SOCIAL IMPACT ASSESSMENT REPORT OF “LAND ACQUISITION FROM BEOTLI CIRCLE DIU UPTO HOTEL KOHINOOR AT DIU FOR THE WORK OF WIDENING, STRENGTHENING AND OTHER INFRASTRUCTURE DEVELOPMENT (INCL. ROAD JUNCTION, ROAD FURNITURE, BEAUTIFICATION, ETC.) ON NH-251 FROM GHOGHLA CHECK POST TO TAD BRIDGE (11.5 KM) AT DIU DISTRICT”

DRAFT SIA REPORT
SUBMITTED TO:
DISTRICT COLLECTOR, DIU

SUBMITTED BY:
SOCIAL IMPACT ASSESSMENT TEAM, DIU
Declaration

This Draft SIA and SIMP report is purely based on the information given by stakeholders, inhabitants of Diu. Maps and other relevant details were provided by Executive Engineer, PWD, Diu and Enquiry Officer, City Survey, Diu.
ACKNOWLEDGEMENT

This Social Impact Assessment (SIA) Report is a result of the work executed by SIA Team, Diu in Diu District as per Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013. The SIA team had extensive consultation with the officials of Public Works Department and Project Affected Families (PAFs) for collecting valuable inputs, data on local ecology, culture and socio-economic profiles.

We extend our sincere thanks to Land Section, Collectorate, Diu, City Survey Office, Diu and Public Works Department (PWD), Diu for their cooperation in providing relevant documents and information of the project.

We are also grateful to the Project Affected Families (PAFs) and local representatives for their time and feedbacks. We appreciate the efforts made by all the respondents and participants of this study and thank them for their support.

(C.D.Vaja)
Chairperson,
S.I.A Team,
S.I.A Unit, Diu
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LIST OF ABBREVIATION

**CPR** Common Property Resources

**DPR** Detailed Project Report

**FGD** Focused Group Discussion

**LA** Land Acquisition

**LAP** Land Acquisition Plan

**NA** Not Applicable

**OAP** Old Age Pension

**PAFs** Project Affected Families

**PAP** Project Affected People

**RAP** Resettlement Action Plan

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

**R &R** Rehabilitation and Resettlement

**SIA** Social Impact Assessment

**SIMP** Social Impact Management Plan

**PWD** Public Works Department
EXECUTIVE SUMMARY

Project and Public Purpose

Most of our National Highways are severely congested. Good physical connectivity is essential for sustaining the economic growth of the country. The traffic issues of Diu District have been progressing fast over the past years. In order to hold this increasing traffic, more widened roads will be required in the coming time. The current land acquisition is a part of this project. U.T Administration of Dadra & Nagar Haveli and Daman & Diu notified Land Acquisition from Beotli Circle Diu upto Hotel Kohinoor at Diu for the work of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghogha Check post to Tad Bridge (11.5 km) at Diu District which would require 30m wide road. Therefore, the PWD, Diu needs to acquire land from both the sides of the road in order to bring uniformity to the road. In compliance with section 4 of the Right to Fair Compensation and Transparency in Land Acquisition, Resettlement and Rehabilitation Act (RFCTLARR) 2013, the present Social Impact Assessment (SIA) of the project was undertaken. The office of the Collector, Diu, U.T. Administration of Daman and Diu in its Notification No. 65-01-LAQ-2019/1477 dated 17-12-2019 notified that the SIA study Land Acquisition from Beotli Circle Diu upto Hotel Kohinoor at Diu for the work of Widening Strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghogha Check post to Tad Bridge (11.5 Km) at Diu District. The SIA was carried out with the objectives of identifying the potential socio-economic positive and negative impacts of land acquisition and developing attainable mitigation measures to enhance positive impacts and reduce or avoid negative impact, thereby ensuring a participative, informed and transparent process of land acquisition for the Widening road at Diu District. Acquisition of land for public purposes as defined by the Act RFCTLARR Act, 2013 is undertaken by invoking the provisions of the act with an objective to ensure a participative, informed
and transparent process of speedy land acquisition of the land for the public purpose. Accordingly, the provisions of the Act authorizes the government to invoke the provisions of this Act for the acquisition of any land for the concerned purpose by adhering to due compensation, rehabilitation and resettlement measures as provided in the Act of 2013. This social impact assessment is in accordance with the Act provision to assess the social impact prior to the acquisition.

**Project Location and Alternatives Considered**

The U.T. Administration of Dadra & Nagar Haveli and Daman & Diu after reviewing land ahead of the District 6052.00 sq. mtrs. private land is to be acquired for Land Acquisition from Beotli Circle Diu upto Hotel Kohinoor at Diu for the work of the construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District. The identified land will be acquired for the swift passage of vehicles since the road through the Diu District is narrow and acts as a bottleneck in the easy movement of vehicles.

Although there are certain losses such as loss of land, loss of residential settlements, loss of commercial structures and a source of livelihoods of the affected, the lesser social and environmental impact of the project on the present site saving the project from rehabilitation measures, makes this option the most suitable place for the widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District. These are:

- On the very first instance people are not willing to give their lands. Only four interested parties are willing to give their lands.
- Alternatives such as bypass road to connect the main road were suggested by majority of the PAFs during the public consultation.
- The compensation amount should be providing the current market rate, as per the provisions of RFCTLARR 2013.
Size and Attributes of Land Acquisition

District: Diu

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<th>Number of the D.M.C. Ward</th>
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<tr>
<td>Number of PAFs</td>
<td>17</td>
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<tr>
<td>Size of the land to be acquired</td>
<td>6052.00 Sq. mtrs.</td>
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<td>Ownership of land</td>
<td>Private</td>
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<td>Classification of land</td>
<td>Agriculture, commercial, Non-agriculture and residential</td>
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The total private land of 6052.00 Sq.mts is to be acquired for the widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District. The present SIA study was done at the project site which is owned by private interested parties spread over 17 PTS numbers. Being a non-agricultural land, some of the land owners have their residence/commercial structure at the project site.

Social Impact

Potential impacts and benefits as a result of the implementation of the project have been considered in four dimensions as social, environmental, cultural and economic. Widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District under the project will lead to enhanced land value as the project will lead to development which is of national interest. Since the road on both the ends of the District is connecting to nearby district and other commercial establishment, the construction under this project will provide easy road access to the District. The construction under the project will lead to widening of road on both sides of the Diu District which will lead to increased road safety while crossing road. Besides having potential positive impacts the project also have negative impacts. The most significant negative impacts of the project are the loss of land, loss of residential
structures and commercial establishments for the households and their dependents. Acquisition of this land is estimated to affect a population of 17 families who will lose part of their lands. The lands notified for the widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District including the area under SIA study is primarily a non-agricultural land and is principally used for commercial and residential purposes. Considering the commercial establishment at the project site, it is assumed that acquisition is likely to deprive them of one source of income - income from the shops/Ice factory (also in the form of rent). The residential households and commercial establishments on the identified lands will be affected substantially with the construction under the project. Loss of individual assets such as bore wells may contribute to impact the water needs of the identified area. Besides individual assets, there will be impact on common public resources such as Well.

