

No. 3/108/LND-ACQ/2021-22/3581

U.T. Administration of Dadra &
Nagar Haveli and Daman of Diu
Office of the Collector,
Collectorate, Daman.

Dated: 24/09/2022.

To,

1. The Chief Executive Officer, District Panchayat, Daman
2. The Mamlatdar, Daman
3. The SIO, NIC, Daman
4. The Block Development Officer, District Panchayat, Daman
5. The Affected parties through the Panchayat Secretary, Pariyari Group Gram Panchayat, Moti Daman.

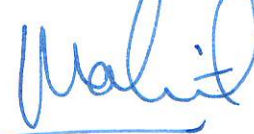
Sub: Acquisition of land for Approach road to Government Pariyari School Starting from Pariyari Main Road.

Sir,

Please find enclosed herewith a copy of the Social Impact Assessment Study Report and Social Impact Assessment Plan in respect of the Acquisition of land for Approach road to Government Pariyari School Starting from Pariyari Main Road which is required to be published under section 6(1) of the RFCTLARR Act, 2013.

You are therefore requested to publish the same as required under section 6(1) of the Act and submit the compliance to the undersigned.

Yours faithfully



(Mohit Mishra)

Deputy Collector(HQ)
Daman

Copy to:

1. The P.A. to the Secretary (Revenue), Daman
2. The P.A. to the Collector, Daman

**Acquisition of Land for construction of
approach road at governement Paryari
School Starting from Paryari main road**

Land Acquisition

PRESENTED TO

District Collector, Daman

2022

PRESENTED BY

SR Asia



ACKNOWLEDGEMENT

This Social Impact Assessment (SIA) Report is a result of the work executed by SR Asia Team for the "**Land Acquisition for Construction of approach Road to Govt. Primary School Starting from Pariyari main Road. In U.T. of Dadra & Nagar Haveli**", as per Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013. The research team had extensive consultation with the officials of Land Acquisition Department, officials of Public Works Department, Project Affected Families (PAFs) and Public Representatives of village Damanwada for collecting valuable inputs, data on local ecology, culture and socio-economic profiles.

We extend our sincere thanks to office of Collectorate, officials of district land acquisition and public works department (PWD), Dadra and Nagar Haveli for their cooperation in providing relevant documents and contact information of the project.

We are also grateful to the Project Affected Families (PAFs) and local representatives for sparing time and sharing information as required for the SIA work. We are grateful to all of the respondents and people who took part in this investigation for their assistance and cooperation, and we thank them for their participation.

Birendra Raturi
(International Director)
SR Asia

Contents

EXECUTIVE SUMMARY.....	6
CHAPTER- 1	9
PROJECT DESCRIPTION	9
1.1 Details of the project.....	10
1.2 Boundary of the Area to be required for the Project	11
1.3 Project Location and alternative Considered:.....	11
1.4 Project Cost:	12
1.5 Key benefits of the project.....	12
1.6 Objectives of the Project:	13
1.7 Legal Framework:	13
CHAPTER-2	15
TEAM COMPOSITION, APPROACH, METHODOLOGY AND SIA SCHEDULE.....	15
2.1 Introduction.....	15
2.2 Team Composition	16
2.3 Approach and Methodology.....	16
2.4 Methods and tools used.....	17
2.5 Schedule of SIA Study	20
2.6 Monitoring & Quality Assurance.....	21
CHAPTER-3	22
LAND ASSESSMENT	22
3.1 Introduction.....	22
3.2 Land required for project.....	23
3.3 Type of land.....	23
3.4 Assessment of land	23
3.5 Number of Families and Persons Affected.....	24
CHAPTER-4	25

ESTIMATION AND ENUMERATION OF AFFECTED FAMILIES ASSETS.....	25
4.1 Number of properties and families affected.....	25
4.2 Ownership of land.....	25
4.3 Number of residence/affected structures.....	26
4.4 Duration of ownership of Land.....	26
4.5 Loss of common property.....	26
4.6 Loss of individual Assets.....	26
Chapter-5.....	27
SOCIO-ECONOMIC AND CULTURAL PROFILE.....	27
5.1 Demographic Profile of Daman District.....	27
5.2 Demographic Profile of Project Affected Families.....	28
5.3 Cast Category of the Project affected Families.....	28
5.4 Age Group of Project Affected Families.....	29
5.5 Educational Status of Project affecting Families.....	29
5.6 Occupation of Project Affecting families.....	30
5.7 Stakeholders' Consultation.....	31
5.8 Opinion of the affected families about the project:.....	31
CHAPTER-6.....	32
SOCIAL IMPACT MANAGEMENT PLAN.....	32
6.1 Introduction.....	32
6.2 Approach to mitigation.....	32
6.3 Social impact.....	33
6.3.1 Positive Impact.....	33
6.3.2 Negative Impact.....	34
Table: Overall Summary of Impacts.....	34
6.4 Impact Mitigation/Mitigation Plan.....	35
6.5 Measures to Avoid, Mitigate and compensate.....	36
CHAPTER-7.....	37
COST AND BENEFIT ANALYSIS.....	37
6.1 Introduction.....	37

6.2 Assessment of Public Purpose.....	37
6.3 Impacts on structures and its magnitude.....	37
6.4 Determinants of Compensation.....	37
6.5 Entitlement Matrix	38
6.6 Cost estimation of Land	38
6.7 Conditions and Recommendations for the Acquisition of Land.....	38
6.8 Compensation amount awarded to the Land Owners based on government approved rate of Land.....	39
6.9 Valuation and Compensation for Immovable Assets.....	39
6.10 Land Cost Estimation.....	39
Chapter-8.....	40
PUBLIC HEARING	40
CHAPTER-9	42
RECOMMENDATIONS	Error! Bookmark not defined.
ANNEXURE-1 Photographs	43
ANNEXURE-2	44

LIST OF TABLES

S. No.	CONTENT	Page No.
1	Acquisition of land for Construction of approach road	17
2	Ownership of land	18
3	Available Infrastructure facilities in Project Affected Village	19
4	Cast Category of Project Affected Families	21
5	Age Group of Project Affected Families	21
6	Educational Status of Project Affected Families	22
7	Occupational Status of Project effecting Families	22

LIST OF ABBREVIATION

CPR	Common Property Resources
DPR	Detailed Project Report
FGD	Focused Group Discussion
LA	Land Acquisition
LAP	Land Acquisition Plan
NA	Not Applicable
OAP	Old Age Pension
PAFs	Project Affected Families
PAP	Project Affected People
RAP	Resettlement Action Plan
RFCTLARR 2013	Right to Fair Compensation and Transparency in Land, Resettlement and Rehabilitation Act, 2013
R & R	Rehabilitation and Resettlement
SIA	Social Impact Assessment
SIMP	Social Impact Management Plan
PWD	Public Works Department
UT	Union Territory

EXECUTIVE SUMMARY

Name of the project- “Construction of approach Road to Govt. Primary School Starting from Pariyari main Road.”

Project Background: Rural transport is one such subject whose development is getting more attention of the government. In the past decades, the World Bank, other organizations concerned with rural development and poverty alleviation have initiated programs and projects to better understand the role of rural transport in the local economy and the importance of rural transport. The transport system varies between rural and urban areas of the country.

