

**GOVERNMENT OF MEGHALAYA**  
**PUBLIC WORKS DEPARTMENT**

**MEGHALAYA INTEGRATED TRANSPORT  
FUNDED BY THEWORLDBANK**

**ADDENDUM  
ON SOCIAL IMPACT ASSESMENT  
AND ABBREVIATED  
RESETTLEMENT ACTION PLAN  
FOR 5 ROAD SECTIONS IN EAST  
MEGHALAYA**

**ADDENDUM DATED: 5<sup>TH</sup> DECEMBER 2023**

# Meghalaya Integrated Transport Project

## Updated Social Impact Assessment and Abbreviated Resettlement Action Plan for 5 Road Sections in East Meghalaya

**Addendum dated 5<sup>th</sup> December 2023**

### 1. Background

Meghalaya Integrated Transport Project (MITP) is an ambitious project of the Government of Meghalaya under which the State Public Works Department intends to transform the Core Road Network of 2000 km road length. Under MITP, State Road Network of 650 km road length will be widened, and 1350 km road length will be provided periodic maintenance besides other institutional, development activities. The Project follows a Multiphase Programmatic Approach (MPA). Under phase 1 of the project, East Meghalaya has 5 road sections and West Meghalaya has 5 road sections and 1 stand-alone bridge.

### 2. Phase 1 Road Sections in East Meghalaya

In East Meghalaya, 5 road sections have been undertaken for road upgradation (as per Table 1). The project proposed design had been accommodated within existing RoW of these proposed road Sections which varies between 6.5m to 14 m. For the curve improvement and normal widening along the existing alignment, sufficient RoW was available. The existing formation width details provided by PWD is considered as the Right of Way of these project road sections.

**Table 1: Phase I project roads in East Meghalaya**

S.No.	Division	Name of Road	Category	Total Length (km)	Proposed Length (km)
1	N.H. Bye Pass	Shillong - Diengpasoh Road	MDR	21.73	11.763
2	North Jowai	Pasysih - Garampani Road	SH	48	26.98
3	Shillong South	Mawmaram - Nongthliew Mawmih-Mawlyndep Road	MDR	44	41.488
4	N.H. Bye Pass	Laitkor-Pomlakrai - Laitlyngkot Road (5th -16th km)	MDR	15.52	11.358
5	Nongpoh	Umling- Patharkhmah Road	MDR	40	31.100
<b>Total</b>				<b>169.25</b>	<b>122.68</b>

### 3. Social Impact Assessment (2019)

During preparation of DPRs for the above roads, the PIU carried out a Social Impact Assessment (SIA), including socio-economic, census and cut off surveys and prepared the SIA report on the project roads. The survey was carried out along the alignment of each project road section. It was

found that proposed design has been accommodated within existing RoW of these proposed road sections. For the curve improvement locations, there will be normal widening along the existing alignment for which sufficient RoW is available.

There is no additional land acquisition involved for the improvement works on these road sections and no permanent structure is proposed to be displaced due to proposed widening. Since no land acquisition is involved in the proposed improvements for these road sections. Hence, no loss of land and economic effects to villagers are associated with the project road section improvement works

The SIA was carried in October 2019, the cut off survey, census and socio-economic surveys were conducted on 14<sup>th</sup> December 2019 and these documents were subsequently disclosed on PWD website.

#### **4. Rationale and Methodology for Updating the Social Impact Assessment in 2023**

There was a need to update the SIA due to the long gap between the time of the DPR and SIA preparation and the commencement of road construction activities in 2021. The delay was caused due to multiple reasons, which included the COVID pandemic. During this long gap, the situation on the ground had changed mainly due to movement of NTH during the COVID as well as minor changes were made in the final technical design of the road sections to avoid social and community impacts. This also meant that the scope of the social impacts on the ground had changed at the time of the road construction.

Considering a gap of nearly two years between planning and implementation of the road section, and to re-estimate and re-verify the quantum of impact on people and structures, the Meghalaya Institute of Governance (MIG) under the aegis of the PWD were tasked to re-evaluate and re-verify the impact. The MIG conducted joint field verification exercises between March 2023 to November 2023 along with the participation of PWD officials, contractors, local village leaders, community members and project affected persons (PAP). Based on this joint assessment exercise, the key impacts of the 5 roads are updated and summarised below.

#### **5. Updated Social Impacts 2023.**

This section summarises the social impacts of the 5-Road sections in East Meghalaya as verified by Meghalaya Institute of Governance (MIG) based on the verification exercise conducted between March 2023 to November 2023.

##### **1. Shillong - Diengpasoh Road:**

As per updated SIA based on the joint verification report submitted by MIG indicates that 28 households whose temporary moveable structures are affected. Refer to the MIG verification report (attached as Annexure 1).

##### **2. Pasysih - Garampani Road**

As per the updated SIA, there are no impacts and the same has been verified by MIG. Refer to the MIG verification report (attached as Annexure 2).

##### **3. Mawmaram - Nongthliew Mawmih- Mawlyndep Road:**

As per the updated SIA, there are no impacts and the same has been verified by MIG. Refer to the MIG verification report (attached as Annexure 3).

**4. Laitkor-Pomlakrai - Laitlyngkot Road (5th -16th km) Road:**

As per the updated SIA, there are no impacts and the same has been verified by MIG. Refer to the MIG verification report (attached as Annexure 4).

**5. Umling- Patharkhmah Road:**

As per the updated SIA, there are no impacts and the same has been verified by MIG. Refer to the MIG verification report (attached as Annexure 5).

The following Table 2 is a summary of all the roads, the details of which are mentioned in the Joint Verification Report (Refer to Annexure 1, 2, 3, 4 & 5)

**Table 2. Revised Social impacts 2023**

Impact Category	As per SIA 2019		As per Joint verification 2023																			
	Detail s	Description	Details				Description															
NTH (HH)	0	As per the SIA, there would be no impact on NTH & TH in all the 5 roads in East Meghalaya	<b>Socio-economic profile of the affected households is included in the joint verification report conducted by MIG.</b> <table><tr><th>S. No.</th><th>Road</th><th>Relocated</th><th>Permanently closed</th><th>Total</th></tr><tr><td>1</td><td>SD Road</td><td>28</td><td>0</td><td>28</td></tr><tr><td colspan="2">Total</td><td>28</td><td>0</td><td>28</td></tr></table>				S. No.	Road	Relocated	Permanently closed	Total	1	SD Road	28	0	28	Total		28	0	28	The MIG has done a Verification Survey to verify the number and nature of the impact on the NTHs. According to the MIG report the number of affected households whose temporary/moveable structures are affected are:  SD Road – 28 households
S. No.	Road	Relocated	Permanently closed	Total																		
1	SD Road	28	0	28																		
Total		28	0	28																		
NTH (PAP) covered above	0	As per SIA report PAPs is NIL. During the joint verification survey, it was found that 112s persons would be indirectly impacted. The PAPs are family members of the 28 households who are impacted as their temporary moveable structures would be impacted during construction.	<table><tr><th>S.No.</th><th>Road</th><th>Relocated</th><th>Permanently closed</th><th>Total</th></tr><tr><td>1</td><td>SD</td><td>112</td><td>0</td><td>112</td></tr><tr><td colspan="2">Total</td><td>112</td><td>0</td><td>112</td></tr></table>				S.No.	Road	Relocated	Permanently closed	Total	1	SD	112	0	112	Total		112	0	112	Details has been attached along with the Verification Report.
S.No.	Road	Relocated	Permanently closed	Total																		
1	SD	112	0	112																		
Total		112	0	112																		
Temporary Structures (Commercial)	0	As per the SIA, there would be no impacted on commercial/private structures in all the 5 roads in East Meghalaya	28				As per the verification report byMIG,28 (twenty eight) numbers of temporary/moveable commercial structures (moveable bamboo															

Impact Category	As per SIA 2019		As per Joint verification 2023	
	Details	Description	Details	Description
				structures/moveable market kiosks) have been impacted.

## **6. Concluding Summary**

The Joint verification was conducted to re-evaluate and verify the quantum of impacts as reported in the SIA report before the commencement of the project. The updated addendum to SIA report is summarized below: -

- The existing ROW of the project road varies from 6.5 m to 14 m.
- There are no permanent residential and commercial structures that are impacted by the projects. Only the temporary/moveable commercial structures (moveable bamboo structures/moveable market kiosks) are impacted.
- No CPRs are impacted by the project.
- The total number of NTH whose moveable/ temporary structures are impacted is 28.
- The total number of PAPs impacted are 112. They are family members of the 28 households whose moveable/ temporary structures are impacted during construction.

