INDIA: THIRD TAMIL NADU URBAN DEVELOPMENT PROJECT

Traffic and Transportation Schemes

End-Term Impact Evaluation of Resettlement and Rehabilitation Implementation

Final Report

HIGHWAYS DEPARTMENT & CHENNAI METROPOLITAN DEVELOPMENT AUTHORITY Government of Tamil Nadu March 2014

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Executive Summary

- a. The Government of Tamil Nadu (GoTN) has implemented third Tamil Nadu Urban Development project (TNUDP –III) funded by the World Bank to improve the delivery of urban services. The Tamil Nadu Urban Infrastructure Financial Services Limited (TNUIFSL) is engaged in managing funds for implementing TNUDP –III, Chennai Metropolitan Development Authority (CMDA) has taken up the project on improving the traffic and transportation sector five roads of in Chennai metropolitan. End-term evaluation study of Social Impact in the project area is an in-built component of the project aims at assessing the impact on resettled and rehabilitated project affected persons and households and to study the outcomes of social development objectives of the project. Total project cost for strengthening and widening of all sub-project roads was Rs. 1034.09 million and the cost incurred for Land Acquisition (LA) and Resettlement and rehabilitation (R&R) was Rs. 119.38 million which constitutes 11.54 percent from the total cost.
- b. The Resettlement Action Plan was carried out for all five roads between 2006 and 2008, the field study for end term impact evaluation study was carried out in the year 2013. NGOs namely Scope India Foundation and CRENIEO were engaged for their services such as joint verification of PAFs, member in Grievance Committees, providing ID cards to the PAFs
- c. The road improvement project has identified 316 non title holders and land acquired to an extent of 3.0582 ha from 212 private title holders. Besides, 8.11 ha of Government land were transferred and 19 Community assets were reconstructed for this purpose. For the present study, 46 (22%), non-title holders 81 (25%), and Common Property Resources (CPRs) in 05 (25%) to a total of 127 Project Affected Families (PAFs) were selected adopting systematic stratified random sampling.
- d. Five major impacted squatter families were relocated to the adjacent plots of 2 cents and compensation of Rs. 59,000/- for relocation given by the implementing agency and all five PAFs have constructed permanent concrete houses in the allotted plots.
- e. Living standard: Findings from the study revealed that the monthly income had increased three times comparing baseline data. An average number of earners in a family remain the same 1.51. Nearly two fold increase in casual labour category i.e., 29.1% and it was 10.3 percent earlier and informed causal employment fetch more money. Half the labour force from agricultural sector has shifted to other occupations; salaried category has also increased from 2.9% to 7.8% after the project. Cultivators have increased to 4.7 percent comparing 0.75% before the project.
- f. The study found that the standard of living of the resettled and rehabilitated families had improved comparing the parameters taken during baseline study. Separate kitchen has been increased doubly (57.5%) comparing the previous period (27.5%). Similarly, the facility of having separate toilet has also increased from 32.85 percent to 67.7 percent. About 50 percent of the PAFs have mixer and grinder at home and only 29.5 percent of them had mixer and 23 percent had grinder. The maximum of 72.4 percent of them posses colour television comparing 36.8

percent of PAFs had television before the project was launched and at present 63 percent of the PAFs have cell phones.

- g. Level of Satisfaction: 60 percent told that the compensation towards shifting was adequate and 40 percent of them were satisfied with the allowance and all of them revealed that they received the compensation in time. For structures, 50 percent of them were satisfied with the compensation, 25 percent of them were moderately satisfied and the maximum of 25 percent have reported that the amount were not adequate. About 56 percent of the respondents were satisfied with the compensation for lands that they have received. The maximum of 68.2 percent of them told that the compensation was adequate for their land and 91 percent of them informed that they were given compensation in time.
- h. Land Acquisition and Compensation: Compensation to land have been paid by the state government at replacement cost to all titleholders from whom land were acquired for the project as per the below procedures. Under private negotiations the quantum of compensation were "higher of 142% Guideline value or registered sale price of similar data land in the vicinity as minimum and 150% as maximum compensation amount for negotiations". In addition, it was decided that 9% or any amount that is prevailing at the time of negotiations will be paid towards likely costs of stamp duty and registration charges of the acquired property.
- i. Value for the land was fixed on the basis of the highest value of registration for the survey numbers were taken into consideration for providing compensation to the land owners but in contrast, lowest value is for fixing the land cost adopted in the highways act.
- j. Access to infrastructures and to reaching work spot have become easy due to the increased of transport facilities
- k. To sum up, Highways Department has achieved its objectives to the maximum possible extent. The project-affected persons improved their standard of living and acquired better infrastructure. Follow up needed in demolishing old structures like bus shelter and temple comes under CPR category. Hawkers in Taramani link road should be curtailed to streamline the traffic.

CHAPTER 1

Background

- 1.1 The Government of Tamil Nadu (GoTN) has implemented third Tamil Nadu Urban Development project (TNUDP –III) funded by the World Bank to improve the delivery of urban services. The Tamil Nadu Urban Infrastructure Financial Services Limited (TNUIFSL) is engaged in managing funds. Through TNUDP –III, Chennai Metropolitan Development Authority (CMDA) has taken up the project for improving the traffic and transportation sector in Chennai metropolitan.
- 1.2 Chennai Metropolitan Development Authority (CMDA) constituted under the Tamil Nadu Town and Country Planning Act 1971, identifies, formulates and implements development projects within Chennai Metropolitan Area and also regulates developmental activity to ensure that the development activities are sustainable.
- 1.3 The CMDA has proposed to undertake traffic and transportation activities, which includes widening and strengthening of roads, construction of road over-bridges, road under-bridges, grade separators, and pedestrian subways. These components of the projects were implemented by Highways Department funded by the Tamil Nadu Urban Infrastructure Financial Services Limited (TNUIFSL), the institution has been set up to manage the Tamil Nadu Urban Development Fund (TNUDF).

Resettlement Policy Framework

- 1.4 In order to ensure environmentally and socially responsive development of the above schemes, an Environmental and Social Framework (ESF) as developed by TNUFSIL has been laid out by Go TN for adoption in TNUDP III projects. CMDA has adopted the ESF of TNUIFSL in all projects funded under the World Bank assisted Tamil Nadu Urban Development Project – III.
- 1.5 ESF contains the policy principles, eligibility criteria, entitlement framework, grievance redress mechanism and arrangement for monitoring and evaluation. The copy of ESF is available on the website <u>http://www.tnudf.com/ESF%20Final%20G0%20Ver.pdf</u> and <u>http://www.cmdatnudp.org</u>.

- 1.6 Environmental Assessment and Social management plan are intended to provide inputs to project design by identifying the environmental and social issues early in the project preparation so that measures to mitigate these issues and opportunities for environmental enhancements and Social safeguard measures can be identified and integrated. The prime objective of the project design included minimum acquisition and the least disturbance from existing features, taking care to avoid the socially sensitive structures through selection of alternative links where the project was executed and for their realignment.
- 1.7 The Resettlement Action Plan was carried out for all five roads between 2006 and 2008, the field study for end term impact evaluation study was carried out in the year 2013.

