

# STATE SOCIAL IMPACT ASSESSMENT AUTHORITY

Punjabi University, Patiala

Social Impact Assessment Report

&

Social Impact Management Plan

of

Land Acquisition for construction of 4- Laning of approach road to Adampur Airport,  
District Jalandhar

at

Damunda and Kandola

Submitted

To

Principal Secretary

Govt. of Punjab

Public Works Department (B & R).

2021



ਪੰਜਾਬੀ ਯੂਨੀਵਰਸਿਟੀ, ਪਟਿਆਲਾ  
PUNJABI UNIVERSITY, PATIALA

(Established Under Punjab Act No.35 of 1961)

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## Executive Summary

### I. Project and Public Purpose

Doaba Region covers major cities of the Punjab state like Jalandhar, Hoshiarpur, Kapurthala, Nawashahar, Sultanpur Lodi, Dasua, Phagwara, Banga and Nakodar. Its population is well over 40 Lakhs. Doaba region is the richest and biggest contributor to the manufacturing hub of sports goods, hand tools, valves, casting and has lately transformed into educational & medical hub generating medical tourism. Doaba Region is most NRI concentrated region with maximum numbers of its people settled abroad. All these facts stress on the need of improved air connectivity in the region.

In view of the requirement of air connectivity in the region, a MOU was signed between Govt. of Punjab, Civil Aviation Department and Airports Authority of India for development and operationalization of civil enclave adjacent to Adampur Airforce Station. First domestic flight from adampur airport took off on May 1, 2018 and since then the airport is operational. Domestic flights from adampur airport have been a huge success and the people from entire doaba region have been availing the air service for connecting themselves with other parts of country. Air connectivity has been acting as a catalyst to give a boost to the economy of Jalandhar district besides contributing in saving of time, money and energy. The additional flights operations from Adampur to Jaipur and Mumbai in continuation with Delhi are going to start very soon. Adampur civil airport is all set to be developed on the pattern of the international airport. The new terminal building at the Adampur airport is expected to be ready by end of 2021. According to the government of Punjab, the existing approach road to Adampur airport is not sufficient for smooth passenger's vehicle movements from Adampur to Civil Enclave, Adampur Airport. For passenger facilitation of smooth vehicular movement to Civil Enclave, Adampur Airport, the existing link road (5.5/3.0 M wide) from Adampur to Village Kandola to Airport must be converted in 4-lane approach road along with required plantation, street lights, signage, etc. This is mandatory requirement for airport to make smooth vehicle movements connecting to civil enclave, Adampur to Jalandhar - Hoshiarpur National Highway. To ensure smooth and hassle free journey to the passengers up to the Airport, the Road leading to Adampur Airport must be widened & strengthened. There

is a immediate need for 4 - Laning of Approach Road to Adampur Airport so that passengers, visitors and other working agencies can reach at the Airport smoothly, safely and without any hurdle or hardship and would also cater to the needs of potential entrepreneurs/ industrialists to set up their projects expeditiously.

Keeping this situation in mind, PWD along with Government of Punjab has decided to acquire **8.8 acres** of land for public purpose for the construction of 4-Laning of approach road to Adampur Airport, District Jalandhar under The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013 at village Kandola and Damunda, district Jalandhar.

As per section 4 of The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013, a Social Impact Assessment study is required to be carried out before initiating land acquisition notifications under section 11 of the Act. The State Social Impact Assessment Authority, Punjabi University Patiala has been authorised to conduct Social Impact Assessment study for above said land acquisition.

## **II. Justification of Public Purpose**

One of the key objectives of the Social Impact Assessment is to examine whether the proposed project serves as a public purpose project. The proposed land acquisition for Construction of 4 - Laning of approach road to Adampur Airport, District Jalandhar is required for the following reasons:

- The Adampur Airport is proposed to boost the industrialization process in the area therefore increase the employment and economic activities. The demand of airport in the area has been long pending. The road to airport thus become necessary.
- Proposes to enhance the road connectivity to the Adampur Airport

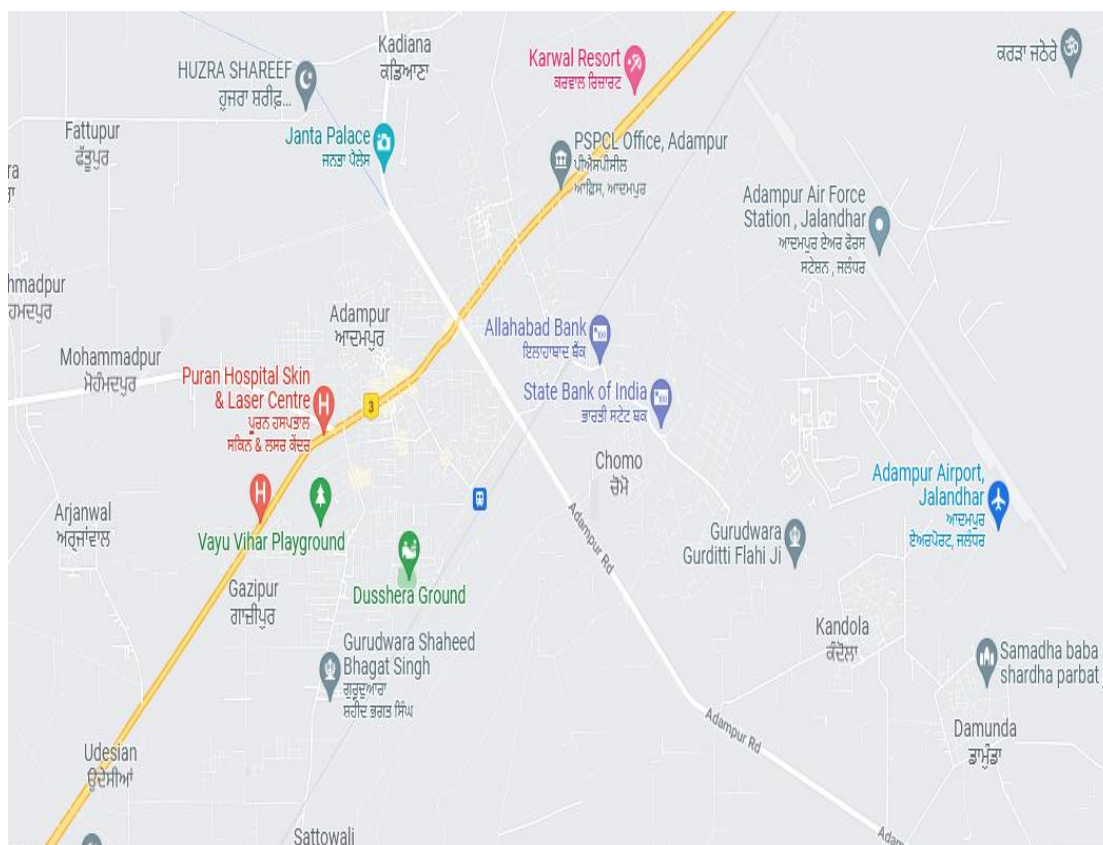
## **III. Location**

The land for the proposed acquisition for construction of 4-laning of approach road to adampur airport is located at villages Damunda and Kandola near to adampur sub-tehsil. The total land required for the project measures 8.8 acres.

**Table 1.1: Details of Land Acquisition**

Village	Land(area in acre) Private and Government (approx.)	Structures(In proposed Land)			Tubewells	Irrigation Coverage	Trees
		Residential	Commercial	Other			
Kandola	12 Kanal 11 Marla	-	Poultry Farm	-	04 tube wells (approx)	On entire agricultural land	82
Damunda	48 Kanal 11 Marla	-	-	-			

n

**Figure 1.1: View of the Project Specific Area**

Source: Google Map

### III. Size and Attributes of Land Acquisition

The project is proposed to be constructed on the land villages Damunda and kandola. Total required land for this project is 8.8 acres. These 8.8 acres of land are used for agriculture and residential purposes.

#### IV. Alternatives Considered

While conducting Social Impact Assessment study, alternatives have to be considered before finalizing the best suitable alternative for the respective project. According to the details provided by the requiring body, the most suitable option was selected. The inputs for the selection have been provided by the requiring body and they have been verified by the SIA team during Transect Walk and field visits during the study.

#### V. Social Impacts

The calculations of social impacts are drawn by analysing the majority of responses given by respondents during survey stage. There will be no impacts on local economic activities, family collaboration, impoverishment, common property, education, local political structures and violence against women after land acquisition. According to respondents, their level of income and livelihood, health, will have positive impacts.

