

Letter No. Bangrghat/Exp.com/Gopalj

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1-2-18

Date: - 29.01.2018 126

From,

Prof. Tribhuvan Singh,
Associate Professor of Psychology (Retd.)
K.R. Collge, Gopalganj.
Chairman, Expert Committee
Bangrghat Bridge Project.

महत्पालय, गोलगंज
कार्यालय
प्रतिक्रिया प्रकल्प प्रकल्प
29 JAN 2018
प्रतिक्रिया प्रकल्प प्रकल्प

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To,

The District Magistrate-Cum- Collector,
Gopalganj.

2.5.18

Sub:- Recommendation of Expert Committee on the Basis of SIA Report Submitted by CIMP, Patna for Land Acquisition in 3 villages Pyarepur, Thana No.- 321, Asha Khaira, Thana No.- 320 and Jadopur, Thana No.- 319 under Gopalganj District for Construction of High Level RCC Bridge and Its Approaches over River Gandak at Bangrghat connecting SH-74 and SH-90 in Muzaffarpur and Saran District.

Ref: - DLAO, Gopalganj Memo No. 771 Dated- 29.12.2017.

Sir,

Please refer to your order which was communicated to us vide above reference letter by which an Expert Committee had been constituted to review the SIA report submitted by the Chandragupta Institute of Management, Patna for Land Acquisition in 3 villages Pyarepur, Thana No.- 321, Asha Khaira, Thana No.- 320 and Jadopur, Thana No.- 319 under Gopalganj District for Construction of High Level RCC Bridge and its Approaches over River Gandak at Bangrghat connecting SH-74 and SH-90 in Muzaffarpur and Saran District, and to submit the recommendation.

In compliance to the above order, please find enclosed herewith recommendation of the Expert Committee along with the Minutes of Meetings. The 1st meeting was held at Gopalganj and 2nd and concluding meeting along with site visit was held at Bangrghat site itself.

It is requested that further necessary action may please be taken.

With Thanks,

Encl:- Recommendation of Expert Committee.


Your Truly

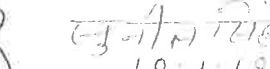
(Prof. Tribhuvan Singh)
Chairman, Expert Committee
Bangrghat Bridge Project

Minutes of 1st Meeting of Expert Committee held on 10th January 2018 for Land Acquisition in 3 villages Pyarepur, Thana No.- 321, Asha Khaira, Thana No.- 320 and Jadopur, Thana No.- 319 under Gopalganj District for Construction of HL RCC Bridge and Its Approaches over River Gandak at Bangraghat connecting SH-74 and SH-90 in Muzaffarpur and Saran District

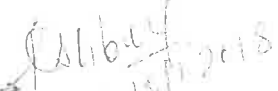
An Expert Committee has been constituted by the Collector, Gopalganj under Section 7 of Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RTFCTLARRA 2013) to review the Social Impact Assessment (SIA) Study done by the Chadragupta Institute of Management, Patna for Land Acquisition in Gopalganj District for Construction of High level RCC Bridge and its Approaches at Bangraghat over river Gandak connecting SH-74 and SH-90 towards Muzaffarpur and Saran District, which has been communicated to the members of the Expert Committee vide DLAO, Gopalganj Memo No. 771, Dated 29.12.2017 with a copy of SIA Report. According to the Memo and Section 7 of RTFCTLARR Act 2013, Expert Committee has to submit their recommendation within two months from the date of constitution of the expert committee. So, in the good interest of the project and development work of the State as well as of the District, Expert Committee had decided to hold its 1st meeting on 10.01.2018.


In the 1st meeting of the Expert Committee after due introduction of the members discussion has been started over the findings of the SIA Study. It has been ensured that all the members have been provided with copy of the SIA report. In the meeting it has been decided that members will review the SIA report. Expert Committee will visit the site and will hold its next meeting on 26th January 2018. Observing the importance of the project it has been decided that recommendation of the Expert Committee will be issued on 26th January 2018 itself. Meeting has been ended with the vote of thanks.