	1 3	1 2
Roads	Year of RAP Conducted	Year of End Term
		Impact Study
		Conducted
Madhervedu Road	2006	
Ariyalur Vilangadu Pakkam Road	2007	
Taramani Link Road	2007	2013
Koladi Road	2008	
Minjur Kattur Tiruppalaivanam Road	2008	

Table 1.1. Period of RAP and End term Impact study carried out in the sub-project sites

1.8 The consultant was appointed to undertake End Term Impact Evaluation Study in 5 sub-projects taken up under TNUDP III under Traffic and Transportation component falling under grants provided to the Chennai Metropolitan Development Authority (CMDA) as PMU and Department of Highways as the PIU.

Magnitude of the problem

- 1.9 The objective of the present study is to evaluate the impact of Resettlement and Rehabilitation implementation on the project affected families (PAFs). More specifically the study will assess the impact of compensation and assistance provided to the affected people in improving their living standards. It is proposed that the impact evaluation will be undertaken based on sample survey of households across all impact categories such as those lost houses, land, livelihoods and common property resources.
- 1.10 The improvement schemes in five road sub-projects include.
 - a. Widening and Strengthening of Ariyalur Vilangadu Pakkam Road km 0/0-6/4,
 - b. Widening and Strengthening of Koladi Road, Km 0/0-7/0
 - c. Widening and Strengthening of Madhervedu Road, km 0/0-1/6
 - d. Widening and Strengthening of Taramani Link Road km0/0-3/650 and
 - e. Widening and Strengthening of Minjur Kattur Tiruppalaivanam Road km 0/0 17/4.
- 1.10. All five roads were identified for improvement, and the upgradation work included widening and strengthening of single lane carriageway into two lane except Taramani link road, which is being upgraded from two lanes to six lanes. Realignment of road were also carried out in the existing road where necessitated. The process involved acquisition of land from the private owners, transferring land from the Government. During implementation of projects removal of encroachments and resettlement of squatters were done following R&R procedure.
- 1.11. The road improvement project has identified 316 non title holders and land acquired to an extent of 3.0582 ha from 212 private title holders. Besides, 8.11 ha of Government land were transferred and 19 Community assets were reconstructed for this purpose.
- 1.12. Total project cost for strengthening and widening of all sub-project roads was Rs. 1034.09 million and the cost incurred for Land Acquisition (LA) and Resettlement and rehabilitation (R&R) was Rs. 119.38 million which constitutes 11.54 percent from the total cost.

Table 1.2. Details on Land Acquisition, Resettlement and Rehabilitation and expenditure towards road improvement Projects

No.	Details	Extent
1	Private Land (in ha)	3.0582
2.	Transfer of Government land (in ha)	8.11
3.	No. of Sale deeds registered (Title holders)	212
4.	No. of non title holders received assistance	316
5.	No. of community assets reconstructed	19
6.	Total Expenditure for LA and R&R (in INR Millions)	131.55

Objectives

1.13. The main objectives of the end-term impact evaluation study are to assess

- i. the impact of compensation and various assistances provided to the project affected families (PAFs) in improving their living standards
- ii. the outcome of achievements of social developmental objectives among PAFs

CHAPTER 2

Methodology

2.1 The project has categorized the affected families as Title holders and Non-title holders. Title holders include landowners who sold their lands to the project and Non-title holders include encroachers, squatters and tenants. The details of the project affected families / persons categorized and Community Property Resources are presented in the table.

Table 2.1.	Details of the category of PAFs and CPRs
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Category	Total No. of Affected categories
Landowners compensated	212*
R&R assistance to PAFs	316
CPRs relocated	19
Total	547

*17 PAFs could not be contacted and the compensation amounts were deposited to Special Deputy Collector, Land Acquisition cell, Poonamallee on 09.09.2010.

The Study Focus

2.2. The present end-term evaluation study focused on changes in the living standards of the project -affected families. In order to elicit information from the respondents and keeping in view the above objectives of the study, the key socioeconomic variables such as age, sex, family size, occupation, number of persons working in the family, monthly income of the family, amenities in the family, housing condition, Demographic details, standard of living, and material assets. Besides, level of satisfaction of compensation and perception of the project affected persons were studied. In addition, R &R process, impact of restructured community assets, and implementation outcomes were also collected from the stakeholders of the project.

Sampling

2.3 For selecting respondents for the present study, systematic stratified random sampling method was adopted. Hence, among title holders 46 (22%), non-title holders 81 (25%), and CPRs in 05 (25%) were selected for collecting primary data in the study area.

Tools for data collection

- 2.4 Interview schedule was employed to collect first hand information (Primary data) from the respondents. Focus group discussion was adopted to collect information regarding improvement of transport facilities, infrastructure created during the project, reconstruction of CPRs from various stakeholders.
- 2.5 Secondary data were collected from the Department of Highways, reports, plans related to the projects /schemes. Besides, the RAP reports were referred for comparing the previous status of PAFs.

CHAPTER 3

Socio – Economic Characteristics of Sampled PAFs

Socio Economic Impacts

3.1 Socio- economic data were collected from all sampled 127 project affected families and compared with the baseline socio-economic parameters collected and documented in the Resettlement Action Plan for all five roads. The key socio-economic indicators presented in the baseline survey were compiled and end-term impact evaluation results were calculated and presented in the following table 3.1 for comparison.

N	lo	Parameters	Unit	Before Project (Year 2006-2008) N= 236	After Project (Year 2013) N=127
a)		Income		11-200	N=127
	1	Monthly family income (Rs.)	Average	2860.4*	8797.0* 5358.73**
	2	No. of earners	Average	1.5	1.5
b)		Occupation			
	3	Business establishment	%	45.4	48.04
	4	Casual Labourers	%	10.3	29.1
	5	Agricultural labour	%	13.5	6.3
	6	Salaried	%	2.9	7.8
	7	Cultivators	%	0.75	4.7
c)		Type of House			
	8	Permanent	%	18.5	20.0
	9	Semi-permanent	%	15.5	24.0
	10	Temporary Houses	%	56.7	56.0
d)		Demographic Details			
	11	Family size	Average	3.6	4.3
	12	Women headed household	%	18.3	16.5
e)		Standard of Living			
	13	Having separate kitchen	%	27.5	57.5
	14	Having separate toilet	%	32.8	67.7
	15	Having separate bath	%	54.7	60.2

Table: 3.1. Key Socio-economic Indicators - Comparison of Parameters chosen during Resettlement	
Action Plan and End Term Impact	

16	Houses electrified	%	74.6	86.6
17	Piped drinking water	%	40.0	96.9
f)	Material Assets			
18	Proportion of households having mixer	%	29.5	44.9
19	Proportion of households having grinder	%	23.2	44.9
20	Proportion of households having BW/Colour Television	%	36.8	72.4
21	Proportion of households having mobile phone	%	23.1	63.0
22	Proportion of households having two wheelers	%	20.5	28.3
23	Bicycle	%	31.3	27.6
24	Cattle	%	0.24	06.3

*Real time income

** Income of the base year 2006-2007 was deflated to the year 2013.

3.2 For the purpose of comparing the status of project affected families before the implementation of the road improvement project and after completion of project adopting resettlement and Rehabilitation procedure, the parameters in the above table were taken in to consideration. This exercise has been done by considering the parameters in the RAP as baseline and the primary data collected during the end-term impact evaluation study for comparison to assess whether the Project Affected Families (PAFs) leading a better life than that of their living before implementation of the road projects. The findings of the parameters are discussed below. Table 3.1.