**Social Impact Mitigation Plan (SIMP)**

The widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District for which the land has to be acquired has both positive and negative impacts. Based on the desk review, field investigations and consultations undertaken during the Social Impact Assessment of land acquisition for the same, Social Impact Mitigation Plan (SIMP) has been developed. The major mitigation measures drawn are:

**i. Economic Measure**

Loss of property and assets due to acquisition of land for the construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District should be compensated as mandated by the Act under sections 26-31 and which are listed in the First Schedule of the Act for the households spread over 17 PTS numbers.
During the construction, preference should be given to the project affected families (PAFs) and their members for income opportunities depending on the impact on their commercial property. This would compensate the livelihood options which are likely to be affected due to the acquisition of the land.

**ii. Environmental measures**

The proponent shall design the project minimizing the impact on the flora and fauna of the District. More number of trees plantation shall be undertaken in the project site to compensate the loss of trees.

**iii. Rehabilitation measure**

Since there are residential houses and commercial establishments on the project site and are going to be impacted substantially, rehabilitation measures are recommended as appropriate. During interaction with project affected peoples in public consultation most of them demanded for land and residential houses/commercial structures for their loss of land as a preferred compensation. A few of PAPs also reported that there is hardly land available within area to make shift arrangements. To conclude, the discussions and interactions with the stakeholders including the project affected families highlighted their discontent with the construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District. It is opined that the project is a milestone in the development of Diu District, it would provide easy access. Through the construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District is expected to gain a brand value a place in the national map and is to become a center of attraction and development. The SIA team is unanimous in viewing that the land should be acquired by providing due compensation as per the RTFCTLARR Act 2013 provisions. The team emphasizes that the project is important for the development of
the overall national project and its success, the proponent is suggested to balance environmental and social considerations and benefits through implementation of the proposed mitigation measures. It is recommended that preventive measures be given first consideration in order to reduce the cost of mitigation measures and at the same time minimize the negative impact of the project.

**Assessment of Social Cost and Benefits**

The construction under the project has both positive and negative impacts as mentioned above. A detailed assessment was done in order to find out the social cost and benefits. It was found that the road widening for the construction of road will have more negative impacts than positive for the PAFs and people living in the nearby areas. The anticipated losses in terms of social, cultural, environment, biodiversity, etc. can be recovered by adopting mitigation measures. However, it will lead to development of better infrastructure for future. Complete estimate is provided in Chapter IV of this report.

**Public Hearing (To be held after submission of draft SIA report).**

This Social Impact Assessment Report and Social Impact Management Plan is a draft report and changes can be included in the final SIA report after Public hearing.
CHAPTER 1: PROJECT DESCRIPTION

1.1 About the project and background

Good physical connectivity is essential for sustaining the economic growth of the country. Major improvements are required in this sector to ensure level playing field for the producers and manufacturers located in different parts of the country.

The traffic issues of Diu District have been progressing fast over the years. In order to accommodate this increasing traffic more widened roads will be required. Keeping this in mind, U.T Administration of Diu notified Land Acquisition from Beotli Circle Diu upto Hotel Kohinoor at Diu for the work of the construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District which would require 30m wide road. Therefore, the Land acquisition Department needs to acquire 15mts wide land from both the sides of the road in order to bring uniformity and lead to the development of the overall project.

The proposed site is located in the Gandhipara, Diu. A total of 6052.00 sq.mtrs. of land will be acquired for widening, strengthening and other infrastructure development on NH-251. The land to be acquired is non-agricultural land and comprises open land/barren land, residential houses and commercial establishments.

1.2 Project Objectives

The project aims to widening, strengthening and other infrastructure development on NH-251 by expanding the road on both the sides. This will be carried out in order to manage traffic congestion and facilitate in free flow of traffic. The key objective of the assessment was to identify the potential socio-economic positive and negative impact of land acquisition and to
develop attainable mitigation measures to enhance positive impact and reduce or avoid negative impact.

1.3 Details of the project

1.3.1 Project Location

The U.T Administration Diu reviewed the project location and is the only appropriate site for the construction of widening, strengthening and other infrastructure development on NH-251. The land yet to be acquired under this project has been identified. The road through Gandhipara acts as a bottleneck in the free flow of traffic since the road on both ends of the village is wider. Therefore the U.T Administration of Diu decided to widen the road by expanding the road by 15 mts on both sides of the road. Regarding the specificities of the land to be acquired, there are residential structures and commercial settlements of private/public nature existing at the project site. However, the project site also comprised of barren land.

1.3.2 Project cost

The detail of the project cost has not been provided to the project team during the visit.

1.3.3 Key benefits of the project

➔ Fast and safe connectivity resulting in savings in fuel, travel time and total transportation cost.

➔ Reduction in pollution due to less emission as there will be free flow of traffic.

➔ Better approach to medical & educational services and quick transportation of perishable goods like fruits, vegetables and dairy products.

➔ Improved infrastructure in the area.
1.3.4 Objectives of the study

The study was conducted with the following objectives:

- To assess whether the proposed acquisition serves public purpose.
- To estimate the number of affected families and number of families among them likely to be displaced.
- To understand extent of land acquired is bare minimum needed for the project.
- To identify the process of acquiring land as per Govt. Act/regulations and decide the fair compensation for the concerned party.
- Identify the potential social and economic changes and conduct the impact assessment through onsite field investigations, public hearings and consultations.
- Outline steps to mitigate or enhance negative or positive aspects of change if at all exists.
- To examine the positive and negative impacts on the socio-economic condition of people in the project area.
- To develop appropriate measures to minimize the negative socio-economic impacts of the project.

1.4 Legal Framework

Application of national statutes and regulations on socio-economic impact suggests that the proponent has a legal duty and social responsibility to ensure that the proposed development be implemented without compromising the status of the environment, livelihood of people, natural resources, public health and safety. This enhances the importance of this social impact assessment for the proposed site to provide a benchmark for its sustainable operation. However, there are extended arms of the act which could be looked into. The major legislation that governs the land acquisition for the present project is discussed briefly here:
Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013

This Central Act is to ensure a humane, participative, informed and transparent process for land acquisition for development of essential infrastructural facilities, industrialization and urbanization with least disturbance to the owners of the land and other affected families and provide just and fair compensation to the affected families whose land has been acquired or proposed to be acquired or are affected by such acquisitions and make adequate provision for such affected persons for their rehabilitation and resettlement and for ensuring that the cumulative outcome of compulsory acquisition should be that affected persons become partners in development leading to an improvement in their post-acquisition social and economic status and for matters connected there with. Chapter IV, Section 11 states that “whenever it appears to the appropriate government that land in any area is required or likely to be required for any public purpose, a notification to that effect along with details of land to be acquired shall be published in the official Gazette, two daily newspapers, uploaded on the website of appropriate government and in the affected areas to all the persons affected” (RFCTLARR Act, Sec.11). Prior to the acquisition section 4 of the Act mandates conduct of a Social Impact Assessment study of the affected area to study the impact the project is likely to have on various components such as livelihood of affected families, public and community properties, assets and infrastructure particularly roads, public transport. Similarly, where land is acquired, fair compensation shall be paid promptly to all persons affected in accordance with sections 28, 29 and 30 of the Act, along the following parameters:

- Area of land acquired,
- Market value of the property decided by the Collector,
- Value of things attached to land or building Damages sustained from the severance of the land parcel from the land,
- Damages to other property in the process of acquiring the said land,
> Consequences of changing residence or place of business by the land owners,
> Damages from diminution of profits of the land acquired.
> Award of solatium
> Interest paid at the rate of minimum 12% per annum on such market value for the period
> Commencing on and from the date of the publication of the notification of the social impact assessment study.