### **Attached as Annexure:**

1. Joint Verification Survey Report for West Meghalaya. (Shillong Diengpasoh Road)
2. Joint Verification Survey Report for West Meghalaya (Pasysih - Garampani Road)
3. Joint Verification Survey Report for West Meghalaya (Mawmaram – Nongthliew- Mawmih- Mawlyndep Road)
4. Joint Verification Survey Report for West Meghalaya (Laitkor-Pomlakrai - Laitlyngkot Road (5th -16th km))
5. Joint Verification Survey Report for West Meghalaya (Umling- Patharkhmah Road)

# ANNEXURE 1



MEGHALAYA INTEGRATED TRANSPORT PROJECT  
(MITP) UNDER WORLD BANK FUNDING

JOINT INSPECTION  
REPORT ON SIA  
FOR  
SHILLONG – DIENGPASOH  
ROAD,  
EAST KHASI HILLS

MEGHALAYA INSTITUTE OF GOVERNANCE  
C/o Meghalaya State Housing Financing Cooperative Society Ltd. Campus,  
Nongrim Hills, Shillong

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## EXECUTIVE SUMMARY

A Joint Inspection was conducted by the team of Meghalaya Institute of Governance (MIG) along with the officials of PWD on 17<sup>th</sup> February, 2023 and 17<sup>th</sup> March, 2023 to identify the major impacts that have occurred due to the upgradation of the Shillong-Diengpasoh Road project in the East Khasi Hills District.

The objective of the inspection was to identify and verify the Project Affected Person(s) (PAPs) / Project Affected Family(s) (PAFs), Structures, Common Property Resource(s) (CPRS), Plantations etc. that are being affected due to the ongoing upgradation of the Shillong-Diengpasoh Road project.

Reconnaissance Survey, Focus Group Discussions, Key Informant Interviews and Stakeholder Consultations were conducted by the team of MIG to identify the impacts.

As per the findings from the field visits and stakeholder consultations, it was found that 28 number of street vendors operate on the Left-Hand Side of the Mawdiangdiang road which is opposite to the main gate of NEIGRIHMS hospital. These 28 vendors will be affected during the construction phase of the project. But during the construction phase of the project, these 28 vendors willingly relocated themselves to the Right-Hand Side of the road since footpath was being constructed on the left-hand side. Shri William Nongkhlaw, the Assistant Headman of Mawdiangdiang informed that prior approval was provided to the vendors by the Village Dorbar to relocate and continue operating their services on the RHS of the road. It may also be mentioned that the relocation was done two weeks prior to the commencement of the footpath construction. Presently, all the 28 vendors operate on the Right-Hand Side of the Shillong – Diengpasoh road and are currently not affected due to the project.

During the Reconnaissance Survey and Stakeholder Consultation some other impacts were observed by the team of MIG related to culverts, drains and water clogging of approach roads along the Shillong – Diengpasoh road. Hence, proper measures should be adopted for the safety of the residents falling within the project area.

The Headman of villages along the project area have requested for drain slabs, footpath with railings, boundary and retaining walls etc. in their respective villages. The same should be considered by the implementing agency if deemed fit.

It may also be mentioned that, most of the Headmen of the villages falling within the project area, stressed on the need for speed breakers, zebra crossings, rumble strips and signages near the schools namely, Sharon Memorial Higher Secondary School at Mawdiangdiang, St Francis D’Assisi Secondary School at Mawkasiang, RC Lower Primary Schools at Siejiong and Minot Lower Primary School at Mawpdang, Nongtymmai. Hence, the same should be installed and appropriate measures should be undertaken by the implementing agency for the safety of the students.

# CHAPTER – 1

## APPROACH AND METHODOLOGY

The research strategy that the team of MIG adopted for conducting the Joint Inspection for the Shillong-Diengpasoh Road project is a descriptive method. This method describes the specific behaviour or facts concerning the nature of the situation. It involves the gathering of data that describe the events, organisation, tabulation, depiction and description of the data collected.

The following approach and methods were adopted:

### Secondary Data

The MIG team first reviewed the Environmental and Social Management Framework (ESMF) and the Environmental Assessment (ESIA) Report received from the office of the PWD, Shillong to understand the requirement and needs of the project area. Based on the review of secondary data, the team was able to get an insight on the background of the project and this has allowed for group identification and formulation of the questionnaire design.

Secondary data such as project details, maps and details of land ownership were obtained from the Office of the Chief Engineer (Std.), PWD, Shillong and from the official website of PWD.

### Primary Data

The MIG held interviews with the officials of Public Work Department, the village Headmen and the Executive Members of the community falling within the project areas.

### Reconnaissance Field Survey

A preliminary site visit was first carried out with the help of a scoping checklist on 17<sup>th</sup> February, 2023. It involves identifying the likely significant impacts of the project which needs to be investigated and also defining the approach that will be taken for their assessments to identify the Project Affected Person(s) (PAPs).

A detailed Reconnaissance Survey and thorough consultation with the Headmen of the project affected villages, Project Affected Person(s) and other stakeholders was conducted by the team of MIG on 17<sup>th</sup> March, 2023 for the entire stretch of the Shillong – Diengpasoh Road, East Khasi Hills District, Meghalaya.

## Stakeholder Consultation

Key Informant Interviews (KII) and Focus Group Discussion (FGD) was conducted by MIG on 17<sup>th</sup> February, 2023 and 17<sup>th</sup> March, 2023 with the Headman of Ishyrwat, Mawdiangdiang, Mawkasiang, Siejiong, Tynring and Mawpdang Nongthymmai villages falling under the project area.

Primary data was collected through intensive surveys through Reconnaissance Survey and site visits, Focus Group Discussion (FGD) and Key Informant Interview (KII) with the officials of PWD, Headmen and Executive Committee Members from the villages falling under the project area to understand the broad baseline status and socio-economic profile of the local community, and to identify the legal entitlements of the Project Affected Families (PAFs) and Project Affected Persons (PAPs).

Secondary data / information collected from the Social Impact Assessment (SIA) report provided by PWD was verified with the ground realities, the socio-economic characteristics, physical features, and cultural ethos of the project area.

## CHAPTER – 2

### MAJOR IMPACTS

The objective of the Joint Inspection was to verify the details of the major impacts mentioned in the SIA report. But it may be noted that, no such information was available in the SIA report. The impacts mentioned in this report is based on the observations and findings of the MIG team from the field visits and consultations.

After the completion of the initial site visit, detailed Reconnaissance Survey and the thorough consultation with the Village Headman, stakeholders and the PAPs of the Shillong -Diengpasoh Road project, the following findings were observed by the team of MIG –

LIST OF IMPACTS MENTIONED IN SIA REPORT (CONSTRUCTION PHASE)				
Impact Category		As per SIA	As per MIG	Remarks
Affected PAPs / PAFs	Vendors	0	28	<p>As per SIA report, there are no vendors operating on the Shillong – Diengpasoh road. But during the survey conducted by the team of MIG, it was found that 28 number of street vendors operate on the Left-Hand Side of the Mawdiangdiang road which is opposite to the main gate of NEIGRIHMS hospital. These 28 vendors will be affected during the construction phase of the project.</p> <p>During the construction phase, these 28 vendors willingly relocated themselves to the Right-Hand Side of the road since footpath was being constructed on the left-hand side of the road. Shri William Nongkhlaw, the Assistant Headman of Mawdiangdiang informed that prior approval was provided to the vendors by the Village Dorbar to relocate and continue operating their services on the RHS of the road. It may also be mentioned that the relocation was done two weeks prior to the commencement of the footpath construction.</p> <p>Presently, all the 28 vendors operate on the Right-Hand Side of the Shillong – Diengpasoh road and are currently not affected due to the project.</p>

*Table 1: List of Impacts mentioned in SIA report during the construction phase*

## CHAPTER – 3

### SUGGESTED ACTIONS & RECOMMENDATIONS

As per the Joint Inspection, Reconnaissance Survey and interactions with the Headman and Executive Committee Members of villages falling under the project area, stakeholders and Project Affected Person(s), the following suggestive actions can be considered by the implementing agency:

#### Aspirations of the People:

1. As per the discussion with Shri William Nongkhlaw, the Assistant Headman of Mawdiangdiang, it was brought to the notice of the MIG team that the existing drainage near the Mawdiangdiang Dorbar Shnong office at Chainage - 5+865 is damaged and needs to be repaired.
2. Another drainage was dug opposite to the Sharon Memorial Higher Secondary School but was left incomplete which led to water clogging near the houses and shops during monsoon season.
3. Need of proper signage like zebra crossing, speed breaker or rumble strips especially near the Sharon Memorial Higher Secondary School as it has become an accident-prone area for both pedestrians and vehicles. Also, footpath with railing, interlock tiles and proper drainage needs to be constructed near the Sharon Memorial Higher Secondary School at Chainage - 8+344.
4. Shri Jason Warbah, Assistant Headman of Mawkasiang village pointed out that the drains along the road at Dewstem Block C near the Transformer is at a higher level than the road, hence, the rain water does not flow towards the drain. Also, lack of speed breakers and rumble strips near the St Francis D'Assisi School pose danger to the students from speeding vehicles while crossing the road.
5. Shri E. Myllemngap, Headman of Siejiong village suggested the construction of retaining and boundary wall alongside the football ground located at their village since the ROW and the football ground is in close proximity and may pose a threat to the players. He also requested for a footpath with railing along the road from the beginning of the RC Lower Primary School for the safety of the school children. Proper signages and speed breakers are also needed to slow down the speeding vehicles near the schools especially during the school hours. He also requested the construction of retaining wall along the boundary of the Catholic Church to protect the loose soil from posing a threat to the existing wall.
6. Shri E. Myllemngap have also pointed out that the drains are deep and in certain areas the culvert openings are left uncovered which pose threats to the pedestrians especially during the night since there are no street lights. He also informed that the contractor had repaired the approach road towards Slipra locality. However, as the level of the new road was raised above the existing road, the Guard Wall near the plot of Smti. Aurelia Warjri is covered and pose danger to the vehicles plying from the opposite end.

7. Shri E. Myllemngap also requested that the drainage slab near the statue of Mother Mary located at Siejiong village needs to be lifted at a higher level from the road as waterlogging occurs during the monsoon season.
8. Shri W. Nongrum, the Headman of Tynring village requested for the construction of footpath on the RHS of the road leading towards the Myllem locality where the water platform has been recently shifted. The residents of the village are required to cross the road to reach the water platform which will pose a threat to them from the speeding vehicles. Hence, rumble strips and footpath along the road will be required for their safety. He also requested for proper drainage system along the road at Tynring village since the drain slabs were left uncovered especially near the house of Smti. Phelimon Mylliempdah and at the market area. On the LHS, the opening of the drains is too shallow which resulted in the blockage of drains.
9. Shri W. Nongrum also suggested the laying of interlock tiles near the Meat shop located at the market and also speed breaker at the intersection road. He also requested for a boundary wall and footpath with drain slab along the road near the house of Smti. Kalatia Swer since the road level slopes towards the RHS and there are no drains on the LHS of the road.
10. Shri Amos Duia, the former Headman of Mawpdang village requested for proper construction of drains near approach roads leading towards the localities of the village. He also pointed out the sharp curve located at the reconstructed bridge near Rangksaw junction at Umtyngkhun locality which leads to vehicular accidents often and requested if the PWD department can rectify the same in consultation with the Contractor.

### Suggested Actions:

1. As the newly constructed road is raised at a higher level, some slopping area may pose a threat to the houses and shops especially during the monsoon seasons. Hence, proper drainage and measures should be taken to prevent the same.
2. It may be noted that only at some areas drains are covered with slabs, however most of the old existing drains were damaged during the construction phase of the road and are not repaired. Hence, the existing drains needs to be repaired.
3. Most of the Headmen stressed on the need for speed breakers, zebra crossings, rumble strips and signages near the schools namely, Sharon Memorial Higher Secondary School at Mawdiangdiang, St Francis D'Assisi Secondary School at Mawkasiang, RC Lower Primary Schools at Siejiong and Minot Lower Primary School at Mawpdang, Nongtymmai. Hence, the same should be installed for the safety of the students.



### **Names of the affected persons at Shillong Diengpasoh Road**

<b>SI No.</b>	<b>Name</b>	<b>Mobile No</b>	<b>Type of structure affected</b>	<b>Whether relocated within same ROW/ Outside/ completely closed</b>	<b>Vulnerable/ Non-Vulnerable</b>
1	Raplang Warbah	9077243583	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
2	Savio Myiliempdah	7005228918	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
3	Khrawkupnr Sohphor	9615278031	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
4	Barihun Kharkongor	8415950482	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
5	Sunny Syiem	-----	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
6	Regina Kharkongor	8014265223	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
7	Tharit Kurbah	8730890619	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
8	Darihun Rani	8787643624	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
9	Magdalena Maieng	9572462904	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
10	Idahun Langstang	9862826563	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
11	Bandaris Nongbri	7005121449	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
12	Tilin Suting	-----	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
13	Skirdain Nongbri	8787497151	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
14	Janda Langstang	9862826563	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
15	Sodran Sjri	9402564129	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
16	Ewarda Mawlong	9612615382	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
17	Jarwakhana Kamar	7640826759	Moveable wooden	Relocated from LHS to RHS	Non-vulnerable

			platform/structure		
18	Baladapbiang Thabah	6009233089	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
19	Blarida Pyngrope	9362704253	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
20	Rilain Sawian	6033326682	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
21	Trim Thabah	8837028466	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
22	Jenn Thabah	9378181514	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
23	Nabadasuk Marngar	6033047060	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
24	Khrintina Nongrum	8974518060	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
25	Dinda Swer	9362782166	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
26	Dwistina Kharkongor	9863078305	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
27	Yusy Mary Kharkongor	9362829085	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable
28	Franky Buhwan	9774291329	Moveable wooden platform/structure	Relocated from LHS to RHS	Non-vulnerable

# ANNEXURE 2

MEGHALAYA INTEGRATED TRANSPORT PROJECT  
(MITP) UNDER WORLD BANK FUNDING

JOINT INSPECTION  
REPORT ON SIA  
FOR  
PASYIH - GARAMPANI  
ROAD,  
WEST JAINTIA HILLS

MEGHALAYA INSTITUTE OF GOVERNANCE  
C/o Meghalaya State Housing Financing Cooperative Society Ltd. Campus,  
Nongrim Hills, Shillong

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## EXECUTIVE SUMMARY

A Joint Inspection was conducted by the team of Meghalaya Institute of Governance (MIG) along with the officials of PWD on 5<sup>th</sup> September, 2023 to verify the major impacts as mentioned in the Social Impact Assessment (SIA) report for the Improvement of Pasyih-Garampani Road project, West Jaintia Hills District

The objective of the inspection was to identify and verify the Project Affected Person(s) (PAPs) / Project Affected Family(s) (PAFs), Structures, Common Property Resource(s) (CPRS), Plantations etc. that are being affected due to the Improvement of Pasyih-Garampani Road project.

Reconnaissance Survey, Key Informant Interviews and Stakeholder Consultations were conducted by the team of MIG to verify the details mentioned in the Social Impact Assessment (SIA) reports.

As per the findings from the field visits and various consultations, it was noticed that there are no NTHs that are being affected due to the upgradation of the Improvement of Pasyih-Garampani Road project.

It may also be mentioned that, MIG started the work of verification at a later stage when the construction phase for Improvement of Pasyih-Garampani road project is completed. As per the interaction with the community members of Saphai village, some issues that occurred during the construction phase is observed at chainage - 46+400 to 46+450 where retaining wall is required since soil erosion occurs during monsoon season. The soil erosion in this particular location poses a threat to the land which belongs to two individuals namely, Smti Yoli Pale and Shri Papu Pala.

At Iawthymme village, there is a requirement for retaining wall at Chainage - 42+000 which belongs to Smti Sniawnbha Tang since to prevent soil erosion during monsoon season.

At Chainage - 37+050 on the RHS at Looksi village, there is a Hume pipe which has no proper outlet and the waste water flows out of the pipe towards the paddy field of Smti Shida Manner. Since there is no proper drainage at this location, the moorum (sedimentary rocks) that flows out of the pipe enters the field affecting the paddy.

One of the positive outcomes from the improvement of this road is that there are four water source which are converted into Check dams at Chainage - 29+900 on the RHS at Nongryngkoh village, Chainage - 31+550 on the RHS at Khon Shnong village, Chainage - 37+300 on the RHS at Looksi village and Chainage - 45+785 on the RHS at Saphai village. These are constructed in consultation with the Headmen of the respective villages and are used as drinking water and washing areas.

# CHAPTER – 1

## APPROACH AND METHODOLOGY

The research strategy that the team of MIG adopted for conducting the Joint Inspection for the Pasyih-Garampani Road is a descriptive method. This method describes the specific behaviour or facts concerning the nature of the situation. It involves the gathering of data that describe the events, organisation, tabulation, depiction and description of the data collected.

