for National Highway- 44 from Jowai to Tuber Sohshrieh. Mitigation measure is also included for the construction of toll plaza in 7th Mile, Pasyih.

Based on the field survey carried out with the five villages it was made clear that the land owners approved to the land acquisition for construction of two laning with paved shoulder in National Highway- 44. However, the following mitigation measure should be taken up to see that no social risk arises from the said project.

On individual land owners and community members:

- The land owners in the five village of Sabah Muswang, Ialong, Phramer, Pasyih and Tuber Sohshrieh requested that compensation for land to be acquired be paid at the earliest and before the work commences so that there will be no disturbance during the construction process.
- Majority of the land owners feel the need for re-evaluation of the land to be acquired. According to the village authority, most of the land owners are not included in the official survey and list of names in the survey are misspelled and incorrect. In order to address this error, there is a need for the involvement of land owners and village authority with the government officials when surveying the land. Shri. D Wahlang (A.D.C, Revenue) said that petition can be file by land owners to the Deputy Commissioner to address this issue.
- According to the secondary data on assessment of building/brick wall/ gate likely to be dismantled during the road widening project, it is advisable that priority in term of financial assistance or compensation be given first to this project affected families who need to relocate themselves for buying new land or fencing their partially dismantled assets.

On agricultural land:

- Some of the land owners in Sabah Muswang have paddy field near the road and they fear that the road widening project will further reduce the size of their land if the owner has to create a pedestrian walkway of their own. To address to this fear, it is important that the implementing agency see that paved surface are constructed in these region.
- The implementing agency should further keep in mind that proper drainage are dug up or constructed near the agricultural and cultivable land to avoid water logging or water and soil run off during rainy season into agricultural and cultivable land.

On environment measure:

- Since pine grooves trees will be cut down for the proposed land acquisition in some area, it is important that the implementing agency promote and carry out afforestation

work or social forestry along the National Highway to promote greenery and beautification of the area. This can be done by providing saplings to community member with the involvement of local authority or the Implementing agency can buy a land for promoting Social Forestry, depending on the numbers of trees that has to be cut.

On the construction phase:

- During the construction work along National Highway-44, soil dumping should be avoided in water sources, paddy field area which is used by the villagers for household domestic used or income generation used or for self-sustenance. Proper side drains need to be constructed to avoid water puddle on the road surface.
- Sprinkling of water during the road widening project is required especially in areas which are densely populated with economic activities. Sign or placards should be place in area which are steep or under excavation to avoid road mishap.
- Implementing agency employees should accept the *adong* or rules of the village to avoid any kind of clashes or misunderstanding during the project execution. This can be done by collaborating or having an agreement with the villages.
- After the construction work along National Highway-44, road amenities like crossway, footpath, rubber strip and 3D form zebra crossing should be placed in densely populated area; walls needs to be constructed in elevated slope and unpaved road berm to avoid soil erosion or falling off of loose soil; signals and symbols near social institution like school or densely populated area; patrolling of police marshall.
- Completion of working process at the earliest so that the economic activity of the roadside locals is not effect.

On Public Service Structure:

- Notification should be given to the PHE Rural Water Supply new pipeline installation regarding the road widening project, so that effective measures can be taken up by them to relocate the pipeline running through the project location.

8. ANNEXURE

Annexure 1: Letter for carrying out Social Impact Assessment Study.

Rev *Annexure-I*

OFFICE OF THE JAINTIA HILLS AUTONOMOUS DISTRICT COUNCIL, JOWAI

NO. JHAD-/REV/LR/19/2015/3 Dated Jowai, the 20th September, 2015

To: ☒ The Deputy Commissioner
West Jaintia Hills District, Jowai.

Subject:- No-Objection Certificates.

Ref:- Your Letter NO. REV/LA-25/2015/123, Dated, 11.09.2015.

Sir,

With reference to the Subject and your letter cited above, I am directed to inform you that the Executive Committee, Jaintia Hills Autonomous District Council Jowai, in exercise of the power conferred under Rule 29 of the Assam and Meghalaya Autonomous District (Constitution of District Council) Rule 1951 as adopted and amended and as required under section 41(3) of "The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013" is pleased to grant this No-objection Certificate to the Deputy Commissioner, West Jaintia Hills District for the purpose of acquisition of land for the following Projects.

