

Meghalaya Integrated Transport Project

INDIGENOUS PEOPLE AND COMMUNITY DEVELOPMENT PLAN

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1 Chapter I: Introduction

1.1 Meghalaya Integrated Transport Project (MITP)

The Government of Meghalaya has received a loan from the World Bank (IBRD) under its Meghalaya Integrated Transport Project (MITP) for the upgradation of the transport infrastructure in the State. Meghalaya Integrated Transport Project (MITP) has the objective of improving transport connectivity and efficiency and enhancing transport sector management in Meghalaya. The total Project Cost is \$ 150 Million USD & the Loan Component is \$ 120 Million USD and counterpart funding of \$ 30 Million USD to be borne by the State & Central Government. The Project is further subdivided into four components, as per the Project Appraisal Document (PAD).

- Component 1: Effective delivery and maintenance of transport infrastructure
- Component 2: Asset Management, Institutional Effectiveness and Transport Services
- Component 3: Project Management and Implementation and
- Component 4: Contingent Emergency Response Component.

The project Commencement date was 21st January 2021 & the stipulated completion date is 31st October 2026.

1.1.1 Project Implementation Authority

For the management & administration of the project, MIDFC has been nominated as Project Management Unit. The project is headed by the Project Director and supported by other staffs responsible to implement the project. The Public Works Department (PWD) of the Government of Meghalaya is the implementing agency for improvement/ rehabilitation/ improvement of roads and construction of bridges under the World Bank funded MITP.

1.1.2 Project Details

MITP includes rehabilitation/ up-gradation/ improvement of existing roads that includes Non-Urban Roads (12 Nos.), Urban Roads (3 Nos.), Tourism Roads (4 Nos.). PWD has undertaken Rehabilitation & Improvement of 402.96 Km of Roads across Meghalaya under Component - 1 of MITP. These include 325.54 Km of Major Roads (SH, MDR, ODR) running across the state, 67.26 Km of Urban Roads in the towns of Jowai, Nongstoin and Williamnagar; and 10.17 KM of Roads complementing tourism

infrastructure. The above works were divided among 19 Projects in various districts of East & West Khasi Hilly region of Meghalaya. In addition to that one number of RCC Bridge over River Damring at Chidaret has also been undertaken.

2 Chapter II: The State Profile of Meghalaya

The State of Meghalaya was carved out of Assam as an autonomous State in April 1970 and was declared a full-fledged State in January 1972. Meghalaya, situated in the North-Eastern region of India is a narrow stretch of land, running between Bangladesh on the South and West and Assam on the North and East, Meghalaya lies between 24° 58' N to 26° 07' N latitudes and 89° 48' E to 92° 51' E longitudes. It covers an area of 22,429 sq. km. The State has most of its land covered by hills interspersed with gorges and small valleys. Endowed with dense forests and rivers cascading down undulating terrain, this region is one of the most scenic of the North Eastern States.

Thus, out of the total forest area of 15,657 sq. km in the State only 1,027.20 sq. km is under the control of the State Forest Department, which constitutes only 4.58 % of the total geographical area of the State and 6.56 % of the total forest area of the State. Rest of the area is either private or clan /community owned and is under the indirect control and management of the Autonomous District Councils.

The population of Meghalaya is predominantly tribal; the main tribes are the Khasis, the Jaintias and the Garos besides other plain tribes such as Koch, Rabhas and Bodos etc. The Khasis and the Jaintias predominantly inhabiting the districts towards eastern part of Meghalaya, belong to the Proto Austroloid Mon Khmer race.

2.1 District Profile

The State has been divided into twelve districts. The local administration of the State is entrusted to three Autonomous District Councils, established under the provisions of the Sixth Schedule to the Constitution of India. These are:

- i. The Khasi Hills Autonomous District Council: It exercises jurisdiction over the areas within East Khasi Hills, West Khasi Hills, and Ri - Bhoi Districts, with its headquarters located in Shillong.
- ii. The Garo Hills Autonomous District Council: This council's jurisdiction covers the regions within East Garo Hills, West Garo Hills, and South Garo Hills Districts, and its headquarters is situated in Tura.
- iii. The Jaintia Hills Autonomous District Council: It holds authority over the areas falling within Jaintia Hills District, with its headquarters in Jowai.

Table 1: Districts

District Name	District Headquarter	Area (in sq. km)	Population
East Garo Hills	Williamnagar	1,443	1,45,798
North Garo Hills	Resubelpara	1,160	1,72,119
South Garo Hills	Baghmara	1,887	1,42,334
West Garo Hills	Tura	2,811	4,65,735
South West Garo Hills	Ampati	866	1,77,556
East Khasi Hills	Shillong	2,748	8,25,922
West Jaintia Hills	Jowai	1,779	2,72,185
East Jaintia Hills	Khliehriat	2,040	1,22,939
South West Khasi Hills	Mawkyrwat	1,401	99,171
West Khasi Hills	Nongstoin	WKH and EWKH: 3846	WKH and EWKH: 2,84,290
Eastern West Khasi Hills	Mairang	WKH and EWKH: 3846	WKH and EWKH: 2,84,290
RiBhoi	Nongpoh	2,448	2,58,840

Source of data: Statistical Handbook Meghalaya 2022, Directorate of Economics and Statistics.

2.2 Demographic Profile

Out of the total population of Meghalaya, 54.75% people live in urban regions. The data are shown below:

Table 2: Demographic Profile of Meghalaya

Background Characteristics	Data
Geographic Area (in Sq. Kms)	22,429
Total population (Census 2011)	29,64,007
Male Population	14,92,668
Female Population	14,71,339
Population density	132
Decadal Growth Rate	27.82
Population (0-6 yrs) - Total	5,55,822

Background Characteristics	Data
Population (0-6 yrs) - Male	2,82,189
Population (0-6 yrs) - Female	2,73,633
Literacy rate Total	75.48
Sex Ratio - Total	986

Source: Census 2011

As per 2011 census, 88.76% population of West Khasi Hills district lives in the rural area. The total population of West Khasi Hills district living in urban areas is 43,105 of which males and females are 21,335 and 21,770 respectively. In rural areas of West Khasi Hills district, sex ratio is 974 females per 1000 males.

3 Chapter III: Legal and Institutional Framework for Tribal Administration and Development

The Constitution of India lists 17 ethnic communities in the list of Scheduled Tribes (STs) in Meghalaya as declared by the Constitution Scheduled Tribe Order, 1950, and as amended in 1987. These 17 notified scheduled tribes (STs) comprise 86% of Meghalaya's population. As shown in Table 3 below, the Khasis constitute more than half of the total ST population of the state (56.4%), and the Garos slightly more than a third (34.6%). Together, they constitute 91% of the total ST population. Jaintias (Synteng), which are listed both, as a sub-tribe under Khasi and as a separate ST in census 2001, comprise the third largest group. There are several tribes like Hajong, Rabha, and Koch accounting for between 1.1% and 1.6% of the ST population, which inhabit the plain areas bordering Assam. In addition, there are some very small STs such as the Man, Dimasa, Chakma, Pawi, and Lakher each having a population of less than a few hundred.

Table 3: Population of Major Scheduled Tribes in Meghalaya, 2001 Census

Sl. No.	Name of the Scheduled Tribes (ST)	Total population	Proportion of the Total ST population (%)
	All Scheduled Tribes	19,92,862	100
1.	Khasi	11,23,490	56.4
2.	Garo	6,89,639	34.6
3.	Hajong	31,381	1.6
4.	Raba	28,153	1.4
5.	Koch	21,381	1.1
6.	Synteng	18,342	0.9
7.	Mikir	11,399	0.6
8.	Any Kuki Tribes	10,085	0.5
9.	Any Mizo (Lushai)	3,526	0.2
10.	Any Naga Tribes	3,138	0.2
11.	BoroKacharis	2,932	0.1
12.	Hmar	1,146	0.1
13.	Other minor tribes		2.7

Articles 330 to 342 of the Constitution of India provide special provisions and safeguards for tribes which are applicable to the STs of Meghalaya. Seats are reserved for STs in various national civil service streams (e.g., Indian Administrative Service, Indian Foreign Service, Indian Police Service, Indian Revenue Service, Indian Audit and Accounts Service etc) as well as in the state civil services (e.g., Meghalaya state civil service). In the Meghalaya State Legislative Assembly, 56 of the 60 seats are reserved for STs. Further, to provide a legal framework for the protection of the STs, the Autonomous District Councils (ADCs) were established under the Sixth Schedule of the Constitution of India under Article 244.

There are three ADCs in Meghalaya namely, the (i) Khasi Hills ADC (KHADC), (ii) Garo Hills ADC (GHADC), and (iii) Jaintia Hills ADC (JHADC). The three ADCs cover seven districts except the Shillong Municipal Area (Table 4).

Table 4: Population distribution in the ADCs

District Council	Population in Lakhs (2001)	Tribal Population (in lakhs)
Khasi Hills	11.5	10.7
Jaintia Hills	2.9	2.8
Garo Hills	8.7	6.3
Total	23.1	19.8

ADC = Autonomous District Council.

The Autonomous District Councils have wide-ranging powers to make laws in respect of subjects such as land regulation, management of forest, village or town administration, inheritance of property, marriage and divorce, management of primary education, dispensaries, markets, road and waterways, regulation of trading by non-tribals, and money lending. Moreover, ADCs have powers to assess and collect land revenue, impose taxes on professions, trades and employment, as well as on vehicles and animals. In addition to these sources of income, ADCs receive financial assistance from the Government of India under the Award of the Finance Commission through Government of Meghalaya (GOM). The latter has also been extending grant-in-aid to them from time to time under the state plan enabling them to initiate rural development programmes such as the construction of approach roads, bridges, foot paths, drinking wells and village markets.

4 Chapter IV: Community Development Planning Framework

Community Development Planning is a structured and systematic approach to guiding the community development process. A community development planning framework functions as a comprehensive tool that assists communities, local governments, and stakeholders in organizing, prioritizing, and implementing strategies aimed at enhancing the well-being and sustainability of the community.