Income

3.3 Indubitably, the first parameter, average monthly income of the families was Rs. 2860 and this has been increased threefold to Rs. 8797 per month per family after the implementation of the project. This is one of the positive concrete indicators of the project, which is substantiated with other variables also. PAFs acknowledged that widened road and compensation provided them has enabled them to expand their livelihoods by way of utilizing increased frequency of bus services, expanding business establishments, opportunity getting occupations near and far from their residence. This made them to have more choices in shifting their occupations and earn more. The income of Rs. 28.60.4 in the year 2006-2007 was deflated for the year 2013 worked out to Rs. 5358.73 and found that there is a definite increase of Rs. 3438 comparing current average monthly income of the families of Rs. 8797.

3.4 Even though, the average number of earning members in the family has no any change, the PAFs informed that the mobility to access several facilities and infrastructures created them more

options. They have revealed that they could save the money by commuting their home everyday instead of staying outside after increased frequency of bus and other transport facilities like share auto rickshaw, motorbike etc.

Occupation

3.5 There is a discernible difference in the parameters studied comparing current and previous. About 3 percent of the PAFs have invested in establishing business as occupation currently comparing previous facts. Table 3.1.

3.6 Nearly two fold increase in casual labour category i.e., 29.1% during end term evaluation study and in contrast, it was only 10.3% during RAP study. This indicates that the livelihood options and opportunities have widened aftermath of the project. The PAFs informed that they could earn more money than their previous conventional occupations.

3.7 About half of the labour force from agricultural sector has shifted to other occupations after the project. The PAFs revealed that the agriculture is highly seasonal based and wages were minimum and other occupations fetch better and traveling to other places are not a so difficult. There were 13.5% PAFs engaged in agriculture before the project and it has reduced to 6.3% after.

3.8 Similarly, the salaried category has also increased from 2.9% to 7.8% after the project. Many of them told that the transportation has paved the way to make their children commute to city easily and could study well and got job in companies. Some of them informed that their children were about to complete their studies before 5- 6 years and are employed at present.

3.9 During end-term evaluation study, the percentage of cultivators has increased 4.7 percent comparing 0.75% before the project was initiated. The farmers were happy to share that the road is advantageous for them to transport their agriculture inputs in time.

Type of House

3.10 When discussing the housing aspects, there is no difference in permanent houses among PAFs. There is a slight change in possessing semi – permanent houses; it was 15.5 percent earlier and 22 percent during end-term evaluation. There is no much difference in the reduction of Temporary houses or hut which is 56 percent at present and 56.7 percent during RAP study period. Table 3.1

Demographic Details

3.11 The family size increase is observed currently that the family size of the PAFs was only 3.6 persons per family and it has sharply increased to 4.3 persons in a family. Respondents of PAFs had told that the out migration in search of employment from the families has reduced to a great extent and could find jobs by commuting from their own place. The income earned are pooled and started settling their debts, provide education to children, access health centres easily. Table 3.1

3.12 Women headed households have also been reduced from 18.33 percent to 16.5 percent, which shows sign of decrease of vulnerable families.

Standard of Living

3.13 It was studied that the households having separate kitchen has been increased doubly (57.5%) comparing the previous period (27.5%). Similarly, the facility of having separate toilet has also increased from 32.85 percent to 67.7 percent. This shows that the health conscious of the households. The separate bathroom facility has also on the increase from 54.73 percent to 60.2 percent among PAFs before and after the project. Table 3.1

3.14 More than 10 percent of the households were able to get electrification after the completion of the project, which was only 74.65 percent before the project was launched and 86 .6 percent during end-term evaluation study.

3.15 The locations where 96.9 percent of PAFs reside were connected with water pipelines, where they fetch water for drinking and other purposes, whereas it was only 40 percent during RAP study. Some of them have water connection at home and some fetch from the public stand posts nearby.

Material Assets

3.16 About 50 percent of the PAFs have mixer and grinder at home and only 29.5 percent of them had mixer and 23 percent had grinder. The maximum of 72.4 percent of them posses color television comparing 36.8 percent of PAFs had television before the project was launched. Most of the respondents have said that the mixer, grinder and televisions were given as freebies by the government. Table 3.1.

3.17 The maximum of 63 percent of the PAFs have cell phones, in contrast only 23 percent of the PAFs had cell phones during RAP study, the increase in possessing cell phones three times after the project period. The respondents have revealed that the usage of cell phone has been increased because of affordable call cost and price of instrument. Respondents added that they were connected with many of their mates and get more employment opportunities through cell phones.

3.18 Possession of motorcycles among PAFs has increased from 20.5 percent to 28 percent and in contrast, possession of bicycles is decreased from 31.3 percent to 27.6 percent. This clearly shows that the purchasing power of PAFs has increased. It was only 0.24 percent of PAFs have possessed cattle during initial study and at present it was 6.3 percent during end-term evaluation study.

3.19 Thus, almost in all parameters taken for the end-term evaluation study infers that the standard of living, socio – economic status of PAFs has improved significantly comparing the period before launching of the road improvement projects. The improved roads contributed the PAFs in several means and more beneficial for developing their earnings, livelihood options, expanding their businesses, repayment of debts. None of the indicators selected for comparison with their early status with current deteriorated but certainly improved. Table 3.1

CHAPTER 4

201-300

301-500

501-750

751-1000

Total

Above 1000

Compensation Payments, Land Acquisition and R&R Process

Type of Compensation payments

4.1 The study has covered the compensation related aspects such as its adequacy to replace lost assets, way of spending compensation amounts, etc. The levels of satisfaction with the compensation rates and process for negotiations, compensation rates paid for temple and private lands were gathered.

4.2 Among 127 respondents, 81 (63.78%) of them are Non-title holders and remaining 46 (36.22%) of them are title holders. Among them 106 (83.46%) of them are male and rest 21 (16.54% are female).

4.3 Out of 127 PAFs 44 (34.6%) have received compensation for land given to the project, 44.1 percent of them received compensation for their structure, 19.7 percent of them received shifting allowance and a minimum of 1.6 percent of them got compensation for land and structure. Table 4.1.

Type of Compensation	Frequency	Percent
Land	44	34.6
Land and Structure	02	1.6
Shift	25	19.7
Structure	56	44.1
Total	127	100

 Table 4.1. Type of Compensation received among sampled PAFs

4.4. Most of the PAFs (62.93%) had lost below 1-100 Sq.mts of land through land acquisition, following 17.56 percent of them lost 101- 200 sq.mts of land, about 11 percent have lost land between 201 – 400 sq.mts of land, 5.37 percent of PAFs have given land from 500-750 sq.mts of land and a meager of about 3 percent have lost up to 1000 sq.mts (Table 4.2).