1. Acquisition of land for construction of DAJ NH- 40(E) including widening from Single Lane to Double lane from 208.00KM to 214 KM measuring area of 92,898.87 Sq.Mtrs
2. Acquisition of land for construction of two laning with Paved shoulder of NH-44 from Jowai KM 69.200 to 80.500 KM Tuber including Toll Plaza location 74.000KM to 74.100 7th Mile Pasyih(Ladliya lalong) measuring an area of 20,485.29 Sq.Mtrs
3. Acquisition of land for construction of IBBF in West Jaintia Hills District from BP No.1272 to BP No.1299 MP Dawki to Jaliakhola, measuring of 37.25 KM in length.
4. Acquisition of land for establishing of Krishi Vigyan Kendra(KVK) at Moopung, Wahiajer West Jaintia Hills District, measuring an area of 67,676.93 Sq.Mtrs
5. Acquisition of land for construction of IB Complex cum-Residential at Thamat, measuring an area of 78,534.97 Sq.Mtrs
6. Acquisition of land for setting up of Facilitation Entry and Exit Points at Khanduli, measuring an area of 1 (one) Acre for Exit Point and 2 (two) Acres for Entry Point.

Yours faithfully,

[Signature]
Secretary
Executive Committee
Jaintia Hills Autonomous District Council
Jowai.

Deputy Commissioner
Office, Jowai
Receipt No. 6867
Date 11/09/15

Village: SAGAH Muswang
Date: 3. 3. 16

Source: Meghalaya Institute of Governance- SIA Team

Village: IALONG
Date: 4/03/2016

Source: Meghalaya Institute of Governance- SIA Team

Village: *Phraxes*
Date: *3.3.16*

[illegible]

Source: Meghalaya Institute of Governance- SIA Team

Village: TUBER SHOUSHRIT
Date: 4.3.16

Sl. No.	Name	Address	Designation	Contact No	Signature
1	Shri. Khoo Koo	Tubers Shokshred	Headman	9402562284	Shri Khoo
2	Shri. Tolly Ksoo	" "	Members	9402562232	Shri Tolly
3	Shri. Philip Ksoo	" "	Land owner		Shri Philip
4	Smt. Damentel Ksoo	" "	"	9436312402	Smt. Damentel
5	Smt. Kamtha Ksoo	" "	"	9612470703	Smt. Kamtha
6	Smt. Jui Bang	" "	"	8774726561	Smt. Jui Bang
7	Smt. Reh Baly	" "	"		Smt. Reh
8	Smt. Kihok Baly	" "	"	9862825268	Smt. Kihok
9	Smt. Nil Munuk	" "	"	8490854741	Smt. Nil Munuk
10	Smt. Phuk Ksoo	" "	"	7402562292	Smt. Phuk
11	Shri. Eul Rymban	" "	"	9436102689	Shri. Eul Rymban
12	Smt. Rida Ksoo	" "	"	8132748599	Smt. Rida
13	Smt. Phoida Ksoo	" "	"	9862721967	Smt. Phoida
14	Smt. Kline Ksoo	" "	"	9402579550	Smt. Kline
15	Smt. Panuka Ksoo	" "	"	8014419044	Smt. Panuka
16	Smt. Pankhemang Ksoo	" "	"	7085474831	Smt. Pankhemang
17	Smt. Special Ksoo	" "	"	9436337056	Smt. Special
18	Shri Nade Rymban	" "	"	7085585318	Shri Nade Rymban
19	Smt. Prusti Bang	" "	"		Smt. Prusti Bang
20	Smt. Moli Ksoo	" "	"		Smt. Moli Ksoo

Source: Meghalaya Institute of Governance- SIA Team

Annexure 3: Picture showing Key Informant Interview and Focus Group Discussion

Picture 3.1: Showing Focus group discussion in Sabah Muswang Village



Source: Meghalaya Institute of Governance- SIA Team

Picture 3.2: Showing Key Informant interview in Ialong Village



Source: Meghalaya Institute of Governance- SIA Team

Picture 3.3: Showing Focus group discussion in Pasyih Village



Source: Meghalaya Institute of Governance- SIA Team

Picture 3.4: Showing Focus group discussion in Phramer Village



Source: Meghalaya Institute of Governance- SIA Team

Picture 3.5: Showing Focus group discussion in Tuber Sohshrieh Village



Source: Meghalaya Institute of Governance- SIA Team

Annexure 4: Public Notice



Meghalaya Institute of Governance (MIG)
Lumpyngad Cottage, Bishop Cotton Road
Shillong- 793001

Phone No. : 0364-2505977

Memo .no : MIG/151/2016/392

Email: migshillong@gmail.com

Dated: 10th June, 2016

Public Notice

The Meghalaya Institute of Governance has been notified as the State Social Impact Assessment (SIA) Unit to conduct Social Impact Assessment Study for acquisition of land in West Jaintia Hills District for the purpose of acquisition of land for construction of two laning with paved shoulder of NH – 44 from Jowai to Tuber including Toll Plaza at 7th Mile, Pasyih (Ladslia lalong).