The following approach and methods were adopted:

### Secondary Data

The MIG team first reviewed the Environmental and Social Management Framework (ESMF) and the Social Impact Assessment (SIA) Report received from the office of the PWD, Shillong to understand the requirement and needs of the project area. Based on the review of secondary data, the team was able to get an insight on the background of the project and this has allowed for group identification and formulation of the questionnaire design.

Secondary data such as project details, were obtain from the Office of the Chief Engineer (NH.), PWD, Shillong and from the Contractor's Site Engineer.

### Primary Data

The MIG held interviews with the officials of Public Work Department from Shangpung Division, Contractor's Site Engineer and the village Headmen of the project areas.

### Reconnaissance Field Survey

A preliminary site visit and Reconnaissance Survey was conducted with the help of a scoping checklist on 5<sup>th</sup> September, 2023. It involves identifying the likely significant impacts of the project which needs to be investigated and also defining the approach that will be taken for their assessments to identify the Project Affected Person(s) (PAPs).

### Stakeholder Consultation

Key Informant Interview conducted by MIG on 6<sup>th</sup> September, 2023 with the Headmen and community members of the villages namely, Pyntei, Biar, Chatwakhu, Nongryngkoh, Khonshnong, Lakadong, Tongkiat, Iooksi, Priang, Iawthymme and Saphai falling under the project area.

Primary data was collected through intensive surveys through Reconnaissance Survey and site visits and Key Informant Interview (KII) with the Headmen and community members from the villages to understand the broad baseline status and socio-economic profile of the local community, and to identify the legal entitlements of the Project Affected Families (PAFs) and Project Affected Persons (PAPs).

Secondary data / information collected from the Social Impact Assessment (SIA) report provided by PWD was verified with the ground realities, the socio-economic characteristics, physical features, and cultural ethos of the project area.



## CHAPTER – 2

### MAJOR IMPACTS

The objective of the Joint Inspection was to verify the details of the major impacts mentioned in the SIA report. But it may be noted that, no such information was available in the SIA report. The impacts mentioned in this report is based on the observations and findings of the MIG team from the field visits and consultations.

After the completion of the initial site visit, detailed Reconnaissance Survey and the thorough consultation with the Village Headman, stakeholders and the PAPs of the Pasyih-Garampani Road project, it may be mentioned that no major impacts were identified or observed by the team of MIG.

As per the discussions with the stakeholders and village Headmen, the team of MIG could only verify the felling of eight trees which was also identified in the Environmental Impact Assessment (EIA) report.

LIST OF MAJOR IMPACTS DURING THE CONSTRUCTION PHASE				
Sl. No	Impact Category	As per EIA	As per MIG	Remarks
1.	PLANTATIONS (Trees)	8	8	According to the EIA report, there are 8 trees to be felled in this project. The site engineer informed the team of MIG that proper procedures were followed by the construction company in consultation with the Headman of Biar and Khon Shnong villages. These trees are located at Chainage - 24+700 at Biar village and Chainage - 32+774 at Khon Shnong village. He informed that these trees were located at turning points hence, to comply with the requirements of the road cutting and alignment, the 8 trees were cut off and returned to the Headmen of the respective villages.

*Table 1: The list of Impacts identified by MIG during the construction phase*

## CHAPTER – 3

### SUGGESTED ACTIONS & RECOMMENDATIONS

As per the interactions with the Headman of villages namely Pyntei, Biar, Chatwakhu, Nongryngkoh, Khon Shnong, Lakadong, Tongkiat, Iooksi, Priang, Iawthymmei and Saphai falling under the project area, the team of MIG enquired about the grievances put forward in the meeting held at the Inspection Bungalow, PWD (Roads), Shangpung on 10<sup>th</sup> June, 2022 and the suggestions laid out by them.

#### Aspirations of the People:

1. At Chainage - 37+050 on the RHS at Iooksi village, there is a Hume pipe which has no proper outlet and the waste water flows out of the pipe towards the paddy field of Smti Shida Manner. Since there is no proper drainage at this location, the moorum (sedimentary rocks) that flows out of the pipe enters the field affecting the paddy.
2. At Priang village, the road is at a higher level and drainage is available on the LHS whereas the rain water flows towards the RHS. This leads to overflowing of rainwater and the moorum flows towards the house of Smti Colinrism Lyngdoh. Also, on the LHS the existing drain height is too shallow which leads to overflowing of the rainwater and the moorum flows towards the agricultural field and drinking water source of Smti Begonia Sumer.
3. At Iew Kympreng, opposite the ICDS Centre on the LHS at Saphai village, certain area has waterlogging issue due to improper drainage.
4. At Priang village on the RHS, the land belongs to Smti Lanalut Synkon, there is a need for a retaining wall as there are loose soils that runoff towards her compound.
5. At Chainage - 42+000 on the RHS at Iawthymmei village, the landowner, Smti Mora Lyngdoh complained of soil erosion during the monsoon seasons. She requested for a retaining wall as there is a house above the road.
6. At Iawthymmei village, a retaining wall was constructed on the boundary of Smti Sniawnbha Tang, however the Headman requested for the retaining wall to be extended further to prevent soil erosion.
7. At Saphai village, Block B after the Lower Primary School on the LHS, there is a house belonging to Smti Martina Synnah. The Assistant Headman requested for a retaining wall at this area as it is at a height of about 5 ft and loose soil is being eroded often.
8. At Saphai village, Block E, at Chainage - 46+400 to 46+450, this section belongs to 2 land owners, namely, Smti Yoli Pale and Shri Papu Pala. There is a footpath which the company has constructed. However, the boundary was dug up to construct the footpath leading loose soil to occur and indirectly affect the residential house of Shri Papu Pala. Therefore, the houseowners requested for retaining walls along the boundary to prevent further soil erosions.

9. The Headman of Iawthymmei villages requested for footpath and side drains at certain areas falling under his jurisdiction.

#### Suggested Actions:

1. Internal road at Priang village is not constructed properly at certain areas, hence repairing of such roads is being suggested.
2. After the labour camp on the LHS at Chainage - 32+400 there are loose soils from the road cutting, hence, retaining wall or a breast wall at this area is being suggested.
3. Metallic Crash barrier is needed in one turning point on the LHS as it is an accident-prone area where many vehicles often fall to the gorges at Looksi village.
4. At Iew Kympreng village, opposite to the ICDS Centre on the LHS at Saphai village, certain area has waterlogging issue due to improper drainage. It is suggested that the existing drainage be align according to the slopping of the road.

#### Suggested Actions taken:

1. Road safety measures such as rumble strips, speed breakers and signages are installed near schools and ICDS Centre for the safety of the student and general public.
2. Proper footpath on both sides of the roads at most villages and parking area with interlock block at specific areas are constructed for the safety of the pedestrian.
3. Interceptor drains are added in most of the approach road leading to many schools and other localities for the safety and convenience of the students and residents.
4. Two new culverts have been shifted at Pyntei and Saphai village as requested by the Headman and the landowner to prevent water logging during the monsoon season.
5. Retaining and guard walls are constructed at certain areas which are prone to landslides and other safety threats. Breast wall was provided at the Sacred Heart Secondary schools.
6. Ahead of Chainage - 20+824, Bamboo crib wall was also seen at one junction which helps in preventing soil erosion. Tree guards are being implanted as part of the afforestation programme.
7. Metallic barricades and crash barriers at strategic turning points are installed to reduce accidents. Stone guard are placed along the whole stretch of the road.
8. Four water sources are converted into Check dams at Chainage - 29+900 on the RHS at Nongryngkoh village, Chainage - 31+550 on the RHS at Khon Shnong village, Chainage - 37+300 on the RHS at Looksi village and Chainage - 45+785 on the RHS at Saphai village. These are constructed in consultation with the Headmen and are used as drinking water and washing areas. The site engineer also informed that they have added wing walls after the culvert at Saphai village to prevent soil erosion as there are houses on the water bank.

## Recommendations for Community Development and Social Wellbeing

Based on the observations made on the landscape during the Reconnaissance Survey and interactions with the stakeholders along the Pasyih-Garamapani road project the following recommendations may be considered to bring about a positive change in the socio-economic, environmental and cultural lives of the people residing along the road project.