**Table 1.2: Anticipated Impacts**

Impact	Positive	Negative	No Impacts
<b>Level of Income</b>	✓		
<b>Level of Livelihood</b>	✓		
<b>Disruption in local economic activities</b>			✓
<b>Obstruction in family collaboration</b>			✓
<b>Impoverishment Risks</b>			✓
<b>Women's Standard of living</b>			✓

<b>Natural Resources (Soil, air, water, forests)</b>	✓
<b>Common property</b>	✓
<b>Health</b>	✓
<b>Education</b>	✓
<b>Transformation of local political structures</b>	✓
<b>Demographic changes</b>	✓
<b>Stress of dislocation</b>	✓
<b>Violence against Women</b>	✓

After consultation with stakeholders, field visits and desk review, nature of impacts on different parameters have been identified. (Table 1.3)

**Table 1.3: Indicative list of Social Impacts**

<b>Impact</b>	<b>Nature of Impact</b>	<b>Reasons</b>
<b>Land</b>	<b>Negative</b>	<b>Loss of agricultural land</b>
<b>Livelihood and Income</b>	<b>Positive</b>	<b>Increased opportunities for commercial activities</b>
<b>Physical resources</b>	<b>N.A.</b>	

<b>Private assets</b>	<b>Negative</b>	<b>Loss of land and structures</b>
<b>Public services and utilities</b>	<b>N.A.</b>	
<b>Health</b>	<b>Negative</b>	<b>Pollution</b>
<b>Culture and Social cohesion</b>	<b>N.A.</b>	
<b>Gender based impacts</b>	<b>N.A.</b>	

## VI. Mitigation Measures

The Social Impact Management Plan (SIMP) has been prepared to mitigate negative social impacts of land acquisition for 4-laning Road project according to RFCTLARR Act, 2013.

**Table 1.4: Analysis of Social Impact of Land Acquisition**

<b>Sr. No.</b>	<b>Type of Impact</b>	<b>Mitigation measures</b>
<b>1.</b>	<b>Loss of fertile agricultural land</b>	<b>Compensation as per provision of LARR Act 2013</b>
<b>2.</b>	<b>Loss of structure</b>	<b>R&amp;R as per provision of LARR Act 2013</b>
<b>3.</b>	<b>Loss of trees</b>	<b>Lump- Sum compensation</b>

4.	<b>Issues of <i>Takseem</i></b>	<b>Measures should be taken by acquiring body with consultation of stakeholders</b>
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## VII. Assessment of Social Costs and Benefits

Though, it is very difficult to quantify actual cost of social impact based on severity of land acquisition. However, the project will entail a multitude of benefits to the local people of the surrounding areas. The project will have following benefits for the people:

- Maximum Livability Potential.
- Improved connectivity
- Quick Transport of agriculture/vegetables
- Rise in level of income
- Reduced travel time and vehicle operating costs
- Increased price of land for farmers
- Improvement in standard of living
- Improved medical and health facilities

Positive and negative aspects of the project have been discussed in detail in the following Table.

**Table 1.5: Comparative Analysis of Positive and Negative Impacts**

S. No.	Positive Impact	Negative Impacts	Remarks
1.	Maximum Livability Potential.	Loss of agricultural land	After careful examination of various parameters of cost and benefit (positive and negative impacts), it is found that the proposed land acquisition and construction would benefit the local community at large.
2.	Improved connectivity	Loss of trees	
3.	Quick Transport of agriculture/vegetables		
4.	Rise in level of income		
5.	Reduced travel time and vehicle operating costs		
6.	Increased price of land for farmers		

### **VIII. Recommendations on Acquisition**

As mentioned above, there are some negative social impacts of this project due to the proposed land acquisition but the proposed project of 4-laning Road to adampur airport will have more positive impacts than negative impacts. So, it is concluded that the potential benefits of the project outweigh overall cost of the project and this land acquisition for the proposed project of 4-laning Road to adampur airport should go through.

### **IX. Determination of Compensation**

The collector shall adopt the prescribed criteria to assess and determine the amount of compensation as per section 26, 27 and First Schedule of LARR, Act 2013.



## INTRODUCTION

### I. Context and the Background

The present study “Social Impact Assessment study of Land Acquisition for Construction of 4 - Laning of approach road to Adampur Airport, District Jalandhar” was primarily initiated because it focuses on infrastructure, transportation, planned development and improve connectivity in accelerating the pace of industrialization.

Doaba Region covers major cities of the Punjab state like Jalandhar, Hoshiarpur, Kapurthala, Nawashahar, Sultanpur Lodi, Dasua, Phagwara, Banga and Nakodar. Its population is well over 40 Lakhs. Doaba region is the richest and biggest contributor to the manufacturing hub of sports goods, hand tools, valves, casting and has lately transformed into educational & medical hub generating medical tourism. Doaba Region is most NRI concentrated region with maximum numbers of its people settled abroad. All these facts stress on the need of improved air connectivity in the region.

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required plantation, street lights, signage, etc. This is mandatory requirement for airport to make smooth vehicle movements connecting to civil enclave, Adampur to Jalandhar - Hoshiarpur National Highway. To ensure smooth and hassle free journey to the passengers up to the Airport, the Road leading to Adampur Airport must be widened & strengthened. There is a immediate need for 4 - Laning of Approach Road to Adampur Airport so that passengers, visitors and other working agencies can reach at the Airport smoothly, safely and without any hurdle or hardship.

## II. Project Area

The district takes its name from great Daitya King Danava Jalandhara, the son of the Ganga by Ocean, as per Padma Purana. The present area of the district formed part of Trigarta, a territory comprising area watered by Satluj, Beas and Ravi rivers, which mentioned in ancient texts

### Location and Size:

Jalandhar is a centrally located district, which falls in the Doaba region of the State. It forms part of Jalandhar division and lies between north latitude  $30^{\circ}$ - $58^{\circ}$  and  $31^{\circ}$ - $37^{\circ}$  and east longitude  $75^{\circ}$ - $08^{\circ}$  and  $76^{\circ}$ - $18^{\circ}$ . On the south, it is bounded by the Satluj river which separates it from Jalandhar and Ferozpur district. On the north-west, Kapurthala district intervenes between the Jalandhar territory and Beas river, and on the north-east, it shares boundaries with Hoshiarpur district, broken by area of Phagwara tahsil of Kapurthala district, which juts into Jalandhar territory

### Area:

Jalandhar district has an area of 2,624 sq. km., as supplied by the surveyor General of India. Out of this, 2380.79 sq. km. is rural and remaining area, 243.21 sq. km. is urban shared among 21 urban units in this district. The rural area of the district is derived by subtracting urban areas of the district from the total area of the district are, as supplied by the Surveyor General, India. The tahsil wise area, as supplied by the Director Land Records, Punjab is as follows: (1) Shahkot tahsil 430.59 sq. km.; (2) Nakodar tahsil 445.44 sq. km.; (3) Phillaur tahsil 744.63 sq. km.; (4) Jalandhar-I 468.05 sq.kmand (5) Jalandhar-II tahsil 435.29 sq. km

### Climate:

The climate of this district is on the whole dry except during the brief south-west monsoon season. The year may be divided into four seasons. The winter season is from

the middle of November to early part of March. The succeeding period upto the end of June is the summer season, July, August and first half of September constitute the south-west monsoon season. The period from middle September to the middle of November is the post monsoon or transition period.

There is no meteorological observation in the district of Jalandhar. The description given is based on the records of the observatories in the neighboring district where similar climate conditions prevail. After February, temperatures begin to rise rapidly. June is generally the hottest month. Scorching dust- laden winds blow on many days in the summer season and day temperature may reach 45 °C. With the onset of monsoon by about the end of June or early July, the day temperatures drop down appreciably. But the nights continue to be a warm during the summer. Due to the increased moisture in the monsoon air, the weather is often sultry and uncomfortable, in between these rains. After about mid-September when the monsoon withdraws temperatures decrease, the drop in night temperature being rapid. January is generally the coldest month. During the winter season, cold waves affect the district due to the western disturbances and the minimum temperature may drop below the freezing point of water. Adampur is generally reported the coldest place in the district.

#### **Land and Land use Pattern:**

As per the village paper's record, the Jalandhar district has an area of 266 thousand hectares which is also the same as per Surveyor General of India. During the year 2008-2009, the description given hereinafter is only of area according to village papers. Out of an area of 266 thousand hectares, 5 thousand hectares is under forest. There is no barren and uncultivable land, 24 thousand hectares is put to non-agricultural use, 237 thousand hectares is net sown area and constitutes 89.0 per cent of the total area of the district. Out of this total net sown area, 184 thousand hectares is sown more than once. Thus the total cropped area works out to 421 thousand hectares in the district during 2008-2009.