In connection with this, a Public Hearing will be held at the Community Hall in Pasyih Village, West Jaintia Hills on the 25th June, 2016 at 11.00 a.m. for the project mentioned above.

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

Dr. B.D.R. Tiwari, IAS
Executive Director,
Meghalaya Institute of Governance,
Shillong.

Memo No.: MIG/151/2016/392

Dated: 10th June, 2016

Copy to:

1. The Deputy Commissioner, West Jaintia Hills District, Jowai
2. The Superintendent of Police, West Jaintia Hills District, Jowai
3. The C.E.M., Jaintia Hills Autonomous District Council, Jowai
4. The Under Secretary, Govt. of Meghalaya, Revenue and Disaster Management Department
5. The Under Secretary, Govt. of Meghalaya, Forest & Environment Department
6. The Project Director, National Highways Authority of India SE, PWD, Shillong
7. The Block Development Officer, Thadlaskein C&RD Block, West Jaintia Hills District
8. The DPRO, Jowai for information with a request to kindly arrange a PA system for the Public Hearing
9. The Rangbah Shnong Sabahmuswang, lalong, Pasyih, Phramer, Tuber Shohshrieh

Dr. B.D.R. Tiwari, IAS,
Executive Director,
Meghalaya Institute of Governance,
Shillong.

o/c

Annexure 5: List of Participants attending the Public Hearing

Public Hearing on Road Widening of NH-44 with paved shoulder at Pasyih on 25th June, 2016 at Pasyih Community Hall

Sl. No.	Name	Village	Designation	Contact No.	Signature
1	Shri. Deijukhi Siangshai	Pamrapaithe	P.S. J.S.M-CB	9862951870	
2	Shri. Leningsta Rymbai	Pamrapaithe	Genl Secy J.S.M-CB	9856056406	
3	Shri. Teylang M. Othar	7 mile pasyih	Genl Secy. J.S.M-CB	9615398997	
4	Shri. Keoni Othar	" "	Adic. J.S.M-CB	9862914140	
5	Shri. Yowannui Rymbai	" "	publicly Secy. F.A.S.P	8974781178	
6	Shri. Lemi Bang	Pasyih		8413883497	
7	Shri. Ri Bang	"			
8	Shri. Korypha	"			
9	Phricun Siangshai	Pasyih		9436301783	P. Siangshai
10	Shri. Siangshai	"			T. Siangshai
11	Shri. Phrangli Pale	Talong	General Secretary	9615327504	
12	Shri. Tustin Phama	Phang	Nahor Phang	8974380025	"
13	Shri. Joit Siangshai	Pasyih		9856705539	
14	Cham bor Othar	Pasyih			

Meghalaya Institute of Governance – SIA Unit

Source: Meghalaya Institute of Governance- SIA Team

Public Hearing on Road Widening of NH-44 with paved shoulder at Pasyih on 25th June, 2016 at Pasyih Community Hall

Sl. No.	Name	Village	Designation	Contact No.	Signature
15	Shri. Melty Suchong	Thachmullong		9863612249	M. Seoch
16	Shri. Telra Suchong	Thachmullong		9612927764	
17	Shri. Bewill Shyba	Salsalonusung	Waher Shuang	9856152949	
18	Shri. Cmlang Siangshai	Pasyih		9615848838	
19	Shri. Yowannui Siangshai	Pasyih		7085448437	
20	Shri. Tongel Suchong	Thachmullong		9862040079	
21	Shri. Sing Bang	Pasyih		-	Sing Bang
22	Shri. Siangshai	Pasyih		-	S. Siangshai
23	Shri. Wan Siangshai	Pasyih		-	WAN
24	Shri. Rymbai	Pasyih		-	SRymbai
25	Shri. Rymbai	Pasyih		-	L. Rymbai
26	Shri. Phama	Salsalonusung		-	Phama
27	Shri. Phama	Pasyih		8413819307	H.S.
28	Shri. Phang Siangshai	Pasyih		-	Phangshai

Meghalaya Institute of Governance – SIA Unit

Source: Meghalaya Institute of Governance- SIA Team

Public Hearing on Road Widening of NH-44 with paved shoulder at Pasyih on 25th June, 2016 at Pasyih Community Hall