### *Recommendations:*

1. The Headman of Iooksi Kyanmynsar Thlongmoo village has sent a proposal letter to the office of the Executive Engineer PWD (R), Jowai North division, to set up two bus sheds and construction of two Public Toilets at Iooksi Kyanmynsar market area.
2. Though few shops are being constructed at the end of the road projects, awareness can be made to the locals to set up new shops at this junction since its bordering Meghalaya-Assam. After the road becomes operational, opening of new shops along the road side may be considered by the people which will enhance livelihood opportunities and bring in economic development in the area and can bring in so much revenue with the inflow of tourists from both states coming in to see the Koopli Dam.
3. Organic farming practices should be encouraged to enable the affected people to earn a better income from their agricultural produce. The Department of Agriculture and Horticulture can provide them with the required training and provide schemes available in their respective departments.
4. Women's group at the community level can be trained by the Social Welfare Department to look after the welfare of the community in terms of health, cleanliness, and any kind of physical violence caused by substance abuse within the community.
5. Reclamation of land affected by dumping / spilling of debris and siltation arising out of the road improvement works should be taken up.

# ANNEXURE 3

MEGHALAYA INTEGRATED TRANSPORT PROJECT  
(MITP) UNDER WORLD BANK FUNDING

JOINT INSPECTION REPORT  
ON SIA  
FOR  
MAWMARAM - MAWLYNDEP  
ROAD,  
EAST KHASI HILLS & RI-BHOI  
DISTRICT

MEGHALAYA INSTITUTE OF GOVERNANCE  
C/o Meghalaya State Housing Financing Cooperative Society Ltd. Campus,  
Nongrim Hills, Shillong

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## EXECUTIVE SUMMARY

A Joint Inspection was conducted by the team of Meghalaya Institute of Governance (MIG) along with the officials of PWD on 25<sup>th</sup> May, 2023 to verify the major impacts as mentioned in the Social Impact Assessment (SIA) report for the ongoing Mawmaram-Mawlyndep Road at East Khasi Hills.

The objective of the inspection was to identify and verify the Project Affected Person(s) (PAPs) / Project Affected Family(s) (PAFs), Structures, Common Property Resource(s) (CPRS), Plantations etc. that are being affected due to the ongoing Mawmaram-Mawlyndep road project.

Reconnaissance Survey, Focus Group Discussions, Key Informant Interviews and Stakeholder Consultations were conducted by the team of MIG to verify the details mentioned in the Social Impact Assessment (SIA) reports.

As per the findings from the field visits and various consultations, it was found that no land acquisition took place for the improvement of this road. The construction of the road is still under progress.

There are four commercial structures which will be indirectly affected. The first two shops belong to Smti Dio Nongbri, located at Chainage 0+ 047 (RHS) and at Chainage - 0+060 (RHS) located at Mawmaram village where the two or three steps of her shops falls within the ROW. The owner is willing to demolish the steps however she wanted the Contractor to repair the dismantled portion so as to avoid discomfort to her customers. The remaining two are temporary structures located at Chainage - 12+190 (RHS) and Chainage - 16+650 (RHS) which requires relocation as this will affect their means of livelihood. There are 11 semi-permanents structures throughout the whole stretch of the road which falls within ROW. There are 34 Electric Poles which requires relocation.

Another impact that needs attention is the Watershed located at Chainage - 6+280 in Umthlong village which is indirectly affected. There is an existing culvert where the Hume pipe is too narrow for the water to flow freely from LHS to RHS resulting in flood especially during the monsoon season. On the LHS, there is a paddy field and watershed which gets flooded. It was told that the construction company has not reconstructed the culvert but had made only the guard wall. The letter requesting for a culvert with a bigger Hume pipe has already been sent to the D.C, Eastern West Khasi Hills by the village Headman. Proper measures should be taken into considerations since the water is being used by the people residing in the nearby villages of the project area for various purposes.

Another issue that would surface during the construction phase would be at the Mawlyndep village where there is a bamboo fencing and gate of the Mary Help School located at Chainage - 32+320 (LHS) which falls within the ROW. There is space available on the RHS



of the road. Therefore, if possible, the road should be realigned in order to avoid disturbances to the school.

At Chainage - 15+ 175 on the LHS there is an existing memorial structure which falls within the ROW. The road has been realigned in order to avoid damage to the structure and uphold the sentiments of the people. The MIG team has visited the site and consulted with the concerned Engineers.

The suggested actions mentioned in the report by the team of MIG may be considered by the implementing agency as these are required based on the concerns of the residents of the villages falling under the Mawmaram-Mawlyndep road project.

# CHAPTER – 1

## APPROACH AND METHODOLOGY

The research strategy that the team of MIG adopted for conducting the Joint Inspection for the Mawmaram-Mawlyndep road project is a descriptive method. This method describes the specific behaviour or facts concerning the nature of the situation. It involves the gathering of data that describe the events, organisation, tabulation, depiction and description of the data collected.

The following approach and methods were adopted:

### Secondary Data

The MIG team first reviewed the Environmental and Social Management Framework (ESMF) and the Social Impact Assessment (SIA) Report received from the office of the PWD, Shillong to understand the requirement and needs of the project area. Based on the review of secondary data, the team was able to get an insight on the background of the project and this has allowed for group identification and formulation of the questionnaire design.

Secondary data such as project details, maps and details of land ownership were obtained from the Office of the Chief Engineer (Std.), PWD, Shillong.

### Primary Data

The MIG held interviews with the officials of Public Work Department to get a proper understanding of the project areas.

### Reconnaissance Field Survey

A preliminary site visit was first carried out with the help of the PWD on the 25<sup>th</sup> May, 2023. It involves identifying the likely significant impacts of the project which needs to be interviewed and also defining the approach that will be taken for their assessments to identify the Project Affected Person(s) (PAPs).

A detailed Reconnaissance Survey and thorough consultation with the Headmen of the project affected villages, Project Affected Person(s) and other stakeholders was conducted by the team of MIG from 26<sup>th</sup> May 2023 for the entire stretch of the Mawmaram - Mawlyndep road (41.519 kms) road, East Khasi Hills & Ri-Bhoi District, Meghalaya.

## Stakeholder Consultation

Key Informant Interviews (KII) was held on 26<sup>th</sup> May, 2023 with the Engineers of PWD and Contractors along with the shop owners.

Focus Group Discussion (FGD) was held on 30<sup>th</sup> May, 2023 with the Executive Committee Members of Mawmaram village, Kurba War village, Umthlong village, Dewsaw village, Mawlaingut village, Krang village and Umlidoh village.

Primary data was collected through intensive surveys through Reconnaissance Survey and site visits, Focus Group Discussion (FGD) and Key Informant Interview (KII) with the Headmen, village representatives and shop owners in order to understand any major impacts that would occur during the road construction period and to find suggestions or recommendations that would mitigate the impacts.

Secondary data / information collected from the Social Impact Assessment (SIA) report provided by PWD was verified with the ground realities, the socio-economic characteristics, physical features, and cultural ethos of the project area.

## CHAPTER – 2

### MAJOR IMPACTS

The objective of the Joint Inspection was to verify the details of the major impacts listed in the SIA/EIA report received from the PWD. But it may be noted that, no such information was available in the reports. The impacts mentioned in this report is based on the observations and findings of the MIG team from the field visits and consultations.

After the completion of the initial site visit, detailed Reconnaissance Survey and the thorough consultation with the Village Headman, stakeholders and the PAPs of the Mawmaram-Mawlyndep Road project, the following observations and findings were made on the other impacts observed by the MIG team during the Construction phase. They are as follows:

#### LIST OF IMPACTS IDENTIFIED BY MIG DURING CONSTRUCTION PHASE

Sl. No	Impact Category		As per MIG	Remarks
1.1	Structures	Commercial (Semi-Permanent / Temporary)	4	<p><b>1. Shop at Chainage - 0+047 (RHS)</b> The shop of Smti Dio Nongbri, located at Chainage 0+ 047 RHS (Mawmaram village), there are three steps from her shop which falls on the ROW and needs to be dismantled. The owner is willing to grant permission for the same. However, she only wants the Contractor to repair the dismantling area.</p> <p><b>2. Shop at Chainage - 0+060 (RHS)</b> There are two steps belonging to the shop owned by Smti Dio Nongbri which falls on the ROW.</p> <p><b>3. Poultry shop at Chainage - 12+190 (RHS)</b> The shop is being rented by Smt. Sorpailin Mawlong falls within ROW which requires relocation.</p> <p><b>4. Bucher shop at Chainage - 16+650 RHS</b> needs relocation.</p>
1.2		Boundary Wall permanent/ Semi-permanent/ kutchra	11	<p>1. At Chainage - 4+206 in Mawmaram village, a pucca gate with temporary boundary falls under ROW.</p> <p>2. At Chainage - 4+712, there is a concrete boundary wall which is recently constructed falls under ROW.</p> <p>3. At Chainage - 10+360 RHS, there is a temporary fence that falls under ROW.</p> <p>4. At Chainage - 10+777 LHS, land measuring 0.65 within ROW is required for the upgradation of the road. Currently, there is a boundary of RCLP school.</p>