4.88

6.34

5.37

1.46

1.46

100

Table 4.2. Details on Extent of Land Acquired for the Troject			
Extent of Land Acquired (Sq.m)	No. of PAPs	Percent	
1-100	132	62.93	
101-200	36	17.56	

11

13

14

3

3

212

Table 4.2. Details on	Extent of Land Acc	quired for the Project

Source: PIU, TNUDPIII,	CMDP – Divisio	on-IV, Alandur, C	hennai-16
	UNIDI DIVISIO		

Level of Satisfaction and Adequacy of compensation

4.4 Among 25 respondents those who have received shifting allowance, 60 percent told that the compensation towards shifting was adequate and 40 percent of them were satisfied with the allowance and all of them revealed that they received the compensation in time. Table 1.

4.5 Out of 56 PAFs received compensation for structures, 50 percent of them were satisfied with the compensation, 25 percent of them were moderately satisfied and the maximum of 25 percent have reported that the amount were not adequate. About 92.9 percent of them have reported that they received the compensation in time without delay. Table 1.

4.6 Among 44 PAFs, those who have given their land for the project, 75 percent of them were satisfied with the compensation that they have received. The maximum of 68.2 percent of them told that the compensation was adequate for their land and 91 percent of them informed that they were given compensation in time. Table 1.

Land acquisition and R&R measures

4.7 The Highways Department acquired the lands on the basis of the provisions of R & R Policy of the project. The NGOs, Revenue Department and other implementing bodies of the government were involved in contacting and motivating the eligible property owners, who ultimately facilitated Highways Department to take over the land.

Roads	Government	Public	Dates of 15 (2)	Duration for
	Order for	Disclosure	Notification published	compensation
	Land	Meeting	in Newspapers	payment for private
	Acquisition			land
Ariyalur Vilangadu Pakkam	30.06.2006	11.12.2008	14.06.2008	December 2008 to
Road				February 2012
Koladi Road	03.10.2008	16.02.2009	17.02.2009	August 2009 to July
				2012
Madhervedu Road	27.10.2005	12.02.2008	21.09.2007	July - August2008
Taramani Link Road	05.02.2008	12.11.2008	Nil	Nil
Minjur Kattur	05.02.2008	25.02.2009	Six Notifications on	March to December
Tiruppalaivanam Road			03.11.2008 and	2009
			Two Notifications on	
			25.08.2009	

Table 4	I.2. Land	Acquisition	Details
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Source: PIU, TNUDPIII, CMDP – Division-IV, Alandur, Chennai-16

Procedure followed for land acquisition

4.8 Where possible and permitted by regulations, the required private lands were acquired by implementing agencies through direct purchase based on 'willing buyer willing seller' principle, as the first option. Negotiations for direct purchase were carried in a public place and in transparent manner. All proceedings were documented and final agreements were signed by the negotiating parties.

4.9 Where direct purchase by implementing agencies is not materialized, negotiated settlement were reached through the provisions of the TN Highway Act 2001, Clause 19(2), i.e. through the GoTN designated authorities (district collectors or specific authority to be authorized for the sub project) for that purpose, in respect of sub projects for Transportation Component.

4.10 Where negotiated settlement under the procedures were not possible, required land for the sub-projects were acquired following the provisions of the LA Act (Emergency clause was not applied) and the ESF.

4.11 Decided that the negotiated amount will be paid within three months from the date of final agreement of the negotiated settlement by the negotiating parties. Interest @12% p.a. will be added for any delay exceeding three months in payment of compensation.

Compensation for Land

4.12 Compensation to land have been paid by the state government at replacement cost to all titleholders from whom land were acquired for the project as per the procedures.

Quantum of compensation: Chennai Metropolitan Area (CMA)

4.13 Under private negotiations the quantum of compensation were "higher of 142% Guideline value or registered sale price of similar data land in the vicinity as minimum and 150% as maximum compensation amount for negotiations". In addition, it was decided that 9% or any amount that is prevailing at the time of negotiations will be paid towards likely costs of stamp duty and registration charges of the acquired property;

4.14 For the purpose of negotiations, if the registered sale values are above 30% of the guideline values, then 130% of guideline value was considered as the base registered sale price for the purpose of negotiations; and, The compensation amount were made available to the land owners under private negotiations.

4.15 Value for the land was fixed on the basis of the highest value of registration for the survey numbers were taken into consideration for providing compensation to the land owners but in contrast, lowest value is for fixing the land cost adopted in the highways act. Besides, highways department do not register the land after acquiring land from the owners but the lands were registered in these projects. It is felt that there would be chances of encroachments if land acquired under highways act, since the acquired lands were registered, there would not be any chances of encroachment and claim by others

4.16 Public Consultation Public consultation was held twice with the various stakeholders to seek the views and preferences of the community with regard to the project. Elected representatives of the local people, the revenue authorities, and officials from Highways Department, Project Consultant, and the R&R Expert were available when the deliberations took place. Queries of the public about the project design, entitlements, method of land and building valuation, entitlement for partly affected structures and for structures that become unviable were explained. Consensuses were arrived at on relocation of a place of worship and impact to a compound wall of another.

Steps in Implementation

- 4.17 The main steps in implementation of the programme include:
 - i. Disclosure of the RIP
 - ii. Issuing identity cards and information brochure,
 - iii. Collection of additional information (information of expenditure and debt for impact assessment purpose) for impact evaluation purpose
 - iv. Negotiations with PAPs for purchase of land and assets,
 - v. Valuation of asset
 - vi. Payment of compensation,
 - vii. Delivery of rehabilitation assistance, and
 - viii. Replacement and up gradation of community assets

4.18 Cut-off Dates is established to identify and enumerate the Entitled Persons. The date on which the census survey commenced will be the cut-off date for non-titleholders occupying the RoW. For legal owners, the cut-off date will be the notification by the PIU declaring the intention to acquire the property. For those legal owners who are not agreeable to compensation through negotiations, the date of serving the notice under Tamil Nadu Highways Act will be established as the cut-off date.

4.19 During construction, there could be changes in the alignment and such changes may impact some newer people and cause more impact to already identified PAPs. In such case, all those getting affected due to change in alignment depending on the category of impact will be included as PAP and will receive entitlement as per the ESF policy framework. For such PAHs and for PAHs who might have been left out during BSS and identified later during implementation, the cut-off date will be the date on which they are enumerated.

Costs and Budget

4.20 Costs for implementing the Resettlement and Rehabilitation were done based on the information collected during baseline social survey and the unit rates for entitlements were based on the TNUIFSLs social safeguard policy.

Government Land Acquisition

4.21 Extent of land required to be acquired for the project and other details are sent to the Commissioner of Land Administration by the Chief Engineer, Highways Department. Based on the scrutiny of proposal, enter upon permission is given to the Highways department.

Temple Land

4.22 The project did not involve in acquiring HR&C land from any of the temples and temple lands were acquired through the trustees of temples and compensation were paid to them.

Impact of reconstructed Community Assets

4.23 The study also covered the reconstructed community assets and document on how they are working and quality of those reconstructed facilities and level of satisfaction from those local people who are using facilities. Following CPRs were taken for the study and information were collected through focus group discussion with the stakeholders.