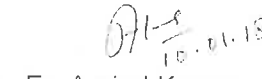

Sh. Rajesh Kumar
Dy. Mukhiya
Gram Panchayat Raj
Pyarepur (Gopalganj)
(Member)

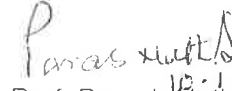

Sh. Sunil Singh
Mukhiya
Gram Panchayat Raj
Pyarepur (Gopalganj)
(Member)


Smt. Ahilya Kumari
R&R Expert
M/s Mother Teresa
Gopalganj
(Member)


Sh. Parmatma Dubey
Social Development
Expert
M/s CRADLE, Ranchi
(Member)


Er. Md. Reyaz Haider
Executive Engineer
RCD, Road Division,
Gopalganj
(Member)


Er. Arvind Kumar
Senior Project
Engineer, BRPNL,
SWD, Gopalganj
(Member)


Prof. Parash Nath
Singh, Associate
Professor (Rtd.)
Gopalganj
(Member)


Prof. Tribhuban Singh,
Associate Professor
(Rtd.)
Gopalganj
(Chairman)

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**Recommendation of Expert Committee on the Basis of SIA Report
Submitted by CIMP, Patna for Land Acquisition in 3 villages Pyarepur,
Thana No.- 321, Asha Khaira, Thana No.- 320 and Jadopur, Thana No.-
319 under Gopalganj District for Construction of High Level RCC
Bridge and Its Approaches over River Gandak at Bangrghat connecting
SH-74 and SH-90 in Muzaffarpur and Saran District.**

As decided in the 1st meeting of the Expert Committee held on 10th January 2018, the Expert committee hold site visit of the project on 26.01.2018 and has its 2nd and concluding meeting to discuss the findings of the SIA study on the same day. The observation of the Expert Committee on the findings of the SIA study may be considered as illustrated below:

1. Introduction

Connectivity through roads and bridges is a key component in sustainable socio-economic development of an area by promoting access to various public services and income generation opportunities. Road connectivity cannot be completed without bridging the rivers falling in the way. In this context, Bihar Rajya Pul Nirman Nigam Ltd. (BPRNNL) has played a lead role in the infrastructure development of Bihar. One such initiative by BRPNL is construction of a bridge over river Gandak at Bangrghat connecting Muzaffarpur and Saran districts of North Bihar. The project also envisages construction of approach roads on both sides of the bridge, connecting SH-74 and SH-90. This project is expected to reduce the travel time and cost of travel between the three districts of Bihar, namely, Saran, Muzaffarpur and Gopalganj. It is reported that it was a long demand of the people of Bangrghat catchment including both sides embankment to construct a bridge over river Gandak at Bangrghat. The project is being executed with the loan assistance by the NABARD Bank.

It has been brought into notice of the Expert Committee that in about 500 meter length of the bridge portion land width (ROW) proposed to be acquired has been reduced from the 60 meter to 20 meter by the Requiring Authority after the SIA report submitted by the CIMP, Patna to reduce the LA impact and consequently to reduce the LA cost which is to be borne by the Government. By doing so no new plots have been added, even some old plots have been deleted. **It has been observed by the Committee that since impact of land acquisition is reducing by reducing the area of land to be acquired and no new plots have been added, even some plots deleted, effect of reducing the LA may be considered as null & void.**

2. Field Activities

CIMP, SIA Committee visited the site and conducted the Social Impact Assessment of three villages under new LA Act (The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013) No. 30 of 2013. The SIA team comprises of Prof. Sriranga Vishnu, Fellow (IIM Indore), Prof. Anuj Sharma, Fellow (IIM Indore), Prof. Priyanka Sinha, PhD (IIT Patna), Field Researchers, Mr. Prasoon, Mr. Sunil Kumar, Dr. Santosh Kumar, Mr. Gopesh Kumar, Mr. Kundan Kumar, Mr. Dayanand Singh, Mr. Indu Shekhar Jha, Mr. Rajeeva along with others from CIMP.

3. Outcome of SIA Study

The SIA Committee 'CIMP' conducted the Social Survey of three villages and outcomes of the study are following -