				<p>5. At Chainage - 32+320 (LHS) located in Mawlyndep village, the bamboo fencing and gate of the Mary Help School falls under ROW.</p> <p>6. At Chainage - 12+364 LHS and Chainage - 12+395 RHS, there are concrete boundary walls on both sides.</p> <p>7. At Chainage - 12+432 RHS, there is a boundary wall that falls under ROW.</p> <p>8. At Chainage - 12+692 RHS there is a wooden home that falls under ROW.</p> <p>9. At Chainage - 12+ 750 RHS there is a boundary wall along with the veranda that falls under ROW.</p> <p>10. At Chainage - 16+530 to Chainage - 16+565 RHS, there is a concrete wall which falls under the ROW. The wall is adjacent to the house. Therefore, realignment should be done on the LHS where there is availability of space.</p> <p>11. At Chainage - 32+448 RHS, there is gate which falls under ROW.</p>
2	Common Property Resources (CPRs)	Water body	1	<p><b>At Chainage - 6+280</b> located in Umthlong village, there is a watershed which is indirectly affected due to the existing small culvert. The Hume pipe used in the culvert is too narrow for the water to flow freely from LHS to RHS resulting in flood especially during the monsoon season. At present the Contractor has not reconstructed the culvert but had made only the guard wall. The letter requesting for bigger culvert pipe has already been sent to the D.C, Eastern West Khasi Hills by the village Headman.</p>
3.1	Utilities	Electric Pole	34	<p>At Chainage - 0+047 in Mawmaram village, electricity pole needs relocation. The shop owner, Smti Dio Nongbri suggested to relocate the pole to either right or left side of her shop. Currently, it is located at the centre of her shop's entrance.</p> <p>There are other Electricity Poles at Chainages - 0+680, 4+660, 5+441, 6+743, 8+450, 9+738, 9+934, 11+973, 12+000, 12+107, 12+160, 12+260, 12+537, 13+140, 14+955, 15+490, 15+885, 16+470, 16+530, 16+565, 16+628, 16+650, 16+764, 16+923, 16+984, 17+100, 17+122, 18+145, 18+650, 32+320, 32+529, 33+444, and 40+425 which requires relocation.</p>
		Water Pipeline		<p>At Chainage - 10+360 RHS, there is a water pipeline which needs relocation.</p>

*Table 1: The list of Impacts identified by MIG during the construction phase*

## CHAPTER – 3

### SUGGESTED ACTIONS & RECOMMENDATIONS

As per the Joint Inspection, Reconnaissance Survey and interactions with the Headman of villages namely Mawmaram, Kurbah War, Umthlong, Dewasaw, Mawlaingut, Krang and Umlidoh falling under the project area, stakeholders and Project Affected Person(s), the following suggestive actions can be considered by the implementing agency:

#### Aspirations of the People:

1. One of the Headman felt that the black topping of this road should be much thicker so as to ensure the durability because heavy vehicles such as truck ply through this road. Further, he said that if this road could be upgraded to a double lane, then it will ease the traffic problem in Shillong.
2. In Kurbah village, there are PHE pipe lines that have been affected during the construction of the road and left unrepaired. The Headman requested the concerned authority to repair the same.
3. The Headman of Umthlong village requested to repair the approach road to the village which was damaged during the improvement of the road at Chainage - 6+796.
4. At Chainage - 10+493, the Headman of the Krang village has requested to extend the existing guard wall located at a turning point which would act as a safeguard to the house located below.
5. The Headman of Dewasaw village requested to construct a new washing platform at Chainage 15+368 since the existing one has been damaged during the expansion of this road.
6. At Chainage 15+368 there is a need to increase the ROW of the road taking into account the guard wall that has been constructed. In addition to that, there is a wide turn and an approach road to the school.
7. At Chainage - 32+830 there is an existing Stone Slab which needs to be repaired during the construction of this road.
8. At Chainage - 33+411 to Chainage - 33+415 located in Mawlyndep village, there is a need for road expansion as the existing road is too narrow for vehicles to ply on both sides.

#### Suggested Actions:

1. Road safety measures such as rumble strips, speed breakers and signages should be installed near residential areas, schools and churches at Chainage - 4+160, Chainage - 4+206, Chainage - 6+275, Chainage - 6+275 and Chainage - 15+440 for the safety of the student and general public.

2. Construction of slab drains and retaining walls at Chainage - 4+613 on the LHS, Chainage - 7+220 (Umthlong market) on the LHS, Chainage - 11+920 (Krang village), Chainage - 15+440, Chainage - 15+885, Chainage - 15+940 (Dewsaw Krang village), Chainage - 16+368 (Mawlaingnut village), Chainage - 16+368, Chainage - 20+469 (upgradation of the existing drain at Umlidoh village), Chainage - 20+469, Chainage - 32+085 (Mawlyndep village), Chainage - 33+948, Chainage - 36 + 103, Chainage - 39+030 and Chainage - 39+909 to Chainage - 40+072 should be considered by the implementing agency.
3. At Chainage - 16+740 RHS, there is an existing culvert which has collapsed and hence needs to be reconstructed with proper Hume pipe.
4. An interceptor drain needs to be constructed at Chainage - 5+406 (LHS).
5. Proper footpath, railing and guard walls should be constructed at Chainage - 16+650, Chainage - 32+357, Chainage - 32+529 (guard wall), Chainage - 33+270 (Mawlyndep village), Chainage - 41+260 till Chainage - 41+968 (Umbir village adjacent to Umian Lake) for the safety of the pedestrian.
6. The Hume pipes should be repaired or upgraded at Chainage - 16+368 (Mawlaingnut village), Chainage - 16+740, Chainage - 20+469 (need for double home pipe at Umlidoh village), Chainage - 21+314 and Chainage - 23+380 and Chainage - 39+779 (Umniuh village).
7. An approach road to N.J Boys' Hostel Mawlyndep should be constructed properly for the safety and convenience of the students.
8. The existing culvert at Chainage - 6+280 located at Umthlong village needs to be upgraded as the Hume pipe used in the culvert is narrow leading to water logging and flood situation during the monsoon season whereby affecting the existing watershed. Proper measures should be taken into considerations since the water is being used by the people residing in the nearby villages of the project area for various purposes.
9. In Mawlyndep village, the bamboo fencing and gate of the Mary Help School located at Chainage - 32+320 (LHS) falls under ROW. The road can be realigned towards the RHS in order to avoid disturbances to the school boundary.
10. Retaining and protection walls need to be constructed at certain areas which are prone to landslides and other safety threats.
11. At Chainage - 18+172 to Chainage - 18+220, metallic barricades and crash barriers at strategic turning points are required to be installed to reduce accidents.

## Recommendations for Community Development and Social Wellbeing

Based on the observations made on the landscape during the Reconnaissance Survey and interactions with the stakeholders along the Mawmaram - Mawlyndep road project, the following recommendations may be considered to bring about a positive change in the socio-economic, environmental and cultural lives of the people residing along the road project.

*Recommendations:*

1. After the road becomes operational, opening of new shops along the road side may be considered by the people which will enhance livelihood opportunities and bring in economic development in the area.
2. Organic farming practices should be encouraged to enable the affected people to earn a better income from their agricultural produce. The Department of Agriculture and Horticulture can provide them with the required training and provide schemes available in their respective departments.
3. Women's group at the community level can be trained by the Social Welfare Department to look after the welfare of the community in terms of health, cleanliness, and any kind of physical violence caused by substance abuse within the community.
4. Reclamation of land affected by dumping / spilling of debris and siltation arising out of the road improvement works should be taken up.



# ANNEXURE 4

MEGHALAYA INTEGRATED TRANSPORT PROJECT  
(MITP) UNDER WORLD BANK FUNDING

JOINT INSPECTION  
REPORT ON SIA  
FOR  
LAITKOR-POMLAKRAI-  
LAITLYNGKOT ROAD,  
EAST KHASI HILLS

MEGHALAYA INSTITUTE OF GOVERNANCE  
C/o Meghalaya State Housing Financing Cooperative Society Ltd. Campus,  
Nongrim Hills, Shillong

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## EXECUTIVE SUMMARY

A Joint Inspection was conducted by the team of Meghalaya Institute of Governance (MIG) along with the officials of PWD on the 24<sup>th</sup> and 25<sup>th</sup> March, 2023 to verify the major impacts as mentioned in the Social Impact Assessment (SIA) report for the ongoing Laitkor-Pomlakrai-Laitlyngkot Road project at East Khasi Hills district.