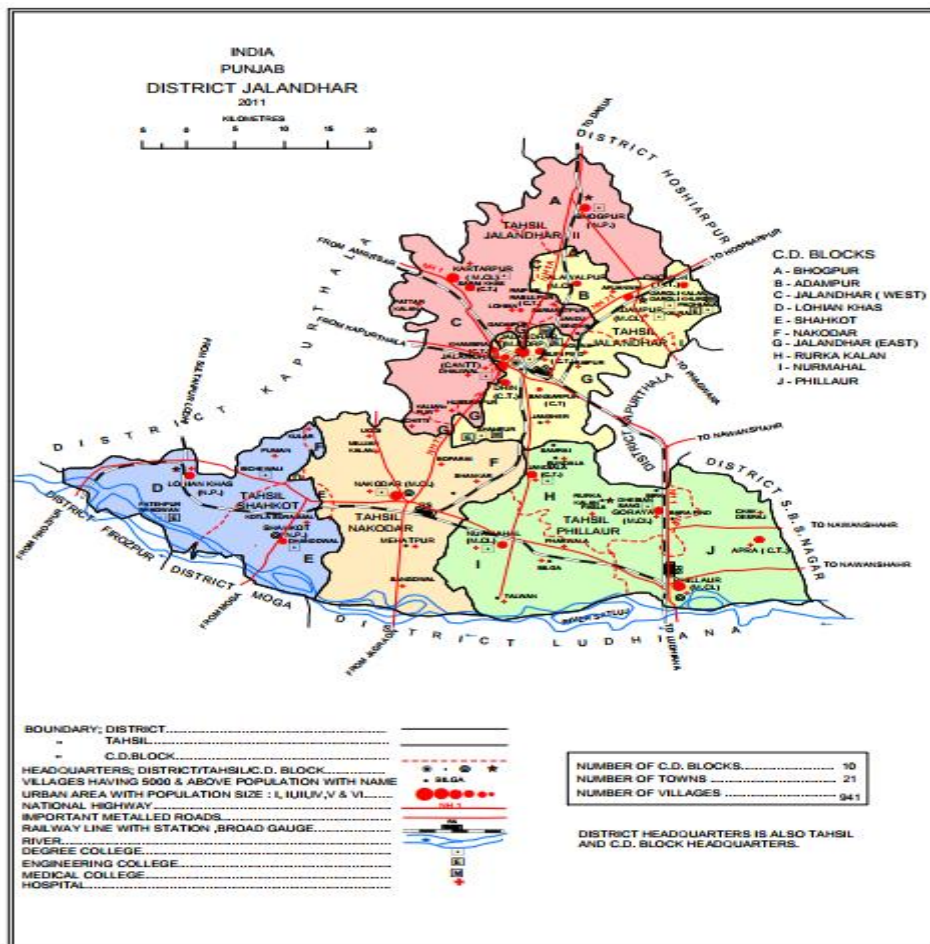
#### **Agriculture :**

There are two principal crop seasons Kharif (sawni) and Rabi (hari) in the district. Both the seasons are equally important but area wise Rabi is more important of the two as it reported 178 thousand hectares against 193 thousand hectares reported in Kharif in the 2008-2009 Out of 421 thousand hectares cultivated area, the area under food and

non-food crops is 371 thousand hectares and 50 thousand hectares, respectively. In terms of percentages the area under food crops is 88.12 per cent against 11.88 per cent under non-food crops. The major and minor crops during Kharif season are; Paddy, Maize, Groundnut, Sugarcane, Cotton, Pulses, Chillies, etc; whereas Wheat, Gram, Barley, Potatoes, Oilseeds are the major and minor crops of the Rabi season. Among the food crops important ones are; Wheat, Rice and Maize, which account for 341 thousand hectares.

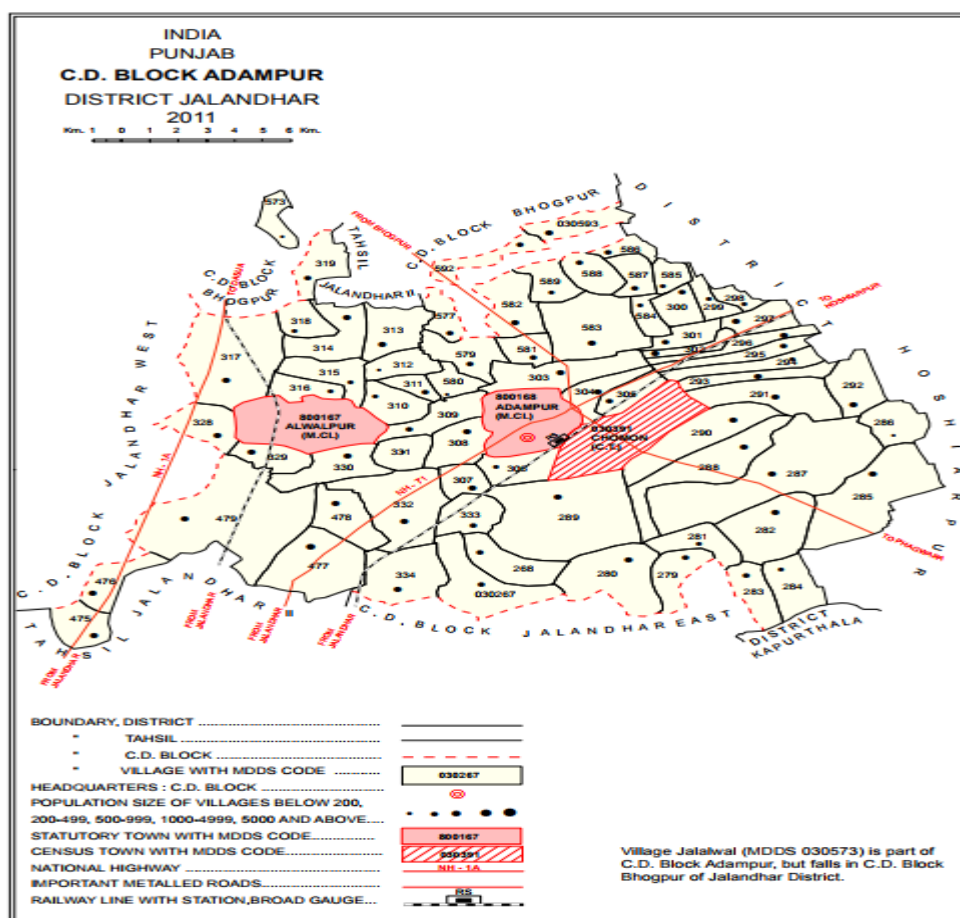
Jalandhar district is not an agricultural district though 47.06 per cent of its population is reported to be residing in the rural areas during 2011 Census whereas only 39.5 per cent main workers were engaged in agricultural sector during 2011 Census (cultivators 22.7% agricultural labourers (16.8%). Thus it would be seen that agriculture does not provide the single largest source of employment in the district and this decline is noticeable during the last few decades.

**Map 2.1: Showing Map of Jalandhar District**



Source: Census Handbook 2011

Map 2.2: Showing Map of Adampur Block



### III. Background of the Project

Doaba Region covers major cities of the Punjab state like Jalandhar, Hoshiarpur, Kapurthala, Nawashahar, Sultanpur Lodi, Dasua, Phagwara, Banga and Nakodar. Its population is well over 40 Lakhs. Doaba region is the richest and biggest contributor to the manufacturing hub of sports goods, hand tools, valves, casting and has lately transformed into educational & medical hub generating medical tourism. Doaba Region is most NRI concentrated region with maximum numbers of its people settled abroad. All these facts stress on the need of improved air connectivity in the region.

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Keeping this situation in mind, PWD along with Government of Punjab has decided to acquire **8.8 acres** of land for public purpose for the construction of 4-Laning of approach road to Adampur Airport, District Jalandhar under The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013 at village Kandola and Damunda, district Jalandhar.

As per section 4 of The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013, a Social Impact Assessment study is required to be carried out before initiating land acquisition notifications under section 11 of the Act. The State Social Impact Assessment Authority, Punjabi University Patiala has been authorised to conduct Social Impact Assessment study for above said land acquisition.

#### **IV. Developers Background**

Public Works Department (Buildings and Roads) is a premier agency of the State Government for construction, up gradation and maintenance of roads, buildings and bridges in the State. The department also acts as the technical advisor to the State Government in all aspects of construction activity.

From its inception in 1854, Public Works Department (Buildings and Roads) has been endeavoring to provide technical lead to other departments of the State Government by introducing latest construction techniques and materials, so as to achieve higher standards.

Public Works department has been maintaining material database and has standardized the Specifications, Common Schedule of Rates, Confidential analysis etc. for adoption by all other departments, Boards and Corporations of the State Govt.

The PWD (B&R) has been entrusted by the state Government to undertake primarily the following tasks:

- Construction & Maintenance of New Roads & Bridges;
- Design, Construction & Maintenance of Govt. buildings;
- Undertaking Deposit Contribution works relating to different Departments of Govt. of Punjab as well as of other Local Bodies;
- Fixation of rent of Private premises requisitioned for housing Govt. offices;
- Designs, construction, maintenance and repairs of runway relating to the Aviation Department;
- Development of Parks and Gardens in the vicinity of important Public Buildings and landscaping of grounds;
- Reservation of Govt. Rest Houses and Circuit Houses;
- To permit construction of approaches on both sides of roads to private individuals, institutions, factories, petrol pumps etc;
- To evacuate the encroachments coming along the road sides; and
- All aspects of tendering process right from the pre-qualification stage to the opening of bids and its evaluation.