Although specific frameworks may differ, a typical community development planning framework generally encompasses various components. These include conducting a thorough analysis of the community's strengths, weaknesses, opportunities, and threats (SWOT analysis), along with identifying key assets and challenges through methods such as surveys, interviews, and other research techniques. Community engagement, emphasizing the involvement of residents, local businesses, organizations, and stakeholders, is crucial during this phase to ensure their perspectives and needs are considered in the planning process. The framework then facilitates the definition of clear and achievable goals for the community based on the assessment and community input, aligning with the community's vision and addressing identified needs and priorities. The subsequent action planning phase involves breaking down these goals into specific, actionable steps or projects, outlining responsibilities, timelines, and necessary resources for implementation, including the setting of short-term and long-term objectives. Identifying and securing essential resources, financial, human, and technical, crucial for implementing the action plans is addressed in the resource mobilization phase, which may involve collaboration with governmental agencies, NGOs, businesses, or seeking grant opportunities. The implementation phase focuses on executing the identified projects and initiatives, monitoring progress, and adjusting as needed. Regular assessment of the impact and effectiveness of implemented projects is conducted during the monitoring and evaluation phase, aiding in determining the community's progress toward its goals and facilitating adjustments for continuous improvement. Lastly, ensuring the sustainability of benefits and improvements achieved through community development efforts over the long term is emphasized in the sustainability phase, involving activities such as capacity building, establishing partnerships, and creating mechanisms for ongoing community involvement. In essence, a community development planning framework offers communities a structured roadmap, fostering a sense of ownership and empowerment among residents as they work towards positive and sustainable growth.

Community Development Plans (CDPs) play a pivotal role in fostering sustainable growth and well-being within communities. At the heart of any successful CDP lies a robust strategy for community engagement. This write-up explores the key objectives of a Community Development Plan, with a specific focus on the processes and facilitation methods involved in engaging the community.

4.1 Objectives of a Community Development Plan

- 1. Needs Assessment and Stakeholder Identification:** The primary objective of a CDP is to conduct a thorough needs assessment within the community. This involves identifying key stakeholders, understanding their concerns, and gauging the overall requirements of the community. Through collaborative efforts, the plan aims to address the most pressing needs and aspirations of the residents.
- 2. Empowerment through Participation:** Community engagement is not just about information dissemination but also about active participation. The CDP seeks to empower community members by involving them in the decision-making processes. This objective is achieved through inclusive forums, workshops, and town hall meetings, where residents can voice their opinions, share insights, and actively contribute to the development agenda.
- 3. Cultivating a Sense of Ownership:** Successful community development hinges on fostering a sense of ownership among residents. The plan aims to instil a feeling of responsibility and pride in community members by involving them in the planning and execution stages. This not only ensures the sustainability of the initiatives but also strengthens social cohesion within the community.
- 4. Tailored Solutions for Diverse Needs:** Every community is unique, and a one-size-fits-all approach is often ineffective. The CDP strives to develop tailored solutions that address the specific challenges and opportunities within the community. This objective is achieved through targeted surveys, focus group discussions, and individual consultations to understand the nuanced requirements of different demographic groups.

5 Chapter V: Sub - Projects

The Meghalaya Integrated Transport Project (MITP) includes rehabilitation/ up-gradation/ improvement of existing roads including that of Non-Urban Roads (12 Nos.), Urban Roads (3 Nos.), Tourism Roads (4 Nos.). PWD has undertaken Rehabilitation & Improvement of 402.96 Km of Roads across Meghalaya under Component - 1 of MITP. These include 325.54 Km of Major Roads (SH, MDR, ODR) running across the state, 67.26 Km of Urban Roads in the towns of Jowai, Nongstoin and Williamnagar; and 10.17 Km of Roads complementing tourism infrastructure. The above works were divided among 19 Projects in various districts of East & West Khasi Hilly region of Meghalaya. In addition to that one number of RCC Bridge over River Damring at Chidaret has also been undertaken. The details of the sub projects under MITP are as follows:

5.1 Phase I - East Meghalaya

Summarised table of East Meghalaya Phase 1 roads are as follows:

Table 5: MITP Phase - I Roads (East Meghalaya)

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

➤ **Shillong - Diengpasoh Road, East Khasi Hills**

This Major District Road, namely, Shillong Diengpasoh Road (SD) starts from Ishyrwat Junction in Shillong and ends at Shillong Bypass at 19.00 km. The total length of the road section is 21.73 km. However, in this scope of study 11.769 km of Major District Road (MDR) is covered starting from 2.200 km of Shillong Diengpasoh Road near Ishyrwat village to 13.989 km of Shillong - Diengpasoh Road. The section from chainage 13.989

km to end point of MDR where it joins Shillong bypass is being rehabilitated under PMGSY program of the Government of Meghalaya. As a part of the road improvement for the road section, the existing single lane road would be converted into a 2-lane corridor (7.00 m carriageway) with 0.9 m wide Hard shoulder on either side Trapezoidal Drain / Crash Barrier Hill / Valley side with 0.6m on each side. The total width required will be 10.0 m in rural areas and 10.6 m in built-up areas, where both side drains are proposed. The carriageway width varies from 5 m to 3.75 m and Right of Way as observed varies from 12 m to 15 m. The alignment passes through the following villages: Ishyrwat, Mawdiangdiang, Mawkasiang, Siejiong, Tynring and Mawpdang Nongthymmai.

➤ **Pasyih - Garampani Road, West Jaintia Hills**

The Pasyih- Garampani project road section is of category State Highway located at an altitude of 1000MSL in West Jaintia Hills District. The SH starts from NH 06 at Pasyih known for Coal mining and ends near the boundary of Meghalaya - Assam Border. The length of SH is 47.00 km and in the scope of study 26.96km of road starting from km 20.00 of SH to km 47 of Pasyih- Garampani Road at Saphai Village near Kopli Dam is included. The condition of the road from km 0.00 to km 20.00 is good that's why this stretch has been excluded from the scope of study. The road provided connectivity of Meghalaya with Assam. The carriage way width varies from 5.0 to 6.0m and right of way as observed is 12.00 to 16.00 m. At present most of the length of the project road is intermediate lane carriageway throughout the length. The project road is having poor to fair pavement condition in general, with a few stretches having very poor pavement condition. The proposed formation width is 8.50 m for rural areas and 9.1m for both side built-up area. The proposed project road lies entirely in the Jaintia Hills district. The road section lies between Pyntei (25°30'N 92°24'E) and Saphai (25°31'48"N 92°37'48"E).

➤ **Mawmaram - Nongthliew - Mawmih- Mawlyndep Road, East Khasi Hills & Ri - Bhoi District**

The project road, namely, Mawmaram - Nongthliew - Mawmih- Mawlyndep Road is located in the Eastern part of Meghalaya State traverses through hill-rolling terrain in the district of East Khasi Hills. The project involves widening and improving approximately 41.519 kilometers of the Mawmaram - Mawlyndep major district road section. The road section takes off from NH 106 (Mawmaram / Mawsawa Village) and ends before the barrage of Badapani which provided connectivity to NH 06 joining Shillong and Guwahati. The length of the MDR section is 41.527 km. The road is in hilly terrain and in the last

stretch it runs along Bada Panilake. The MDR after rehabilitation shall act as western bypass to Shillong City and provide connectivity to tourist places like Diengiei Peak, Mawphanlur, Nongkhnum, Mawsynram caves, Mawlyngbna, Sohra, Mawlynnong. The road section lies between Mawmaram (25°31'12"N 91°41'24"E) and Umsaw (25°39'N 91°51'E).

➤ **Laitkor - Pomlakrai - Laitlyngkot Road, East Khasi Hills**

The project road is located in the Eastern part of Meghalaya State and traverses through hill-rolling terrain in the district of East Khasi Hills. The project aims to widen and improve approximately 11.358 kilometers of the Laitkor - Pomlakrai - Laitlyngkot Road major district road section. This MDR joins NH-6, a primary National Highway connecting Meghalaya, Mizoram and Assam and NH-40 which joins Guwahati and Shillong. The length of this MDR is 15.52 km and in this scope of study 11.35 km of road is covered starting from km 4 of Laitkor- Pomlakrai Road to end point of MDR at Laitlyngkot km 16 on NH-40. The carriageway width varies from 3.75m to 4m and Right of Way varies from 8.5 to 9.0m. At present most of the length of the project road is single lane carriageway throughout the length. The project road is having poor to fair pavement condition in general, with a few stretches having very poor pavement condition. The proposed formation width is 7.70 m for rural areas and 8.30m for both side built-up areas. The proposed project road lies entirely in the East Khasi Hills district. The road section lies between Laitkor (25°31'12"N 91°51'36"E) and Laitlyngkot (25°26'24"N 91°49'48"E).

➤ **Umling - Patharkhamah Road**

The project road is located in the Eastern part of Meghalaya State and traverses through hill-rolling terrain in the district of Ri - Bhoi. The project entails widening and improving a road section spanning approximately 31.12 kilometers of the Umling - Patharkhamah major district road. The chapter describes the salient features of the road corridor. This MDR takes off from NH 06 and ends at the junction of MMR Road (Mawngap Mairang Ranigodown). The total length of MDR is 40 km. The Scope of Study includes 31.12 km of Length starting from Km 8.00 of MDR to the end point of MDR. The stretch of MDR from km 0.00 to km 8.00 has been developed. The road runs on the bank of a small stream from approx. 15 .00 km to 17.00 km and from 17.00 to 21.00 km on the right and left bank of River UMTRU Road crosses the river Umtru at km 18.00. In the last stretch of road, it is also running very near to the road. The carriageway width varies from 3.0 to 3.5m and Right of Way varies from 6.0 to 8.2m. At present most of the length of the

project road is single lane carriageway throughout the length. The project road is having poor to fair pavement condition in general, with a few stretches having very poor pavement condition. The proposed formation width is 6.00 m in rural areas and 6.6m for both sides built up areas. The proposed project road lies entirely in the Ri - Bhoi district. The road section lies between Umling (25°58'12"N 91°51'E) and Umrit (25°51'N 91°39'E).