The objective of the inspection was to identify and verify the Project Affected Person(s) (PAPs) / Project Affected Family(s) (PAFs), Structures, Common Property Resource(s) (CPRS), Plantations etc. that are being affected due to the project.

Reconnaissance Survey, Focus Group Discussions, Key Informant Interviews and Stakeholder Consultations were conducted by the team of MIG to verify the details mentioned in the Social Impact Assessment (SIA) reports.

The joint inspection witnessed no major impacts during the pre and post construction phase of the Laitkor-Pomlakrai-Laitlyngkot Road project. The interaction with stakeholder highlights the aspirations of the community relating to construction of drains, retaining walls, speed breaker, footpath and installation of signage and zebra crossing. These are required based on the concerns of the residents to prevent water clogging, accidents, soil erosions and landslides. The lack of safety measures poses a possible danger with regards to the safety and convenience of the pedestrians. The suggestions by the MIG team are also mentioned in the report.

# CHAPTER – 1

## APPROACH AND METHODOLOGY

The research strategy that the team of MIG adopted for conducting the Joint Inspection for the Laitkor-Pomlakrai-Laitlyngkot Road project is a descriptive method. This method describes the specific behaviour or facts concerning the nature of the situation. It involves the gathering of data that describe the events, organisation, tabulation, depiction and description of the data collected.

The following approach and methods were adopted:

### Secondary Data

The MIG team first reviewed the Environmental and Social Management Framework (ESMF) and the Social Impact Assessment (SIA) Report received from the office of the PWD, Shillong to understand the requirement and needs of the project area. Based on the review of secondary data, the team was able to get an insight on the background of the project and this has allowed for group identification and formulation of the questionnaire design.

Secondary data such as project details, maps and details of land ownership were obtained from the Office of the Chief Engineer (Std.), PWD, Shillong and the Official website of PWD.

### Primary Data

The MIG held interviews with the officials of Public Work Department from both Shillong and the village Headmen of the project affected areas.

### Reconnaissance Field Survey

A preliminary site visit was carried out with the help of a scoping checklist on 24<sup>th</sup> and 25<sup>th</sup> March 2023. It involves identifying the likely significant impacts of the project which needs to be investigated and also defining the approach that will be taken for their assessments to identify the Project Affected Person(s) (PAPs).

A detailed Reconnaissance Survey and thorough consultation with the Headmen of the project affected villages, Project Affected Person(s) and other stakeholders was conducted by the team of MIG on the same dates for the entire stretch km 4 of Laitkor-Pomlakrai Road to end point of MDR at Laitlyngkot km 16 on NH-40 road, East Khasi Hills District, Meghalaya.

## Stakeholder Consultation

Focus Group Discussion (FGD) was conducted by MIG on 24<sup>th</sup> and 25<sup>th</sup> March, 2023 with the Headman and landowners of the 6 villages namely, Liewlong, Rangbihbih, Umsaw, Mawpynthih, Maweitnai & Laitlyngkot falling under the project area.

Key Informant Interviews (KII) was held on 24<sup>th</sup> and 25<sup>th</sup> March 2023 with Shri Biranstar Sohtun, the Secretary of Liewlong village and Shri Melan Nongkhlaw, the Headman of Rangbihbih village along with the landowners of the villages falling under their jurisdictions.

Primary data was collected through intensive surveys through Reconnaissance Survey and site visits, Focus Group Discussion (FGD) and Key Informant Interview (KII) with the Secretary, the Headmen and landowners from the villages to understand the broad baseline status and socio-economic profile of the local community, and to identify the legal entitlements of the Project Affected Families (PAFs) and Project Affected Persons (PAPs).

Secondary data / information collected from the Social Impact Assessment (SIA) report provided by PWD was verified with the ground realities, the socio-economic characteristics, physical features, and cultural ethos of the project area.

## CHAPTER – 2

### MAJOR IMPACTS

The objective of the Joint Inspection was to verify the details of the major impacts mentioned in the SIA report. But it may be noted that, no such information was available in the SIA report. The impacts mentioned in this report is based on the observations and findings of the MIG team from the field visits and consultations.

After the completion of the initial site visit, detailed Reconnaissance Survey and the thorough consultation with the Village Headman, stakeholders and the PAPs of the Laitkor-Pomlakrai-Laitlyngkot Road project, it may be mentioned that no major impacts were identified or observed by the team of MIG.

As per the discussions with the stakeholders and village Headmen, the team of MIG could only document the aspirations of the people residing along the Laitkor-Pomlakrai-Laitlyngkot Road since no major impacts could be observed during the field visits.

## CHAPTER – 3

### SUGGESTED ACTIONS & RECOMMENDATIONS

As per the Joint Inspection, Reconnaissance Survey and interactions with the Headman of villages falling under the project area, stakeholders and Project Affected Person(s), the following suggestive actions can be considered by the implementing agency:

#### Aspirations of the People:

1. Need for construction of Slab Drains in some areas along the road at Laitlynkot village.
2. Proper signage is required at the ending point junction of this road to prevent accidents Laitlynkot village.
3. Construction of drains and retaining wall is required in some areas of Laitlyngkot Pdengshnong in order to prevent landslides.
4. Proper construction of drains is required at the market located in the Maweitnai village area to prevent water logging.
5. Need for construction of retaining wall at one community land to prevent landslide and soil erosion on the left-hand side of the road at Maweitnai village.
6. Need for speed breaker and footpath near the Umpohliew Secondary School on the right-hand side of the road and also in the market area for the safety of the pedestrian and the children.
7. Shri Francis Marbaniang, Headman and Shri Jamestone Nongkhlaw, Secretary of Umsaw village requested for footpaths at Chainage – 7+586 on the opposite road as there is an approach road to Iew Pamtiah, Nongkrem and Smit on the LHS.
8. Safety measures like signage and zebra crossing are required near the Liewlong Anganwadi Centre. Since the drains are already dug near the Anganwadi Centre, the residents face problem to enter the Centre as the drains are left uncovered and there is a gap between the drain and the Centre's entrance. Steps can be constructed for easy access by the residents for entry to the Centre. There is also a need for proper drainage with covered slabs and footpath for easy access of the school children of Lum Shillong Higher Secondary School and St Francis RC LP School.
9. The Headman of Umsaw Village suggested to install a speed breaker or rumble strip near the View Valley School and Mylliem Umsaw Upper Primary School for the safety of the children. He also suggested to construct footpaths with railing near the schools.
10. At Chainage 4+128, Shri Biranstar Sohtun, the Secreatry of Liewlong village suggested to install a speed breaker as it is an accident-prone area.
11. Shri M Nongkhlaw, the Headman of Rangbihbih village, requested for placement of safety measures like speed breakers or rumble strips near St. Peter's Higher Secondary School.



12. Construction of a speed breaker near a bus shed at Rangbihbih village is also requested as there is an approach road on the right-hand side and the steepness of the road posed danger to the locals from the speeding vehicles.
13. Along the road from Mawpynthih village up to Laitlyngkot there are protection walls with bamboos and jute like structure. If these structures are to be kept to prevent soil erosions or landslides on sloping areas it might collapse and pose a threat to the vehicles plying on the road.

#### Suggested Actions:

1. Proper drains could be constructed in Laitlyngkot village, Mawitnai village and Liewlong village to prevent water clogs in the middle of the road especially during the monsoon season.
2. Adequate signages could be installed in Laitlyngkot village and Liewlong village at ending point junction of the road to prevent accidents.
3. Concrete retaining walls can be constructed at Laitlyngkot Pdengshnong, Mawitnai village and Mawpyntih to prevent landslides.
4. Certain speed breakers can be installed in Umpohliew village, Umsaw village, Rangbihbih village (near the school and near the bus shed) and at the Chainage 4+128.
5. A stretch of footpath can be constructed in Iew Pantiah Nongkrem, Smit and Liewlong village.
6. A zebra crossing could also be placed in certain areas that includes Liewlong village.

# ANNEXURE 5

MEGHALAYA INTEGRATED TRANSPORT PROJECT  
(MITP) UNDER WORLD BANK FUNDING

JOINT INSPECTION  
REPORT ON SIA  
FOR  
UMLING-PATHARKHAMAH  
ROAD,  
RI – BHOI DISTRICT

MEGHALAYA INSTITUTE OF GOVERNANCE  
C/o Meghalaya State Housing Financing Cooperative Society Ltd. Campus,  
Nongrim Hills, Shillong

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## EXECUTIVE SUMMARY

A Joint Inspection was conducted by the team of Meghalaya Institute of Governance (MIG) along with the officials of PWD on 17<sup>th</sup> September, 2023 to verify the major impacts as mentioned in the Social Impact Assessment (SIA) report for the ongoing Umling-Patharkhamah Road project at Ri-Bhoi district.