The Proponent has undertaken Social Impact Assessment and developed mitigation measures for those who will be affected by the proposed project. The Proponent shall adhere to the requirements of the act in the implementation of land acquisition.
CHAPTER 2: TEAM COMPOSITION, APPROACH, METHODOLOGY AND SIA SCHEDULE

2.1 Introduction

Section 4 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013, requires that all SIA studies undertake surveys/public consultations as part of the study. The aim of SIA is to ensure that all stakeholders interested in a proposed project including project beneficiaries and the general public in the vicinity of the proposed project be identified and their opinion considered during project planning, design, construction, operation and decommission phase. In compliance with the requirements of the regulations, the SIA team conducted the assessment during the SIA study and interacted with project affected families and other stakeholders of the current project in the whole area. This chapter illustrates the approach and methodology adopted for undertaking the social impact assessment and gives an overview of the SIA unit and activity schedule of the study.

2.2 Team Composition

Hotel Kohinoor Circle, Diu Left Side (South Side) (1) Survey No. PTS-111/11, adrn. 1764 sq.mtrs., near Be-Otali Circle, Diu (2) Survey No. PTS-110/21, adrn. 1096 sq.mtrs., (3) Survey No. PTS-111/14-A, adrn. 26 sq.mtrs., (4) Survey No. PTS-110/15/2, adrn. 31 sq.mtrs., (5) Survey No. PTS-110/15/1, adrn. 40 sq.mtrs., (6) Survey No. PTS-109/6-A, adrn. 432 sq.mtrs., for public purpose for the work of Widening Strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 Km) at Diu District.

1. Shri C.D. Vaja Mamlatdar / Enquiry Officer, Block Development Officer, Diu.
2. Shri Jignesh B. Makwana, Junior Town Planner, Diu- Member Secretary.
3. Shri Deepak Sondarva, Asstt. Professor (Hindi), Diu College, Diu.
7. Shri Bharat Chauhan, Disaster Project Coordinator, Disaster Management Cell, Collectorate, Diu.

### 2.3. Study Approach

The approach to this exercise was structured in a manner to cover the requirements under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013. It involves a combination of qualitative research methods such as public consultations with project affected population of the project areas, focus group discussions and other PRA techniques, quantitative household surveys and desk research.

### 2.4 Methodology and Data Collection

The methodology adopted for the assessment was a mix of quantitative and qualitative methods. Quantitative information on the project affected people and families were gathered through the household survey. As per the
notification and property cards of land details provided by the Enquiry Office City Survey, Diu U.T. Administration Dadra & Nagar Haveli and Daman & Diu there are 17 families who have property ownership at the project location. Household interviews and questionnaire surveys were conducted with most of the land holders to elicit information pertaining to the subject of the SIA study area. Qualitative information was gathered along with the field study/household survey through public consultation targeting various stakeholders of the SIA study. The consultation was conducted through the use of focused group guideline points and set of objective specific questions. The SIA team developed several formats and guidelines for focus group discussion which included PAPs.

Household interviews were conducted with most of the land holders of the SIA study area. As per the report provided by the U.T. Administration Diu, there are 17 families and their dependents, who have property ownership at the project location. Representatives of cent percent of these households were contacted to elicit information pertaining to the subject. In addition, the interviewers also targeted households whose owners have structures at the project site and are living outside Diu. The project team tried to connect with them over telephone, however it was difficult. Household survey was undertaken by qualified and experienced data enumerators by administering predefined interview schedules targeting the project affected population (PAP).

A public consultations/focus group discussion was held with the project affected population within the proposed project area. The agenda of the meeting were: project introduction, socio-economic impact discussions, question and discussion session and conclusion. The consultation was attended by one to two people representing the project affected families (PAFs). After the detailed introduction on the project and the purpose of the consultation each one of the participants was given a fair chance to comment on the project and its impact on their socio-economic lives.

The key informant stakeholders, viz. project affected people were contacted and relevant information was collected through holding consultative discussions and administering of questionnaires. The stakeholders were
identified and consulted with the objective of understanding the existing socio-economic conditions of the area of influence and the immediate surroundings of the proposed project. The data obtained from the survey was analysed to provide a summary of relevant baseline information on affected populations; all categories of project impact which include direct and indirect impact of physical and/or economic nature on the people and the general environment. The responses received through the public consultation and socio-economic survey is represented in the subsequent chapters of this report.

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

- Desk review
- Physical inspection
- Questionnaire Survey
- Stakeholders’ Consultation
- Public Consultation/ focus group discussion

Desk Review
Desk review of available reports, project related documents and records from Enquiry Office, City Survey, Diu and literature including maps, details of land owners etc. was undertaken. This was done to understand the socio-cultural and economic status of the people of the area in general and the project affected households in particular.

Physical Inspection
The project team physically visited the land holding which is to be acquired with the help of the surveyor of the Enquiry Office, City Survey and Land Section, Collectorate, Diu in order to make an independent assessment of the resources in the project land and the land use pattern.
**Questionnaire Survey**

In order to understand the socio-economic profile of the affected family, a questionnaire was prepared. The questionnaire was carefully designed to assess the condition of affected family and its economic and social aspects. It also aimed at understanding the details of land that was acquired, its ownership, uses, etc. The questionnaire consisted of both open and close ended questions. The data obtained from the questionnaire survey was analysed to provide a summary of relevant baseline information on affected populations; all categories of project impact which include direct and indirect impact of physical and/or economic nature on the people and environment.

**Stakeholders' Consultation**

To gain in-depth understanding of the situation, stakeholders' consultation was conducted with the project affected families. Maps of the project site and other related document were given by Executive Engineer, PWD (Requiring body). These documents were used to understand about the location of acquired land, necessity of acquiring that land, benefits that the project will bring to the area and its impact on the stakeholders were discussed. Details of discussions held are mentioned in Chapter VI.

**Public Consultation/focus group discussion**

A discussion was held with the affected families on the background of the land and the potential impact of the project. The discussion helped in understanding the opinion of the PAFs regarding land acquisition.

**2.6 Sources of data**

Data collected using primary and secondary methods were carefully analysed by the project team. The primary source included responses from
project affected families of the study, and the secondary data sources included various legislations, documents, reports and other desk review materials from the department of land acquisition. The impact/s of the project on the area, PAFs, its cost and benefits were assessed. Based on the same, recommendations are provided.

2.7 Public Hearing
Section 5 of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act of 2013 envisages that whenever an SIA study is required to be conducted, the Government shall ensure that a Public Hearing is held at the affected area to ascertain the views of the affected families to be recorded and included in the SIA Report. RFCTLARR Rules 2014 have prescribed detailed procedure for the conduct of the public hearing. In accordance with the above Rules of RFCTLARR, SIA unit will organize a public hearing after the submission of draft report.
CHAPTER 3: LAND ASSESSMENT

3.1 Land and Area
The land to be acquired for Land Acquisition from Beotli Circle, Diu upto Hotel Kohinoor at Diu for the work of construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District.