S.no	Name of CPR	Type of Impact	Aftermath Impact
1	Noon meal centre MKT Road	Compound wall reconstructed	Reconstructed with the compensation. Children are safe as the existed wall was in dilapidated condition.
2	Selliamman Temple at Kattur	Relocated and Reconstructed	Previously existed temple was very small and in dilapidated condition. The temple was relocated and reconstructed in adjacent vacant place with good aesthetics. People felt very comfortable with bigger and temple with wider area. The temple was reconstructed with the support of devotees, villagers and other stakeholders by providing gift amounts and offerings besides the compensation.
3	Srimaha Mariamman Temple at Madirvedu Road	Relocated and Reconstructed	Initially the temple was located amidst of the road, blocked the free movement of vehicle. Presently, there is no traffic block, people are satisfied with temple without any disturbance. The temple was constructed with the compensation amount along with donations given by the people in the vicinity.
4	Mariamman Temple, situated at Mathirvedu Road	Relocated and reconstructed	In addition with compensation along with donations, the new temple was constructed in a very big campus with spacious ground outside. People revealed that the new temple is ten times bigger than the previous one.
5	Pathala Ponniamman Temple Situated in Koladi Road	Relocated and reconstructed	This temple is also relocated to one side of the road which disturbed the traffic and now free flow vehicle is achieved and people are happy with the new temple. This temple was also constructed with compensation along with donations

Table 4.2	Details on CPRs,	type of impact	and impact aftermath
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4. 24 The photos show the past and present status of the Selliamman Temple situated near Kattur of the MKT Road reconstructed with the help of compensation provided through the project. People who worship the temple are very happy and satisfied with the newly constructed temple. They revealed that the newly reconstructed temple is very spacious and that could accommodate many during festival season. They were pleased to inform that the newly constructed temple is a replica of old one in bigger size in a wider area with compound wall. They showed their gratitude to the project because have got double benefit by getting new temple and broad road.





View of Selliamman temple before and after the project

CHAPTER 5

Implementation Outcomes

5.1 During land acquisition process, 6 persons from Ariyalur Vilangadu Pakkam Road, 7 from Koladi Road and 2 from Minjur Kattur Tiruppalaivanam Road had grievances and addressed to the committee for including their lands in the acquisition process. Since their lands belong to them were treated as Government land initially and the aggrieved have produced their patta to the grievance committee and got compensation.

5.2 Lands notified under urban land ceiling are not eligible for compensation, but some of the land owners approached and requested to the committee the affected land to be compensated. The grievances were taken into consideration and the lands were released from ceiling act and then compensations were provided to the aggrieved.

S.No	Madhervedu Road	Minjur-Karanodai	Minjur - Kattur-	Ariyalur-	Koladi Road
		Road	Thirupalaivanam Road	Vilangadupakkam Road	
Chairman	Thiru, E. Vembuli	Thiru R. Babu	Block Development	Block Development	Thiru, E. Vembuli
onainnan	Executive Officer	Commissioner cum	Officer	Officer	Executive Officer
	(Government)	Block Development	Minjur Union	Minjur Union	(Government)
	Thiruverkadu	Officer	Minjur	Minjur	Thiruverkadu
	Municipality	Panchayat Union	winger	wiirijai	Municipality
	widincipality	Solavaram			wancipanty
Member/Co	Divisional	Divisional Engineer /	Assistant Divisional	Assistant Divisional	Divisional
nvener	Engineer/Assistant	Assistant Divisional	Engineer	Engineer	Engineer/Assistant
	Divisional Engineer	Engineer	TNUDP III, Division- I	TNUDP III, Division-I	Divisional Engineer
	TNUDP III, Division – i	TNUDP III, Division- I	Alandur	Alandur	TNUDP III, Division – i
	Alandhur	Alandur	Chennai – 16	Chennai – 16	Alandhur
	Chennai – 16	Chennai – 16			Chennai – 16
Member	Thiru. M.	Thiru. M. Vasudevan	Thiru.	Tmt. Ammu	Thiru. M.
	Ramachandran (Local	(Local	Thatchinamoorty	Ravichandran	Ramachandran (Local
	Representative)	Representative)	Neithavoyal Village	Theeyambakkam	Representative)
	Former Trustee and	Sothuperumbedu	Neithavoyal Post	Village	Former Trustee and
	Land Lord	Nathakkadu Road	5	Ũ	Land Lord
	Vellapanchavadi	Ponneri Taluk			Vellapanchavadi
	Chennai				Chennai
Member	Thiru. Prabhu	Thiru. L. Ellumali	Thiru. V.G. Gopi	Thiru. S.S. Panneer	Thiru. Prabhu
	Gajendran (Local	(Local NGO)	(Local NGO)	Selvam (Local NGO)	Gajendran (Local
	NGO)	Vayalur,	President of	Ariyalur,	NGO)
	No. 131 Poonamalli	Ponneri Taluk	Association of	Andarkuppam	No. 131 Poonamalli
	High Road		Merchants	Thiruvallur District	High Road
	Vellapanchavadi		Thiruvellaivoyal		Vellapanchavadi
	Chennai				Chennai

Table 5.1 Grievance	Redressal Committee	e members for	Five Roads
	nour obsur oonninttoo		1110 110440

Grievance Redress process

5.3 Grievance Redressal Committee were constituted in order to resolve grievance of the aggrieved project affected persons during the implementation of road sub-component under Traffic and Transport Component of TNUDP III for all five roads

5.4 Level of satisfaction regarding grievance redress process carried out during implementation were collected from the PAFs of the project According to the responses of the respondents, a maximum of 64.6 percent of them were satisfied with mechanism and process; A meagre of PAFs have revealed that they had no opinion about the grievance redress process and. About 14 percent of them have informed that they were not compensated well for their structure and hence, not satisfied with the grievance process. But at the same time they have told that the compensation amounts were sanctioned on time Table. 2.

5.5. A major Grievance from Minjur- Kattur- Thirupalaivanam road was resolved through negotiation. The guideline values of MKT road were from Rs. 2/- to Rs. 50/- per Sq.ft. and some lands in particular survey numbers have no values. PAPs have demanded for Rs, 50/- for all lands which were to be acquired for Strengthening and widening of MKT road. Out of 83 Survey numbers, only 13 survey numbers had value of Rs. 50/- per Sq.ft. After detailed discussion and as per the Land Acquisition rules, it was recommended and provided Rs. 50/- per Sq.ft. for the entire land acquired for the project road from 0/0 - 17/4.

Access to Infrastructures after implementation of Project

5.6 The study attempted to obtain information regarding access in terms of distance from their residence to other amenities such as transport, health centres, educational institutions and to the work spots after implementation of projects. Overall responses of the respondents are given hereunder. Table 3.

5.7 It is reported by the respondents was that most of all the facilities could be reached within 20-30 minutes except their work spot because of the easily available transport facilities after completion of the road project. 5.8 Work spot of the respondents used to change according to the place they opt for or available. Hence, they need to travel to the distances. 25.4 percent of them go for job within one kilometer, 21 percent of them go up to 2 kilometers, 20.5 percent of PAFs go to the distance of 5 kilometers and 18 percent travel beyond five kilometres.