5.2 Phase I - West Meghalaya

In West Meghalaya, 5 road sections have been undertaken for road upgradation (as per Table 6). 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 locations, normal widening along the existing alignment, for which sufficient RoW was available, was proposed. The existing formation width detail provided by PWD is considered as the Right of Way of this project road sections. The land beyond existing formation limits if taken is considered as additional land across the entire stretch of the road sections for widening purposes. Under this programme the following roads has been taken:

Table 6:MITP Phase - I Roads (West Meghalaya)

Sl. No.	Division	Name of Road	Total Length (km)
1.	Resubelpara Division	Bajengdoba Resubelpara Mendipathar Damra Road (BRMD)	35.860
2.	NEC Division, Tura	Agia Medhipara Phulbari Tura (AMPT) Road (1st to 32nd kms)	31.955
3.	NH cum Tura Central Division	Rongram Rongrenggre Darugre (RRD) Road	40.400
4.	Barengapara Division	Parallel Road to existing Dalu Baghmara Road (DB)	20.853
5.	Kharkutta Division	Rongjeng Mangsang Adokgre- IldekA'kong to A'dokgre (RMA)	10.600
Total			139.668 km

➤ **Bajengdoba - Resubelpara - Mendipathar - Damra Road (BRMD)**

This major District Road starts from Bajengdoba - Resubelpara- Mendipathar - Damra Road. The total length of road of MDR is covered, the pavement condition of the road is poor and over lay is proposed from km 0+000 to km 25+700 and from km 30+220 to km

35+820. The portion from km 25+700 to km 30+220 requires new construction. The road connects Meghalaya with Assam.

New roads will be constructed in the reaches where the road condition is poor to very poor and the remaining reaches will be widened and strengthened as per designed pavement thickness, it is proposed that the widening process shall be of the same materials as of the new pavement construction.

➤ **Agia - Medhipara - Phulbari Tura (AMPT) Road**

This road section Agia - Medhipara - Phulbari Tura (AMPT) Road (1st to 32nd kms) is an alternate road to reach the Tura from Goalpara district, Assam. It is located in the district of West Garo Hills in the State of Meghalaya and lies between Latitude 90° 30' and 89° 40' E, and the longitudes of 26° and 25° 20' N. The Project Road traverses from East to West direction. The entire project road passes through plain and gently rolling terrain. Land used along the road is either cultivable land, grazing land, private, submerged area or government land. The proposed road is a State Highway which connects the town of Tura via Phulbari and the Goalpara district of Assam with the town of Tikrikilla. The road passes through 22 villages viz. Mothapara, Tikripara, Borogobol, Belguri, Lahapara, Naguapara, Rhaslapara, Ganegrugre, Upper Darengchigre, Lower Darengchigre, Bondukmali, Photamati, Dhelapara, Abirampara, Baghpara, Kanthalbari, Dhapangapara 1, Dhapangapara 2, Bagodal, Upper Khamari, Williampur, Nidhanpur.

➤ **Rongram - Rongrenggre - Darugre (RRD) Road**

Upgradation/Improvement of MDR is situated on East/West Garo Hills district in the state of Meghalaya on Rongram - Rongrenggre - Darugre Road from Ch. 0+000 to Ch. 40+400, package. The above road is classified as MDR which connects two major towns Tura and Williamnagar.

➤ **Parallel Road to existing Dalu Baghmara (DB) Road**

The proposed road, namely, parallel road to existing Dalu Baghmara (DB) Road is situated in the district of undivided district of West Garo Hills and South Garo Hills and lies between Latitude: 25° 54'11.14" N to 25° 55'56.94" N, Longitude: 90° 31'35.86" E to 90° 46'21.016" E. The Project Road traverses from West to East direction. The current road network has been developed incrementally rather than through a cohesive plan, resulting in various shortcomings such as missing links, bridges, drainage systems, and

safety measures, as well as substandard pavement quality. A significant portion of the network has deteriorated due to initial construction flaws, lack of maintenance, and adverse weather conditions, notably high rainfall. Approximately 800 semi-permanent timber bridges are in a state of disrepair, posing serious safety hazards that require immediate replacement. Moreover, the road infrastructure towards the Bangladesh border is relatively underdeveloped, leaving the local population without essential services like healthcare and education. Around half of the 5,362 settlements lack all-weather road access, with 1,700 of them having populations below 250 and thus not covered by PMGSY. Given the challenging terrain, conventional road construction is often impractical, necessitating alternative solutions such as ropeways, foot bridges, and footpaths.

➤ **Rongjeng Mangsang Adokgre (44th to 55th km) IldekA'kong to A'dokgre (RMA)**

The proposed road i.e. Rongjeng Mangsang Adokgre (RMA) (44th to 55th km) IldekA'kong to A'dokgre is situated in the district of North Garo Hills. Project road is under Meghalaya PWD NH Works. The entire project road passes through a hilly area. Land used along the road is either cultivable land, grazing land, private, submerged area or government land. The average ground level of area varies between 76.00 m to 465.00 m from the Mean Sea Level. At present most of the length of the project road is single lane carriageway throughout the length. The project road is having poor to fair pavement condition in general, with a few stretches having very poor pavement condition. The proposed formation width is 3.75 m for rural areas and 3.00m for built-up areas.

➤ **Bridge over River Damring at Chidaret connecting Thapa Bazar**

The proposed bridge, namely Damring Bridge, and its approach roads on both sides will connect many villages like Thapa Darenchi, Thapa Agitchak, Dabadnaggre, Thapa Rongdenggre, Chidaret Ajaro, Moranodi, Doba Apal, Konchigol, Damebibra, Darampara, Daram Mangtu etc. These villages trade agricultural and horticultural produce at the central market located at Thapa Bazar, which is also an important district market for food and other consumable goods. Weekly markets are held on Wednesday at Thapa Bazar. Currently, in general people cross the river though a temporary bamboo structure. However, during the rainy season, between the months of June to October, the temporary bamboo bridge either gets washed-off, or becomes dangerous to cross by. In such conditions, villagers accessing the Thapa Bazar weekly market, or accessing the other district connectivity, ply to- and-fro via local boat services provided by the local

villagers. The heavy limelight movement however transits through roads, covering additional 9 kms to access the other side.

5.3 Phase II Roads

➤ Nongstoiñ- Maweit Road

The Nongstoiñ - Maweit Road (MDR) section spans 23 km, from Ch. 0.000 to 23.000 kms, in Meghalaya's West Khasi Hills district, commencing at the junction with Riango - Shillong Road near the Nondein river bridge in Nongstoiñ. Passing predominantly through hilly terrain with sporadic agricultural land, the corridor includes built-up areas like Nongpyndeng, Mawlait, Nongthraw, Miangshiang, Nongsba, Nongpathar, and Maweit. The project aims to enhance transport efficiency across the state road network, facilitating economic growth and poverty reduction through road upgradation, reconstruction, widening, and rehabilitation. Objectives include improving the state highway network, ensuring safe road usage, enhancing stakeholder support and awareness, boosting transport service efficiency, and strengthening the government's road asset development capacity. Immediate outcomes include improved access to social services and markets, increased fuel efficiency, reduced travel time, accidents, and vehicle emissions, along with enhanced non-agricultural employment opportunities.

➤ Umsning - Jagi Road

The Umsning - Jagi Road is extended up to 40 km length in the districts Ri - Bhoi of Meghalaya state. The project road starts from the junction with National Highway - 6 /Asian Highway. The NH-6 is a Jorabat to Shillong stretch and is also part of the Asian Highway. It is mainly connected between the cities Guwahati to Shillong. The project scope ends at Km 40.00 of SH-8 near Sonidan town. It connects built up areas like Nongiri, Rilong, Sohpdok, Sohliya, Umtangngi, Mawdiengngan, Umlaiteng, Umlatar, Mawhati, Umsohlait, Sonidan and Mawlaho etc. The project road passes through hilly and rolling terrains. Objectives include improving the state highway network, facilitating safe and appropriate road usage, increasing efficiency of transport services and enhancing GoM capacity for road asset development. Immediate outcome includes improved accessibility to social services and markets, increased fuel efficiency, reduced travel time, accidents, vehicle emissions and better employment opportunities outside agriculture, both through improved access to economic centres and increased industrial activities in the project area.

➤ **Jowai Town Roads**

All the project roads come under West Jaintia Hills district and part of Jowai town. Total 54 roads are part of this project road having a total length of 33.973 Kms. It connects built up areas like Lumpariat, Tyndo - Wapung, Lumiongkjam, Mookyrdip, Lumkarwiang, Jrisalein etc. The project road passes through hilly and rolling terrains.

Objectives include improving the state highway network, facilitating safe and appropriate road usage, increasing efficiency of transport services and capacity for road asset development. Objectives include improved accessibility to social services and markets, increased fuel efficiency, reduced travel time, accidents, vehicle emissions and better employment opportunities outside agriculture, both through improved access to economic centres and increased industrial activities in the project area.

➤ **Nongstoin Roads**

Nongstoin Town Roads are 20.925 km total in length situated in the West Khasi Hills district of Meghalaya state. The road project involves improvement of 24 road stretches. The entire project road stretches lie in hilly terrain. The carriageway width varies from 1.0 m to 3.5m. Upgradation/ reconstruction/ widening rehabilitation of selected roads as well. Facilitating safe and appropriate road usage, improving public and external stakeholder support and awareness and increasing efficiency of transport services. Widening of all the project roads to the maximum possible extent without overruling the existing Right - of - Way. Most of the project roads undergo an overlay scheme whereas few roads are proposed for pavement reconstruction. Pedestrian safety barricades, collapsible barricades etc. related to traffic safety are proposed where pedestrians are vulnerable to conflicts. Immediate outcomes will include improved accessibility to social services and markets, increased fuel efficiency, reduced travel time, accidents, vehicle emissions and better employment opportunities outside agriculture, both through improved access to economic centres and increased industrial activities in the project area.