The objective of the inspection was to identify and verify the Project Affected Person(s) (PAPs) / Project Affected Family(s) (PAFs), Structures, Common Property Resource(s) (CPRS), Plantations etc. that are being affected due to the ongoing Umling-Patharkhamah road project.

Reconnaissance Survey, Key Informant Interviews and Stakeholder Consultations were conducted by the team of MIG to verify the details mentioned in the Social Impact Assessment (SIA) reports.

A stakeholder consultation with the Headmen and Executive Members of the various villages was held on 31<sup>st</sup> August, 2023 whereby feedback and suggestions were given about the present condition of the road.

As per the findings and observations after an initial survey was being carried out, the construction of the road is nearly completed, and construction of crash barriers and bamboo crib walls is still undergoing.

It was also found that no land acquisition has been made and no felling of trees has taken place. Apart from the Crash Barriers and Bamboo Crib Walls, Guard Walls, Retaining Walls, Slab Drains and Culverts were also constructed.

# CHAPTER – 1

## APPROACH AND METHODOLOGY

The research strategy that the team of MIG adopted for conducting the Joint Inspection for the Umling-Patharkhamah road project is a descriptive method. This method describes the specific behaviour or facts concerning the nature of the situation. It involves the gathering of data that describe the events, organisation, tabulation, depiction, and description of the data collected.

The following approach and methods were adopted:

### Secondary Data

The MIG team first reviewed the Environmental and Social Management Framework (ESMF) and the Social Impact Assessment (SIA) Report received from the office of the PWD, Shillong to understand the requirement and needs of the project area. Based on the review of secondary data, the team was able to get an insight on the background of the project and this has allowed for group identification and formulation of the questionnaire design.

Secondary data such as project details, maps and details of land ownership were obtained from the Office of the Chief Engineer (Std.), PWD, Shillong and the Assistant Executive Engineer, PWD, Patharkhamah Sub - Division.

### Primary Data

The MIG held interviews with the officials of Public Work Department from both Shillong and Patharkhamah Sub- Division, and Headmen of the project affected areas.

### Reconnaissance Field Survey

A preliminary site visit was first carried out with the help of a scoping checklist on 17<sup>th</sup> February 2023. It involves identifying the likely significant impacts of the project which needs to be investigated and also defining the approach that will be taken for their assessments to identify the Project Affected Person(s) (PAPs).

A detailed Reconnaissance Survey and thorough consultation with the Headmen of the project affected villages, Project Affected Person(s) and other stakeholders was conducted by the team of MIG on 17<sup>th</sup> September 2023 for the entire stretch of the Umling-Patharkhamah road, Ri-Bhoi District, Meghalaya.

## Stakeholder Consultation

The team of MIG on 31<sup>st</sup> August, 2023 held Key Informant Interviews (KII) and Focus Group Discussions (FGD) with the different Headmen and Executive Members of the various villages that fall under this road project. The team was able to gather feedbacks and suggestions from the residents and stakeholders residing along the Umling-Patharkhamah road in order to improve the condition of the road and the affected areas.

Primary data was collected through intensive surveys through Reconnaissance Survey, site visits and Key Informant Interview (KII) with the Headmen, Executive Members, and Focus Group Discussions (FGD) with the landowners from the villages to understand the broad baseline status and socio-economic profile of the local community, and to identify the legal entitlements of the Project Affected Families (PAFs) and Project Affected Persons (PAPs).

Secondary data/information collected from the Social Impact Assessment (SIA) report provided by PWD was verified with the ground realities, the socio-economic characteristics, physical features, and cultural ethos of the project area.

## CHAPTER – 2

### MAJOR IMPACTS

The objective of the Joint Inspection was to verify the details of the major impacts mentioned in the SIA report. But it may be noted that, no such information was available in the SIA report. The impacts mentioned in this report is based on the observations and findings of the MIG team from the field visits and consultations.

After the completion of the initial site visit, detailed Reconnaissance Survey and the thorough consultation with the Village Headman, stakeholders and the PAPs of the Umling - Patharkhamah Road project, it may be mentioned that no major impacts were identified or observed by the team of MIG.

As per the discussions with the stakeholders and village Headmen, the team of MIG could only document the aspirations of the people residing along the Umling - Patharkhamah Road since no major impacts could be observed during the field visits.



## CHAPTER – 3

### SUGGESTED ACTIONS & RECOMMENDATIONS

As per the Joint Inspection, Reconnaissance Survey and interactions with the Headman of villages falling under the project area, stakeholders and Project Affected Person(s), the following suggestive actions can be considered by the implementing agency:

#### *Aspirations of the People:*

1. As per the Headman of Mawpnar village, he said that with the coming of the project, there has not been any negative impact in his area, but the road should have been widened more.
2. Shri Shembok Mawphyiang, the Headman of Umsohma village commented on the project as a great blessing since it has helped them a lot in commuting to nearby areas, especially in terms of going to hospitals or markets. He said that no private land was affected and suggested that a Retaining Wall should be constructed at one of the sites since a house is above the affected area which can cause a serious threat during monsoon season as landslide might occur. He also indicated that the need of three speed breakers is required at the main market stations in the area.
3. Shri Chesterfield Thangkhiew, the Headman of Umsong village stated that with the construction of the Umling – Patharkhamah road, a few of the Irrigation Canals have been affected since the debris is being thrown on these canals which has caused the problem of water logging and a few existing Side Drain Canal needs to be repaired as they were not constructed properly. He also pointed out the two Water Tanks that were constructed in his village, were meant to provide basic amenities to the passersby on the road, but they were left incomplete as proper water connection was not available. Since these tanks are built on private lands, the owner of the land might cause a problem to the villagers as the structures are located on his property, he may use them for his personal benefits.
4. Shri Banskhem Thangkhiew, the General Secretary of Nongbirthem village applauded the project but has given his feedback on the Irrigation Canals. The canals were constructed in his area and are being affected since rocks accumulated from the construction are being tossed directly onto these canals causing water logging and the water cannot reach the paddy fields anymore.
5. Shri Edwin Syngkli, the Headman of Umlyngkdait village pointed out that two existing Side Drains were dismantled during the construction of the road and were never repaired. These two drains are temporarily constructed with bamboo as they are being used by people of the village to cross to their houses.
6. Shri Jolin Pohtam, the headman of Umpaitlang village indicated that the existing Retaining Wall in his area is just one meter in height which poses a problem and suggested that the wall should be elevated more to prevent any accidents that may occur due to landslides as a house is atop of it and a Guard Wall is required to be built as soon

as possible. He also gave his feedback on the Bamboo Crib Wall as it is not safe because it is a waste of time to construct it as it creates a threat during the monsoon season as the wall cannot hold any soil erosion that can lead to major landslide problems.

7. Shri Bopi Sangma, the headman of Umtasen village pointed out the same issue of the existing irrigation canals as most of them are facing water logging problems due to the debris being tossed over it.

The Rangbah Shnongs and Executive members of the villages have expressed their happiness with the arrival of the project in terms of livelihoods as they could see how easier it has been for them now as compared to before. Their source of income has increased a little bit as most of their produce is being sold at a profitable rate rather than being disrupted by middlemen. They can now come out of the house and sell their produce on the road rather than taking it all the way to a market.

Women have now been able to open shops at the side of the road that have allowed them to earn their livelihoods through the passersby and people who come to these areas for fishing can now use these small shops to buy things and help the villagers in additional source of income.

Speed- Breakers are required in most of the villages that are connected through the road, especially in Umsong, Umsohma, Umlyngkdait - New Tasku, and Nongladew villages. The need for the speed breakers is mainly required because most of the schools use the road and students need to cross from one end to another which may hamper the safety of the children during school hours and also for the safety of the people who uses the shops on the side of the road as stations to wait for vehicles that commute them from one village to another. In Umsong Village, there are four schools (SSA Umsong Pakra School, L.P and U.P Schools, Umsong, SSA Nongbah Kharsari School) and one church (Balang Presbyterian Church) that use the road to commute.

### Suggested Actions:

1. As per the observations made by the team of MIG, there is Nongkhyllem Wildlife Sanctuary located at Umsong village and have existing Elephant Crossing Zone, where proper signages and speed breakers are required for safety measures of people in these particular zones.
2. Retaining Walls are required in Umsohma village and Umpaitlang village to prevent landslides.
3. The Irrigation Canals located at Umsong, Nongbirthem and Umtasen villages needs to be repaired as debris from the construction phase are being dumped which leads to water blockages.