- The Social Impact Assessment study concludes, the proposed land acquisition for bridge project serves 'Public purpose' and the extent of the land proposed for acquisition is absolute bare minimum needed for the project.
- Across the villages visited, there is no opposition or resistance for their land being acquired under the said project. Almost all the affected households in the Project affected villages have their consent and are willing to give their land for the project.
- The affected families confirms that the project will help them in improving their overall accessibility, open-up more livelihood opportunities and access to health & higher education will improve, particularly for women and girls.
- From the total respondents, as many as 297 land titleholders are land losers including 4 households with structures and 5 with plantations. Almost all (93%) of the households, whose land is under acquisition, prefer cash for land in compensation.
- Around 80 percent of affected people who have their consent expect speedy and transparent system for disbursement of compensation as per prevailing market rate through organizing camps in the villages.
- A majority of persons including the adversely affected households during the public hearing and group discussions expressed happiness over the bridge project being taken up in their area. This project on completion will open up the area, increase employment opportunities, improve the economic activities and accessibility to the hospitals, higher educational institutions and the market establishments, etc. They opined that the affected households should be compensated suitably and timely. Thus, the social benefits from the bridge/road project will outweigh the losses the villagers or the society are likely to suffer as a result of Project being taken up.

4. Impact of Project as per SIA Report

4.1. Positive Impact of the Project

- **Accessibility for the villagers to other places**

Good road network and bridge connectivity over rivers/streams is one of the prime parts for the communication from one place to another place. Improvement of the road creates accessibility to other part of the world for the residents of village. It creates the scope of employment for the economically vulnerable class people.

- **Source of Livelihood**

Infrastructure projects like bridge/road construction create employment for the local people along the road side. During the construction of road, they get opportunity of jobs in the road project as per their competency. It creates the source of income after the construction of the road because of augmentation of vehicle on the road.

- **Enrichment to the health center and Education Institution**

Improved bridge/road accessibility gives ease to people along the road side to reach the health center. It will improve the accessibility for them to educational institutions for the higher education. Most of the students especially within the bund abstain from regular class. Good bridge/road connectivity connects one place to another place.

- **Evolution of land rate**

Evolution of land rate is one of the major factors which come during and after the construction of the road. It is beneficiary for all kind of farmer because they loss small part of their land and get more money for the remaining land near to the road.

4.2. Negative Impact of the Road Project

- **Loss of Agricultural Land**

The land acquisition process will be affecting land owners to varying extents. Around 86% of the respondents affected by acquisition process report that either there is no loss of land or they will be losing less than 25% of their irrigated agricultural land. In comparison, 4.2 % of the respondents reported that they will lose 50-100% of their cultivable land. It is pertinent to mentioned here that after commencement of the Project and re-routing of the water current some waterlogged land have been converted into cultivable land, which may be considered as positive impact of the project on agricultural land.

- **Loss of livelihood**

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As a result of land acquisition, the project affected persons who are going to bear the brunt directly or indirectly, are set to witness losses to their annual income. About 84% of the respondents report that they will suffer annual loss of income up to Rs. 25000/-. The remaining respondents are expected to suffer greater losses, some even to the tune of Rs. 1 lakh per annum as a consequence of this land acquisition.

➤ **Loss of private structures**

Very few numbers of structures gets affected due to construction of bridge and its approach road. Few of them are partially affected and owners of the affected are ready to shift to another place for construction of bridge approach road. They want cash compensation against their loss.

4.3. Assessment of Expected Costs and Benefits

4.3.1. Assessment of Expected Costs in Pre-Construction Phase

In order to assess the negative socio-economic and environmental impact of this project in its pre-construction phase, pertinent questions were put to the respondents. Most of the respondents were in strong denial of any expected losses in the initial phase of the project. When asked whether they perceived any damages to farming activities, 99.7% of the responses were in negation. When enquired whether the respondents saw any loss of business activities during the pre-construction phase of the project, 99.7% of the people denied. As evident from Table & Figure 6.3, almost all the participants do not perceive any losses to the daily wage earnings of labourers in the pre-construction phase of the road project. As evident from Table & Figure 6.4, none of the participants perceive any losses to the earnings of share croppers in the pre-construction phase of the road project. Most of the respondents (99.7%) feel that there will be no displacement of the workforce during the pre-construction phase of the project. In the pre-construction phase, most of the respondents do not perceive threats in terms of illicit activities in the area. In tune with other responses, around 99.7% of the respondents denied any health hazard during pre-construction stage of the project.

4.3.2. Assessment of Expected Costs in Under-Construction Phase

Various questions were put to the respondents to assess the expected negative impacts while this bridge and road project is underway. More than 96 % respondents are of the opinion that there will be loss of farming activities while the project is under construction. As seen in Table-6.10, 33% of the respondents are of the view that there will be loss of business activities in the area while this project is under construction.