3.2 Land required for project
6052.00 Sq.mts of land needs to be acquired for the construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District.

3.3 Type of land
The land to be acquired under this project is non-agricultural, residential, Commercial and agriculture land.

3.4 Land Use pattern
During discussion with the PAFs, it was found that the site has both residential and commercial establishments in the project location. Some part of the land is barren and left unused by the land owners since they were aware about the notification of construction of widening of road. Some households were found to be vacant and the team was informed that the land owners have permanently shifted to other place.

3.5 Land assessment details
The land to be acquired is located in the Diu District. Total proposed land area of 6052 Sq.mts is to be acquired for the construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to
Tad Bridge (11.5 km) at Diu District. Project team visited the site location and checked/verified the details with the map provided by Executive Engineer, PWD, Diu. During the survey, some of the PAFs shared that the residential households are their ancestral properties and they own it from Portuguese regime. Further, they mentioned that due to the project, it will be impacted resulting into a major loss. A few of PAFs also shared that the Diu has Portuguese architecture which will be impacted substantially with the construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District. This will result in loss of heritage and culture of the area.

### 3.6 Verification and assessment of land

Detailed verification of land was done by the project team during site visit.

<table>
<thead>
<tr>
<th>Description</th>
<th>Land assessment and assets verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location of land required</td>
<td>The land is located in Gandhipara, Diu.</td>
</tr>
<tr>
<td>Land Ownership(proposed land to be acquired)</td>
<td>It consists of both private and government land.</td>
</tr>
<tr>
<td>Land use details of the area of operation of the proposed land</td>
<td>Most of the PAFs shared that they use the land for residential and commercial purposes. The site had pucca structures.</td>
</tr>
<tr>
<td>Determining the necessity for land acquisition</td>
<td>Land is required for road widening on both sides of the road for construction of construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District.</td>
</tr>
</tbody>
</table>

| Common property resource (CPR) that may be disturbed due to proposed land acquisition | Part portion of boundary wall of Court building and Gandhipara Community hall. |

### 3.7 Land holders and area of land

The properties covered by SIA study (6052 sq. mts) are owned by 17 families spread over 17 PTS numbers. The ownership of land here is private land.
Some part of the land to be acquired also belongs to the government. Affected families gained ownership for the property at the project location through heredity (share from ancestors), majority are SC families who have given the land by the government for construction of houses and mostly are pensioners.

### 3.8 Land Details of PAFs

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>PTS Nos.</th>
<th>Location</th>
<th>Owner of Property</th>
<th>Total area of property in Hectares</th>
<th>Area of land to be acquired in Sq. mts.</th>
<th>Structure type</th>
</tr>
</thead>
<tbody>
<tr>
<td>A) Right Side (North side)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>PTS-111/1-A</td>
<td>Near Be- Otali Circle, Diu</td>
<td>Smt. Fulbai Narottam</td>
<td>0.189.52</td>
<td>856.00</td>
<td>Residential Building</td>
</tr>
<tr>
<td>2</td>
<td>PTS-111/1-B</td>
<td>Near Be- Otali Circle, Diu</td>
<td>Shri Puspasen Narottam &amp; Premji Dayal</td>
<td>0.11.34</td>
<td>295.00</td>
<td>Residential Building</td>
</tr>
<tr>
<td>3</td>
<td>PTS-111/1-B/1</td>
<td>Near Be- Otali Circle, Diu</td>
<td>Mrs. Kamlaaben Jitendra Goswami</td>
<td>0.04.34</td>
<td>119.00</td>
<td>Residential Building</td>
</tr>
<tr>
<td>4</td>
<td>PTS-111/1</td>
<td>Near Be- Otali Circle, Diu</td>
<td>Smt. Asvantibai Pushpasen</td>
<td>0.60.77</td>
<td>622.00</td>
<td>---</td>
</tr>
<tr>
<td>5</td>
<td>PTS-110/1</td>
<td>Gandhipara, Diu</td>
<td>Shri Naran Dana as Occupant Class- II</td>
<td>0.01.65</td>
<td>67.00</td>
<td>Residential Building</td>
</tr>
<tr>
<td>6</td>
<td>PTS-96/93</td>
<td>Gandhipara, Diu</td>
<td>Smt. Sonabai Rama as Occupant Class- II</td>
<td>0.01.65</td>
<td>61.00</td>
<td>Residential Building</td>
</tr>
<tr>
<td>7</td>
<td>PTS-96/94</td>
<td>Gandhipara, Diu</td>
<td>Shrin Vira Nathu as Occupant Class- II</td>
<td>0.01.65</td>
<td>37.00</td>
<td>Residential Building</td>
</tr>
<tr>
<td></td>
<td>PTS-96/95</td>
<td>Gandhipara, Diu</td>
<td>Shri Ramji Kala Jadav as Occupant Class-II</td>
<td>0.01.65</td>
<td>16.00</td>
<td>Residential Building</td>
</tr>
<tr>
<td>---</td>
<td>----------</td>
<td>-----------------</td>
<td>-------------------------------------------</td>
<td>---------</td>
<td>-------</td>
<td>---------------------</td>
</tr>
<tr>
<td>9</td>
<td>PTS-109/2</td>
<td>Near Hotel Kohinoor Circle, Diu</td>
<td>Shri Satishchandra Chootalal as Occupant Class-II</td>
<td>0.23.56</td>
<td>197.00</td>
<td>Residential Building</td>
</tr>
<tr>
<td>10</td>
<td>PTS-109/10</td>
<td>Near Hotel Kohinoor Circle, Diu</td>
<td>Hotel Kohinoor as Occupant Class-II</td>
<td>0.17.60</td>
<td>184.00</td>
<td>Commercial (Hotel)</td>
</tr>
<tr>
<td>11</td>
<td>PTS-109/3</td>
<td>Near Hotel Kohinoor Circle, Diu</td>
<td>Shri Kalpana Distillery, Diu</td>
<td>1.22.11</td>
<td>209.00</td>
<td>Commercial</td>
</tr>
</tbody>
</table>

**Total (A) 2663.00**

<table>
<thead>
<tr>
<th></th>
<th>PTS-111/11</th>
<th>Near Betal Circle, Diu</th>
<th>Shri Kalpana Distillery, Diu</th>
<th>1.51.58</th>
<th>1764.00</th>
<th>Residential</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>PTS-110/21</td>
<td>Near Gandhipara, Diu</td>
<td>Shri Kalpana Distillery, Diu</td>
<td>0.49.36</td>
<td>1096.00</td>
<td>Residential Building</td>
</tr>
<tr>
<td>3</td>
<td>PTS-111/14-A</td>
<td>Near Gandhipara, Diu</td>
<td>Shri Khimji Jasho Chauhan as Occupant Class-II</td>
<td>0.01.00</td>
<td>26.00</td>
<td>Residential Building</td>
</tr>
<tr>
<td>4</td>
<td>PTS-110/15/2</td>
<td>Near Gandhipara, Diu</td>
<td>Shri Mavji Jassa Chauhan</td>
<td>0.00.31</td>
<td>31.00</td>
<td>Residential Building</td>
</tr>
<tr>
<td>5</td>
<td>PTS-110/15/1</td>
<td>Near Gandhipara, Diu</td>
<td>Shri Khimaji Jassa Chauhan</td>
<td>0.00.40</td>
<td>40.00</td>
<td>Residential Building</td>
</tr>
<tr>
<td>6</td>
<td>PTS-109/6-A</td>
<td>Near Gandhipara, Diu</td>
<td>Smt. Manibai Meghji as Occupant Class-II</td>
<td>0.16.00</td>
<td>432.00</td>
<td>Commercial</td>
</tr>
</tbody>
</table>