## V. Social Impact Assessment

As per section 4 of The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013, a Social Impact Assessment study is required to be carried out before initiating land acquisition notifications under section 11 of the Act. The State Social Impact Assessment Authority, Punjabi University Patiala has been authorised to conduct Social Impact Assessment study for above said land acquisition.

Social Impact Assessment includes the processes of analyzing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions (policies, programs, plans, projects) and any social change processes invoked by those interventions. Its primary purpose is to bring about a more sustainable and equitable biophysical and human environment.

### **The important features of this definition are that:**

1. The goal of social impact assessment is to bring about a more ecologically, socio-culturally and economically sustainable and equitable environment. SIA, therefore, promotes community development and empowerment, builds capacity, and develops social capital (social networks and trust).
2. The focus of concern of SIA is a proactive stance to development and better development outcomes, not just the identification or amelioration of negative or unintended outcomes. Assisting communities and other stakeholders to identify development goals, and ensuring that positive outcomes are maximized, can be more important than minimizing harm from negative impacts.
3. The methodology of SIA can be applied to a wide range of planned interventions, and can be undertaken on behalf of a wide range of actors, and not just within a regulatory framework.
4. SIA contributes to the process of adaptive management of policies, programs, plans and projects, and therefore needs to inform the design and operation of the planned intervention.
5. SIA builds on local knowledge and utilizes participatory processes to analyze the concerns of interested and affected parties. It involves stakeholders in the assessment of social impacts, the analysis of alternatives, and monitoring of the



planned intervention.

6. The good practice of SIA accepts that social, economic and biophysical impacts are inherently and inextricably interconnected. Change in any of these domains will lead to changes in the other domains. SIA must, therefore, develop an understanding of the impact pathways that are created when change in one domain triggers impacts across other domains, as well as the iterative or flow-on consequences within each domain. In other words, there must be consideration of the second and higher order impacts and of cumulative impacts.
7. In order for the discipline of SIA to learn and grow, there must be analysis of the impacts that occurred as a result of past activities. SIA must be reflexive and evaluative of its theoretical bases and of its practice.
8. While SIA is typically applied to planned interventions, the techniques of SIA can also be used to consider the social impacts that derive from other types of events, such as disasters, demographic change and epidemics.

SIA is best understood as an umbrella or overarching framework that embodies the evaluation of all impacts on humans and on all the ways in which people and communities interact with their socio-cultural, economic and biophysical surroundings. SIA thus has strong links with a wide range of specialist sub-fields involved in the assessment of areas such as: aesthetic impacts (landscape analysis); archaeological and cultural heritage impacts (both tangible and non-tangible); community impacts; cultural impacts; demographic impacts; development impacts; economic and fiscal impacts; gender impacts; health and mental health impacts; impacts on indigenous rights; infrastructural impacts, institutional impacts; leisure and tourism impacts; political impacts (human rights, governance, democratisation etc); poverty; psychological impacts; resource issues (access and ownership of resources); impacts on social and human capital; and other impacts on societies. As such, comprehensive SIA cannot normally be undertaken by a single person, but requires a team approach.

## Objectives

- a. Assess whether the proposed acquisition serves public purpose.
- b. Estimate number of affected families and number of families among them likely

to be displaced.

- c. Understand extent of land, public and private, houses, settlement and other common properties likely to be affected by the proposed acquisition.
- d. Understand extent of land acquired is bare minimum needed for the project.
- e. Analyze alternate place (if any).
- f. Study of social impacts, nature and cost of addressing them and impact of these costs on the overall cost of the project vis-à-vis its benefits.

## VI. Justification of Public Purpose

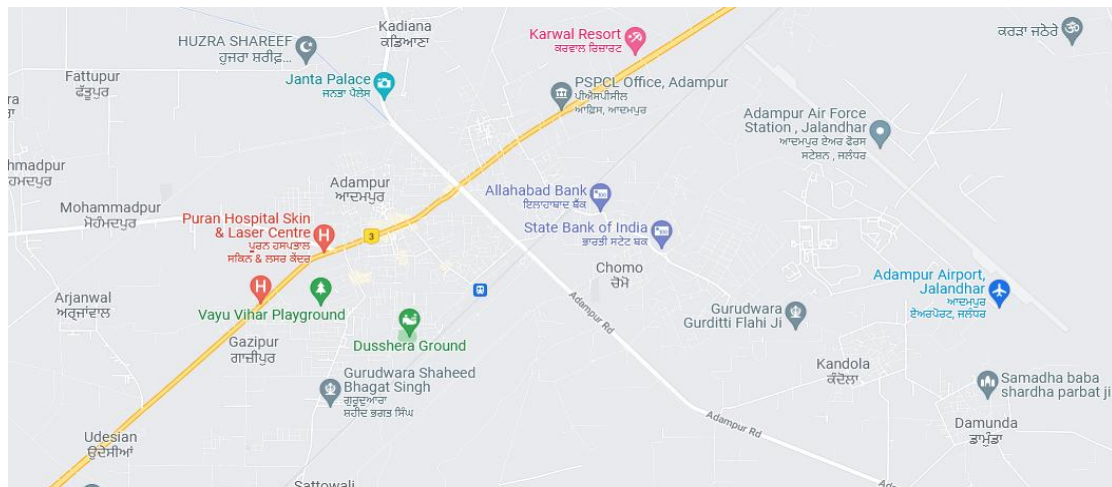
One of the key objectives of the Social Impact Assessment is to examine whether the proposed project serves as a public purpose project. The proposed land acquisition for Construction of 4 - Laning of approach road to Adampur Airport, District Jalandhar is required for the following reasons:

- The Adampur Airport is proposed to boost the industrialization process in the area therefore increase the employment and economic activities. The demand of airport in the area has been long pending. The road to airport thus become necessary.
- Proposes to enhance the road connectivity to the Adampur Airport

## VII. Detail of Project Size and Location

The land for the proposed acquisition for Construction of 4 - Laning of approach road to Adampur Airport, District Jalandhar is located at villages Kandola and Damunda near Adampur. The total land required for the project measures 8.5 acres.

**Figure 2.3: View of the Project Specific Area**



Source: Google Map

**Table 2.1: Details of Land Acquisition**

Village	Land(area in acre)	Structures(In proposed Land)			Tubewells	Irrigation Coverage	Trees
	Private and Government (approx.)	Residential	Commercial	Other			
Kandola	12 Kanal 11 Marla	-	Poultry Farm	-	04 tube wells (approx)	On entire agricultural land	82
Damunda	48 Kanal 11 Marla	-	-	-			

## VIII. Examination of Alternatives

While conducting Social Impact Assessment study, alternatives have to be considered before finalizing the best suitable alternative for the respective project. According to the details provided by the requiring body, the most suitable option was selected. The inputs for the selection have been provided by the requiring body and they have been verified by the SIA team during Transect Walk and field visits during the study.

## VIII Applicable Legislation and Policies

**Table 2.2: Regulations and legislations relevant to this project.**

Sr. No	Act / Rules	Purpose	Reason for Applicability	Authority
1.	<b>The Right to Fair Compensation and Transparency in Land Acquisition and Rehabilitation and Resettlement 2013</b>	<b>Fair and Transparent acquisition of land under well defined rules</b>	<b>This act will be applicable to as there will be acquisition of land.</b>	<b>Land Acquisition Collector</b>
2.	<b>Environment Protection Act-1986</b>	<b>To protect and improve overall environment</b>	<b>As all environmental notifications, rules and schedules are issued under this act.</b>	<b>MoEF, Gol; DoE, State Gov. CPCB; SPCB</b>
3.	<b>Air (Prevention and Control of Pollution)</b>	<b>To control air pollution</b>	<b>This act will be applicable during</b>	<b>State Pollution Control Board</b>

<b>Act, 1981</b>	<b>different phases of construction</b>		
<b>4. Water Prevention and Control of Pollution Act 1974</b>	<b>To control water pollution by controlling discharge of pollutants as per the prescribed standards</b>	<b>This act will be applicable during pre and post construction phase</b>	<b>State Pollution Control Board</b>
<b>5. Noise Pollution (Regulation and Control Act) 1990</b>	<b>The standards for noise for day and night have been promulgated by the MoEF for various land uses.</b>	<b>This act will be applicable as vehicular noise on project routes required to assess for future years and necessary protection measure need to be considered in design.</b>	<b>State Pollution Control Board</b>
<b>6. Public Liability and Insurance Act 1991</b>	<b>Protection form hazardous materials and accidents.</b>	<b>Contractor need to stock hazardous material like diesel, Bitumen, Emulsions etc.</b>	<b>State Pollution Control Board</b>

## **TEAM COMPOSITION, APPROACH AND SCHEDULE OF SOCIAL IMPACT ASSESSMENT (SIA)**

### **I. Team Composition**

Financial Commissioner, Government of Punjab vide Notification No. 24/84/2013-LR-1/2344, dated 25/02/2014 had notified Department of Sociology and Social Anthropology, Punjabi University Patiala as State Social Impact Assessment Unit. The Executive Engineer, PWD (B&R) Jalandhar Cantt. had applied and provided details of land to be acquired to SSIA Authority, Punjabi University Patiala. In response to the SIA request and details provided by the Executive Engineer, PWD (B&R) Jalandhar Cantt, State Social Impact Assessment Authority had constituted a team to carry out SIA.