Sl. No.	Name	Village	Designation	Contact No.	Signature
29	Comfort Pale	Talong.		9856266036	
30	Hopeful Pohlong	Talong.			
31	Akhong Dhar	Pasyih		857531744	
32	Shyna Shylla	Sabah Misyang		8575 437202	
33	Shiako Shylla	Sabah Misyang		9856172551	
34	Sh Moly Phansa	Sabahmusewong		9436364472	
35	Sh Lijon Kynadail	Sabahmusewong		9439 43407	
36	Smt. Renuel Shis for Shylla	Phraman		9612968681	
37	Branha Rynghat Bor SB. wad	Talong		9615732591	
38	Mohinglan Suchang for Rynghat	Phraman		9862927038	
39	Smt. Muntly Shylla	Sabahmusewong		9856470404	
40	Smt. Saldis Rymbai	Pasyih		9856388988	
41	Smt. Jantel Suchiang	Thadmutlung		8119004250	
42	Smt. Yeoreca Suchiang	Thadmutlung		9856391623	

Meghalaya Institute of Governance – SIA Unit

Source: Meghalaya Institute of Governance- SIA Team

Public Hearing on Road Widening of NH-44 with paved shoulder at Pasyih on 25th June, 2016 at Pasyih Community Hall

Sl. No.	Name	Village	Designation	Contact No.	Signature
43	Shri Kynmawling Satein	Mawlyndang		8573206485	
44	Shri Wansalan Satein	"		9856880645	
45	Smt. Nasta R. Rhind	Talong		9436108672	
46	Smt. Sakarudakun Dhar	"		8132001484	
47	Smt. Rynghat Rynghat	"		9856003917	
48	Shri Vhemaria Rymbai	Talong		9436106668	
49	Smt. Kestling Rymbai	Talong			
50	Shri Wailong Rhind	Talong		9436106190	
51	Sh. Lantimen Rhind	Sabah			
52	Shri Marial Kynghat Rynghat	Sabah			
53	Shri Rynghat Rynghat	Sabah			
54	Wong Rynghat	Sabah			
55	Nikhilban Rhind	Talong		9774408296	
56	Kelving Pale	Talong		8119808467	

Meghalaya Institute of Governance – SIA Unit

Source: Meghalaya Institute of Governance- SIA Team

Public Hearing on Road Widening of NH-44 with paved shoulder at Pasyih on 25th June, 2016 at Pasyih Community Hall

[illegible]

Meghalaya Institute of Governance – SIA Unit

Source: Meghalaya Institute of Governance- SIA Team

Annexure 6: Picture showing Public Hearing held in Pasyih Village.

Picture 6.1: Meghalaya Institute of Governance conducting Public Hearing in the presence of Shri. D. Wahlang along with the village authority of the five villages.



Source: Meghalaya Institute of Governance- SIA Team

Picture 6.2: Showing one of the land owners



Source: Meghalaya Institute of Governance- SIA Team

Picture 6.3: Showing the approval of people for the road widening project



Source: Meghalaya Institute of Governance- SIA Team

Picture 6.4: Showing the disapproval for the construction of Toll Plaza



Source: Meghalaya Institute of Governance- SIA Team

Annexure 7: Interview Scheduled and Questionnaire**MEGHALAYA INSTITUTE OF GOVERNANCE****Interview schedule for the members of village authority/village council****TOPIC FOR SOCIAL IMPACT ASSESSMENT:**

Land acquisition for two laning construction with paved shoulder of National Highway-44 including a Toll Plaza in 7th mile Pasyih in West Jaintia Hills District.

Profile of the Respondents

1. Name :
2. Age :
3. Gender :
4. Ednl.Qualification :
5. Community :
6. Designation :
7. Time of service :

Settlement profile

Distance of village to nearest urban area:

Distance of village to the nearest National Highway:

Land use pattern (village)

	Area	Condition/change
Village total area		
Agricultural area		
Forest area		
Barren area		
Homestead		
Community area		

1. Project details:

Description	Details	
Type of investment		
Type of project		
Project area and location		
Project implementing agency	Central	
	State	

2. Assessment**2.1 Land Assessment**

Description	Details	
Location of the land required		
Total quantity of land required in acres		
Ownership of land	Government	
	Private	

	Others	
Land utility or land use details in project area	Commercial	
	Housing	
	Agriculture	
	Others	
Determining the necessity for land acquisition		
Alternative, if any		