Transport has its own distinctive features in village Pariyari. Many poor villagers carry their belongings themselves on foot on rough roads and some other people use intermediate means of transport such as bicycles, motor cycles, tricycles and boats. Boats are used for fishing because this Pariyari village of district Daman is situated along with sea coastal. In developing countries and developing process, transportation patterns in urban and rural areas significantly. Most of the transport in rural areas is on foot and much of it takes place in and around the community, away from the road network. If transport is a means of improving the mobility of people to gain access to essential services and facilities, then the option of improving and developing transport services should not be overlooked.

The Executive Engineer Sub Division of PWD Daman has submitted a request for land acquisition for the construction of an approach road to the Government Primary School from the main road in Pariyari. The project requires a total land area of 266.50 square metres for completion.

Objectives of the Project: The PWD department has not mention in his project proposal any objectives and project related benefits, but the main objective of the project is a legitimate and of Bonafide public purpose.

- To identify the potential Social and Economic changes and conduct the Impact assessment through on site field investigations, public hearings and consultations.
- To identify the process of acquiring land as per Govt. Act/ Regulation and decide the fair

compensation for the concerned party.

- Outline steps to mitigate or enhance negative or positive aspects of change if at all exists.

Type of land required: The total land area of 266,50 square metres is required for road widening as part of the project. Road widening is necessary in view to make connectivity to the school and reduce traffic congestion and thus serves a public purpose. The entire land area is put to residential use including some left over for trees and all. The region has fine-textured alluvial soil as its predominant geological feature.

Social Impact: The impact analysis is covered in details, in the respective chapter of this report however some key aspects are

Positive Impact:

- Increase in land value
- Enhancement of road safety
- Construction of an approach road to improve infrastructure
- Serve public purpose

Negative Impact: Due to construction and road widening this will lead to loss of trees, damage to compound wall and loss of ancestral property.

Public Hearing: The public hearing was held on September 13, 2022 at three o'clock in the afternoon at the Conference Hall of the Collectorate office in the district of Daman. At the Public Hearing, there were representatives present from six different landowner families, as well as from the Land Acquisition Department and SR Asia.

Each member of the family affected by the project does not oppose the construction of the road. PAFs are aware that building roads is essential for the economic development of a village. After the completion of the proposed road widening, however, family members impacted by the project believe no further road expansion should occur. If the road were to be widened, their homes would be damaged and they would be rendered homeless. In order to avoid inconveniences, they request that the U.T. Administration immediately widen this road to the required width and not plan any further widening in the future.

Recommendations: None of the family members affected by the project are opposed to the road construction. The villagers are aware that the construction of a road is necessary for the economic growth of their community. Therefore, they are not overly concerned about land acquisition, but want that the bare minimum land is acquired for the project.

- All project-affected family members agreed that the road should not be widened in the future after its completion. If it occurred, their homes would be damaged by the road widening, and they would be displaced.
- Families impacted by the project suspect that the District administrative can acquire their land for future expansion. Consequently, the district administration should address their concern immediately and as a top priority.
- As far as possible, efforts should be made to minimize the damage caused to the families affected due to road construction.
- The U.T. Administration's SIA Expert Committee Daman must consider the situation of the families impacted by the project, as well as the resentment of the populace and the maintenance of social harmony. As the land is located in a rural area, the compensation should be four times the circle rate, in accordance with the 2013 Land Acquisition Act and with the approval of the people.

CHAPTER- 1

PROJECT DESCRIPTION

Rural transport is one such subject whose development is getting more attention of the government. In the past decades, the World Bank, other organizations concerned with rural development and poverty alleviation have initiated programs and projects to better understand the role of rural transport in the local economy and the importance of rural transport. The transport system varies between rural and urban areas of the country.

Transport has its own distinctive features in village Pariyari. Many poor villagers carry their belongings themselves on foot on rough roads and some other people use intermediate means of transport such as bicycles, motor cycles, tricycles and boats. Boats are used for fishing because this Pariyari village of district Daman is situated along with sea coastal. In developing countries and developing process, transportation patterns in urban and rural areas significantly. Most of the transport in rural areas is on foot and much of it takes place in and around the community, away from the road network. If transport is a means of improving the mobility of people to gain access to essential services and facilities, then the option of improving and developing transport services should not be overlooked.

The rural transport is really a means of improving mobility for rural people, services, goods and facilities, rural people must have access and improving rural road networks necessarily mean improving access. Transport facilities for the development of the village should not be neglected in the plans. The villagers' tracks and trails are actually their "roads". Rural people cannot buy personal vehicles due to low income. Villagers have to take their goods to the market on foot. Hence for the development of the village in the developing countries and the developing process, the transport pattern in urban and rural areas is being developed. In this direction, district Daman is making steady progress in constructing durable, pure and clean roads in rural areas.

The present project site village Pariyari is located 3 km away from the district Daman and it is neighboring village of the district. The Executive Engineer Sub Division, PWD, Daman will undertake Acquisition of land for Construction of approach Road to Govt. Primary School Starting from Pariyari main Road. Total measuring land is 266.50 sq. mtrs is required for this project.

The Proponent has undertaken SIA Project and mitigation measures for those who will be affected by the proposed project. The proponent shall adhere to requirements of the act in the implementation of land acquisition.

1.1 Details of the project

The SIA team reviews the project location at the time of field visit the team collects the information about the PAFs' and project. Pariyari village as the only appropriate site for the Construction of Approach road with connect the Primary school to Main Pariyari road. Such approach road is connecting with from Pariyari Main Road and passes to Patel Fariya Mohalla and Primary School Pariyari.

Department of Land and Revenue is already in possession of land for the construction of this project. However, 266.50. sq. meter of land is yet to be acquired as per the provisions of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013. The act requires the department to analyses the socio-economic condition of PAFs, potential social impacts of the project and seek mitigation measures.

This SIA study is part of "Acquisition of land" for Construction of approach Road project and provides an assessment of land acquisition in Village Pariyari of district Daman. For the current project in Daman district, the Department of Revenue and Land Reforms, in its Notification No. 3/108//LND-ACQ/2021-22/1951 dated 26-03//04/2022, appointed SR Asia as independent agency to conduct Social Impact Assessment Study in the project affected area, as per the provisions section 4 of the Right to Fair compensation and Transparency in RFCTLARR Act 2013 and UPRFCTLARR Rules 2016.