**Total (B) 3389.00**

**Grand Total (A+B) 6052.00**

These details were provided in the notification provided by the Office of the Collector, Diu and responses collected from PAFs.
3.9 **Bare minimum land assessment**

A few of the PAPs (land owners) are not willing to give their land & properties. During the public consultation they shared that the present road is sufficient for free flow traffic and therefore there is no need of the current expansion of the same. SIA team during discussion informed that the road on both end of the area is to be expanded as the road passing through Gandhipara, Diu is narrow and therefore the road through Gandhipara needs to be expanded by 15 mts. on both sides from centre line of existing road. Hence, a total of 15 mts. on both the sides of the area is the bare minimum land for construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghogha Check post to Tad Bridge (11.5 km) at Diu District by widening the road up to 30 meters.

3.10 **Extent of impact**

The land spread over 17 PTS numbers and owned by 17 families at the project location will be impacted partially by the acquisition. The potential impact on the residential and commercial structures in the identified location will be partial. However, a few PAFs have their shops/Ice factory (part of project site as the sole means of livelihood). These PAFs will be majorly impacted by the acquisition. Some households are built on load-bearing structure. A slight break down at one place might lead to falling of the entire structure. It is inferred from the above that deprivation of the income from the land at the project site is likely to decrease their livelihood and bring about a transition in their expenditure pattern, property loss and cultural loss.

3.11 **Number of families and persons affected**

With the acquisition of their property at the project location, all the 17 families and their dependents will be affected by the project at Gandhipara, Diu. It was learnt from the interactions that the commercial settlement at the location acted as a source of income for few of these households. The
major source of earning for most of the households in the affected category however was from their employment/business. For few of the PAFs, the source of income was from the service pension. These households survived solely on the income from their business, employment (also in the form of rent) and old age pension.

3.12. Quantity and location of land proposed to be acquired for the project
As stated earlier, the land to be acquired for the project is estimated to be 6052 Sq.mts owned by 17 families and their dependents. It is spread across 17 PTS numbers. The proposed land is located in Diu District urban area.
CHAPTER 4: ESTIMATION AND ENUMERATION OF AFFECTED FAMILIES ASSETS

This chapter describes in detail about directly affected landowners and the impact that the construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District will have on their property, resources, assets, community resources etc. at the identified project site.

4.1 Number of property and families affected
The land spread over 17 PTS numbers and owned by 17 families at the project location will be impacted by the construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District. Total 6052 sq.mts of land will be acquired under the project for the same. Acquisition of this land for the project will affect them in terms of loss of land and deduction in their source of income.

4.2 Ownership of land
Detailed socio-economic profile of the project affected land owner is given in the next chapter. This section provides area of individual landholder to be acquired with his/her name. This information was collected from the U.T Administration Diu and PAFs. The SIA study area accounting to 6052 Sq.mts is fully privately owned by the land owners. It also includes government land or common property resources. However, it is observed that although the SIA study area includes only private owned land. Acquisition of the government land will directly affect the schedule caste population that resides in the project site since Portuguese regime in the small houses (Bangli).
4.3 Number of residence/ affected structures

The land is fully a non-agricultural land and partially agricultural land. There are residential and commercial establishments existing or functioning in the area. The table below briefly describes the estimation of the affected property.

<table>
<thead>
<tr>
<th>S. No</th>
<th>Category of loss</th>
<th>Description of loss</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Total Land Area</td>
<td>6052 sq.mts.</td>
</tr>
<tr>
<td>2.</td>
<td>Structures</td>
<td>Boundary walls, residential houses, commercial establishment and Ice factory</td>
</tr>
<tr>
<td>3.</td>
<td>Livelihood</td>
<td>Loss of Monthly income (in form of rent and shops)</td>
</tr>
<tr>
<td>5.</td>
<td>Any Others (cultural heritage)</td>
<td>NA</td>
</tr>
</tbody>
</table>

4.4 Loss of common property

Trees, streetlight poles, compound walls, and structures such as residential and commercial structures, community hall, court building and its boundary walls will be affected by the construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District

4.5 Loss of individual Assets.

Individual assets in the form of loss of land bore well, garden, plants, residential and commercial structures will be affected by the project.

Loss of Community/Public Assets

<table>
<thead>
<tr>
<th>S.No</th>
<th>Particulars</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Residential Houses</td>
</tr>
<tr>
<td>2.</td>
<td>Compound</td>
</tr>
<tr>
<td>3.</td>
<td>Water Tank</td>
</tr>
<tr>
<td>4.</td>
<td>Commercial establishments</td>
</tr>
</tbody>
</table>
CHAPTER 5: SOCIO-ECONOMIC AND CULTURAL PROFILE

5.1 Introduction

The social impact assessment unit in compliance with the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act 2013, undertook the socio-economic survey and collected data on relevant socio-economic circumstance of the project affected population including family details, demographic information on social classification, education and occupation of family members, total family income (from all sources), identification of vulnerability; key issues likely to be faced with regard to land acquisition and compensation; quantification and criteria of vulnerable PAPs and strategies for minimizing impact on current land use activities or cultural heritage. This chapter provides summary of the baseline information on the findings of the socio-economic survey.

5.2 Demographic profile

Diu is a town in Diu District in the Union Territory of Daman and Diu, India. Diu district is the tenth least populated district of India. As per census of India 2011, Diu Municipal area had a population of 24196. Males constituted 46% of the population and females 54%. Diu has an average literacy rate of 71%, falling below the 2011 national average of 74.04%. Male literacy is 81% and female literacy is 69%. In Diu, 13% of the population is under 6 years of age. The small size of Diu – 17.81 sq. km for the municipal area and 40 sq. km for the whole district besides the physical barriers of the sea and the creeks, draws a limit on its physical expansion. The restrictions of Coastal Regulation Zone, the wetland guidelines, presence of historical and archaeological monuments make it more difficult to expend its new essential projects for public need. Jethibai Bus Stand Diu is one of such places where public demanded its extension, beautification and
restructuring with all modern basic amenities looking towards the anticipation of Diu as Smart City of India in coming years.