2.2 Assessment of Structure (in numbers)

Description	Details (in numbers)	
Total number of structure that would be disturbed		
Type of structure	Pucca	
	Semi-pucca	
	Kuttcha	
Usage of structures	Residential	
	Commercial	
	Community	
	Others	

Socio-economic Assessment

Description	Details	
Name and numbers of localities in the project area		
Type of localities	Urban	
	Rural	
Total population	Male	
	Female	
Total household		
Social groups	SC	
	ST	
	OBC	
	General	
Religion	Hindu	
	Muslim	
	Christian	
	Others	
Literacy rate	Male	
	Female	
Occupation details	Agri-labourer	

	Non-agri labourer	
	Farmers	
	Business	
	Private service	
	Government service	
	Others	
Population of project affected families (PAFs)		
Vulnerable families among PAFs	SC	
	ST	
	Women headed household	
	Physically disabled	
	Aged	
Income details of the PAFs	BPL	
	APL	

Community Infrastructure/ public service

Sl.no	Institution	Number of Units	Condition and likely impact
1.	Primary School		
2.	Secondary School		
3.	Higher Education		
4.	Anganwadi center		
5.	Self help groups		
6.	Public Distribution Centre		
7.	Hospital		
8.	Public Health Centre		
9.	Community Hall		
10.	Library		
11.	Youth clubs		
12.	Traditional healers		
13.	Religious institution		
14.	Accessibility to PHE water		
15.	Accessibility to community well		
16.	Road (Black top and Kutcha)		
17.	Transportation		
18.	Community Forests		
19.	Cremation/burial ground		
20.	Playgrounds		
21.	Market		

22.	NGOs		
23.	Banks		
24.	Others		
	Total		

Part B: Impact Assessment

1. How have you come to know about the road widening project?
2. What amount of land has been sanctioned for the project? (Document if any)
3. How many land owners are likely to be affected from this road widening project?
4. What are the types of land that has been acquired for the project?
5. What are the types of activities carried out along the side of the road?
6. What according to you are the constraints with the present condition of the road?
7. What measure should be taken up to address the problem of the present road condition?
8. What are the problems likely to come up during the construction period of the road project?
9. What measure should be taken to prevent the problems likely to come up during the construction period?
10. What are the problems likely to come up after the construction of the project?
11. What measure should be taken to prevent the problems likely to come up after the construction period?
12. How will widening the road help improve the problems of the area?
13. What are the people's opinions/attitude on this road widening project?
14. How will local community and Household participate in the project and project related activities?
15. What social risks might affect project success?
16. Would you like to further add on your opinion or suggestion on how we can further improve the project implementation?

Thank you for your time.

MEGHALAYA INSTITUTE OF GOVERNANCE

Interview schedule for Land Owners

Topic for Social Impact Assessment:

Land acquisition for two laning construction with paved shoulder of National Highway-44 including a Toll Plaza in 7th mile Pasyih in West Jaintia Hills District.

Semi-Structure Interview for land Owners:

Part A: Road widening project

1. How many of you are aware about the proposed road widening construction in your village?
2. How did you come to know about the project?
3. For what purpose are you using that acquired land?
4. What is your perception about the present road condition?
5. What measure should be taken to address the problem from the present road condition?
6. How many of you feel the need to further increase the width of the road?
7. What are the problems likely to come up during the construction phase?
8. How can we prevent the problem likely to come up during the construction phase?
9. What are the problems likely to come up after the construction phase?
10. How can we prevent the problem likely to come up after the construction phase?
11. How will you benefit from the road widening project?
12. How will the road widening project have an impact on the structure of the community?
13. How will the road widening project have an impact on the land use pattern of the community?
14. How will the road widening project have an impact on the economic activity of the community?
15. How will the road widening project have an impact on the community life/social relations of the community?
16. How will the road widening project have an impact on the personal security of the community?
17. Will this road widening/land acquisition affect any common property resources? How?
18. How many of you feel that the project site needs to be change?
19. What are your aspiration and fear from this project?

Part B: Toll Plaza

1. How many of you are aware about the proposed construction of Toll Plaza in 7th Mile, Pasyih?
2. What according to you is the need for the proposed Toll Plaza?
3. What are the constraints likely to come up from the proposed Toll Plaza?
4. What are your aspiration from the proposed construction of Toll Plaza?

Q. Would you like to further add on your opinion, ideas, suggestion, etc. on the proposed land acquisition for the two laning construction with paved shoulder of National Highway-44 including a Toll Plaza in 7th mile Pasyih in West Jaintia Hills District

Thank you for your time.