1. **Name of work:** "Land Acquisition for Construction of approach Road to Govt. Primary School Starting from Pariyari main Road"

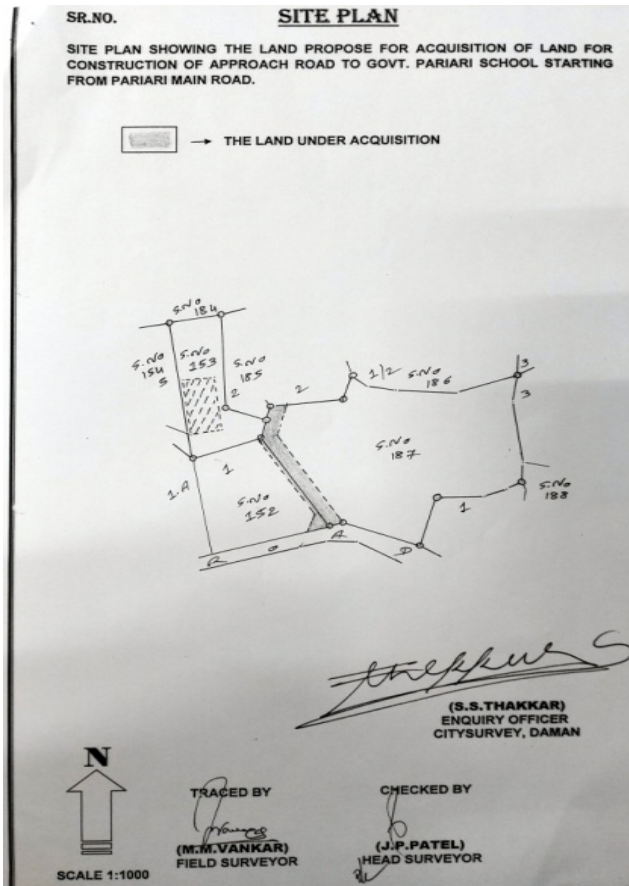
2. **Request of user department:** The U.T Administration of DNH and Daman & Diu has decided to take up this work, accordingly the estimate has been prepared and submitted proposal to competent Authority.

1.2 Boundary of the Area to be required for the Project

S No.	For survey No. 187	For survey Vo. 152/1
1.	East-Sr No. 188	East-Sr No.187
2.	East-Sr No. 152/1	South-Sr No.152/1-A
3.	East-Sr No.186/2	North Sr No. 153
4.	South-Jamphor to Nala Pardi Road	South-Jamphor to Nala Pardi Road

1.3 Project Location and alternative Considered

District Daman is situated on western coast of India. Daman is the head Quarter of this U.T. Daman is on mainland near southern portion of Gujarat State, at a distance of about 700 kms. Daman District is situated nearly 200 kms north from Mumbai and is surrounded by Valsad District



of Gujarat State in North, East and South. Daman Ganga River coming from Nasik passes through middle of Daman District dividing it into two parts namely Moti Daman and Nani Daman.

The District Daman is situated on the western coast of India between the of latitude north and between the meridians"-00' and 20°- 22'- 58' parallels 20°- 27' of longitude east of Greenwich. Its length from the"- 43' and 72°- 54'- 42' to 49' extreme north to south measures 11 kms and width from east to west, measures 8 kms. The altitude is 12 meters on both sides of the road above the sea level. . Diu is an island near Una of Junagarh District in

Gujarat State. Nearest Railway Station is Delwada at the distance of 9 kms from Diu. But important trains are linked with Veraval which is 90 kms from Diu. A portion of Diu District is on mainland which is named as Ghoghla. A small part of Diu known as Simbor is situated in Gujarat at a distance of 25 kms from Diu.

In 2011 the total population of the district Daman was 1.91 lakh and the population density of were 2,655 inhabitants per square kilometer (6,880/sq mi). Daman has a sex ratio of 533 females for per



1,000 males, and a literacy rate was 88.06%.

1.4 Project Cost

The estimated cost of the project is Rs.35,00,00,000.00 and necessary budget was sanctioned, and funds are available towards cost of acquisition.

1.5 Key benefits of the project

- Fast and safe connectivity resulting in savings in fuel, travel time and total transportation cost
- Employment opportunity to people of the project area
- Support to the industry, agriculture and handicrafts at the identified location
- Increased Road Safety
- Reduction in pollution due to less emission as there will be free flow of traffic
- Better approach to medical & educational services and quick transportation of perishable goods like fruits, vegetables and dairy products
- Improved infrastructure in the area

1.6 Objectives of the Project

- The key objective of the assessment was to identify the potential socio-economic positive and negative impact of land acquisition and to develop attainable mitigation measures to enhance positive impact and reduce or avoid negative impact.
- To identify the process of acquiring land as per Govt. Act/ Regulation and decide the fair compensation for the concerned party.
- Identify the potential Social and Economic changes and conduct the Impact assessment through onsite field investigations, public hearings and consultations.
- Develop social impact mitigation plan (SIMP)

1.7 Legal Framework

To study the national statutes and regulations on socio-economic impact suggests that the proponent has a legal duty and social responsibility to ensure that the proposed development be implemented without compromising the status of the environment, livelihood of project Affected families. This enhances the importance of this social impact assessment for the proposed site to provide a benchmark for its sustainable operation. However, there are extended arms of the act which could be looked into. The major legislation that private land acquisition for the present project is discussed briefly here:

Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013

This Central Act is to ensure a humane, participative, informed and transparent process for land acquisition for development of essential infrastructural facilities, industrialization and urbanization with least disturbance to the owners of the land and other affected families and provide just and fair compensation to the affected families whose land has been acquired or proposed to be acquired or are affected by such acquisitions and make adequate provision for such

affected persons for their rehabilitation and resettlement and for ensuring that the cumulative outcome of compulsory acquisition should be that affected persons become partners in development leading to an improvement in their post-acquisition social and economic status and for matters connected there with.

Chapter IV, Section 11 states that “whenever it appears to the appropriate government that land in any area is required or likely to be required for any public purpose, a notification to that effect along with details of land to be acquired shall be published in the official Gazette, two daily newspapers, uploaded on the website of appropriate government and in the affected areas to all the persons affected” (RFCTLARR Act, Sec.11). Prior to the acquisition section 4 of the Act mandates conduct of a Social Impact Assessment study of the affected area to study the impact the project is likely to have on various components such as livelihood of affected families, public and community properties, assets and infrastructure particularly roads, public transport. Similarly, where land is acquired, fair compensation shall be paid promptly to all persons affected in accordance with sections 28, 29 and 30 of the Act, along the following parameters:

- Area of land acquired
- Market value of the property decided by the Collector
- Consequences of changing residence or place of business by the land owners
- Damages from diminution of profits of the land acquired
- Interest paid at the rate of minimum 12% per annum on such market value for the period

The SIA project team has undertaken Social Impact Assessment study and developed mitigation measures for those who will be affected by the proposed project. The team has adhered to the requirements of the act in the implementation of land acquisition.

CHAPTER-2

TEAM COMPOSITION, APPROACH, METHODOLOGY AND SIA SCHEDULE

2.1 Introduction

SR Asia is an ISO 9001:2012-accredited international organization registered under Section 8 of the Companies Act- 2013 with its headquarters in India and presence in over 12 Asian countries. SR Asia works in the sustainability domain for government, the public and private sector, and multilateral organizations. The organization is staffed at all levels by experts in a variety of disciplines who are suitably qualified. The group includes Management experts, Economists, Social Scientists/Anthropologists, etc. The organization has conducted Social Impact Assessments in numerous states across the nation. The state governments of Daman and Diu, Dadra Nagar and Haveli, Himachal Pradesh, Jharkhand, Uttar Pradesh, etc. have appointed SR Asia to conduct SIA studies in accordance with RFCTLARR- 2013.

Section 4 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013, requires that all SIA studies undertake surveys /public consultations as part of the study. The aim of SIA is to ensure that all stakeholders interested in a proposed project including project beneficiaries and the general public in the vicinity of the proposed project be identified and their opinion considered during project planning, design, construction, operation and decommission phase. In compliance with the requirements of the regulations, the SIA team conducted the assessment during the month of December, 2022 and interacted with project affected families, in Pariyari Village Daman.