➤ **Williamnagar Town**

Williamnagar Town Road is extended up to 13.989 km length in the East Garo Hills district of Meghalaya state. The road project involves the improvement of 13 roads stretches. The first seven project road stretches lie in plain terrain whereas the last two roads lie in hilly terrain. The carriageway width varies from 2.4m to 7m. upgradation/

reconstruction/ widening as well as rehabilitation of selected roads. Outcomes include improved accessibility to social services and markets, increased fuel efficiency, reduced travel time, reduced accidents, reduced vehicle emissions and better employment opportunities outside agriculture, both through improved access to economic centres and increased industrial activities in the project area.

5.4 Contingency Emergency Response Component (CERC)

➤ Tokpara Road

Upgradation/Improvement of MDR is situated in West Garo Hills district. This Road starts from 82nd km of Garobadha Dalu Road (SH-12) from Tokpara Village and ends at Dombagre Village that is Ch. 0+000 to Ch. 7+900. The Road is used by the villagers to access marketing centres such as Barengapara, Purakhasia, Tura, State capital etc. Project road stretches lie in plain terrain and some of Stretches are likely Hilly terrain. The carriageway width is 3.75m and Formation width is 6.00 m.

➤ Bridges under CERC

The list of various project bridges across the South, South-West and West Garo Hills districts of Meghalaya is provided in the table below.

Table 7: Bridges under CERC

Sl. No.	District	Division	Block	Name of Road	Proposed Length (in m)	Latitude (N)	Longitude (E)
1.	West Garo Hills	Barengapara	Dalu	NH-51 to Megadop Village	68	25°14'21.01"N	90°12'30.54"E
2.	South-West Garo Hills	Tura North	Gambegre	Damalgre Mellim Boldamgre Road	38	25°26'44.50"N	90° 5'35.31"E
3.	South-West Garo Hills	Tura North	Rerapara	Damalgre Mellim Boldamgre Road	26	25°29'11.55"N	90° 5'20.49"E
4.	South Garo Hills	Barengapara	Dalu	Sonagre - Jijikapara Road	95	25°14'46.10"N	90°16'8.39"E
5.	West Garo Hills	Barengapara	Dalu	Kherapara Chengapara Road	53	25°20'33.77"N	90° 8'52.35"E

6 Chapter VI: Social Impact Assessment (2019)

During preparation of DPRs for the above roads, the PIU carried out a Social Impact Assessment (SIA), including socioeconomic, census and cut off surveys and prepared the SIA report and the Abbreviated Resettlement Action Plan (ARAP) for the above mentioned 5 road sections in West Meghalaya. The SIA was carried out in October 2019, the cut off survey, census and socioeconomic surveys were conducted on 14th December, 2019 and these documents were disclosed on PWD website on 14th December, 2019.

As per SIA study of 14th December 2019, out of five proposed road sections in West Meghalaya, three roads namely Bajengdoba - Resubelpara - Mendipathar - Damra Road, Parallel Road to the existing Dalu Baghmara Road, and the Rongjeng - Mangsang - Adokgre (44th to 55th km) IldekA'kong to A'dokgre required approximately 0.5 ha of private land outside of the ROW. The SIA study identified impacts on 20 households across the five road sections of which 6 were title holders and 14 were non-titleholders (NTH). As per the SIA, out of 20 affected households, 6 titleholders were losing both land and structure and 14 NTH were losing only structures. The cut-off date for titleholders was to be the date of issuance of notification under Section 4(2) of RFCTLARR Act whereas for non-titleholders the cut-off date was the start date of the Census and socio-economic survey i.e. 14th December 2019. A total of 11 common property resources were also to be partially affected that included the boundary wall of 4 schools, part of 2 playgrounds boundary wall of 3 churches and two community halls. None of these common properties needed relocation. The details of impact as identified during the SIA study of 2019 are given below:

Table 8: Identified impacts during SIA (2019)

Sl. No.	Project Roads	Land and Private Structures	Common Properties
1.	Bajengdoba- Resubelpara- Mendipathar- Damra Road	10	1
2.	Agia- Methipara- Phulbari Tura (AMPT) Road (1st to 32nd kms)	1	2
3.	Rongram- Rongrenggre- Darugre (RRD) Road	2	4
4.	Parallel Road to existing DaluBaghmara Road	4	2
5.	Rongjeng- Mangsang- Adokgre (44th to 55th km) IldekA'kong to A'dokgre	3	2

Sl. No.	Project Roads	Land and Private Structures	Common Properties
	Total	20	11

The SIA study had noted that the landholders were willing to donate land and thus no land acquisition process was required to be initiated in most of the places. The land donation process was to follow the World Bank's guidance on voluntary land donation and for impacts on NTH, the provisions of the entitlement matrix included in projects Resettlement Policy Framework (RPF) was to be applied. An ARAP was prepared with a suitable budget.

6.1 Traditional Form of Governance among the Major Tribes of Meghalaya

Historically, the major tribal groups of Khasis, Jaintias, and Garos have had well-developed political systems of their own with wide ranging power and authority. The Khasi Dorbar has as its primary unit, the village (kashnong), which ordinarily consists of one or two clans. The administration of a village is conducted by an assembly of adult males (durbar shnong) under the direction of the village Headman called Rangbah Shnong. Besides looking after the welfare of the villagers, the Dorbar Shnong supervises customary practices and enforces discipline among its members. Like the Khasis, the Jaintias also had a three-tier system of traditional administration and governance with the Syiem at the top who occupied the highest position in the hierarchy of administration. The Dolois were placed at the middle level with the authority to run the administration, followed by the village Headman (the Waheh Chnong) at the lowest rung of the hierarchy. The British abolished the office of the Syiem in 1835 but the offices of the Doloi, Pator and the Village Headman were retained to run the administration of the hill section of the Jaintia Kingdom. Each Doloi was assigned a definite area called Elaka, which was administered according to the popular will and approach by the members of the Elaka Durbar. The Dalois perform certain administrative, executive, judicial and religious functions within their respective jurisdiction. In the Garo Hills, the institution of the Nokma and the village council has been the two traditional agencies of governance. Although there are four kinds of Nokma, the GamniNokma, the GanaNokma, the Kamal Nokma and the A'King Nokma, only the last one was entrusted with certain powers and authority to govern. The A'King Nokma occupies a high position in the Garo society as the head of the clan and as the custodian of the A'King land. He plays a leading role as the central figure in village activities and represents the village in outside activities. However, the power and function of the Nokmas were substantially reduced during British rule.

In view of the above, the STs constitute the mainstream population in Meghalaya. They are well represented politically as well as in public services and enjoy several constitutional safeguards. Most tribals are Christians and can speak English. The indigenous people are, therefore, not a minority or an isolated vulnerable group in Meghalaya.

7 Chapter VII: Impacts

All activities under the sub-projects are limited to the available RoW, thus no land acquisition and resettlement and rehabilitation were envisioned for these activities. However, additional land may be required due to the widening of roads and approaches to bridges. Therefore, the activities in this project will impact the tribal population as Meghalaya is largely a tribal state with over 86% of the population belonging to the Schedule Tribes (ST) communities. The project will have a positive impact on the tribal population. Further the tribal community in Meghalaya has collective attachment to the land and if projects have any impact on them would have triggered the Operational Policy OP 4.10 of the World Bank. Anticipated impact on livelihood of vendors will be seen in some sub-projects and there would be minor impacts on some structures which will be reconstructed by the Contractor upon completion of work. Thus, a separate Abbreviated Resettlement Action Plan (ARAP) will be required for this sub-project. Apart from this, there would be some access restrictions to the structures along the road for 2-5 days and mitigation measures to address the access restriction issues have been suggested in ESMP.

7.1 Revision of ESIA

The ESIA report needs revision because the original assessment was done in early 2019, that may not reflect current environmental, social, and regulatory conditions. The time gap between the assessment and the project's implementation in 2022 means updated data is essential to ensure accuracy and compliance with current standards.

The COVID-19 pandemic also has an impact on project timelines and altering socio-economic conditions in the affected communities. Revising the ESIA will account for these changes, providing a current analysis of the project's impacts on the environment and society.

Economic conditions and rates changed from 2019 to 2023, affecting costs and resource availability. An updated ESIA will incorporate current financial data, ensuring realistic cost estimates for mitigation measures and maintaining the project's financial viability and sustainability.

According to the revised SIA for the projects under the East and West Meghalaya (Phase - 1), there are 20 affected households. Out of the 20 households, 6 will be losing both land and structure and the rest 14 will only lose structure. All these 14 households are non-

titleholders. Approximately 0.5 ha of private land will be needed in Bajengdoba-Resubelpara- Mendipathar Damra Road; Parallel Road to existing Dalu Baghmara Road; and Rongjeng- Mangsang- Adokgre (44th to 55th km) IldekA'kong to A'dokgre.

However, during the construction phase modifications were made in the alignments to save the households. An addendum has been prepared and submitted to the World Bank and consequently approved and uploaded in the PWD website. The ESIA documents of Phase-II projects also have been revised.

7.2 Non-Title Holders (NTH) (Payments)

During preparation of DPRs, the PIU carried out a Social Impact Assessment (SIA), including socio-economic, census and cut off surveys and prepared the SIA report and the Abbreviated Resettlement Action Plan (ARAP) for the above mentioned 5 road sections in West Meghalaya. The SIA was carried out in October 2019, the cut off survey, census and socio-economic surveys were conducted on 14th December 2019 and these documents were subsequently disclosed on PWD website. As per SIA study of 14th December 2019, out of five proposed road sections in West Meghalaya, three roads namely Bajengdoba - Resubelpara - Mendipathar - Damra Road, required approximately 0.5 ha of private land outside of the ROW. The SIA study identified impacts on 46 households across the different sub projects under MITP. Namely, 15 NTHs at Bajengdoba - Resubelpara- Mendipathar - Damra Road (BRMD), 28 NTHs at Shillong Diengpasoh Road, 2 NTHs at Damring Bridge and 1 NTH at Rongram - Rongrenggre - Darugre Road (RRD).