5.3 House hold schedule
Details of the socio-economic conditions of the PAFs are mentioned in this section.

a) Age of PAP
Mostly PAP's are old age person and some of the them are school going children and middle aged.

b) Family Size
Majority of the PAFs have five to seven members in each. About a quarter of the families have 2-4 members. The number of persons in the household and the factor of the size of the households gain importance given the comparatively small income of the houses that impinge on the living conditions of the family members.
c) Family Pattern
More than half of the PAPs live in nuclear family while some of them also live in joint families. Most of the families belonged to joint family pattern consisting of 5-7 members in each family.

d) Religion and caste
There were mostly households adhering Hindu faiths belonging to Schedule Caste amongst the surveyed households. All the total 17 households surveyed belonged to Hindu religion. The affected families belonged to the Schedule Caste and general social group.

e) Education status of PAP
The PAP belongs to different educational groups. An overview of the educational status of the respondents revealed that majority of the respondents was of either high school education or graduate. The team observed some of the PAP are illiterate during the survey.

f) Composition of the structure
The households covered under the SIA study most of them were living in houses of their own. A few of the PAPs also had open land/plot and commercial structures on the land. The nature and type of place of stay highlights that affected families owned pucca houses. Pucca here means houses which are strong and permanent; terraced and tiled houses that are properly maintained.

g) Work Status
People were engaged in a range of work for which they were getting paid. The PAPs were involved in private and government jobs whereas the other few were involved in business/trade. For some households surveyed the source of income was the service pension after their retirement.

h) Occupation of PAP
Some of the PAPs are engaged in their own family business/trade. Some are in government services and private service also. The employment / works in which the directly affected people were engaged include business, government jobs and private jobs. Around more than half of the PAP is financially dependent on the head and other earning members of the family.
**i) Monthly income of PAF**

Mostly PAPs are pensioners. Some of them are in Govt. jobs getting good salary. Some of the PAPs family residing in UK who are helping them in all the ways. These details were collected by the project team during the survey.

**j) Rehabilitation and Resettlement**

Many of the PAPs during public consultation and individual interaction told the team that they demand land/residential house/commercial structure for land/residential house/commercial structure only if the land is available within the project area. Also during the public consultation few of the PAPs mentioned that there is no land available in the area for resettlement and rehabilitation.

**5.4 Stakeholder’s Consultation**

For the purpose of understanding the details of current situation, consultations were held with various stakeholders who were directly or indirectly impacted by the project. Details of discussion with each stakeholder are mentioned in the next section.

**5.5 Stakeholder’s consultation**

The project team met the different stakeholders related to the project. The summary of feedbacks and responses of various stakeholders interacted during the field visit is mentioned below.

<table>
<thead>
<tr>
<th>S.No</th>
<th>Name of the stakeholder</th>
<th>Details of discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Concerned Official from Enquiry Office, City Survey, Diu</td>
<td>The staff briefed the project about the situation and provided documents related to the project.</td>
</tr>
<tr>
<td>2.</td>
<td>Executive Engineer (Sh. Gopal Jadav)</td>
<td>Mr. Gopal Jadav, Exe. Engineer, PWD, Diu gave overview of the project to the SIA team. He also shared with the team that the proposal was already notified. Further he told the team that the road will be expanded to 30 mts. Also he gave the map of the land to the team and other documents relating to the description of assets.</td>
</tr>
</tbody>
</table>
The team interacted with the people who will be affected by the construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District. The PAPs expressed their reluctance with the expansion of the road on both the sides. They also mentioned that it would negatively impact their lives in many ways.

### 5.5 Public Consultation

The project team organized an interaction with the Project Affected Families (PAFs). During the interaction, SIA team sensitized them about the project and details of land acquisition. They also informed the families on the provisions of RFCTLARR. During the interaction, it was found that most of the PAFs shown disapproval to the project. They shared that they want to keep the land for themselves and their children since this is their ancestral property and is from Portuguese Regime. They mentioned that they either want their children to inherit that land or want to keep it for securing their future. They were not willing to give their land. A few of them also said that bypass road can be constructed from behind Gandhipara, Diu. This way it will be an equal settlement at ends of both parties (Department of Land Acquisition and PAFs). This view was favoured by majority of PAFs. While others recommended of making bypass from behind Gandhipara, Diu, as this way the road will connect to the outside of village. Most of the PAFs shared with the team that the heritage and culture of the area will be impacted to a large extent with the construction of the project. The PAFs also discussed the potential positive and negative impacts of the construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District.
5.6 Opinion of PAPs

More than 80% of the PAFs gave a bad opinion regarding the project. Whereas few of the affected families also said that its a good project in terms of development of the area and future needs. A few of PAFs said that since it is their ancestral property they don’t want to give away their land. Below is the summary of the responses and feedbacks of the project affected population during the public consultation.

- They are mostly belongs to Schedule Caste and other Backward class i.e. very poor section of the society and the proposed land acquisition till adversely affect several people of SC Community.
- The proposed compensation will be as per government circle rate of land and looking into current market rate, monetary compensation is not feasible and it is not possible to purchase similar land in the vicinity area and they will lose their residence.
- They also stated that proposed land acquisition will require multi crores of Government fund and instead of acquiring, it shall be used for the better development of the nation.
- It is the prime duty of the Government to provide the employment, food and shelter to weaker section of the society such as labour, farmer, SC, ST people.
- They have stated that there is alternative of the acquisition by making this road one way incoming traffic from Kohinoor Hotel to Diu Court and out-going traffic from Diu Court to OIDC housing complex road to circle of Gandhipara lake to Hotel Kohinoor.
- They requested to suggest the UT Government and/or Acquiring body to drop the proposed land acquisition as it adversely affect the society at large.
- Out of total 17 PAPs, only 04 of the PAPs have agreed for the acquisition.
- If the existing road is expanded then there will be noise and air pollution for which old age persons, small children will directly affect.
Their houses are of their forefathers wherein their childhood has spent and due to expansion of road their forefathers remembrance will be vanished.

If road will expanded then there will be no safety of children.

The existing road is sufficient for movement of traffic and there is no any traffic congestion as the population of Diu is very less.

Mostly in their area are pensioners and if their houses are affected then they can’t build a new house and mentally and financially they are not able to do so.

There are parking, underground water tank, soak pit, shops are coming under road expansion.

They are staying in their houses for so many years and they have taken home loan to build their houses with paying interest for so many years.

They insist that the proposal of widening of road may be dropped in the public interest.

Mostly affected parties have denied to expand the road from Be-Otli upto Hotel Kohinoor.

They also pressed that why the Government has started the acquisition of widening of road from Be-Otli upto Hotel Kohinoor as it has to be started from very first beginning from Ghoghla Check post which connect upto Tad Check post.

*Personal information of few of the project affected population has been kept confidential.*

An overview of the socio-economic cultural profile undertaken under the present SIA study portrays that 17 households are partially affected by the land acquisition in the project location. There area many Scheduled Caste households who are directly or partially affected. Family business/ trade, employment/occupation at the government and private sector were the major source of income for the project affected families and they earned between Rs.7,000/- to Rs. 40,000/- per month indicating a better off status. For many households service pension formed the source.
All of these land owners resides in their property at the project site. There were residential, commercial in their property. It was primarily a non-agricultural land. The income from the commercial property acted as a source of livelihood/income for these households. From the analysis it can be inferred that most of the project affected households were of middle income group

**Snapshots from the field visit**
CHAPTER 6: SOCIAL IMPACT MANAGEMENT PLAN

6.1 Introduction
This Social Impact Management Plan (SIMP) has been prepared to mitigate negative social impacts of this project according to RFCTLARR. The SIMP consists of a set of mitigation, monitoring and institutional measures to be taken during the design, construction and operational phases of the project to 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. In compliance with section 4 of the Right to Fair Compensation and Transparency in Land Acquisition, Resettlement and Rehabilitation Act of 2013, the present social impact assessment was carried out with the prime objective to identify the potential socio-economic positive and negative impacts of land acquisition and to develop attainable mitigation measures to enhance positive impacts and reduce or avoid negative impacts and thereby ensure a participative, informed and transparent process of land acquisition for the construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District.