5.9 Most the institutionalized facilities like educational institutions and health centres have not been changed from the previous places as they were before the project, hence people did not feel any difficulties.

5.10 Among respondents, 85 percent of them have happily revealed that the frequency of bus services is increased to a great extent and the bus stops are nearby. Age old people and children were feeling very comfortable using the transport.

5.11 Above all, besides the directly project affected families, all people in all stretches of roads were pleased and have acknowledged the worth of road project. Apart from the increased frequency of transport facility provided by the Government, mini buses and share auto facilities are overwhelming. Carrier auto vehicles ply frequently to carry their agricultural and other products easily to the market place and to the cit. Table 3.

Compensation money Spent by Project Affected Families

5.12 One of the important aspects of the study was to assess, the way the PAFs spent money given as compensation were collected. It was found that a maximum of 40.2 percent of them have spent compensation amount to renovate their houses and to construct the toilet which were affected due to the project. About 24 percent of them have invested for improving their business. 8.7 percent have spent for settling their debts and 8.7 percent used the money for home needs. Only a minimum of 0.8 percent of them have deposited the money in bank and the same percent have purchased plot. 5.5 percent of PAFs shared the amount among family members and 5.5 percent of them have spent lavishly as the amount was meagre. Only 3.6 percent have paid fees for the studies. Table 4.

The study found that None have lost their livelihoods due to the Project

Site Specific outcomes of the projects

5.13 Minjur Kattur Tiruppalaivanam Road

Currently road is broad and free flow of transport is being experienced

- i. Bus frequency is increased five times than earlier
- ii. Land value increased manifold after widening and strengthening of road
- iii. In some places (Vayalur) people feel difficult to access houses and park vehicles on both sides of the road due to storm water drain structure which is slightly elevated.
- iv. At Vanjivakkam (Thathamanji Road) 2 cents of land along with Rs. 59,000 as compensation was given for relocation to five squatter households. All five have constructed houses and residing satisfactorily. As they are relocated just near their earlier residential area, no impact due to relocation on their livelihood, access to common facilities like school, health centre, market, PDS etc.. Patta for the land were given to the PAFs relocated.

S.No	Survey No	Extent (Sq.mt)	Name of the PAPs got Patta
1	231/2B1	0.0040	Ms. Valliammal
2	231/2B2	0.0050	Mr. Durai
3	231/2C1	0.0050	Ms. Maha
4	231/2C2	0.0050	Mr. Kollapuri
5	231/2C3	0.0050	Mr. Jeyabaskar

v. PAFs were satisfied with R& R and negotiation process

New Houses built by the relocated PAFs in MKT Road





5.13 Madhervedu Road

- i. Most of the compensation were given for toilets, septic tanks, electricity meter boxes and compound walls, after receiving compensation PAFs have used the money to reconstruct or modify their structures
- ii. Relocation and Reconstruction of CPRs (Temples) were much appreciated by the households residing in the Madhervedu road, because of the space and free flow of traffic.
- iii. Some of the PAFs have started encroach both sides of the road till storm water drain structure.
- iv. As there was no relocation of PAFs, no significant changes in accessing public facilities and Common property resources.

5.14 Koladi Road

- i. Bus service have increased from 2 times a day to 8 times after widening and strengthening of road
- ii. New Bus stops have been constructed (old bus stop not demolished)
- iii. PAFs are satisfied with the compensation given for their loss and they have used for further investment and expansion of their business
- iv. Most of the PAPs have received compensation for the shed extended in front of shops
- v. Land given for aligned (Petrol bunk) and broadened
- vi. Land value has increased manifold people in the locality are very contented

5.15 Ariyalur Vilangadu Pakkam

- i. Livelihood of the PAFs have not been affected as the households were not relocated, hence access to work spot, school, health centre and other facilities were not affected
- ii. Samples interviewed were compensated with R&R Assistance in time
- iii. Project Affected Families have adjusted with the land within the location just adjacent to the road
- iv. Water and electricity facilities are available and not affected due to the project
- v. Currently, toilet facilities are not available, men and women use open space for defecation and face difficult during rainy season.

5.16 Tharamai Link Road

- i. Most of the hawkers those who have received compensation have vacated their vending shops and new hawkers started coming in.
- ii. Migrant labors stay on the roadsides
- iii. Some of the petty shops those who have received compensation have shifted to the adjacent side and few of them have relocated on the same side or opposite side of the road
- iv. As the road project is yet to be completed, some of the non-title holders who received compensation have not vacated their shops and remain in the same place.

Cost Incurred for the Implementation of the Projects

- 5.17 A total of 30582.4 Sq.mt of private land were acquired from 212 land owners following private negotiation process, for which the expenditure towards purchase land was INR 118,111,007 registration fee of INR 1268044. Table 5.
- 5.18 A sum of INR 5, 784, 412 has been spent towards rehabilitation and reconstruction of community property resources like temples, school compound walls and noon meal scheme walls. Table 6.
- 5.19 The payment towards shifting cost of structures and subsistence allowance for the non-title holders incurred to the tune of INR 6,469,467 in all five roads. Table 7.
- 5.20 A total of INR 681,689 has been spent towards the services provided by the NGOs before and during implementation of project. NGOs namely Scope India Foundation and CRENIEO were engaged for their services such as joint verification of PAFs, member in Grievance Committees, providing ID cards to the PAFs etc.

Role of NGOs in implementation of Projects

- 5.21 NGOs were engaged in the following activities for the implementation of the project
 - i. Joint verification of assets within corridor of impact
 - ii. Preparation of Entitlement Matrix and Approval of Entitlement Matrix
 - iii. facilitate the implementation of the RIPs
 - iv. Issue of Identity Cards to PAFs
 - v. Included as the representative of local NGO in Grievance redressal committee
 - vi. Disbursement of R&R Cash Assistance

Involvement of NGOs in the TNUDP III for such tasks were satisfactory and also useful to the project affected persons

5.22 Important accomplishments

- i. There are no court cases regarding R&R activities as all the processes were carried out in a systematic and transparent manner
- ii. Each stage of the project were undertaken in a transparent manner with the local people's participation, which have expedited the process of identifying PAFs easily and carry out the R&R without any flaw.
- iii. On 20.10.2011, patta were given to all five PAFs at Vanjivakkam extent of 2 cents each by highways department through Revenue Administration of Ponneri Tahsildar.

5.23 Limitations encountered during study

- i. PAFS could reveal only the total amount received for their loss due to the project and could not categorize e.g. Livelihood compensation, shifting allowance and loss for the structure.
- ii. Few of the PAFs were passed away and other members of the family do not know about the details of compensation
- iii. Some of the respondents could not remember the exact compensation amount for their loss
- iv. The study conducted after four years of implementation, the study team felt difficult to identify and collect data from the PAFs. Head of the households of many families and the person who has received compensation were not available during data collection.

5.24 Suggestions

- i. Hawkers in Tharamani link road are on the increase, has to be curtailed
- ii. Public toilet facilities have to be constructed dovetailing other provisions available in the Government schemes for the households in AVP road is essential as they go for open defecation in the backyard of nearby industry. The place is very bushy and dangerous; they feel very difficult during rainy season.
- iii. The list of PAFs, those who did not receive (17 PAFs) compensation amount for the loss of their land may be advertised in the daily newspaper by the implementing agency and complete the LA process.