This chapter illustrates the approach and methodology adopted for undertaking the social impact

assessment and gives an overview of the SIA unit and activity schedule of the study.

2.2 Team Composition

Dr. Lakshman Prasad Semwal (Project Leader and Research Associate) holds a Ph.D. in Geography and has successfully completed a number of SIA studies, Monitoring and Evaluations, impact assessment studies, and research projects for several Departments of Government of India, such as NAEB (MOEF), Ministry of Rural Development, and NHPC, PFC, THDC, as well as private institutions/agencies. Other team members hold advanced degrees in social science and social work and are well-versed in investigating social phenomena, conducting interviews and questionnaire surveys, leading group discussions, and using PRA techniques to elicit information pertinent to the subject of the investigation. Each team member has prior experience conducting SIA.

2.3 Approach and Methodology

The RFCTLARR Act 2013 brings to compensate PAPs fairly for their rights to compensate in fair and transparent manner of land acquisition. The approach to study the social impact of road construction in village Pariyari of district Daman was planned in a manner to cover the requirements of the **RFCTLARR Act 2013**. It involved a combination of qualitative and quantitative research methods such as desk review, public consultations with project affected population and public representatives, focused group discussions and questionnaire survey. Further for minimizing the communication gaps a team of locally and trained by SR Asia experts were used to collect data, brief communities and bring maximum participation by organizing meetings with, personal interviews, focused group discussions, etc. The views, feedbacks and concerns of the PAPs have been highlighted as is to reflect the fundamentals of the act for maximum transparency and minimal modulation of the impact.

Qualitative information was gathered along with the field study/household survey through public consultation targeting various stakeholders of the SIA study. The consultation was conducted through the use of focused group guideline points and set of objective specific

questions. The SIA team developed several formats and guidelines for focus group discussion. Household interviews were conducted with most of the land holders of the SIA study area.

2.4 Methods and tools used

SIA team used qualitative and quantitative methods for this study. In addition to this the team has tried to map cultural and social behavior, common property resources, local ecology & diversity, socio-economic profile of PAF, natural resources available, literacy status, employability, easy accessibility and the potential impacts of road construction and mitigation measures that can be adopted to minimize the negative impacts of the project.

The methods and tools adopted for the Social Impact Assessment are the following:

- Desk review
- Rapid Reconnaissance Survey
- Physical inspection
- Census and Socio–Economic Household Survey
- Questionnaire
- Stakeholders' Consultation
- Public Consultation/ focus group discussion

Desk Review

This phase intends to familiarize with the concerned and important stakeholders to identify and collect the available literature and to scope the activities. This involved two-prolonged approach (a) Discussions with Project Implementing authorities and other concerned b) collection of available relevant project literature. Consultations were held with concerned revenue officials to establish the ownership of land. RFCTLARR Act 2013, UPRFCTLARR Rules 2016, available reports, project related documents and records from Department of Revenue and Land Reforms, and literature including maps, details of landowners etc. were reviewed during the study. This was done to understand the socio-cultural and economic status of PAF, magnitude of impact of the project, and measures that can be taken to mitigate the negative impacts of the project. Desk review also helped in developing tools for primary data collection. Literature review and consultations formed the basis for identification of key stakeholders.

Rapid Reconnaissance Survey to Familiarize Field Activities

In addition to review and consultations, rapid preliminary field visits were conducted as part of ground trusting exercise. It provided the elementary idea about field research preparation and also helped for pilot testing of questionnaires and checklists.

Scoping and Other Pre-Survey Activities

Both the review and rapid reconnaissance survey helped in finalizing the study instruments and inception report detailing the final methodology and work plan.

Census and Socio–Economic Household Survey The survey includes comprehensive examination of people’s assets, important cultural or religious sites, and common property resources. The process includes collecting details of owner or occupant of the structure, its type and usage and dimensions. A structured format was used to collect all the relevant information on project PAFs and their structures. The questionnaire is added on in Annexure.

The following methodology has been adopted to finalize the likely to be affected persons along the project area.

1. Identification of project affected families (PAFs)
 2. Census Survey
 2. Socio-economic base line survey
 3. Consultations
- a) **Identification of PAFs:** For land affected Title Holders' identification, the survey numbers which is derived from Land Plan is taken into consideration. In this process the Title Holders (THs) and Non-Title Holders (NTHs) of the project stretch are included in the mitigation action plan.
- b) **Census Survey:** To identify the legal right to the property all the 6 project affected family interviews were conducted to identify the potential positive and negative impacts. Before starting the physical identification of the structures, detailed discussions were held with the concerned authorities to collect the information about land ownership and socio-economic profile.
- c) **Socio- Economic Baseline Survey:** Socio-economic survey of all PAFs has been done to get a representative database. The objective of the Baseline Socio-Economic Survey is to analyze the

social structure of PAFs and their income resources, to determine the socio economic of PAPs as well as data on the system.

d) Consultations: The SIA team consulted all the affected families of the village to get information related to road construction which has helped in understanding the concerns and aspirations of the people affected by the construction of the road project.

Qualitative Survey

In the qualitative survey, group discussions and in-depth interviews were conducted with men and women of project Affected families which is helpful in getting their expectations, suggestions and information about the quantitative survey.

Assessment of Livelihood Losses

The study has conducted understand the problems of rural people whose land are acquired for the road construction. For this, discussions were held with the senior members of project affected families.

Review of Legal Policy Provisions and Implementation Capacity

Relevant national and state legislation and regulations were reviewed. To study implementation arrangements and its capacity these arrangements and in-depth interviews with authorities were conducted.

Data Analysis

To obtain the primary and secondary information a questionnaire were prepared. and consultations was analyzed to provide a summary of relevant baseline information on affected populations, all categories of project impact which include direct and indirect impact of physical and/or economic nature on the people and the general environment.

Public Hearing

The provision of section 5 of the RFCTLARR Act 2013 envisages that whenever an SIA study is required, a public hearing should be conducted with the affected areas to ascertain whether the SIA report have the views of the affected families. SR Asia has organized a Public Hearing before submission of final report. All the data collected through primary and secondary research was

compiled and analyzed in the form of report. The format prescribed in RFCTLARR Rules 2016 was followed.

2.5 Schedule of SIA Study

On receipt of confirmation of SIA work from the Office of Collectorate, detailed planning of the project activities was worked out. As proposed in terms of reference (ToR), a work schedule was developed.

The responsibilities of different members of the project team were defined by the Project Lead before the start of the project and In order to finish the project in time, the work break-down structure was prepared identifying various activities and milestones.

S. No	Activity	Week1	Week2	Week 3	Week 4	Week 5	Week 6	Week7	Week8
1	Team formation								
2	Desk Research								
3	Project Planning								
4	Training of field team								
5	Meeting with stakeholders								
6	Site visit								
7	Questionnaire survey								
8	Data Analysis								
9	Report Writing								
10	Submission of draft report								
11	Public Hearing								
12	Submission of Final Report								

2.6 Monitoring & Quality Assurance

The project was monitored by the Project Leader and Project Associate. Roles and responsibilities of different members of the project team were defined by the project leader before the start of the project.