6.2 Approach to mitigation
The SIA team made use of a combination of two research approaches i.e., quantitative and qualitative, for the identification of various social impact and the mitigation measures. Adoption of a combination of both qualitative and quantitative methodology was intended to obtain a more comprehensive data and more holistic result without excluding any important area of assessment. The mitigation measures proposed were arrived at through a series of interactions and discussions with different categories of
stakeholders, viz., the project affected population and government officials of
department of Revenue. The collected information on social impact was
studied and discussed internally and externally with experts in order to
frame the mitigation plan. The process of such interactions culminated at
framing various measures to mitigate and avoid or reduce the impact. This
chapter summarizes and presents the major social impacts both negative
and positive and the mitigation measures to be adhered to at various stages
of the project with a vision to mitigate the negative social impact and
enhance the positive ones.

6.3 Social impact
The area of the SIA study which was limited to an extent of 6052 sq. mts
was possessed by 17 land holders spread over 17 PTS numbers. Information
elicited through a multipronged strategy highlighted that most land holders
were not happy with the construction of widening, strengthening and other
infrastructure development (incl. Road junction, Road furniture,
Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge
(11.5 km) at Diu District in the area identified. At the same time they
expressed certain concerns that could affect/impact their social and
economic life in the society due to the acquisition of their land. The following
provides the major anticipated impacts (both positive and negative) of the
proposed project which were discussed by the PAFs with the project team:

6.3.1. Positive Impact
Responses highlight that with the construction and operation of the
widening, strengthening and other infrastructure development (incl. Road
junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla
Check post to Tad Bridge (11.5 km) at Diu District the people and the area
will have positive impacts considering future requirements in mind. A few of
the major ones cited are:
(i) Increase in land price
With the construction, the value of the land holdings in the entire area of
Diu is likely to go higher. However, the PAFs were quite apprehensive
whether it should be considered as positive or negative. Among the directly affected households, all will be deprived of any land at the vicinity of the project location after acquisition.

(ii) Increased road safety
The widening of road will help in the free flow of traffic thus increasing the road safety.

(iii) Improved Infrastructure
The construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District will lead to the overall development of area in terms of improved infrastructure for travelling. The road will provide solution to the traffic congestions that might affect the area in longer run.

(iv) Reduction in pollution

(v) Increase in road access and connectivity

6.3.2. Negative Impact
Through the acquisition of land which is primarily non-agricultural in nature, the land holders who are affected stated the following impacts which will negatively affect their lives. They were undivided on the fact that, construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District will have negative impact. The negative impacts indicated are mentioned below:

(i) Impact on livelihood (Loss of source of income)
Among the land holders in the project area households reported that they had residential/commercial structure on land and that is the only source of income for the family. Accordingly, acquisition of their land for construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District will permanently take away a source of their income. In consonance with the above, few of them
stated that they would be deprived of a source of earning resulting in a decrease in their income.

(ii) Impact on Land
The identified land for construction under the project is primarily a non-agricultural land. While certain plots were lying barren for decades. Nevertheless, acquisition will lead to loss of entire residential and commercial settlement impacting PAFs.

(iii) Impact on Physical resources (Loss of assets)
The respondents during conducting survey questionnaire and personal interviews reported about loss of trees, loss of water tank and loss of compounds in their land at the project site. However, during physical visit by the SIA team no yielding trees could be observed in the land.

Table: Impact table

<table>
<thead>
<tr>
<th>Impact</th>
<th>Negative/positive</th>
<th>Direct/Indirect</th>
<th>Temporary / permanent</th>
<th>Major/Minor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss of a source of income for PAF</td>
<td>Negative</td>
<td>Direct</td>
<td>permanent</td>
<td>Major</td>
</tr>
<tr>
<td>Loss of Assets</td>
<td>Negative</td>
<td>Direct</td>
<td>permanent</td>
<td>Major</td>
</tr>
<tr>
<td>Depletion of water source</td>
<td>Negative</td>
<td>Direct</td>
<td>permanent</td>
<td>Major</td>
</tr>
<tr>
<td>Loss of trees present in the project site</td>
<td>Negative</td>
<td>Direct</td>
<td>permanent</td>
<td>Major</td>
</tr>
</tbody>
</table>

6.4 Impact Mitigation/Mitigation Plan
Based on the desk review, field investigations and consultations undertaken during the social impact assessment study towards the construction of the widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District, the following Social Impact Mitigation Plan (SIMP) has been developed to mitigate negative social impact that may arise from the same at Gandhipara, Diu. Environment degradation, social impact, and economic loss were found to be the negative
impacts of the project. In this regards, the following mitigation measures can be adopted:

**Economic measure**

a) The most significant social impact through the construction of the project at the present location is the loss of property for 17 households and their dependents spread over 17 PTS numbers. Loss of property and the assets due to acquisition of land for the construction of widening, strengthening and other infrastructure development (incl. Road junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District should be compensated as mandated by the Act under sections 26-31 and which are listed in the First Schedule of the Act for the 17 households.

b) The commercial settlements can be rehabilitated at preferred location of PAF.

**Environmental Measures**

a) To minimize the impact on the environment due to the loss of trees it is suggested that the proponent should ensure that more number of trees are planted at the project area.

b) The proponent can and should ensure that the water resources available at the project site are maintained and preserved so that these resources can be used to meet the water needs of the area.

c) Check on vehicular emission and CFCs should be done

d) Sprinkling of Water shall be carried out regularly at site to reduce the air pollution during the construction phase

**Rehabilitation Measures**

There are residential households and construction establishments at the project site. Some of the PAFs were willing to provide land/residential house in lieu of another land/residential house in the surrounding area. However, they were also of the view that no such land is available in the surrounding area. Hence, if possible such measure should be undertaken. Rehabilitation under the project is one such measure and so the affected population be rehabilitated on the land at the project area.
Other measures

a) A Public redressal mechanism should be designed at the project site to address the concerns of the directly affected population (if any) during the construction stage of the project.

b) The proponent should establish an extension wing that would design, plan and implement innovative programmes for the overall development of the area in the nearby areas. This would be instrumental in integrating the project with the people outside.

c) The land owners shall be suitably compensated

d) Construction materials & waste should be properly covered during transportation to avoid spillage & dispersion.