**Table 3.1: Social Impact Assessment Team**

<b>Project Coordinator</b>	<b>Dr. Tanwinder Singh Jeji</b>
<b>Research Supervisor</b>	<b>Mr. Sandeep Singh</b>
<b>Research Investigators</b>	<b>Mr. Amritpal Singh (Gender Expert)</b>
	<b>Mr. Pushpinder Singh</b>
	<b>Ms. Sumita</b>

### **II. Methodology**

SIA methodology includes collection of data from both primary and secondary sources. Secondary data/information has been collected from the published reports and census data. The main sources of primary data are the stakeholders (potential project affected persons) –direct and indirect both, Apart from them SIA team has also carried out discussions with local officials, group discussions and will conduct public hearing as per provision of RCTLARR Act, 2013.

## DATA SOURCES

The following section highlights data sources and activities that are being carried out for the preparation of SIA report.

### **Data from Secondary Sources**

The following information has been collected from the published documents to appreciate the project background, land ownership status, and statistical information required for the baseline information.

- The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013,
- Primary Census Abstract, District Census Handbook 2011,
- Statistical Abstract Punjab,
- District wise Socio-Economic Indicators (Directorate of Economics & Statistics, GoP),
- Information has been collected from the Revenue records and Revenue maps was prepared by the office of the Revenue department and local administration including that of the District Collector/Sub-Divisional Magistrate/Tehsildar,
- Acts and Policies of Government of India and Government of Punjab related to R&R and Land acquisition.

### **Data and information from Primary Sources**

- Structured Survey - Baseline and Census survey in a prescribed format
- Public Consultation
- Focused Group Discussions
- Consultation with key informants
- Interviews with important secondary stakeholders
- Public Hearing

Indicative methodology to study the aspects of Social Impact Assessment is briefly presented in Table 3.2

**Table 3.2: Indicative Methodology of Conducting SIA**

S. No.	Aspects of Social Impact Assessment	Description of Methodology	Source
1.	To assess whether the proposed acquisition serves public purpose	Verification of Supportive Documents establishing the public purpose of the project	Executive Engineer, PWD (B&R), Jalandhar Cantt.
2.	Estimate number of affected families and number of families among them likely to be displaced.	Census and baseline survey of PAFs	Field Study
3.	Understand the extent of public and private land, houses, settlement and other common properties likely to be affected by the proposed acquisition.	<i>'Transect Walk'</i> through Alignment, based on ownership details of the land and type of land to be acquired, enumeration of affected properties, trees etc.	Field study
4.	Understand the extent of land acquired is bare minimum needed for the project.	In-depth study of proposed utilization of land to be acquired	Desk study and field verification
5.	Whether Acquisition at other place is found not feasible.	Alternative analysis of alignment and location of project	Desk study and field verification
6.	Study of the Social impacts, nature and cost of addressing them and impact of these costs on the overall cost of the project vis-à-vis the benefit of the project.	Field Surveys, Questionnaire, Field Observation, Official Govt. records , collective & individual views etc.	SSIA Authority, Punjabi University, Patiala.

### III. Schedule of Consultations

Consultative procedure has been a critical but important phase in the entire Social Impact Assessment process. The consultation process continued till the preparation of Social Impact Management Plan (SIMP). Social Impact Assessment ensured involvement of local communities through participatory planning and structured consultations. Public hearing has been conducted at village level to endorse important planning approaches and policies. It is hoped that linkages developed during this phase will ensure the involvement of stakeholders in the implementation of the project. Following section highlights type of consultations.

#### ➤ OBJECTIVES

- To involve key stakeholders in the process of SIA.
- To know about local issues, sentiments, beliefs and opinions.
- To identify strategies and recommendations to strengthen partnership between government and project affected people.
- To develop specific proposal for action and resource mobilization

#### ➤ TYPE OF CONSULTATION

**Information Dissemination:** The dissemination process and the type of information shared with the stakeholders during consultation are described below:-

- Information dissemination focused on the proposed project characteristics and land requirement for the construction of 4-lane approach road to Adampur Airport..
- PAFs were informed them about, resultant impacts during and after land acquisition.
- During these consultations, Google maps, maps given by District Administration were used to explain about the location of proposed land acquisition. This activity helped people to understand the impact on their assets and properties.
- Pamphlets/Parcha/Banners carrying information about the project were prepared and shared with the stakeholders and villagers explaining proposed project and social impact assessment studies.



- **Consultation during Survey Stage:** At this stage, consultations were carried out with the Project Affected Persons to understand their views regarding land acquisition, extent of land to be acquired, land prices, compensation, environmental issues and social impacts. Focused group discussions including PAPs and local people were carried out at strategic locations such as *Gurudwara* and *Panchayat Ghar* to understand acceptability of the project and issues related to land acquisition. The overall objective of these consultations was to ensure that the local people can participate in the project specific studies and they were encouraged to express their concerns and opinions. Their suggestions/preferences are included in SIA report.

➤ **FRAMEWORK FOR CONTINUED CONSULTATION**

As per provision of section 4(6) and section 7(6) of the RFCTLARR Act 2013, the SIA report is required to be disclosed to local people at conspicuous locations such as village panchayat , Tehsil & District offices. To fulfill the goal the SIA team will ensure that.

- Key stakeholders, Department of Public Works Department (Bridges and Roads), Govt. of Punjab (requiring body) and State Social Impact Assessment Authority Punjabi University, Patiala will be involved actively in approval of recommendations of social impact assessment studies by expert appraisal group as per provision of section 7 of LARR Act 2013,
- A sensitization workshop will be held to share experiences of SIA of the project during approval stage.
- Identified critical issues will be given due attention in developing good communication strategies with the land owners during acquisition process under LARR Act 2013,
- Key features of the compensations and R&R entitlements (as per the provision of section 30 of the RFCTLARR Act 2013) will be displayed on billboards, in the village for understanding and its acceptability.

#### IV. Schedule of SIA

Details showing the date wise Schedule of Social Impact Assessment (SIA) for Land Acquisition of 4-laning Road.