7.2.1 Disbursed Funds for Resubelpara Division Projects

In the Resubelpara Division, the construction of a bridge over the River Damring at Chidaret, connecting Thapa Bazar, has been undertaken (Project PKG - Br - 02). This project impacts two individuals—a boatman and his assistant—who will receive a one-time subsistence allowance of ₹59,200 each, totalling to ₹1,18,400. No further funds were required for relocation assistance or additional support under the vulnerable category for this project.

7.2.2 Financial Assistance for Upgrading Key Roads

The project for the upgradation and improvement of the Bajengdoba - Resubelpara - Mendipathar - Damra Road, spanning 35.82 km, affects 15 non-title holders (NTH). The financial support includes ₹35,000 for seven NTHs (₹5,000 each) for shifting movable

structures, and ₹20,000 for two NTHs (₹10,000 each) for relocating to another site or village. Additionally, six NTHs will receive a one-time subsistence allowance totalling ₹2,16,000 (₹36,000 each), and two NTHs will receive an additional ₹1,00,000/- (₹50,000 each) as they fall under the vulnerable category. The total disbursement for this project amounts to ₹3,71,000.

7.2.3 Assistance for Other Divisions

For the NH cum Tura Central Division, the upgradation and improvement of the Rongram - Rongrenggre - Darugre Road (40.40 km) involved compensating 15 NTHs with ₹54,600 for 25 trees as per the rates provided by the Horticulture Department. The NH Bye Pass Division in Shillong is upgrading and improving the Shillong - Diengpasoh Road (11.769 km), impacting 28 vendors/ NTHs. They received a total of ₹1,40,000/- (₹5,000 each) for shifting, and ₹3,50,000/- (₹50,000 each) for seven vendors as additional support, bringing the total to ₹4,90,000. The grand total disbursed across all projects stands at ₹10,34,000/-.



Summarised figure/ table are as follows:

Table 9: Resettlement Action Plan for NTH / Beneficiaries – Phase 1 Roads

Sl. No.	Division	Project Name	NTH / Beneficiaries	Amount Disbursed				Grand Total
				One-Time Grant (Assistance of Relocation) - Shifting movable structures from LHS to RHS	One-Time Grant (Assistance of Relocation) - Shifting to another site /Village	One-Time Subsistence Allowance (Permanent closure of Structures)	Additional support to NTHs under Vulnerable category	
1.	Resubelpara Division	Construction of Bridge over	1 Boatman & 1 Assistant	-	-	1,18,400/- to 1	-	1,18,400/-

Sl. No.	Division	Project Name	NTH / Beneficiaries	Amount Disbursed				
				One-Time Grant (Assistance of Relocation) - Shifting movable structures from LHS to RHS	One-Time Grant (Assistance of Relocation) - Shifting to another site /Village	One-Time Subsistence Allowance (Permanent closure of Structures)	Additional support to NTHs under Vulnerable category	Grand Total
		River Damring (at Chidaret Connecting Thapa Bazar) - PKG - Br- 02. (120 m)				Boatman & 1 Assistant @ 59,200/- each		
2.		Upgradation/ Improvement of Bajengdoba-Resubelpara-Mendipathar-Damra Road (L=35.82 Km)	15 NTH	35,000/- to 7-NTH @ 5000/- each	20,000/- to 2-NTHs @10,000/- each for relocation to another site / village	2,16,000/- to 6-NTH @ 36,000/-	INR 1,00,000/- to 2-NTH @ INR 50,000 each additionally	3,71,000/-
3.	NH Cum Tura Central Division	Upgradation/ Improvement of Rongram-Rongrenggre-Darugre Road (L=40.40 Km)	15 NTH	-		54,600/- as per the rates provided by Horticulture Department for 25 Trees	-	54,600/-
4.	NH Bye Pass Division, Shillong	Upgradation/ Improvement of Shillong - Diengpasoh Road (L=11.769 Km)	28 Vendors / NTH	1,40,000/-to 28 Vendors @ 5000/- each		-	3,50,000/- for 7-vendors @INR 50,000 each additionally	4,90,000/-
TOTAL			46					10,34,000/-

7.2.4 Land Donation

The land donations for Phase 1 and CERC are summarised in Table 10. Under Phase 1, there are three road sections listed: BRMD road, Damring Road, and RMA Road, with corresponding areas donated totalling 6,932, 4,321.4, and 31,800 square meters, respectively. The total land holding for these donations includes BRMD road having 1,23,197 square meters and RMA road having 94,22,600 square meters. The number of donors varies, with 2 Nokmas and 14 villagers/landowners for BRMD road, 14 land donors for Damring and 2 Nokmas for RMA road.

The "CERC " section lists CERC Bridge No. 2 and No. 3 at Damalgre, and four gift deeds associated with the road section from Tokpara to Dombagre and the Suspension Bridge at Sesangaparea. Notably, "Nokma Land" is mentioned as No. of Donors for Tokpara to Dombagre Road.

Overall, table 11 is a detailed account of land donations made by individuals and groups for road construction, broken down by road section and phase, with specific information on the area donated, total land holdings, and the number of donors which is summarized under:

Table 10: Land Donations

Phase of Road	Road	Area Donated (Sqm)	Total Land Holding (Sqm)	No. of Donors	
Phase 1	BRMD road	6,932	1,23,197	2 Nokmas, 14 Villagers/ Landowners	
	Damring Road	4,321.4	55,968	14 Land Donors	
	RMA	31,800	94,22,600	2 Nokma	
Phase 2	Jowai Town Road	260	--	Community (Seiñ Raij)	
CERC	CERC Bridge No. 2 (12/4) - Damalgre	75.87	48,088.034	3 Villagers/ Landowners	
	CERC Bridge No. 3 (7/2) - Damalgre	1600 (800 sqm each)	18,461.69	2 Villagers/ Landowners	
	Tokpara to Dombagre		31,240	12,00,000	Nokma Land
			33,004	12,00,000	
			28,185	12,00,000	
			15,680	10,00,000	
	TOTAL (Tokpara to Dombagre)	1,05,109	46,00,000		
Bridge No. 6 (Suspension Bridge) Sesangaparea	54.64	5,574.18	2 Land Donors		
	Grand Total	2,58,261.91	1,88,73,889.2		

8 Chapter VIII: Public Consultation and State Level Workshop

8.1 Phase I - East Meghalaya

Discussions/ Key Issues:	<ul style="list-style-type: none">• All villages were in favour of road widening & strengthening work in the area.• Government should also take care of basic services that need to be provided for overall community development.• The villagers raised their concern about the increased risk of accidents especially of children during construction. It was thus suggested that proper safety measures will be taken. Like diversion of traffic during construction and safety designs should be incorporated in road design wherever it is necessary.• Proper zebra crossing, speed breakers and signage should be given at appropriate locations near habitations.• Community has also raised the importance of both-side footpaths and adequate street lighting along the roads passing through residential and commercial areas.• Construction of marketplace/area for agriculture products along the road sections under the project.• Development assistance in public utilities along the road sections like public toilets, parking areas and market sheds was also requested during consultation.• Similarly, there was a demand for drains along the roads to be constructed. The consultant shared that provision has been given for road sided rains and these are Integral part of Road design in habitation areas along the road section.• Shifting of public utilities before starting of project road construction activities. The local people (labour) should be given priority in labour work and petty jobs during construction.
Participants:	<ul style="list-style-type: none">• Local Community members, community headmen, village council members, farmers and women
Action by the Project:	<ul style="list-style-type: none">• Community development works as suggested in IPDP will be carried out.• Road safety measures will be taken.• Local population will be preferred for any suitable employment.
Places of discussion &	<ol style="list-style-type: none">I. Mawkasiang: 21/10/2019II. Laitlyngkot: 21/10/2019III. Nartiang Presbyterian Higher Secondary School, Jaintia Hills:

date: 22/10/2019

IV. PWD Inspection Bungalow, Shangpung, Jaintia Hills: 22/10/2019

8.2 Phase I - West Meghalaya

Discussions/ Key Issues:

- The consultation meetings were organized basically for two important purposes, i.e., (1) to share project objectives and proposed project interventions with the identified stakeholder groups and (2) to consult with the stakeholders and document their concern, with particular reference to social and environmental impacts of the proposed project interventions.
- Road Safety - As most of the road passes through villages, villagers consulted reflected on the safety issues and requested for segregation of traffic at residential and commercial areas. The area having infrastructures such as schools, playgrounds, PHCs adjoining the roads should be treated as safety zones and proper signage should be implanted. Some of the villagers suggested upgrading those infrastructures along with road projects and moving the entrance to such infrastructure offsetting the road. This will reduce road-safety conflicts.
- Provision of Footpath and street lighting - Community thus consulted has also raised the importance of both-side footpath and adequate street lighting along the roads passing through residential and commercial areas. In the rural areas of the State, people walk to the common areas such as marketplaces, often located adjoining the roads. In absence of footpath and street lighting often road-safety issues arise. Thus, villagers requested for keeping space for footpaths and to acquire land if need be. Similarly, to avoid conflict at night, the residential and commercial areas should be adequately illuminated with proper signage. Few of the community members also suggested improvements of blind curves to avoid accidents and for overall betterment of the area.
- Market Places - Most of the roads under the project lead to weekly market huts. In absence of adequate space within the legal structure of the market area, many of the vendors are forced to lay their stall on the roadside, thus blocking the road and creating road-safety issues. Thus, it was requested by many villagers to create adequate marketplaces, taking account of increased agri-production and consumption patterns of the area. Some of the villagers suggested that in the absence of land, a two-storey marketplace can be created to accommodate all.
- Parking Places - Most the marketplace, whether in villages and or in urban areas, are devoid of adjoining parking facilities. This is the same as in front of NEIGRIHMS, one of the largest public health infrastructures for the north-eastern states of the country. Thus, people often park their private vehicles and goods van on the road, leading to temporary road blockage and disturbing the traffic flow in those stretches. Thus, the commuters and market suppliers request

for additional parking space to be created as part of the project.