Table: Mitigation Measures

<table>
<thead>
<tr>
<th>Impact</th>
<th>Proposed Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loss of Property (Residential and commercial)</td>
<td>Compensation as per RTFCLARR Act, 2013</td>
</tr>
<tr>
<td>Loss of Assets</td>
<td>Compensation as per RTFCLARR Act, 2013</td>
</tr>
<tr>
<td>Loss of source</td>
<td>Compensation as per RTFCLARR Act, 2013</td>
</tr>
<tr>
<td>Impact on water source</td>
<td>Incorporate water sources in order to meet and maintain the water needs of the area</td>
</tr>
</tbody>
</table>

6.5 Measures to Avoid, Mitigate and compensate

The Proponent should ensure that preventive measures are taken to address the issues. A redressal system may be set up with representatives from Revenue department, DMC and the proponent for the speedy settlement of the unanticipated issues that may crop up during various stages of the project. Comparing/weighing the positive against the negative impacts, it can be easily concluded that the former outweigh the latter reaffirming the identified site as the most suitable and apt one for the construction of widening, strengthening and other infrastructure development (incl. Road
junction, Road furniture, Beautification, etc.) on NH-251 from Ghoghla Check post to Tad Bridge (11.5 km) at Diu District. It is observed that although the landholders for sure lose the land, their quality of life is less likely to get affected as they mainly depended on employment/business and govt. service as the major means of livelihood. The loss of asset which is ancestral for most will have its negative impact physically and psychologically. Yet, analysing the impacts, it is inferred that there is absolutely no displacement of households on one side and on the other the negative impact on land, livelihood, physical resources, public facilities or culture are comparatively lesser or minimum. It is also observed by the SIA team that many of the negative impacts highlighted above can be minimized or reduced further with appropriate and effective mitigation measures/strategies mentioned above.
CHAPTER 7: COST AND BENEFIT ANALYSIS

7.1 Introduction

After the careful analysis of positive and negative impacts of widening, strengthening and other infrastructure development on NH-251, the project team compared the cost with its benefits. In the following section, a detailed analysis of benefits and respective costs are presented.

7.2 Assessment of Public Purpose

The widening, strengthening and other infrastructure development on NH-251 will help in reducing the traffic congestion accommodating the growing population in the coming years. However, the project will prove fruitful for the PAFs and people of nearby area.

7.3 Benefits from the project

- The project will provide control over traffic congestion.
- It will lead to enhance the value of land.

7.4 Impacts on structures and its magnitude

There are mostly residential houses, commercial establishments and they don’t want the same to be affected in land acquisition process. The total land to be acquired by the land acquisition department is 6052 Sq.mts. and will have major impact on the structures.

7.5 Determinants of Compensation

As per RFCTLARR Act, 2013, the Collector shall adopt following criteria to assess and determine the market value of land and amount of compensation. Market value specified in the Indian Stamp Act, 1899, for the registration of sale deeds or agreement to sell where land is situated, the average sale price of similar type of land situated in the nearest village or nearest vicinity can be considered. During the interaction with the PAPs, majority of them shared that the market price of one sq. mtr. of land is Rs
70,000 to 1,00,000. They demanded similar compensation for the land. The compensation should be made keeping in mind the provisions of the RFCTLARR-2013 of Central Government.

7.6 Entitlement Matrix

As per RFCTLARR-2013, the Collector shall adopt following criteria to assess and determine the market value of land and amount of compensation. Market value specified in the Indian Stamp Act, 1899, for the registration of sale deeds or agreement to sell where land is situated,

- The average sale price of similar type of land situated in the nearest area or nearest vicinity,
- R& R package as per RFCTLARR-2013

The basic principles governing compensation structure are shown in the table

<table>
<thead>
<tr>
<th>S. No</th>
<th>Category of Impact</th>
<th>Eligibility for Entitlement</th>
<th>Relevant RFCTLARR Act 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Loss of Land</td>
<td>Title Holder</td>
<td>Market value of land. This will be determined as per Sections of RFCTLARR Act 2013 by DC. Amount equivalent to current stamp duty and registration charges on Compensation amount for replacement of lost assets</td>
</tr>
<tr>
<td>2</td>
<td>Affected family/person Land</td>
<td>Land for Land</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Loss of other immovable Assets</td>
<td>Title Holder</td>
<td>Value of Assets attached to land or building</td>
</tr>
<tr>
<td>---</td>
<td>-------------------------------</td>
<td>--------------</td>
<td>---------------------------------------------</td>
</tr>
<tr>
<td>4</td>
<td>Loss of Land and other assets</td>
<td>Title Holder</td>
<td>Additional 12% on market value of land</td>
</tr>
</tbody>
</table>

### 7.7 Criteria for compensation based on Quality of Soil / Land

As the land trade/transactions have been happening among every community in the area, PAPs have their own view about the amount they have to get as compensation. As per PAPs the market rate of the land he should be compensated minimum four times the market rate of the land plus property value of houses if the same is being acquired. However, when Land and revenue department was approached, they have shared that the rate of lands are fixed as per the classification of the land /soil. The details of the land /soil acquired are as below:
7.8 Cost estimation of Land

On the basis of discussion with the public, the following cost of the estimation for the compensation is given below. There is variation of cost of the land. As per the locals, rates of the residential lands are very high. They mentioned that the market of 1 sq mt of land is 70 thousand. Since most of the PAFs were not willing to give their land, details readings their assets could not be comprehended by the project team. Therefore, the concerned valuator has to assess the actual cost in case the department goes further for land acquisition. The final compensation should be decided with consent with the PAFs and as per the RFTLARR 2013.

Land Cost Estimation

<table>
<thead>
<tr>
<th>Total Area (Sq. mtr.)</th>
<th>Avg. Cost of land per Sq. mts</th>
<th>Total cost (Rs in crores)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6052.00 sq. mtrs.</td>
<td>Will be defined as per the RFCTLARR Act, 2013</td>
<td>Will be defined as per the RFCTLARR Act, 2013</td>
</tr>
</tbody>
</table>

Compensation can be given as per RFCTLARR Act 2013 or as per populated demand of minimum four times of the circle rate since the land belongs to urban area. Hence, total estimated cost of the proposed land is approx. Rs 18,83,16,000/-crores as per circle rates year 2016.
CHAPTER 08: PUBLIC HEARING

THIS SECTION OF THE REPORT WILL BE PREPARED AFTER PUBLIC HEARING.
CHAPTER 09: RECOMMENDATION

After careful analysis of the data collected through questionnaire, interview with the PAFs and meetings with the officials and elected representatives the project team has developed some recommendations.

➤ A detailed project report should be prepared with details regarding the socio-economic development of the people of the area of Diu District from where land has to be acquired.

➤ Most of the PAFs shared that they do not want to give their land. However, they agreed to cooperate with the Land acquisition department.

➤ Some of the PAFs shared that they are ready to give their land/residential house/commercial structure in lieu of land/residential house/commercial structure of same size in the same area. The department should make provisions in this regards as per the provisions of RFCTLARR Act, 2013.

➤ Alternatives such as bypass road behind Gandhipara, Diu were suggested by majority of the PAFs during the public consultation.

➤ The compensation amount should be four times the market rate since the land belongs to urban area, as per the provisions of RFCTLARR 2013 and with the consent of people.

➤ Total 12 small rooms allotted to Schedule Caste persons during the Portuguese regime, now this rooms are under ownership of DMC in this connection total 12 families who are residing in that rooms will loss their residential houses due to acquisition.