In order to finish the project in time, the work break-down structure was prepared identifying various activities and milestones.

Scheduling of activities was done in order to define the start and end date of each activity, and the milestones. This document was reviewed at regular intervals to check status against the planned target date.

Quality was built into every process of the project study. For every milestone there is some quality requirements in terms of correctness or accuracy, completeness, representation, techniques employed etc.

CHAPTER-3

LAND ASSESSMENT

3.1 Introduction

U.T. of Daman and Diu comprises two districts namely Daman and Diu. Both Districts are situated on western coast of India at a distance of about 700 kms. Daman is the head Quarter of this U.T. Daman is on mainland near southern portion of Gujarat State. Vapi is the nearest Railway Station (13 kms) which is on Western Railway between Mumbai and Surat. Daman District is situated nearly 200 kms north from Mumbai and is surrounded by Valsad District of Gujarat State in North, East and South. Daman Ganga River coming from Nasik passes through middle of Daman District dividing it into two parts namely Moti Daman and Nani Daman. The



District of Daman is situated on the western coast of India between of the latitude north and between the meridians"- 00' and 20°- 22'- 58'parallels 20°- 27' of longitude east of Greenwich. Its length from the"- 43' and 72°- 54'- 42'72°-49' extreme north to south measures 11 kms and width from east to west, measures 8 kms.

3.2 Land required for project

The land to be acquired for construction of approach road to Govt, Primary School Start from Pariyari main road. The land was acquired for the public purpose in Daman is 266.50 sq. meters and to be acquired as per RFCTLARR 2013

3.3 Type of land

The acquired land for the construction of approach road to Govt, Primary School Starting from Pariyari main road is total N.A land and used for school students and teacher and residential purpose and surrounding land different kind of agriculture and trees are existing. The area is constitutes of fine textured alluvial soil.

Description and Assessment of Acquired land use

Description	Land assessment
Land ownership (acquired for the public purpose)	The land acquired for the public purpose is completely private land
Ownership of land and size of land	Private land and acquire land is 266.50 Sq. meter
Use of land	Residential footpath for courtyard and kitchen garden

3.4 Assessment of land

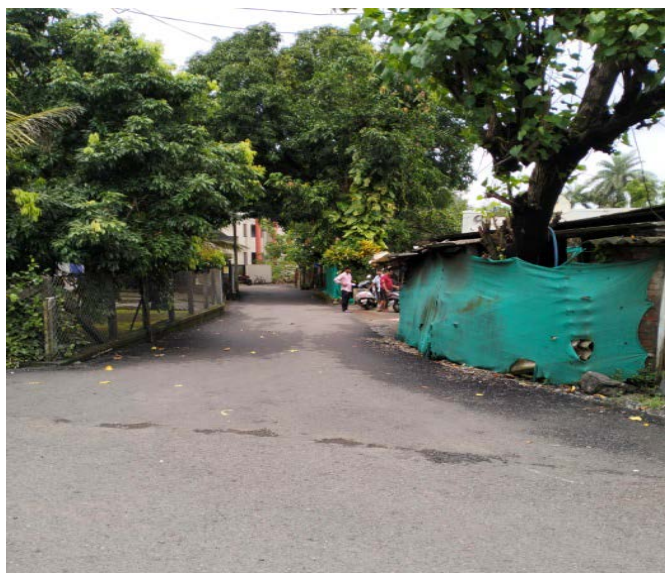
Table No. 2: Acquisition of land for Construction of approach road at Approach road. Primary School Starting from Pariyari Main Road.

S .N	Survey No.P.T.S/ Chalta No.	Name of Land Owners	Class of Land	Total Area of Land	Land to be Acquired in Sq. Mt.
1	S. No. 187	1. Thakorbbhai Paragbbhai Patel 2. Manubhai Paragbbhai Patel 3.Arvinbbhai Paragbbhai Patel 4. Dhansukbbhai P. Patel 5.Dinesbbhai Paragbbhai Patel	N.A.	3200.00	203.00

2	S. No.152/1	Chiman Budhiya Name of Tenant 1. Jeram Budhiya 2. Chiman Budhiya 3. Hira Budhiya	N.A.	1028.00	63.50
Total Land				4228	266.00

3.5 Number of Families and Persons Affected

With the acquisition of land at the present project location, only 6 families and a total of 26 family members were affected due to this land acquisition by PWD, UT Daman district.



CHAPTER-4

ESTIMATION AND ENUMERATION OF AFFECTED FAMILIES ASSETS

4.1 Number of properties and families affected

266,550 square metres of land will be affected by the construction of a road in the village of Pariyari, district Daman. Even the villagers are uncertain about the road's width. The construction of a road will require the acquisition of both sides of a residential courtyard and kitchen garden. Acquisition of this land for the project will have a significant impact on them in terms of loss of land and negative environmental impact due to the felling of coconut and native trees.

4.2 Ownership of land

The area of 266.50sq. mtrs of land is privately owned by over 9 PAFs. There is no Government land under acquisition. The PAF have owned the land through inheritance. The information about the ownership of land was collected by Collectorate office and verified with PAF by the project team. Details of ownership of land are mentioned in the table below.

Table No. 4.1: Ownership of land

Sl. No.	Sub-Division No. Chalta No.	Survey No. P.T./ Chalta NO.	Class of Land	Name of PAF Members	Land to be Acquired in Sq. Mt.
1	S. No. 187	-	N.A.	1. Thakorbhai Paragbhai Patel 2. Manubhai Paragbhai Patel 3. Arvindhbai Paragbhai Patel 4. Dhansukhbhai Paragbhai Patel 5. Dineshbhai Paragbhai Patel	203.00

	S. No.152/1	1	N.A.	Chiman Budhiya Name of Tenant 1. Jeram Budhiya 2. Chiman Budhiya 3. Hira Budhiya	63.50
Total Land					266.50

4.3 Number of residence/affected structures

There are residential establishments existing on both side of road. The table below briefly describes the estimation of the affected property.

Sl. No.	Category of Loss	Description of loss
1	Total Acquire land	266.50 sq. mts of private land and there is no Government land under acquit ion
5	Any other	Nil

4.4 Duration of ownership of Land

All the 9 household affected by the project implementation, ownership of households obtained them through the hereditary process.

4.5 Loss of common property

No one Common property resources were damaged for road construction.

4.6 Loss of individual Assets

Loss of Individual, Community/ Public Assets and Plants Species for Road construction in Pariyari village, Daman.

Sl. No.	Particulars	Total No.
1	Compound wall	1
2	Coconut Tree	1
3	Jungli Tree	1

Chapter-5

SOCIO-ECONOMIC AND CULTURAL PROFILE

The SIA team visited Pariyari village in order to conduct the Social Impact Assessment study for the project "Construction of Approach Road to Government Primary School from Pariyari Main Road." Due to the need to comply with the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation, and Resettlement Act of 2013, it is necessary to collect socio-economic data on families affected by the Project. Families details, including profile, social classification, education, occupation, migration of family members, Income sources and total family income (from all sources), identification of vulnerability; key issues likely to be encountered with regard to land acquisition and compensation; quantification and criterion of vulnerable PAPs and strategies to minimise impact on current land use were gathered during the field visit. This chapter provides a summary of the socioeconomic survey's baseline data and findings.