- Community Toilets - Some of the roads cover a long length, often connecting the neighbouring states and or connecting two national highways. Thus, it is expected that the people travelling on those roads may travel long distances and require public amenities. Thus, few of the headmen echoed the need for community toilets (bio-toilets) adjoining the roads. Some of them suggested that the same facilities thus created can be managed by the women of the areas and earnings can be utilized for community development.
- Eligibility for Compensation- During each consultation, communities attending the discourse volunteered to gift their land for widening and or improving road alignment. In fact, few of the headmen in different consultation areas pointed out that through-out history communities have been donating land for the creation of public facilities. Compensation through one project could create unnecessary dispute among the community and a feeling of being deprived in other project areas where compensation is not possible. People are of the opinion that the person/ family whose house gets affected should only be compensated to construct another house. Private landholders in the state are likely to have a huge portion of land under their name, and therefore it is easier to volunteer land for them for creation of public facilities.

Participants:

- Local Community members, community headmen, village council members, farmers and women

Action by the Project:

- Community development works as suggested in IPDP will be carried out.
- Road safety measures will be taken.
- Local population will be preferred for any suitable employment.
- Communities were informed about the compensation matrix being available at all PWD offices for their reference and awareness.

Places of discussion & date:

- I. Resubelpara: 21/10/2019
- II. Barengapara: 23/10/2019
- III. Rongsak: 24/10/2019

8.3 Phase II Projects

8.3.1 Jowai Town

Discussions/ Key Issues:

- The town is basically a trading hub. The cultivators as well as the traders are concerned of selling their agricultural and industrial output at proper price. Though the town lacks many infrastructural facilities, they think that with better communication there would be economic development and prosperity. All other issues would be

solved automatically. As this proposed road is the only communication to the outer world, they want the road to be completed within scheduled time.

- The livelihood loss of the people is apprehended. The local people want some jobs of unskilled labour and petty suppliers to the Civil Contractor. The locals were positive about development.
- As per the suggestions received through public consultation, the proposed project and its benefits is the only feasible option for development of the area.

Participants:

- Local Community members, community headmen, village council members, farmers and women

Action by the Project:

- Community members were informed that the road project is expected to be completed in two years.
- Road safety measures will be taken.
- Local population will be preferred for any suitable employment.

Places of discussion & date:

- | | | |
|------|--------------------------------|------------|
| I. | Jrisalein Khliehlangs Roads: | 01/09/2021 |
| II. | Approach Road to Jail Complex: | 01/09/2021 |
| III. | Approach Road to Meecl: | 01/09/2021 |

8.3.2 Nongstoiñ Town/ Nongstoiñ - Maweit

Discussions/ Key Issues:

- The existing alignment passes through the town area. There are both commercial and residential establishments along the alignment. As the proposed road will allure the motorist to drive fast there would be an increase in road accidents.
- The town is basically a trading hub. The cultivators as well as the traders are concerned with selling their agricultural and industrial output at proper price. Though the town faces lack of infrastructural facilities, they think that with better communication there would be economic development which would add on to their prosperity. As this proposed road is the only communication to the outer world, they want the road to be completed within scheduled time.
- The livelihood loss of the people is apprehended. The local people want some jobs of unskilled labour and petty suppliers to the Civil Contractor. The locals were positive about development.
- The existing alignment passes through the town area. It is also a junction town where many Goods vehicles pass through. There are both commercial and residential establishments along the alignment. As the proposed road will allure the motorist to drive

fast there lies a probability of increase in road accidents and mishaps.

- A detailed public consultation was organized with the potential project affected persons, people's representatives, shopkeepers, businessmen, and others regarding the project benefits and vis-a-vis estimated loss. The most important topic of discussion was the alignment which passes through the two- market complex, which may be temporarily affected during the upgradation of roads.
- The town is basically a trading hub. The cultivators as well as the traders are concerned of selling their agricultural and industrial output at proper price. Though the town lacks many infrastructural facilities, they think that with better communication there would be economic development and prosperity. All other issues would be solved automatically. As this proposed road is the only communication to the outer world, they want the road to be completed within scheduled time.
- The local people had agreed in the view of the proposed road project which will bring some hope to the movement of the heavy vehicles and development of the area.
- Road Safety awareness campaigns should be made at schools. There would be ample signage and other road furniture to reduce the accident.
- Combined effort of the local authorities with the Government officials as well as other stakeholders would remove all the obstacles for development.
- The local authorities also assured that they would help in the development of the road project.
- A detailed public consultation was organized with the potential project affected persons, people's representatives, shopkeepers, businessmen, and others regarding the project benefits and vis-à-vis estimated loss. The most important topic of discussion was the alignment which passes through the two- market complex, which is fully affected. The residents with their representatives all disagree in demolishing the market complex, partially or fully.

Participants:

- Local Community members, community headmen, village council members, farmers and women

Action by the Project:

- Community members were informed that the road project is expected to be completed in two years.
- As per the suggestions received through public consultation, the proposed project and its benefits is the only feasible option for

development of the area.

- Road safety measures will be taken into account during the construction phase.
- Local population will be preferred for any suitable employment.
- The people agreed to cooperate and help in all possible ways for the successful completion of the project. The PWD ensures to provide jobs and petty contracts as many as possible to the local people.
- The local authorities also assured that they would help in the development of the road project. Road Safety awareness campaigns should be made at schools. There would be ample signage and other road furniture to reduce the accident.
- Combined effort of the local authorities with the Government officials as well as other stakeholders would remove all the obstacles for development.
- The PWD officials had agreed to take special care for traffic movement and road safety.
- The local people had agreed in the view of the proposed road project which will bring some hope to the movement of the heavy vehicles and development of the area but against any damages to the market structures.
- The PWD officials have also assured the general public that measures would be taken to ensure that the damage to permanent structures are avoided at all costs.

Places of discussion & date:

I.	Nonglyer:	01/09/2021
II.	Maweit:	03/09/2021
III.	Umthli:	03/09/2021
IV.	Maweit Nongstoiñ:	22/01/2022
V.	Mawbyrshem Nongstoiñ:	22/01/2022
VI.	Sawap Nongstoiñ:	22/01/2022
VII.	Pyndengrei Road:	22/01/2022

8.3.3 Umsning Jagi

Discussions/ Key Issues:

- The existing alignment passes through the town area. It is one of the major towns and many Goods vehicles pass through the town. There are both commercial and residential establishments along the alignment. It has been revealed from the public consultations that the people on both sides of the road, considering future potential in development, are afraid of road accidents and menace like trafficking and HIV. Some of them put the issue of construction of concrete drains for the development of the sewage system of the town.
- During discussion it has been observed that the benefits of the proposed project area are acknowledged by the local people but they want the Executing Agency to take care of the implementation of the project to bring about promised benefits and the traffic safety. Simultaneously a focus group discussion with all female participants was held in the same area.
- The female participants apprehend about the increase in the number of road accidents and would be dangerous to the children and students usually not carefully using roads.

Participants:

- Local Community members, community headmen, village council members, farmers and women

Action by the Project:

- Combined effort of the local authorities with the Government officials as well as other stakeholders
- Combined effort of the local authorities with the Government officials as well as other stakeholders would remove all the obstacles for development.
- The local authorities also assured that they would help in the development of the road project. Road Safety awareness campaigns should be made at schools.
- It has been suggested to make a traffic safety awareness campaign at the school and localities. It is also learnt that an NGO would be recruited for developing the awareness of the people of PIA regarding, trafficking, gender issues and other social stigmas.

Places of discussion & date:

- I. Umsning Town: 30/08/2021
- II. Ri - Bhoi:30/08/2021

8.3.4 Williamnagar Town

<p>Discussions/ Key Issues:</p>	<ul style="list-style-type: none"> • The town is basically a trading hub. The cultivators as well as the traders are concerned with selling their agricultural and industrial output at proper price. Though the town lacks many infrastructural facilities, they think that with better communication. There would be economic development that would add to their prosperity. As this proposed road is the only communication to the outer World, they want the road to be completed within scheduled time. • The livelihood loss of the people is apprehended. The local people want some jobs of unskilled labour and petty suppliers to the Civil Contractor. The locals were positive about development. As per the suggestions received through public consultation, the proposed project and its benefits is the only feasible option for development of the area. • The existing alignment passes through the town area. It is also a junction town and many Goods vehicles pass through the town. There are both commercial and residential establishments along the alignment. As the proposed road will allure the motorist to drive fast there may be an increase in road accidents. • A detailed public consultation was organized with the potential project affected persons, people's representatives, shopkeepers, businessmen, and others regarding the project benefits and vis-à-vis estimated loss. The most important topic of discussion was the alignment which passes through the two-market complex, which is fully affected. The residents with their representatives all disagree in demolishing the market complex, partially or fully.
<p>Participants:</p>	<ul style="list-style-type: none"> • Local Community members, community headmen, village council members, farmers and women

<p>Action by the Project:</p>	<ul style="list-style-type: none"> • The people agreed to cooperate and help in all possible ways for the success of the project. The PWD ensures to provide jobs and petty contracts as many as possible to the local people. • The proposed road project is the only feasible option for development. • Combined effort of the local authorities with the Government officials as well as the other stakeholders would remove all the obstacles for development. Road Safety will be looked after. • The local authorities also assured that they would help in the development of the road project. Road safety awareness campaigns should be made at schools. There would be ample signage and other road furniture to reduce the accident. • The local people had agreed in the view of the proposed road project which will bring some hope to the movement of the heavy vehicles and development of the area but against any damages to the market structures. • The PWD officials had agreed to take special care for traffic movement and road safety. It was assured that there would be no damages to any structures at the marketplace.
<p>Places of discussion & date:</p>	<ol style="list-style-type: none"> I. Williamnagar Bazar: 04/09/2021 II. Rongongre Village: 04/09/2021 III. Dawa Nengkatok Village: 04/09/2021 IV. Tura Williamnagar Road: 04/09/2021

9 Chapter IX: Grievance Redressal Mechanism

Effective grievance redressal mechanism gives an opportunity to the organization to implement a set of specific measures to ensure good governance accountability and transparency in managing and mitigation of environmental and social issues of a particular project. This consists of defining the process for recording/receiving complaints and their redressal in respect of environmental and social matters.