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But almost 67% of the respondents do not see any loss in the business activities during the under construction phase. Around 3.9% of the respondents are of the opinion that there will be loss of daily wage earning as a consequence of the land acquisition. Around 33% of the respondents feel that the project construction phase will see loss in the earnings of the sharecroppers. At the same time, 65.4% of respondents do not agree to this idea. Almost none of the respondents are of the view that there will be dislocation for the affected population while the project is under construction. Almost 65.4% of the respondents do not see any rise in illicit activities during under construction phase. But 34% of the respondents are of the opinion that illicit activities may rise in this area during the under construction phase.

4.3.3. Assessment of Expected Costs in Post-Construction Phase

As seen in the Table - 6.17 below, almost 39% respondents are of the view that there will be loss in farming activities in this area after the completion of this project. Almost 6.5% of the respondents believe that the post construction phase of this project will lead to loss of business activities in this area. Almost 35% of the respondents do not see any loss of daily wage earnings in post construction phase. 59% of the respondents are of the opinion that there may or may not be loss of daily wage earnings in post construction phase. Around 33% of the respondents do not see any loss to share croppers, 32.7% of the respondents are of the opinion that there will be loss to share croppers in post construction phase of this project. Almost 32.7% people think that there will be dislocation of workplace in post construction phase. Almost 33% of the respondents are of the view that there will be health hazards in post construction phase.

4.3.4. Assessment of Expected Benefits from the Project

In yet another set of questions, the respondents were asked to give their opinion regarding the perceived benefits from this project. Almost 65.7% participants do not see any increase in the agriculture yield in this area. Whereas 32% are of the view that it may help in increasing the agricultural yield. Almost 97.7% respondents said that there will be spurt in business activities and industrial units once the project has been completed. Almost 98% of the respondents are of the view that this will enhance the communication facility in the area. As shown in the table 6.28, almost 98% respondents are of the view that the local population will be benefitted from the project because this new project will increase the market area for local produce. More than

69.3% of the respondents are of the view that this project will enhance educational opportunities for their children. In the view of about 67.3% respondents, this project is expected to enhance their access to healthcare facilities. When people were asked whether this project will enhance the scenario of credit facility in the area, more than 32.7% of respondents answered in affirmation. More than 98% of the respondents feel that this project will lead to saving of productive time due to ease of traffic congestion. For 98% of respondents, this project will reduce their travel time by shortening the distance. During the survey, 96.4% respondents said that the people of the area are expected to stand benefitted due to appreciation in the prices of the land. 65% of the respondents expect and feel that the project will help them receive a good rehabilitation package.

5. Recommendation

On the basis of above facts found in SIA Report it is recommended that

- The project will serve public purpose;
- The potential benefits outweigh the social costs and adverse social impacts; and
- The extent of land proposed to be acquired is the absolute bare-minimum extent needed for the project and there is no other less displacing option available.

<p><i>राजेश कुमार</i> 26.01.18</p> <p>Sh. Rajesh Kumar Dy. Mukhiya Gram Panchayat Raj Pyarepur (Gopalganj) (Member)</p>	<p><i>सुनील सिंह</i> 26.01.18</p> <p>Sh. Sunil Singh Mukhiya Gram Panchayat Raj Pyarepur (Gopalganj) (Member)</p>	<p><i>Ahilya Kumari</i> 26.01.18</p> <p>Smt. Ahilya Kumari R&R Expert M/s Mother Teresa Gopalganj (Member)</p>	<p><i>श्री. परमात्मा दुबे</i> 26.01.18</p> <p>Sh. Parmatma Dubey Social Development Expert M/s CRADLE, Ranchi (Member)</p>
<p><i>Er. Md. Reyan Haider</i> 26.01.18</p> <p>Er. Md. Reyan Haider Executive Engineer RCD, Road Division, Gopalganj (Member)</p>	<p><i>Arvind Kumar</i> 26.01.18</p> <p>Er. Arvind Kumar Senior Project Engineer, BRPNNL, SWD, Gopalganj (Member)</p>	<p><i>Parash Nath Singh</i> 26.01.18</p> <p>Prof. Parash Nath Singh, Associate Professor (Rtd.) Gopalganj (Member)</p>	<p><i>Tribhuban Singh</i> 26.01.18</p> <p>Prof. Tribhuban Singh, Associate Professor (Rtd.) Gopalganj (Chairman)</p>