5.1 Demographic Profile of Daman District

The total population of District Daman was 191,173 in year 2011 and the district has a population density of 2,655 inhabitants per square kilometre (6,880/sq mi). Daman has a sex ratio of 533 females for every 1,000 males, and a literacy rate of 88.06%.

Table: No.5.1: Available Infrastructure facilities in project affected village

Sl.	Facilities	Distance (km)	Sl. No.	Facilities	Distance (km)
1	Educational Facilities			e) Milk Production Co-operative Society	No
	a) Primary School	Yes		f) Daily Market	5
	b) Middle School	Yes		g) Weekly Market	5
	c) Higher Secondary	5		h) Fair Price Shop	2
	d) Technical Institution + Degree collage	10		i) Seed/Fertilize Store	3
2	Health Facilities		4	j) Vegetable market	yes
	a) Primary Health Facilities	5		Other Facility	

	b) Vaccination Center	1.5		a) Marriage Hall	No
	c) Child and Maternity center	2		b) Play Ground	No
	d) Government Hospital	8		c) Stadium	No
	e) Veterinary Hospital	8		d) Community Toilet	No
3	a) Commercial Facilities	5		e) Crimination Center	Yes
	b) Rural Bank	5		f) Self Help Group	Yes
	d) Co-operative Bank	5		g) Mahila Mangal Dal	Yes

5.2 Demographic Profile of Project Affected Families

According to primary survey details of the socio- economic conditions of the Project Affected Families are mentioned in this chapter. The socio-economic assessment is a part of the SIA. Impact Assessment study to understand the PAFs' who affected for construction of approach road to Govt. Primary School Starting from Pariyari main Road. A total of 9 household was surveyed and these families directly affected by the project in Pariyari village, Daman.

5.3 Cast Category of the Project affected Families

All the project affected families belong to OBC cast category more detail in table No. 5.2

Table No.5.2: Cast Category of PAF's for Construction of approach Road to Govt. Primary School Starting from Pariyari main Road.

S. No.	Mobile No	Name of PAF's owners	Total Family Members		Cast Category of PAF's			
			Male	Female	Gen	SC	ST	OBC
			No.	No.	No.	No.	No.	No.
1		Thakorbbhai Paragbbhai Patel	3	2	0	0	0	1
2	9726457090	Manubhai Paragbbhai Patel	2	0	0	0	0	1
3	971425776	Arvindhbbhai Paragbbhai Patel	3	1	0	0	0	1
4	971425776	Dhansukhbhai Paragbbhai Patel	1	2	0	0	0	1
5		Dineshbhai Paragbbhai Patel	1	2	0	0	0	1
6		Jeram Budhiya (Expire)	0	2	0	0	0	1
7	8511644077	Chiman Budhiya	2	1	0	0	0	1
8		Hira Budhiya	1	1	0	0	0	1
9		Savikika	2	3	0	0	0	1
Total			14	12	0	0	0	9

Source: Primary Survey includes tenant

5.4 Age Group of Project Affected Families

More than half of the Project Affected Families are in the age group of 20-50 years age group. For more detail see table No.5.3.

Table No. 5.3: Age Group of PAF's for Construction of approach Road to Govt. Primary School Starting from Pariyari main Road.

S. No	Name	Age group PAF's													
		0-4		5-9		10-19		20-35		36-45		46-60		+61	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F
		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1.	Thakorbhai P. Patel	0	0	0	1	0	0	2	0	0	0	0	1	0	1
2.	Manubhai P. Patel	0	0	0	0	0	0	1	0	0	0	1	0	0	0
3	Arvindbhai P. Patel	0	0	0	0	1	0	1	0	0	1	1	0	0	0
4	DhansukhbhaiP. Patel	0	0	0	0	0	1	0	1	1	0	0	0	0	0
5	Dineshbhai P. Patel	0	0	0	0	0	1	0	1	1	0	0	0	0	0
6	Jeram Budhiya (Expi)	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7	Chiman Budhiya	0	0	0	0	0	0	0	1	1	0	0	0	1	0
8	Hira Budhiya	0	0	0	0	0	0	0	0	0	0	0	0	1	1
9	Savikika	0	0	1	0	0	0	0	1	1	0	0	0	0	1
Total		0	0	1	1	1	2	4	4	4	1	2	1	2	4

Source: Primary Survey includes tenant

5.5 Educational Status of Project Affecting Families

According the field survey the SIA team were collect data following educational group. An overview of the educational status of the society registered 78.7 percent literacy of the project area. Educational status of project affected families is illustrated in table 5.4.

Table No. 5.4: Education Status of PAF's for

S. N	Name of PAF's owners	Educational Status of Project Affected Families											
		Illiterate		Primary		Middle	High School		Inter		Graduate		
		M	F	M	F	F	M	F	M	F	M	F	
		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1	Thakorbbhai P. Patel	0	1	1	1	0	1	0	1	0	0	0	
2	Manubhai P. Patel	0	0	0	0	0	2	0	0	0	0	0	
3	Arvindhbai P. Patel	0	0	1	0	0	0	1	1	0	1	0	
4	DhansukhbhaiP. Patel	0	0	0	0	0	1	1	0	0	0	1	
5	Dineshbhai P. Patel	0	0	0	0	0	1	1	0	1	0	0	
7	Jeram Budhiya (Expi)	0	1	0	0	0	0	0	0	0	0	0	
8	Chiman Budhiya	0	0	0	0	0	1	0	1	1	0	0	
9	Hira Budhiya	0	0	0	1	0	0	0	0	0	0	0	
10	Savikika	0	1	0	1	0	0	1	1	0	0	0	
Total		0	3	2	3	0	6	4	4	2	1	1	

Source: Primary Survey includes tenant

5.6 Occupation of Project Affecting families

The details of occupational structure and income of the project affecting families are given below.

Table No. 5.5: Occupational Status of Project affecting Families including Tenant

S. N	Name of PAF's owners	Occupational Status of Project effected Families													
		H.W	Agriculture		Private Job		Self-Employ		Service		Fishing		Student		
		F	M	F	M	F	M	F	M	F	M	F	M	F	
		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1	Thakorbbhai P. Patel	1	0	0	1	0	1	0	0	0	1	0	0	1	
2	Manubhai P. Patel	0	0	0	0	0	1	0	0	0	1	0	0	0	
3	Arvindhbai P. Patel	0	1	0	0	0	0	0	0	0	0	0	2	0	
4	DhansukhbhaiP. Patel	0	0	0	0	0	0	0	1	1	0	0	0	1	
5	Dineshbhai P. Patel	1	0	0	0	0	0	0	1	0	0	0	0	1	
6	Jeram Budhiya	1	0	0	0	0	0	0	0	0	0	0	0	0	
7	Chiman Budhiya	0	0	0	0	0	1	0	1	1	0	0	0	0	
8	Hira Budhiya	1	0	0	0	0	1	0	0	0	0	0	0	0	
9	Savikika	2	0	0	1	0	0	0	0	0	0	0	0	1	
Total		6	1	0	2	0	4	0	3	2	2	0	2	4	

Source: Primary Survey includes tenant

5.7 Stakeholders' Consultation



Consultative procedures are an important process in the social assessment. Public consultations in social impact assessment facilitate to make a rapport with the villagers in the project villages and provide basic inputs. For the purpose to consultation with stakeholders, team of social experts visited Land Acquisition for Construction of approach Road Govt. Starting from Village Pariyari main Road to Primary School. In the

process of information collecting relevant data and to acquaint with social requirements of the project, government officials, key informants & knowledgeable person were consulted. The preliminary consultation meeting conducted in the villages Pariyari.