**Table 3.3: Showing Schedule of SIA Study**

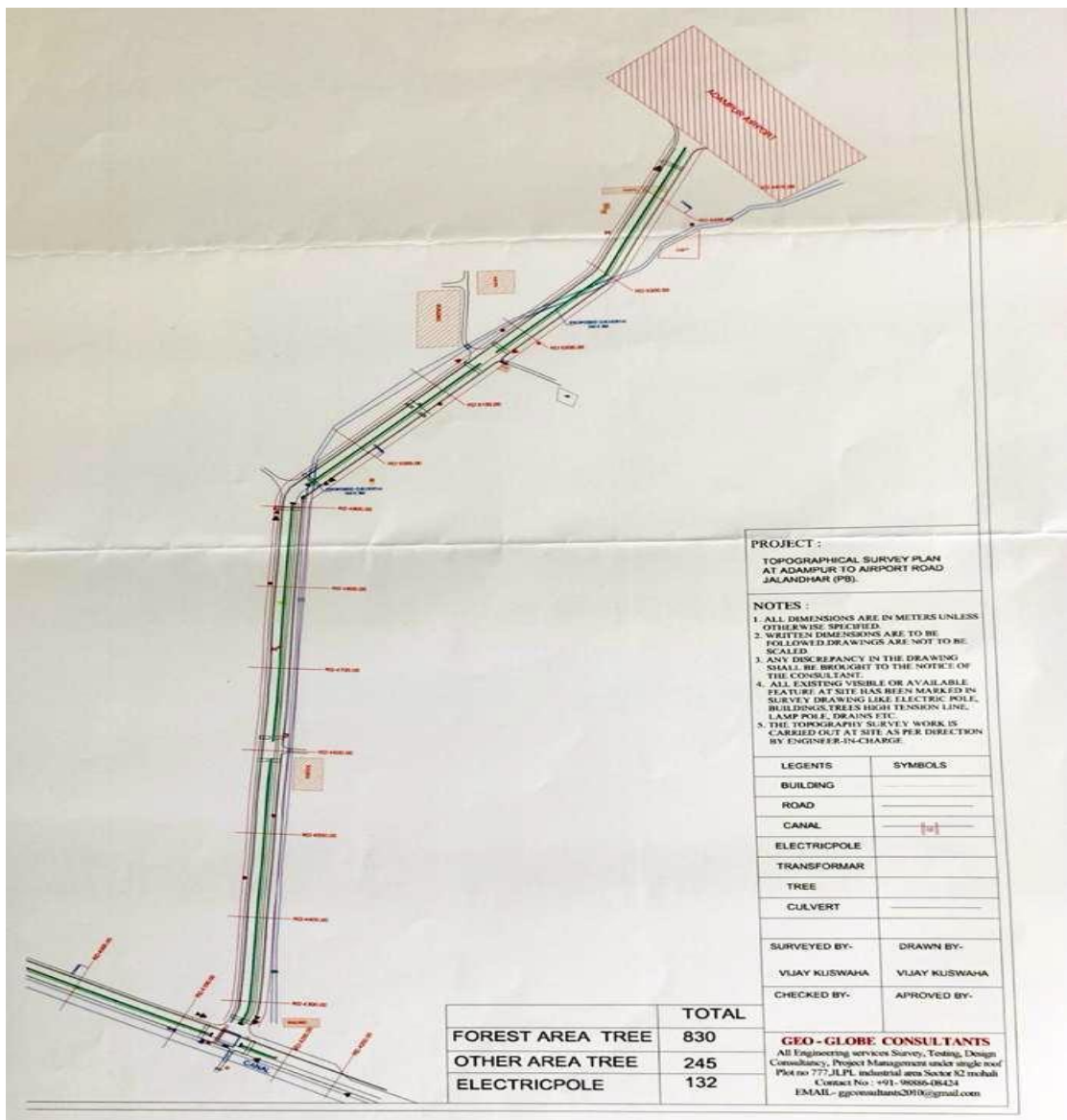
<b>Date</b>	<b>Particulars</b>
<b>10-08-2021</b>	<b>Submission of TOR</b>
<b>14-08-2021 onwards</b>	<b>Field Survey</b>
<b>07-09-2021</b>	<b>Submission of Draft SIA report and SIMP</b>
<b>28-09-2021</b>	<b>Public Hearing</b>
<b>13-10-2021</b>	<b>Submission of Final SIA report and SIMP</b>

## LAND ASSESSMENT

### I. Information Regarding Acquisition of Proposed Land and Project Specific Area

Land acquisition for for Construction of 4 - Laning of approach road to Adampur Airport, District Jalandhar is being carried out as per provisions of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013. Land of villages Damunda and Kandola of district Jalandhar was finalized by the appropriate government for the Road. Land which is proposed to be acquired is shown in figure 4.1.

**Figure 4.1: Map of proposed Land Acquisition**



Source: PWD

## II. Project Specific Area

The proposed area is in the Jalandhar district of Punjab and it is around 5 Km from Adampur. The land of two villages has been proposed for acquisition namely Damunda and kandola. Population of Kandola is 1958 as per Census 2011. Total area of the village is 484 hectares and there are 475 households in the village. Population of village Damunda is 1880, total area of the village is 397 hectares and there are 447 households. The view of the area is shown in Figure 4.2.

**Figure 4.2: View of the Project Specific Area**



Source: Google Maps.

## III. Total Land Requirement

Total required land for this project is 60 kanal and 22 marlas. This land is mainly used for agriculture purposes.

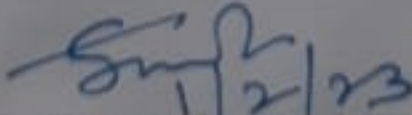
#### IV. Quantity of Land Proposed to be Acquired

Total 60 kanal 22 marla of land is proposed to be acquired in villages Damunda and Kandola. The ownership of this proposed land is given in table 4.1.

**Table 4.1: Details of Land Proposed to be Acquired**

Sr. No.	District	Tehsil	Village	Khata No.	Khasra No.	Proposed Land for acquisition	
						Kanal	Marla
1.	Jalandhar	Adampur	Damunda	369	29//25	4	-
2.				52	29//16/2	1	14
3.				424/497	29//16/1	1	2
4.				424/497	29//15/3	2	7
5.				424/497	29//15/2	0	9
6.				424/497	29//6/2	1	8
7.				424/497	29//6/1	1	8
8.				424/497	29//5/3	0	6
9.				136	29//5/2	1	10
10.				333	25//16	2	16
11.				333	25//25	2	16
12.				333	29//5/1	0	17
13.				339	25//15/2	2	11
14.				340	25//6/2	2	4
15.				340	25//15/1	0	5
16.				274	25//6/1	0	9
17.				274	25//5	2	16

Sr. No.	District	Tehsil	Village	Khata No.	Khasra No.	Proposed Land for acquisition	
						Kanal	Marla
18.				274	14//25	2	16
19.				274	14//16/3	0	5
20.				274	14//16/2	0	3
21.				115/131	15//19	0	1
22.				212	15//20/2/2	0	Kamaj Marla
23.				212	15//20/1/1	3	3
24.				212	15//11/2	1	5
25.				235	15//12	3	14
26.				115/133	15//9/2/2	0	13
27.				115/131	15//9/1/2	1	11
28.				150	15//8/3	2	7
29.				150	15//8/1	0	2
30.				177	15//8/2	0	2
31.				150	15//3/1/2	0	2
32.				150	15//3/2/2	2	1
33.				150	15//4/1/2	0	7
34.				175	15//4/2/2	0	15
35.				176	13//24/1/1	0	4
36.				421	13//24/2/2	0	2
37.	<b>Total</b>					<b>48</b>	<b>11</b>
1.	<b>Jalandhar</b>	<b>Adampur</b>	<b>Kandola</b>	<b>294</b>	<b>38//6/1/2</b>	<b>0</b>	<b>8</b>

  
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Project Coordinator,

State Social Impact Assessment Authority,  
Punjabi University, Patiala.

Sr. No.	District	Tehsil	Village	Khata No.	Khasra No.	Proposed Land for acquisition		
						Kanal	Marla	
2.				544	6/2/2	1	10	
3.				544	15	3	17	
4.				544	16/1/1	0	8	
5.				544	16/1/2	2	5	
6.				544	25/1	0	5	
7.				544	17/1	1	6	
8.				544	24/1	2	7	
9.				544	51/4	0	1	
10.				544	3/2	0	4	
11.	<b>Total</b>						<b>12</b>	<b>11</b>

Source: PWD

<b>Damunda</b>	<b>48</b>	<b>11</b>
<b>Kandola</b>	<b>12</b>	<b>11</b>
<b>Total</b>	<b>60</b>	<b>22</b>

## V. Land Use Pattern

General land use pattern of the state indicated that the project area has mixed land use largely dominated by agriculture. The economy of the project area is predominantly based on subsistence agriculture with wheat, rice as the main crops.

## VI. Type of Land

Following section presents the type of land required for the proposed acquisition. (Table 4.2)

**Table 4.2: Project Area: Loss of Land**

Village	Land(area in acre) Private and Government (approx.)	Structures(In proposed Land)			Tubewells	Irrigation Coverage	Trees
		Residential	Commercial	Other			
Kandola	12 Kanal 11 Marla	-	Poultry Farm	-	04 tube wells (approx)	On entire agricultural land	82
Damunda	48 Kanal 11 Marla	-	-	-			

Table 4.2 shows that 8.8 acres of land is being proposed to be acquired at villages Damunda and Kandola. There are around 04 tube wells (approx) in the proposed land. The entire agricultural land which is proposed to acquire is irrigated. Majority of the land is being owned by private owners. There is one poultry farm with 5 to 10 workers comes in the proposed land.

## VII. Land Prices

Assessing the land prices is a part of SIA study. Collector rate of the land at villages Damunda and Kandola are shown in table 4.3.

**Table 4.3: Rate of the land at Project Site for the Year 2020-21**

Village	Type of Land	Present Collector Rate	Unit
Damunda	Agriculture (to canal)	720000	Acre
	Agricultural (chahi)	648000	Acre
	Residential	14400	Marla
Kandola	Agriculture	900000	Acre
	Residential	18000	Marla

Source: <https://jalandhar.nic.in/collector-rates-of-property/>



## SOCIO-ECONOMIC AND CULTURAL PROFILE (AFFECTED AREA)

### I. General

This chapter highlights the socio-economic profile of the project area and the project affected persons. This chapter specifically analyzes the impacts on land and other immovable assets based on detailed Measurement Survey. Based on the impact on land and structures, Census Survey was carried out; and the results of the survey established socio-economic status of PAFs. The survey has indicated the nature and characteristics of project specific area, PAFs, PAFs and it helps to mitigate negative impacts of the proposed project.

### II. The Project Area

The proposed area is in the Jalandhar district of Punjab and it is 5 Km from Adampur on Jalandhar-Hoshiarpur road. The land of two villages villages has been proposed for acquisition namely Damunda and kandola. Survey has estimated about 35 project affected families and about 80 project affected persons. The actual impacts in terms of displacement is not found as no residential structure come in the proposed road.