Process adopted for relocation and rehabilitation of Common Assets

Step	Tasks carried out						
1	The nature of loss was estimated during DPR preparation						
2.	Public Consultation were conducted with the trustees and stakeholders of						
2.	common properties such as temples						
3.	Communication sent to the department concerned for getting consent						
4.	Private Negotiation						
5	Grievance Redressal						
6	Registration						
7	Payment through cheque						

Annexure - 1

Type of	No. Of	Satisfied	Moderately	Not	Adequate	Not	Received	
allowance	PAFs		Satisfied	Satisfied		adequate	in Time	
Shifting	25	8 (32.0)	10 (40.0)	7 (28.0)	15 (60.0)	10 (40.0)	25 (100.0)	
Allowance								
Compensation	56	28 (50.0)	14 (25.0)	14 (25.0)	22 (39.3)	34 (60.7)	52 (92.9)	
for Structure*								
Compensation	44	33 (75.0)	7 (15.9)	4 (09.1)	30 (68.2)	14 (13.8)	40 (90.9)	
for Land*								

Table 1. Details on level of satisfaction among PAFs towards compensation

Figures in parenthesis indicate percentages

* 5 responses from the PAFs received for both land and structure

Table 2. PAFs response towards satisfaction level towards Grievance Redressal Processes

Level of Satisfaction	No. Of PAFs	Percent		
Satisfied	82	64.57		
Moderately Satisfied	17	13.39		
Not Satisfied	18	14.17		
No Opinion	10	7.87		
Total	127	100.00		

Implementation Outcomes

Table 3. Details on distance to facilities

	Distance in Kms									
Infrastructure	0-1		1-2		2-4		4-5		Above 5	
	No.	%	No.	%	No.	%	No.	%	No.	%
Work spot	45	35.4	27	21.3	26	20.5	6	4.7	23	18.1
Educational Institution	62	48.8	24	18.9	35	27.6			6	4.7
Health Care Delivery Centre	59	46.5	12	9.4	18	14.2	8	6.3	30	23.6
Bus Stop – before project	84	66.1	36	28.3	7	5.5				
Bus Stop – after completion	108	85.0	19	15.0	7	5.5				

Expenditure Pattern	Frequency	Percent
Renovate house	51	40.2
Expanded business	30	23.5
Settled debt	11	8.7
Household needs	11	8.7
Spent lavishly	7	5.5
Shared among family members	7	5.5
Spent for Education	4	3.1
Spent for Marriage	2	1.6
Spent for health	2	1.6
Purchased land	1	0.8
Deposited in bank	1	0.8
Total	127	100

Table 5. Details Private Land acquisition

S.no	Name of Road	Registered		Deposited to Special Deputy Collector*		Registrat ion fee	LA Advertise	Total INR		
		No of PAFs	Area in Sqm	Amount INR	No of PAFs	Area in Sqm	Amount INR	INR ment INR	TOTATINK	
1	Madhervedu Road km 0/0-1/6	6	525	3418902				35000	56804	3510706
2	Ariyalur Vilangadupakka m Road km 0/0-6/4	11	4997	7896130				81307	404593	8382030
3	Koladi Road km 0/0-7/0	94	12402.4	84073970	14	1613	9350022	925805	297468	94647265
4	Minjur Kattur Thirupalaivana m Road km 0/0- 17/4	84	10651	10958608	3	394	323022	225932	1331488	12839050
	Total	195	28575.4	106347610	17	2007	9673044	1268044	2090353	119379051

Compensation for Private land owners handed to Special Deputy Collector as the owners could not be contacted

Table 6. Compensation grant spent for Common Property Resources

Road	Amount INR
Madharvedu Road	500000
Ariyalur-Vilangadupakkam Road	61500
Koladi Road	135000
Minjur - Kattur- Thirupalaivanam Road	1128000
Taramani link Road	3959912
Total	5, 784, 412

Table 7. Details of Compensation to Non-title holders through Resettlement and Rehabilitation

Name of Road	Total PAFS	Compensation paid (INR)
Taramani Link Road	90	518294
Koladi Road	56	1688543
Minjur Kattur Thirupalaivanam Road	56	1391846
Ariyalur Vilangadupakkam Road	26	1117307
Madhervedu Road	88	1697477
Total	316	6413467

Annexure 2
Diagrams



Figure 1. Head of sampled households by gender

Figure 2. Details of age of sampled Respondents



Figure 3. Composition of Community among Respondents



Figure 4. Type of House of the respondents



Figure 6. Details on Water and Toilet facilities among sampled households



Annexure 3

List of Land Owners, Survey numbers, extent of land and threir amount for which the amount deposited to Special Deputy Collector, Land Acquisition Cell Poonamallee

S.No	Village	Name Land Owner	Survey No.	Extent of	Amount
				Land	(Rs.)
				(Sq.m)	Deposited
			D	ate of Paymer	nt; 09.09.2010
				-	
1.	M.K.T. Road 0/0-	<u>-17/4</u>			
1	Ernakulacherry	Tmt. Sengammal	856/2A	317	259941
2	Neithavayal	Tmt. Gowri	764/3	7	5740
3	Neithavayal	Tmt. Raniammal	29/6A	70	57401
2.	<u>Koladi Road</u>				
4	Koladi	Srinivasan and Gopal	118/1B	200	961835
5	Koladi	-DO-	118/1A	255	1226740
6	Koladi	Laila @Jayalakshmi	16/1B	3	149084
7	Koladi	-Do-	16/1B1B	93	447253
8	Thiruverkadu	Sathyanarayanan	43/2A1	14	67328
9	Thiruverkadu	Anandhi & Pathimalai	44/2B5A	8	38473
10	Thiruverkadu	Sathurbuji	44/2B1A	19	91375
11	Ayapakkam	Muthu	288/5A2	190	218513
12	Ayapakkam	Sournambigai	392/1B	119	763174
13	Ayapakkam	V. Srinivasan	393/2	164	1051769
14	Ayapakkam	Pariponnammal	396/3A1	186	1192860
15	Ayapakkam	M. Chandraprakash	399/1	22	141091
16	Ayapakkam	Ramachandran & Gnanam	409/1A1	276	1770050
17	Ayapakkam	Srinivasan	433/1A	36	230877
		Total		2007	9673104

Source: PIU, TNUDPIII, CMDP – Division-IV, Alandur, Chennai-16

Annexure 4

Views of Sri Selva Vinayagar Temple, Kattur, New Compund wall.