Prior intimation was given to the Project Affected Families of village to participate in the consultations. In the meeting project related issues and concern were discussed. The discussion included the social, economic, feasibility, perception, approach, benefits, problem, suggestion and solution of the project.

5.8 Opinion of the affected families about the project

The project affected family members not against the road construction. Villagers know that for the economic development of village community, construction road's is necessary. So they are not bothering about land acquisition. All the project affected family members intended that after completion the road this road should not be more widen in future. If it happened then their houses will be damaged for the road widening and they will become homeless. Villagers say that whatever the district administration wants to widen the road, do it at once.

CHAPTER- 6

SOCIAL IMPACT MANAGEMENT PLAN

6.1 Introduction

The Social Impact Management Plan (SIMP) has been prepared to mitigate negative social impacts of this project according to RFCTLARR. The SIMP consists of a set of mitigation, monitoring and institutional measures to be taken during the design, construction and operational phases of the project to reduce them at acceptable levels. The main aim of the SIMP is to ensure that the various adverse impacts are mitigated and the positive impacts are enhanced. The SIMP shall be implemented during the various stages of the project viz. pre-construction stage, construction stage and operational stage.

In compliance with section 4 of the Right to Fair Compensation and Transparency in Land Acquisition, resettlement and rehabilitation Act of 2013, the present social impact assessment was carried out with the prime objective to identify the potential socio-economic positive and negative impacts of land acquisition and to develop attainable mitigation measures to enhance positive impacts and reduce or avoid negative impacts and thereby ensure a participative, informed and transparent process of land acquisition for the construction of four lane road.

6.2 Approach to mitigation

The SIA team used combination of both qualitative and quantitative methodology and obtained more comprehensive data which provide a more holistic result of assessment. The mitigation measures proposed were arrived at through a series of interactions and discussions with different categories of stakeholders, viz., the project affected population, Government officials and department of Revenue. The collected information on social impact was studied and discussed internally and externally with experts in order to frame the mitigation plan. The process of such

interactions culminated at framing various measures to mitigate and avoid the impact.

This chapter summarizes and presents the major social impacts both negative and positive and the mitigation measures to be adhered to at various stages of the project with a vision to mitigate the negative social impact and enhance the positive ones.

6.3 Social Impact

The area of the SIA study which was limited to an extent of 266.50 sq. mts was possessed by 9 project affected families. Information elicited through a multipronged strategy highlighted that no one land holders have opposed for construction of approach road in area identified. The following provides the major anticipated impacts (both positive and negative) of the proposed project which were discussed by the PAFs with the project team.

6.3.1 Positive Impact

In responses for the project of "Acquisition of Construction of approach Road to Govt. Primary School Starting from Pariyari main Road" the project affected family will have positive impacts considering future requirements in mind. A few of the major ones cited are:

- **Increase in land price:** Land price will increase road construction the value of land holdings of project affected family is likely go higher. They stated that in future local government can make wide this road again and that will be adverse effect to them because they have limited land.
- **Safety of School going children:** Construction of road will help in the free flow of traffic thus increasing the road safety. Also they shared that since the road through the village acts as a bottleneck for the passage of the traffic the widening of road will help in the free flow of traffic thus increasing the road safety. Further they told that because of the narrow roads it gets difficult to cross the road especially for school children after their school gets over.
- **Availability of neat and clean road:** for project affected families and surrounding Mohalla.
- **Improved Infrastructure:** The construction of 4 lane road will lead to the overall development of area in terms of improved infrastructure for travelling. The road will

provide solution to the traffic congestions that might affect the area in longer run.

- **Reduction in pollution:** The construction of 4 lane road will lead to reduction of pollution in the area. Proper road will lead to free flow of traffic, thereby decreasing fuel consumption.
- **Increase in road access and connectivity:** The road after this project will enhance connectivity of the village to other nearby areas.

63.2 Negative Impact

The acquisition of land which is non-agricultural in nature, and presently they are not affecting very much due to approach road construction.

- **Impact on Land:** The road widening will make the land infertile forever.
- **Impact on Physical resources (Loss of assets):** The respondents during conducting survey questionnaire and personal interviews reported loss of trees, bore wells, compound wall, part of the industrial premise, commercial shops, drainage system etc. in their land at the project site.

All the impacts will have permanent/temporary effect on the lives of people.

Table: Overall Summary of Impacts

Impact	Negative/ Positive	Direct/ Indirect	Temporary/ Permanent	Major/ Minor
Increased road safety for vehicles	Positive	Direct	Permanent	Major
Increase in land price	Positive	Direct	Permanent	Major
Reduction in pollution	Positive	Direct	Permanent	Major
Increase in road access and connectivity	Positive	Direct	Permanent	Major
Impact on ancestral property, Houses, Shops and others	Negative	Direct	Permanent	Major
Loss of a source of income for PAF	Negative	Direct	Permanent	Major
Depletion of water source	Negative	Direct	Permanent	Major
Loss of trees present in the project site	Negative	Direct	Permanent	Major
Water flooding	Negative	Direct	Temporary	Major
Safety Issues for Shops and houses facing roadside	Negative	Direct	Permanent	Major
Slum Dwellers/ vegetable /Fruit/ Tea sellers	Negative	Direct	Permanent	Major

6.4 Impact Mitigation/Mitigation Plan

On the bases of field visit and consultations undertaken during the social impact assessment study towards the construction of the road the following Social Impact Mitigation Plan (SIMP) has been developed to mitigate negative social impact that may arise from the same at Pariyari village of Daman, environment degradation like tree falling, damaged of compound wall loss of land were found to be the negative impacts of the project. In this regards, the following mitigation measures can be adopted:

Economic Measures

Households spread over given survey number 187 and 152. Loss of property and the assets due to acquisition of land for Construction of approach Road should be compensated as mandate by the Act under sections 4 the Right to Fair Compensation and Transparency in land Acquisition and Rehabilitation and resettlement Act, 2013 which are listed in the First Schedule of the Act for the 9 households.

Environmental Measures

For the road construction acquisition of land and few tree like; Coconut and wild trees will be cut and a Compound wall will be damage, for this proper compensation should be given to the affected farmers. To minimize the impact on the environment due to the loss of trees it is suggested that the proponent should ensure that more number of trees to be planted at the project area.

Other measures

- A Public redressal mechanism should be designed at the project site to address the concerns of the directly affected population (if any) during the construction stage of the project.
- c) The land owners shall be suitably compensated
- d) Construction materials & waste should be properly covered during transportation to avoid spillage & dispersion.

Table: Mitigation Measures

Impact	Proposed Mitigation
Loss of Property (Residential)	Compensation as per RTFCTLARR Act, 2013
Loss of Assets (Compound wall)	Compensation as per RTFCTLARR Act, 2013
Loss of few trees	Compensation as per RTFCTLARR Act, 2013

6.5 Measures to Avoid, Mitigate and Compensation

The Proponent should ensure that preventive measures are taken to address the issues. A redressed system may be set up with representatives from Revenue department and the proponent for the speedy settlement of the unanticipated issues that may crop up during various stages of the project.