An integrated system will be established with Grievance Redressal Cell (GRCs), with necessary officers, officials and systems at MIDFC. Grievances, if any, may be submitted through various mediums, including in person, in written form to a noted address, e-mail, or through direct calls to concerned official/s. The Social and Environmental Expert within PMU shall be responsible for coordination of grievance/complaints received.

The grievance redress mechanism should be in place at the time of initiating the implementation of ESMF and civil construction activities in the project area. A platform for grievance redressal should be organized and its regular meetings may be conducted to allow people to put forth their grievances. It will help the appropriate authority to find solutions and amicably address the issues. The project, apart from web-based mechanism, will have three-tier grievance redressal mechanism, i.e., (1) at the project site level, (2) State level (PMU level) and (3) Judiciary level.

Web based grievance mechanism: In case of grievances received through toll free number or web-based system, a person should be made in-charge of screening and resolution of the same/communicating with the concerned divisions for resolution of the same. The person in-charge based on the nature of complaint, should forward the same to the concerned official. A ticket or a unique number will be generated for all such complaints. The complainant should follow up based on that unique number. All calls and messages should be responded to within 15 days. If response is not received within 15 days, the complaint should be escalated to the Project Director.

Tier I: Under this project, the local VECs and community level organizations will serve as the first-tier mechanism to handle complaints and grievances. The local Headman will be the focal point who will receive, address, and keep record of the complaints and feedback. The grievance focal point will first review the grievances submitted. If grievances or disputes cannot be solved at the VEC's level within 30 days of the

submission of the grievances, the issue will be brought to PMU level for mediation. PMU is expected to inform aggrieved persons or parties to disputes of the resolution in 30 days.

Tier II: If the aggrieved person is not satisfied with the verdict of the site level grievance cell, he or she can escalate the grievance to state level grievance cell. The tier II cell will be under the Chairmanship of Secretary, Department of Planning. The other members will include Chief Engineer, Project Director and Social Expert of the Project. The second level of the grievance cell will provide its view within 30 days of receiving the grievance.

Tier III: The aggrieved person if not satisfied with the verdict given by the State level grievance cell, will have the right to approach the Judiciary. Project will help the aggrieved person in all respects if the person wants to approach the judiciary. This would include the District Commissioner and Legal courts. If the issue cannot be addressed or is outside the purview of the GRC, then it may be taken by the Office of the District Commissioner or a Legal Court.

9.1 Grievance management through Electronic Mode

A simplified mobile based technology feedback system can be used at community level to capture and feed data into the Management Information System of the PMU. A toll-free Helpline number will also be established to make the mechanism widely accessible and gender friendly.

9.1.1 Grievance Redressal Mechanism

The Grievance Redressal Committee (GRC) at the PMU level is in process of formation. Consultation for the formation of GRC for this project at city/ward level is currently being undertaken. Before the start of civil contractor appointment, the GRC at project level will be formed with consultation with the people living near to the road alignment and Beneficiaries so that the grievances are resolved at the project site only. There should be a Women Cell at the PMU. The contractor and the other stakeholder's office will display the Vishaka Guidelines at their Notice board. The Women helpline Number should be displayed in the Bus Stand, Ticket Counter, all commercial vehicles and any other place as required.

Table 11: Details of contact for Grievances

Description	Contact details
Company:	PWD, Meghalaya
To:	Chief Engineer - cum- Project Director
Address:	HV9P+GFJ, Lachumiere, Shillong, Meghalaya 793001
E-mail:	cenhpwd@gmail.com
Website:	http://megpwd.gov.in/contacts.html
Telephone:	Tel: 0364-2224561
Fax:	-

10 Chapter X: Institutional Arrangement (Monitoring and Evaluation)

For Monitoring and Evaluation throughout the implementation of the project, the Social Expert will monitor the project compliance with Bank safeguard policies. The expert will visit at least monthly basis since the planning until two months after the completion of civil works the project sites and meet the affected tribal communities. Upon the completion of a TPP, the expert will carry out a TPP completion assessment to confirm that all measures under this TPP have been fully implemented and that the negative impacts on tribal communities have been adequately addressed. Monitoring group will be created in each tribal inhabited project area which will ensure that all actions would be undertaken in line with this IPPF and, in case of irregularities, contact the PMU. The participatory social audit will be conducted facilitated by Social Expert, whereby the community will be encouraged and facilitated to report outstanding issues and grievances. The meeting is attended by other PMU members and village authorities. The minutes of the meeting will be prepared, and measures will be taken to address the recorded issues in the subsequent annual cycle. All implementing agencies will have an IPPF focal point that will regularly supervise and monitor TPP implementation. These focal points will report to Project Director on IPPF related matters and request the support of the Social Expert if needed. She/ he will travel to the sites and spot check if the actions are taken, and information provided in conformity with the IPPF.

11 Chapter XII: Budget

The budget comprises estimated value of institutional cost, contingency, hiring of IPDP implementation Agency for IPDP implementation, HIV/AIDS awareness generation, capacity building, External monitoring and evaluation consultant, etc. The total IPDP & GAP budget for all project road sections is estimated at about Rs. 8.17 crore (Ref Tables - 12 & 13).

Table 12: RAP & IPDP Implementation Budget: East Meghalaya

Sl. No.	Items	Units (Nos.)	Unit Cost (Rs.)	Amount (Rs.)
1.	Support to village for livelihood (Piggery & Poultry)	20	10,00,000	2,00,00,000
2.	Support to CIGs for livelihood (Tailoring & handloom)	22	8,00,000	1,76,00,000
3.	Development of Safe playground	10	2,50,000	25,00,000
4.	Construction of market sheds	20	8,00,000	1,60,00,000
5.	Construction of public toilets	25	50,000	12,50,000
6.	Capacity building of beneficiary group	Lump sum		20,00,000
7.	Institutional Cost (IPDP & GAP IA)	Lump sum		10,00,000
8.	Awareness on HIV/AIDS	Lump sum		5,00,000
9.	Capacity building of executing agency	Lump sum		7,50,000
10.	Cost of External M&E agency	Lump sum		10,00,000
11.	Dissemination of project information and project progress by PIU	Lump sum		8,00,000
Sub-Total				6,34,00,000
Provision of Contingency @10% of sub-total				63,40,000
Total (A)				6,97,40,000/-

Table 13: RAP & IPDP Implementation Budget: West Meghalaya

Sl. No.	Items	Units (Nos.)	Unit Cost (Rs.)	Amount (Rs.)
1.	Support to village for livelihood (Piggery & Poultry)	14	1,00,000	14,00,000
2.	Support to CIGs for livelihood (Tailoring & handloom)	15	25,000	3,75,000
3.	Construction of market sheds	10	8,00,000	80,00,000
4.	Capacity building of beneficiary group	Lump sum		5,00,000
5.	Institutional Cost (IPDP & GAP IA)	Lump sum		8,00,000
6.	Awareness on HIV/AIDS	Lump sum		3,00,000
7.	Capacity building of executing agency	Lump sum		2,50,000
8.	Cost of External M&E agency	Lump sum		2,50,000
9.	Dissemination of project information and project progress by PIU	Lump sum		1,00,000
Total (B)				1,19,75,000/-
Grand Total (A+B)				8,17,15,000/-

12 Chapter XII: Activities Under CDP

12.1 Community Development Plan works carried out as per the BOQ

Table 14: Community Development Plan as per BOQ

Sl. No	Name of the Road	Items	Units	BOQ Quantity	Amount in Rs.	Remarks
1.	Umling Patharkmah Road	Water tanks	Nos	10	94,000.00	Completed & Payment Released
		Maintenance Grant to local SHGs (Self Help Groups) under councils for ensuring survival as per guideline provided in EMP	Nos	40	3,76,000.00	Payment not Released
		Check Dams	Nos	8	15,04,000.00	Payment not Released
2.	Rongjeng Mangsang Adokgre	Check Dams	Nos	3	9,00,000.00	Completed & Payment done
		Bus Shelter	Nos	4	6,00,000.00	Completed & Payment done
		Retaining Wall Cum Ramp at Illdek School				Completed
3.	Agia - Mendhipara - Phulbari - Tura	Bus Sheds	Nos	21	52,50,000.00	Completed & Payment done
		Check Dams	Nos	3	9,00,000.00	Completed & Payment done
4.	Daluh - Baghmara Road	Check Dams	Nos	3	10,80,000.00	Completed & Payment done
		Bus Sheds	Nos	10	30,00,000.00	Completed & Payment done
5	Shillong Diengpasoh	Ramps railings in school, Protection Work community halls etc.		2		Completed

Sl. No	Name of the Road	Items	Units	BOQ Quantity	Amount in Rs.	Remarks
		Approach road		24		Completed
6.	Bajengdoba - Resubelpara - Mendipathar - Damra	Bus Sheds	Nos	22	1,06,86,830.00	Work in progress
7.	Laitkor - Pomlakari - Laityngkot Road	Water tanks	Nos	4	38,520.00	Completed & Payment Released
8.	Pasyih - Garampani Road	Check Dams	Nos	4	16,01,617.77	Completed & Payment Released
9.	Tokpara Road	Breast Wall & Staircase to a church 0+340 to 0+440 LHS	RM	100	50,55,300.00	Work Completed & payment done
10.	Jowai Town	Bus shelter	Nos	3	15,00,000.00	Completed and payment has not yet been released
		Public Toilets	Nos	1	5,00,000.00	Completed & Payment Released
		Streetlights	Nos	131	37,13,850.00	Completed and payment has not yet been released
11.	Umsning Jagi Road	Streetlights	Km	1.15	15,00,000.00	In progress
		Bus shelter	Nos	24	24,00,000.00	In progress
		Conducting Swachhata Pakhwada, EHS awareness program and Training etc			49,319.95	Conducted
TOTAL					4,07,49,438.00	