Table 5.1: Demographics of the Project Specific Area

State/District/Village	Population	Male	Female
Punjab	27,743,338	14,639,465	13,103,873
Jalandhar	21,93,590	11,45,211	10,48,379
Adampur	98,193	50,352	47,841
Damunda	1880	923	957
Kandola	1958	1018	940

Source: CCSR, Punjabi University, Patiala

### III. Quality of Living Environment

The proposed area is in the Jalandhar district of Punjab and it is around 5 Km from Adampur. The land of two villages has been proposed for acquisition namely Damunda and kandola. Population of Kandola is 1958 as per Census 2011. Total area of the village is 484 hectares and there are 475 households in the village. Population of village Damunda is 1880, total area of the village is 397 hectares and there are

447households. The proposed site is located around 20 kms from the Jalandhar city headquarters. The site is close to the Adampur sub-tehsil and just next to the Adampur airport. This proximity to the airport has no visible impact on the living environment of the village. There is a complete village life in this area. A portion of agriculture land of this area has already been transformed into airport usage. These villages have Patriarchal pattern of kinship. The size of the land is very small. Many of the local people have migrated to other countries. There were visible signs of agricultural economy.

#### **IV. Female Participation**

It is also pertinent to ensure female participation in the process of Social Impact Assessment. All the development projects have an equal or even greater impact in certain instances on women. Hence, their opinion on the impacts of these projects and the planning of their management is essential. In the light of this, the women from project affected villages were also consulted in the process. These included female members from the families whose land is proposed to be acquired as well as women from the village in general. Separate group discussions were held with women to highlight their views and opinion. They were informed about the project and their suggestions were sought on it. All of them welcomed the initiative by the government. Their main concern was management of the compensation money. They also demanded jobs for village youth, as they believe jobs were the only way to keep today's youth away from the evil of drugs.

## SOCIAL IMPACTS

### I. Process of identifying Social Impacts

The SIA team has collected and analysed a range of quantitative and qualitative data, has undertaken site visits, used non-participatory observation method, interview method and conducted focused group discussions in identifying the social impacts. A detailed assessment based on a thorough analysis of all the relevant land records and data, field verification, review of similar projects and comparison with them has been conducted by the SIA team. A framework of identifying social impacts is mentioned below:

- **People's way of life:** that is, how they live, work, play, and interact with one another on a day-to-day basis.
- **Culture:** that is, their shared beliefs, customs, values, and language or dialect.
- **Community:** its cohesion, stability, character, services, and facilities.
- **Political systems:** the extent to which people are able to participate in decisions that affect their lives, the level of democratisation that is taking place, and the resources provided for this purpose.
- **Environment:** the quality of the air and water that people use; the availability and quality of the food that they eat; the level of hazard or risk, dust, and noise in which they are exposed to; the adequacy of sanitation, their physical safety, and their access to and control over resources.
- **Health and well-being:** where 'health' is understood in a manner similar to the World Health Organisation definition: "a state of complete physical, mental, and social well-being, not merely the absence of disease or infirmity".

- ***Personal and property rights:*** particularly whether people are economically affected, or experience personal disadvantage, which may include a violation of their civil liberties.
- ***Fears and aspirations:*** their perceptions about their safety, their fears about the future of their community, and their aspirations for their future and the future of their children.
- ***Area*** of impact under the proposed project, including both land to be acquired and areas that will be affected by environmental, social or other impacts of the project have been identified by the SIA team with help of several visits to the proposed area.
- ***Quantity and location:*** the land proposed to be acquired for the project was identified with the help of field visits to project area and analysis of the revenue records provided by the acquiring body.
- ***Bare minimum:*** The fact as claimed by the acquiring body that the land proposed for acquisition is the bare minimum required was verified with the help of structural plan provided by acquiring body.
- ***Possible alternative:*** the site for the project and its feasibility was analyzed by visiting the site at project area. The claim by acquiring body that the proposed land is the best suitable option was verified by SIA team.
- ***Land:*** land measuring 8.8 acres has been proposed to be acquired. This land will be acquired according to provisions of Land Acquisition Act 2013 for the development of Road Project. The SIA team visited the site and conducted the Transect Walk at the above mentioned location.
- ***Possibility of use of any public, unutilized land for the project:*** to see whether land belonging to the village Panchayats or Government land can be used in project.

## II. Findings of Impacts

Important issues were discussed during consultation with the stakeholders individually and also at the village level. These issues were related to social impacts like loss of livelihood, compensation for acquired land and properties. The important issues raised during these consultations are presented in Table 6.1.

**Table 6.1: Important Issues of Consultation**

Issues Identified	Solutions
Loss of Structures (Tube well Structures)	Fair compensation according to LARR Act 2013
Loss of source of livelihood because of loss of fertile agricultural land	Fair compensation according to LARR Act 2013
Loss of trees	Fair compensation according to LARR Act 2013 and plantation of new trees
Compensation for common land	Measures should be taken by acquiring body
Property related issues (Issue of <i>Takseem</i> )	Measures should be taken by acquiring body
Not useful remaining land	Measures should be taken by acquiring body. If possible small proportion of land that will be left behind should be acquired
Drainage Problem after construction	Measures should be taken by acquiring body.
Community needs post acquisition/post compensation phase	Social and financial counseling etc.
Development of the village	Measures should be taken by acquiring body

❖ The Solutions to these issues have been discussed in detail in Social Impact Management Plan (SIMP)

### III. Details of Impacts During Different Phases

Various impacts have been identified which will be experienced during the different phases of the project. Mitigation measures to negative impacts will be recommended in Social Impact management Plan (SIMP).

**Table 6.2: Showing Impacts during different phases of the project**

Pre Construction	During Construction	Post Construction
Acquisition of land	Dust Pollution	Road Connectivity to the airport as well as villages
Deforestation	Noise Pollution	Boost Industrialization and ease in travelling
Property issues	Job opportunities	Increased Income

### IV. Post-Acquisition Impacts anticipated by Stakeholder

**Table 6.3.: Anticipated Impacts**

Impact	Positive	Negative	No Impacts
Level of Income	✓		
Level of Livelihood	✓		
Disruption in local economic activities			✓
Obstruction in family			✓

Impact	Positive	Negative	No Impacts
<b>collaboration</b>			
<b>Impoverishment Risks</b>			✓
<b>Women's Standard of living</b>			✓
<b>Natural Resources (Soil, air, water, forests)</b>			✓
<b>Common property</b>			✓
<b>Health</b>			✓
<b>Education</b>			✓
<b>Transformation of local political structures</b>			✓
<b>Demographic changes</b>			✓
<b>Stress of dislocation</b>			✓
<b>Violence against Women</b>			✓

These calculations are drawn by calculating the majority of responses given by respondents during survey stage. As mentioned in above table, majority of the respondents feel that their level of livelihood will have positive impacts and village demography will have negative impact after the acquisition of land. There will be no impacts on local economic activities, family collaboration, impoverishment, common property, education, local political structures and violence against women after land acquisition.

## V. Indicative list of Social Impacts

After consultation with stakeholders, field visits and desk review, nature of impacts on different parameters have been identified. (Table 6.4)

**Table 6.4: Showing Indicative list of Social Impacts**

<b>Impact</b>	<b>Nature of Impact</b>	<b>Reasons</b>
<b>Land</b>	<b>Negative</b>	<b>Loss of agricultural land</b>
<b>Livelihood and Income</b>	<b>Positive</b>	<b>Increased opportunities for commercial activities</b>
<b>Physical resources</b>	<b>N.A.</b>	
<b>Private assets</b>	<b>Negative</b>	<b>Loss of land and structures</b>
<b>Public services and utilities</b>	<b>N.A.</b>	
<b>Health</b>	<b>Negative</b>	<b>Pollution</b>
<b>Culture and Social cohesion</b>	<b>N.A.</b>	
<b>Gender based impacts</b>	<b>N.A.</b>	



## COST AND BENEFIT ANALYSIS

An assessment has been carried out to analyze public purpose, alternatives, minimum land requirements, nature and intensity of social impacts, mitigation measures and the overall cost of project vis-à-vis the benefits of the project. The following section discusses about assessment of public purpose, alternatives, social impacts and social costs of this project.

### I. Assessment of Public Purpose

One of the key objectives of the Social Impact Assessment is to examine whether the proposed project serves as a public purpose project. The proposed land acquisition for Construction of 4 - Laning of approach road to Adampur Airport, District Jalandhar is required for the following reasons:

- The Adampur Airport is proposed to boost the industrialization process in the area therefore increase the employment and economic activities. The demand of airport in the area has been long pending. The road to airport thus become necessary.
- Proposes to enhance the road connectivity to the Adampur Airport.