It is also observed by the SIA team that many of the negative impacts highlighted above can be minimized or reduced further with appropriate and effective mitigation measures/strategies mentioned above.

CHAPTER-7

COST AND BENEFIT ANALYSIS

6.1 Introduction

The SIA team has analyzed the road approach road construction and compared the cost with its benefits. For this approach road only bare minimum land is required.

6.2 Assessment of Public Purpose

The Land Acquisition for Construction of approach Road to Govt. Primary School Starting from Pariyari main Road." are constructed for the safety and avoid road accident of young school going children's it will help them traffic congestion and affected families also benefited.

6.3 Impacts on structures and its magnitude

The PAF will lose inherited property properties and few trees and compound wall will be damaged. The land owned by PAFs will be not affected very much. So they are not opposing of it.

6.4 Determinants of Compensation

As per section 4 and 27 of RFCTLARR-2013, the collector shall adopt following criteria to assess and determine the market value of land and amount of compensation.

During the interaction with the PAF, they did not say anything about land compensation and neither oppose the road construction. They want that in future this should not be more wide and strengthen. If Government would do so their residential houses, courtyard and kitchen garden will be damaged. So they want to assure from the Government should not widen this road again. The compensation should be made keeping in mind the provisions of the RFCTLARR-2013.

6.5 Entitlement Matrix

The PAFs will be entitled to the following types of compensation and assistance packages:

- Compensation for the loss of land, trees/ at their replacement cost.
- Compensation for structures compound wall and if any other immovable assets at their replacement cost.

6.6 Cost estimation of Land

On the basis of discussion with PAF, the following cost of the estimation for the compensation is give below. There is variation of cost of the land. As per the locals, rates of the residential land are very high.

6.7 Conditions and Recommendations for the Acquisition of Land

Comparing the impact of the social costs of the project vis-a-vis the benefits that will accrue to the community once the project is completed; the SIA Team submits the following -

- The project fulfills the criteria set by sub-section (4) of section 4 of RFCTLARR Act, 2013, which requires that the project serves the public purpose, and the bare minimum amount of land shall be acquired for it.
- The costs that will be incurred by the potential PAFs and environment can be mitigated and are not completely irreplaceable.
- Therefore, land can be acquired to the alternative options as suggested keeping in mind the interest and social safeguards of PAFS so that the project can be completed.

6.8 Compensation amount awarded to the Land Owners based on government approved rate of Land

During the public consultations, landowners have not shown their apprehension towards the amount and process of compensation of their land and structures for the project. So the compensation amount should be proper and as per the law.

Besides, it should be beneficial for the land structure owners who will lose their land. The District Collectors should obtain this price information from the office of collectorate and should actively consider it while determining the existing value of land as per Section 27 (1) of the RFCTLARR Act, 2013.

6.9 Valuation and Compensation for Immovable Assets

Immovable assets belonging to the landowners such as houses, longue, trees, boundary wall and other immovable assets will be affected, if the land is acquired. It is recommended that valuation and compensation of these immovable should be based on section 28 and 29 of RFCTLARR Act, 2013 and also considering the permanent loss of the residences.

6.10 Land Cost Estimation

Compensation can be given as per RFCTLARR Act 2013 or as per populated demand of minimum for times of the circle rate since the land belongs to urban area. It should be noted that the estimated cost is mentioned and given, however final valuation can be made in the presence of PAFs.

Chapter-8

PUBLIC HEARING

Public hearing was held at 13. Decembar.2022 on 3 PM at Conference Hall of Collectorate office, district Daman. The Public Hearing witnessed participation with land owners Families, Land Acquisition Department and representative of SR Asia

Dr. Lakshman Prasad Semwal, Project Leader and Mr. Akash Raruri, Research Assistant, SR Asia



welcomed the participants and informed about the purpose of Public Hearing. The summary of draft Social Impact Assessment report was explained among the PAFs and they were invited to raise their issues, and following issues were raised by the land

owners during the public hearing. There were 6 project affected family members present in the public hearing, Namely: 1. Manubhai Pragbhai Patel, 2. Arvindhbai Pragbhai Patel, 3. Rajesh Thakut Patel, 4. Kammu bahin Thakur patel, 5. Savikiku bahin Patel, 6. Dharmesh Thakorbhai Patel. Whose land are acquired for the Construction of approach Road to Govt. Primary School Starting from Pariyari main Road.

Each member of the project affected family not against the road construction. PAFs stated that for the Soci-economic development of village community, construction road's is necessary. So they are not bothering about land acquisition. But all the project affected family members intended that after completion the road this road should not be more widen in future. If it happened then their

houses will be damaged due to the road widening and they will become homeless. Therefore, we request the district administration that as much as they want to widen this road, it should be done in one go. Don't bother them again to widen this road in future. There is not much traffic on it. The all accessible and small and heavy vehicle can move on this road. They have only liveable land and their family size is increasing. If the present road is widened in future they face housing problem and due to widen road then at that time it becomes very difficult to manage their family.

CHAPTER-9

RECOMMENDATIONS

After collection of information through tools developed with extensive consultation with the Project Affected Families and Land Acquisition Officials, the project team has following recommendations.

- Land which is proposed to be acquired for the construction of approach road is bare minimum.
- The construction of approach road serves the public purpose.
- None of the family members affected by the project are opposed to the road construction. The villagers are aware that the construction of a road is necessary for the economic growth of their community. Therefore, they are not overly concerned about land acquisition, but want that the bare minimum land is acquired for the project.
- All project-affected family members agreed that the road should not be widened in the future after its completion. If it occurred, their homes would be damaged by the road widening, and they would be displaced.
- Families impacted by the project suspect that the District administrative can acquire their land for future expansion. Consequently, the district administration should address their concern immediately and as a top priority.
- As far as possible, efforts should be made to minimize the damage caused to the families affected due to road construction.
- The U.T. Administration's SIA Expert Committee Daman must consider the situation of the families impacted by the project, as well as the resentment of the populace and the maintenance of social harmony. As the land is located in a rural area, the compensation should be four times the circle rate, in accordance with the 2013 Land Acquisition Act and with the approval of the people.

ANNEXURE-1 Photographs

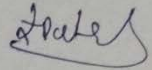

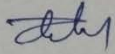


ANNEXURE-2

PUBLIC HEARING Dated 13 Sept. 2022

Meeting Regarding.

Social Impact Assissemment for the project of Road construction of Approach road to Gov. Primary School starting from pariyari main road. sd collector office Daman.

Name of Land owner	Mobile No.	Signature
Rajesh - Thukar Patel	9714467223	
Narjimbhai - Puray Patel -	9714257760	A.P.P.
Munubhai Puray Patel -	9726457090 ✓	M Patel
Kelmay bhai Thukar Patel - "	"	Sg
Savi bhai Kiker Patel -	8571644077	 Savi Bhai Kiker
Dharmesh Thukar bhai Patel	9925679158	

Acquisition of Land for construction of approach road at governement Paryari School Starting from Pariyari main road

PREPARED BY

SR ASIA