Reconstructed Mariamman Temple, Mathirvedu Road



Relocated and Reconstructed Srimaha Mariamman Temple



Relocate Paathala Ponniamman Temple, Koladi Road





Newly constructed Bus stop shelters at Koladi Road



Reconstructed bathroom by the PAF in Madhirvedu Road

Annexure – 5

END TERM IMPACT EVALUATION OF RESETTLEMENT

AND REHABILITATION IMPLEMENTATION IN ROAD PROJECTS

Interview Schedule

Beneficiary ID (Ration / Voter) number:

PAF No (From R&R ID card)

I. HOUSEHOLD INFORMATION

S.No	Details	Response
1	Name of the District	
2	Name of the Taluk	
3	Name of the Hamlet/Village/ Town	
4	House No. / Street	
5	Contact No	
6	Name of Respondent:	
7	Name of the beneficiary	
8	Head of Family	
9	Type of Family	(1)Nuclear, (2) Joint (3) Extended
10	Religion	(1) Hindu, (2) Christian (3) Muslim, (4) Others
11	Caste	(1) FC, (2) BC, (3) MBC/De-notified (4) SC/ST (5) Others
12	Languages	(1) Tamil (2) Telugu (3) Malayalam (4) Others
13	Is there disabled person in your family	(1) Yes (2) No
14	Vulnerable Group	(1) Women Headed household (2), SC/ST (3), Disabled People(4) landless(5) Orphans and destitute (6), NA

15. FAMILY DETAILS

No	Name	Relation with HH Self	Sex	Age	Marital Status	Education

<u>Relationship</u>: (1) Self (2) Wife (3) Husband (4) Son (5) Daughter (6) Brother (7) Sister (8), Son-in-law (9) Daughterinlaw (10), Brother in law (11) Sister-in-law, (12), Mother (13), Father (14), Grandchild (15) Father-in-law (16), Motherin-law (17) Others relatives

Sex: (1) Male (2), Female (3), Transgender

Marital Status: (1) Married (2), Unmarried (3), Divorced (4), Separated (5), Widow (6), Widower (7), Deserted

Education: (1) Illiterate (2), Literate but in-formal (3), Primary (4), Middle (5), High and Secondary (6), Degree General (7), Degree Technical/Professional (8) N.A

16. Occupation

Name	Occupation		Work days / month		Monthly Income (Rs.)	
	Previous	Current	Previous	Current	Previous	Current
	Total F					

17. Whether you have lost livelihood due to R&R ______ 1) Yes 2) No

18. Do you earn money as in the previous residence? 1) Yes 2) No

19. WEALTH COMPOSITION

S.No	Type of Assets	Type of Assets Before Loss due to R&R		to R&R	After R&R		
						(Current Status)*	
		No./Area	Value	No./Area	No./Area Value		Value

* Acquired as part of rehabilitation

(1) House (2), Wet land (3), Dry land (4) Well (5) Landline (6), Motor Cycle, (6) Auto (7), Grinder (8) Car, (9) Washing Machine (10), Heavy Vehicle (11), Cycle (12) Furniture (13), Mixie (14) Refrigerator (15) TV (16), Residential Plots (17) Gas stove (18) Cell phone, (19) Business Commercial building (20), Commercial Plot (21), Petty Shop/Small trade (22), Repair / Workshops (23) Agent/dealer

Animals: (24) Cow (25), Buffalo (26), Goat (27), Sheep (28), Pig (29), Poultry (30), Duck (31) Bull

(32) Saving (33), Investments

20. Type and Opinion of Compensation received

Type of Rehabilitation Received*	Satisfaction	Adequate	Good Quality Y/N	Received in time Y/N
Transitional Allowance				
Subsistence Allowance				
Livelihood Compensation				
Shifting Allowance				
Rental Allowance				
Compensation for Land				
Compensation for Structures				
Shop				
Monthly Minimum wage				

Satisfied: 1. Highly satisfied 2. Moderately Satisfied 3. Not Satisfied, 4. Adequate, 5. Not Adequate

21. Access to following facilities (Distance in Kms)

Facilities	Previous	Current
	Distance in Kms	Distance in Kms
Working place		
Educational Institute		
Health care centre		
Market		
Transport		
Ration Shop (PDS)		
Temple		
22. Other Impacts		

Impacts	Previous	Current
Investment Increased		
Improved Child Education		
Improved Health		
Debt		
Debt Settled		

23. Details of House

S.No	Impacts	Previous	Current
1	Ownership		
2	Area of House		
3	Type of House		
4	Age of house		
5	Kitchen		
6	Electrified		
7	Drinking Water Supply		
8	Toilet		
9	Water Supply for Other purpose		

1. Ownership: (1) Own

2. Area of House: (1) < 1 Cent

(2) Rental (3) Squatter

(2), 1-2 Cent

(3), 2-3 Cent

(5) 4 – 5 Cent (6) > 5 Cent (4) 3-4 Cent (4), Tin Sheet

(5), Concrete

3. Type of house: (1) Hut (2), thatched roof (3), Tiled 4. Age of house: (1) < two year (2), three to five years (3) six to ten years (4), eleven to twenty years (5) >

twenty one years

5. Separate Kitchen: (1) Yes (2) / No

6. Electrified: (1) Yes (2), No

7 Water supply: (1) Own bore well (2) Home connection (3), Street Stand Post (4) hand pump (5) Other p_ _)

(1) Own (2), Using open area 8. Toilet: (3) Public toilet

9. Common purpose water: (1) Home connection (2), hand pump (3), Street stand post

- 24. Details about occupation of houses
- a. Whether the house is allotted to you? : (1) Yes (2) No
- b. If yes whether the house is occupied? : (1) Yes (2) No
- c. If No reason _____ (1) Lack of facilities within house (2), For away from work places (3) Lack of Amenities in the area (4) Inadequate space (5) Roof Leakages (6) Rented out (7) Leased out (8), Sold Out (9), Occupied Old Place (10) Others _____

25. Education

- a) Any dropouts in your family after R& R?: (1) Yes (2) No
- b) If Yes, how many? : (1) One (2), Two (3), Three and above
- c) Reason for dropout? : (1) Engage as labor (2) Economic (3), Lack of interest (4), Long distance (5), Others
- d) Whether Anganwadi facility available? (1) Yes (2) No

26. Do you encounter any conflict with existing residents after resettlement? 1) Yes 2) No

27. If Yes, Please explain

28. What are the reasons for conflict?

- 1.
- 2.
- 3.

29. How did you overcome the conflict? 1) Compromised 2. Approached grievance redressal committee 3. Still have conflict

Land Acquisition Process

- 30. Are you satisfied with the process adopted for land acquisition? 1) Yes 2) No
- 31. Are you satisfied with the negotiation process? 1) Yes 2) No
- 32. Are you satisfied with quantum of compensation? 1) Yes 2) No
- 33. How did you spend the money given as compensation?
 - Settled dept 2) Purchased land 3) Spent lavishly 4) Started new business 5) Expanded business
 Spent for Education 7) Spent for Marriage 8) Spent for health 9) Deposited in bank 10) Renovate house
 shared 12} Household needs

34. Distance and Loss - Common property resources

S.No	Details	Before resettlement		After Resettlement	
		Distance	Loss	Distance	Rebuilt
			(1) Yes (2) No		(1) Yes (2) No
1	Place of worship (Temple etc.)				
2	Water body				
3	playground				
4	Panchayat Gathering place				
5	Canal				
6	Graveyard				
7	Bus shelter				
8	Hand pumps				
9	Water taps				
10	Others				

35) Do you face any problems due to loss / partial loss of common property resources? 1) Yes 2) No

36) If yes 1) conflict among users 2) conflict with Government 3) conflict with Panchayat (PRI) 4) Access affected

(5) others