### II. Key Benefits of the Project

The project will entail a multitude of benefits for the people of the area. The project will have following benefits:

- Maximum Livability Potential.
- Direct connectivity to Capital and other parts of the country
- Quick Transport of agriculture/vegetables
- Rise in level of income
- Reduced travel time and vehicle operating costs
- Increased price of land for farmers
- Improvement in standard of living
- Improved medical and health facilities

### III. Alternatives

While conducting Social Impact Assessment study, alternatives have to be considered before finalizing the best suitable alternative for the respective project. According to the details provided by the requiring body this proposed is most suitable option has been

selected. The inputs for this selection have been provided by the requiring body and they have been verified by the SIA team during Transect Walk and field visits during the study.

#### IV. Benefits from the Project

Though, it is very difficult to quantify actual cost of social impact based on severity of land acquisition. However, social costs are calculated by consulting local people, comparing project benefits and negative impacts from proposed road project. The project will entail a multitude of benefits to the local people of the surrounding areas. The project will have following benefits for the people:

Positive and negative aspects of the project have been discussed in detail in the following table no: 7.1

**Table 7.1: Comparative Analysis of Positive and Negative Impacts**

S. No.	Positive Impact	Negative Impacts	Remarks
1.	Maximum Livability Potential.	Loss of agricultural land	After careful examination of various parameters of cost and benefit (positive and negative impacts), it is found that the proposed land acquisition and construction would benefit the local community at large.
2.	Improved connectivity	Loss of trees	
3.	Quick Transport of agriculture/vegetables		
4.	Rise in level of income		
5.	Reduced travel time and vehicle operating costs		
6.	Increased price of land for farmers		

#### V. Recommendations on Acquisition

As mentioned above, there are some negative social impacts of this project due to the proposed land acquisition but the proposed project of 4-laning Road to Adampur airport will have more positive impacts than negative impacts. So, it is concluded that the potential benefits of the project outweigh overall cost of the project and this land

acquisition for the proposed project of construction of 4 - Laning of approach road to Adampur Airport, District Jalandhar should go through.

#### **VI. Determination of Compensation**

The collector shall adopt the prescribed criteria to assess and determine the amount of compensation as per section 26, 27 and First Schedule of LARR Act 2013.

## SOCIAL IMPACT MANAGEMENT PLAN

### I. Approach to Mitigation

This Social Impact Management Plan (SIMP) has been prepared to mitigate negative social impacts of land acquisition for Construction of 4 - Laning of approach road to Adampur Airport, District Jalandhar at villages Damunda and Kandola according to RFCTLARR Act, 2013. The Social Impact Management Plan (SIMP) consists a set of mitigation, monitoring and institutional measures to be taken during the design, construction and operational phases of the project to eliminate adverse social impacts or to reduce them to acceptable levels. The main aim of the SIMP is to ensure that the various adverse impacts are mitigated and the positive impacts are enhanced. The SIMP shall be implemented during the various stages of the project viz. pre-construction stage, construction stage and operational stage. A description of the various management measures suggested during different stages of the project is provided in following section.

### II. Major Findings of SIA Study

- Survey has estimated about 35 project affected families and about 80 project affected persons. The actual impacts in terms of displacement is not found as no residential structure come in the proposed road.
- The project will not displace one permanent residential structure.
- Majority of stakeholders are willing to give their land and houses provided they get fair compensation.

This Social Impact Management Plan (SIMP) is prepared to mitigate any negative social impacts of the acquisition of 8.8 acres land of Damunda and Kandola villages. The SIMP has followed The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement, Act, 2013(RFCTLARR Act, 2013). It appears from the analyses and overview of the Act that provisions of compensation for Land Acquisition under RFCTLARR Act, 2013 will be sufficient to manage social and economic issues.

**Table 8.1: Analysis of Social Impact of Land Acquisition**

Sr. No.	Type of Impact	Mitigation measures
1.	Loss of fertile agricultural land	Compensation as per provision of LARR Act 2013
2.	Loss of structure	R&R as per provision of LARR Act 2013
3.	Loss of trees	Lump- Sum compensation
4.	Issues of <i>Takseem</i>	Measures should be taken by acquiring body with consultation of stakeholders

### III. Measures to Avoid, Mitigate and Compensate Impacts.

#### • Social Measures

1. If there is any dispute between the stakeholders, then this dispute should be resolved first and made sure that the compensation is given to the legal and rightful owner.
2. During the operational and other stages of this project the preference should be given to the village labour.
3. Panchayats should be helped to make programs for the meaningful and productive participation of the elderly into the village life, so that they don't feel left out and unwanted during the whole process.
4. The youth of village should be provided technical education and required training for enhancing their employability and competence.
5. Efforts should be made for the upliftment of women and marginal sections like SC and BC categories by ensuring their participation in decision making and

enhancing their traditional skills and by developing new skills.

- **Economic Measures**

1. Compensation should be given in fixed time frame to Project Affected People.
2. Project Affected People should be given technical and financial counselling for the productive usage and safe investment of compensation money.
3. The compensation for the damage of the crops during the project should be properly paid. (if applicable)
4. The acquiring body should make arrangements to remove, the raw material which will spill over into the surrounding fields during the construction phase.
5. Stakeholders have demanded exemption from Transfer Duty and Stamp Duty when they will buy land for their next generation with the compensation amount.

- **Environmental Measures**

1. The policy related to the compensation of trees should be explained clearly and maximum compensation should be paid.
2. More and more trees should be planted, to reduce the pollution caused by the traffic.
3. Local trees should be preferred for plantation instead of alien decorative trees.

- **Resettlement & Rehabilitation Measures**

1. Transparent and Fair R&R package as per provisions of section 31 and second schedule of LARR Act 2013.
2. Social Impact Assessment study shall be conducted before allotting the resettlement site if stakeholders choose to resettle.
3. The leftover land of stakeholders, which becomes unusable after acquisition of larger portion, shall also be acquired.
4. The affected villages shall be developed by project developer.
5. The issue of drainage after construction of Road should be taken into consideration by acquiring body.

## Feedback from the Public Hearing

As per the provisions of the LARR Act, 2013, *“Whenever a Social Impact Assessment is required to be prepared under section 4, the appropriate Government shall ensure that a public hearing is held at the affected area, after giving adequate publicity about the date, time and venue for the public hearing, to ascertain the views of the affected families to be recorded and included in the Social Impact Assessment Report.”*

Keeping in view this provision under section 5 of the LARR Act, 2013, public hearing was held on 28 September 2021 at Gurudwara Sahib Damunda for stakeholders of villages Damunda and Kandola. This exercise was done to ascertain and record the views of the families to be affected by the proposed land acquisition of 8.8 acres by PWD at villages Damunda and Kandola of tehsil Adampur. Public Hearing was attended by affected families, representatives of PWD and Social Impact Assessment team that conducted the SIA study. The SIA team facilitated the whole process and explained in detail the purpose and importance of the public hearing to all the participants especially the affected families. Various aspects regarding the proposed acquisition were discussed in detail during the public hearing and the affected families were requested to get their views recorded, so that they could be included in the final Social Impact Assessment Report. The entire process was video-graphed as per the provisions of the LARR Act, 2013. The video recording of the proceedings of the public hearing has been included with the report. A detail of the views of the affected families as told by them during the public hearing are as follows:

1. The landowners of all villages raised an issue regarding the compensation price. They demanded that since that land from these two villages had earlier acquired for the airport hence the compensation amount should also be similar and should first discussed with them.
2. The stakeholders demanded that all the revenue related issues should be resolved by the revenue department before award of compensation.
3. The landowners from all the villages demanded that any remaining portion of their land which is rendered useless after the proposed acquisition should also be acquired along-with.
4. People of the proposed area demanded the development of the area as they are contributing in the planned development process.

## Details of SIA Team Members

### **Project Coordinator**

Name: Dr. Tanwinder Singh Jeji

Qualification: M.A. Ph.D, PG Diploma in Social Impact Assessment

Teaching Experience: 5 years

Research Experience: 11 years

SIA Projects: 12

Projects Coordinated: 11

### **Research Supervisor**

Name: Mr. Sandeep Singh

Qualification: M.B.A., PG Diploma in Social Impact Assessment, Ph.D Pursuing

Research Experience: 6 years

SIA Projects: 13

Training and Workshops: 7

### **Research Investigators**

Name: Mr. Amritpal Singh

Qualification: M.A. LLB, PG Diploma in Social Impact Assessment, PG Diploma in Women and Child Development

Research Experience: 6 years

SIA Projects: 12

Training and Workshops: 7

Name: Mr. Pushpinder Singh

Qualification: M.A. (Sociology), UGC NET, Ph.D pursuing

Teaching Experience: 3 years

Research Experience: 6 years

SIA Projects: 12

Training and Workshops: 7



## Annexure I



**FGDs with Stakeholders**





**During Interview Schedule**





**SIA Team During Field Survey**





**SIA Team During Transect Walk**





**Structures in Land proposed for Acquisition**