12.2 Community Development Plan to be taken up - Subject to approval

Table 15: Proposed Civil Work Activities under Community Development Plan – subject to approval

Sl. No.	Name of the Road	Items	Units	BOQ Quantity	Amount in Rs	Remarks
1.	Shillong - Diengpasoh	Check Dams	Nos	3	5,34,600.00	
		Maintenance Grant to local SHGs (Self Help Groups) under councils for ensuring survival as per guideline provided in EMP.	Nos	36	3,06,000.00	
2.	Laitkor - Pomlakari - Laityngkot Road	Check Dams	Nos	3	5,77,800.00	
		Maintenance Grant to local SHGs (Self Help Groups) under councils for ensuring survival as per guideline provided in EMP.	Nos	36	3,46,680.00	
		School Ramps (proposed)				
3.	Mawmaram - Mawlyndep Road (EPC)	School Ramps (proposed)	Nos	4	4,00,000.00	
		Check Dams	Nos	10	20,00,000.00	
4.	Bajengdoba - Resubelpara - Mendipathar - Damra	Check Dams	Nos	3	11,22,412.50	
5.	Construction of Bridge over River Damring	Proposal for waiting shed cum Toilet	Nos	1	4,00,000.00	
		Maintenance grant to local NGOs for ensuring survival as per guidelines provided as per EMP.	Nos	24	1,44,000.00	
		Construction of Approach Road at Chidaret Ajagro near Damring Bridge			35,00,000.00	
6.	Rongram- Rongrenggre- Darugre Road	Check Dams	Nos	5	15,00,000.00	
		Bus Sheds	Nos	22	66,00,000.00	
7.	Williamanagar Town	Bus shelter	Nos	3	4,67,500.00	
8.	Nongstoiñ Town	Streetlights	Nos	37	13,69,000.00	
9.	Nongstoiñ- Maweit (proposed)	Slab Drain cum Retaining Wall			65,00,000.00	
		Breast Wall and Fencing of Church Campus		1	20,00,000.00	
TOTAL					2,77,67,992.50	

12.3 Other Activities under Community Development Plan

12.3.1 Gender-Based Violence (GBV)

Gender-Based Violence (GBV) awareness workshops have been conducted in compliance with the Project Appraisal Document (PAD) of WB for Meghalaya Integrated Transport Project (MITP) to address the risks related with Gender Based Violence and Harassment (GBVH) in the construction sector associated with the development of Roads/ Bridges in North & West Garo Hills area. The specific roads/ bridge project sites covered in West Meghalaya and East Meghalaya and the date wise schedule of GBV Awareness Workshop are given below:

Table 16: GBV Awareness Workshop

Date	Roads / Bridges	GBV Location	Attendees		
			Male	Female	Total Attendees
30-01-2024	Bajengdoba- Resubelpara- Mendipathar- Damra - Road (BRMD)	Cooperative Hall, Resubelpara	18	25	43
31-01-2024	Rongrum- Rongraanggre to Darugre Road (RRD)	RRD Camp	15	6	21
01-02-2024	Tokpara to Dombagre	Tokpara to Dombagre Camp	18	7	25
01-02-2024	Sonagre- Jijikapara Road Bridge 5/7 over - Bugi (Bridge No.-4)	Jijikapara Camp	22	9	31
02-02-2024	Agia - Medhipara - Phulbari- Tura Road (AMPT)	AMPT Camp	52	45	95
01-03-2024	Mawmaram- Nongthliew- Mawmih- Mawlyndep Road (MM)	Mawmaram Camp	25	16	41
04-03-2024	Pasyih- Garampani (PG) & Jowai Town Road (JT)	PWD Office, Jowai	14	3	17
05-03-2024	Nongstoiñ- Mawieit (NM) & NongstoiñTown (NT)	PWD, Nongstoiñ IB	38	5	43
06-03-2024	Umsning- Jagi Road (UJ)	Community Hall, Umsning- Jagi	23	15	8

Table 17: Outcome of the consultation

Sl. No.	Requests received	Remarks
1.	Installation of streetlights and construction of additional blacktop roads in RRD, Tokpara & Sonagre- Jijikapara Road.	The contractor has informed that the works are currently in progress for installation of streetlights and construction of additional blacktop roads.

Sl. No.	Requests received	Remarks
2.	Construction of speed breakers at identified points in AMPT road.	The contractor agreed for the construction of speed breakers in AMPT road at the designated locations.

Conclusion:

- No Gender-Based Violence and Harassment (GBVH) risks or cases were identified or reported by local community/ stakeholders.
- During the visit, the PMC team had discussions with the Village Headman, and no complaints were received from the local community regarding any trouble from migrant labourers.
- The local community expressed satisfaction with the construction of roads and bridges.

GBV Risk: Low

12.3.2 Capacity Building

The workshop on mandatory Social and Environmental Measures and Good Practices of the World Bank funded Meghalaya Integrated Transport Project (MITP) was organised by the Social and Environmental Experts of the CSC and PWD, Government of Meghalaya on November 17, 2023 held at Mawmaram - Mawlyndep - Mawmih - Nongthliew Camp. It was aimed to discuss and educate stakeholders about the importance of integrating social and environmental considerations into development projects. The training workshop also provided a platform for dialogue, sharing of best practices, understanding the guidelines set forth by the World bank and transect walk at the campsite to understand the best practices and how it can be followed in other sites.

Key Objectives:

- To elucidate the significance of mandatory social and environmental measures in development projects.
- To understand the World Bank's guidelines and standards for integrating social and environmental considerations.
- To discuss practical approaches on implementing these measures effectively.
- To facilitate networking and collaboration among stakeholders.

Participants:





- Representatives from PWD, Government of Meghalaya.
- Project managers, ESHS Officers and labourers from different sub projects falling within East Meghalaya.
- Social and Environmental Experts from CSC & PWD, Government of Meghalaya.
- Representatives from the community.






Conclusion:






The workshop on Social and Environmental Measures and Good Practices of the World bank funded Meghalaya Integrated Transport Project (MITP) at Mawmaram campsite provided a valuable platform for stakeholders to exchange knowledge, share experiences, and explore solutions for integrating social and environmental considerations into development projects. The training workshop ended with a vote of thanks by the Project Manager of the Mawmaram project.






12.3.3 Health Awareness Programme - HIV / AIDS





Table 18: HIV / AIDS Awareness Programme

Sl. No.	Road Name	Activity	Date	Photographs
1.	Umling Patharkmah Road	Health Safety Awareness Programme	01-3-2022	
2.	Shillong - Diengpasoh Road	Health Safety Awareness Programme	12-04-2022	
3.	Laitkor - Pomlakri - Laityngkot Road	Health Safety and Road Safety Awareness Programme	13-09-2023	
4.	Dalu - Baghmara Road	Health Safety Awareness Programme	20-01-2022	

Sl. No.	Road Name	Activity	Date	Photographs
5.	Agia - Mendhipara - Phulbari - Tura	Health Awareness Programme	26-8-2023	
6.	Rongram - Rongrenggre - Darugre Road	Health Safety Awareness Programme	24-1-2022	
7.	Williamnagar Town in the state of Meghalaya	Health Safety Awareness Programme	08-06-2023	
8.	Metalling and Black topping of the road from Tokpara- Dombagre Road	Health Safety Awareness Programme at Tokpara Road	20-8-2023	
9.	Umsning- Jagi Road	Health Safety Awareness Programme	19-8-2023.	

Sl. No.	Road Name	Activity	Date	Photographs
10.	Mawmaram - Mawlyndep Road	Health Safety Awareness Programme	08-3-2022	
11.	Construction of Bridge over River Damring (at Chidaret Connecting Thapa Bazar)	Health Safety Awareness Programme	02-2-2022	
12.	Bajengdoba - Resubelpara - Mendipathar - Damra Road	Health Safety Awareness Programme	03-2-2022	
13.	Rongjeng - Mangsang - Adokgre	Health Safety Awareness Programme	07-1-2022	
14.	Pasyih- Garampani Road	Health Awareness Programme	20.08.2022	

Sl. No.	Road Name	Activity	Date	Photographs
15.	Internal Jowai Roads	Health Awareness Programme	26-04-2023	2.5 
16.	Internal Roads of Nongstoin Town	Health Awareness Programme	17-08-2023	
17.	Nongstoin- Maweit Road	Health Safety Awareness Programme	17-8-2023.	
18.	Br. No. 1 - Construction of Double Lane Steel Truss Bridge with footpath for the damaged existing SPT Bridge at NH-51 to Megadop village in the State of Meghalaya	Health Safety Awareness Programme	30.07.2023	
19.	Br. No. 2 - Construction of Double Lane Steel I girder Bridge without footpath for Bridge no 12/4 on Damalgre Mellim Boldamagre Road in the State of Meghalaya.	Health Safety Awareness Programme	06-8-2023	

Sl. No.	Road Name	Activity	Date	Photographs
20.	Br. No. 3 - Construction of Strengthening of Double Lane Steel I girder Bridge without footpath for Bridge no 7/2 on Damalgre Mellim Boldamgre road	Health Safety Awareness Programme	16-8-2023.	
21.	Br. No. 4 - Construction of Sonagre- Jijikapara Road Bridge no. 5/7	Fire Safety Awareness Programme	29-08-2023	 <small>Date: 08-29-2023 15:16 Road: Jijikapara Bridge - Fire awareness and safety program Powered by Shiksha</small>
22.	Br. No. 5 - Restoration of washed out SPT Bridge on KheraparaChengapara Road in the State of Meghalaya.	Health Safety Awareness Programme	3-8-2023	 <small>Video X60 - Z365 Aug 3, 2023, 10:05 Powered by Shiksha</small>
23.	Br. No. 6 - Construction of Suspension Footbridge on a road from 5 th KM SesengaparaKherapara Road to Dombagre	Health Awareness Programme	02-09-2023	 <small>Video X60 - Z365 Sep 2, 2023, 10:05 Powered by Shiksha</small>