
Indigenous People and Community Development Plan

MEGHALAYA INTEGRATED TRANSPORT PROJECT

Funded by the World Bank

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ABBREVIATIONS

ADC	Autonomous District Council
ARAP	Abbreviated Resettlement Action Plan
BOQ	Bill of Quantities
CERC	Contingent Emergency Response Component
CSC	Construction Supervision Consultant
DPR	Detailed Project Report
E&S	Environmental and Social
ESHS	Environmental, Social, Health, and Safety
ESIA	Environmental and Social Impact Assessment
ESMP	Environmental and Social Management Plan
ESS	Environmental and Social Standards
GAP	Gender Action Plan
GBV	Gender Based Violence
GBVH	Gender Based Violence and Harassment
GHADC	Garo Hills Autonomous District Council
GOI	Government of India
GOM	Government of Meghalaya
GRC	Grievance Redressal Cell
GRM	Grievance Redressal Mechanism
IPCDP	Indigenous Peoples and Community Development Plan
IPPF	Indigenous Peoples Planning Framework
JHADC	Jaintia Hills Autonomous District Council
KHADC	Khasi Hills Autonomous District Council
MDR	Major District Road
MIDFC	Meghalaya Infrastructure Development Finance Corporation
MITP	Meghalaya Integrated Transport Project
MMR Road	Mawmaram – Nongthliew – Mawmih – Mawlyndep Road
NH	National Highway
NGOs	Non-Governmental Organizations
NOC	No Objection Certificate
NTH	Non Title Holders
PAHs	Project Affected Households
PAPs	Project Affected Peoples
PAD	Project Appraisal Document
PHC	Public Health Centre
PIU	Project Implementation Unit
PMC	Project Management Consultant
PMGSY	Pradhan Mantri Gram Sadak Yojana
PMU	Project Management Unit

PWD	Public Works Department
R&R	RehabilitationandResettlement
RAP	ResettlementActionPlan
RFCTLARRAct,Act 2013	TheRighttoFairCompensationandTransparencyinLand AcquisitionResettlementand Rehabilitation Act, 2013
RoW	RightofWay
RPF	Resettlement Policy Framework
SH	State Highway
ST	ScheduledTribes
SWOT	Strengths, Weaknesses, Opportunitiesand Threats
TH	Title Holders
WB	World Bank

1 Introduction

1.1 Meghalaya Integrated Transport Project (MITP)

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

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

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

1.1.1 Project Implementation Authority

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

1.1.2 Project Details

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

2 The State Profile of Meghalaya

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

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

The population of Meghalaya is predominantly tribal, with the Khasi, Jaintia, and Garo being the principal indigenous communities, alongside several other tribal groups from the neighboring regions. The Khasis and the Jaintias predominantly inhabiting the districts towards eastern part of Meghalaya, belong to the Proto Austroloid Mon Khmer race.

2.1 District Profile

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

- i. The Khasi Hills Autonomous District Council: It exercises jurisdiction over the areas within East Khasi Hills (Shillong), West Khasi Hills (Nongstoin), South West Khasi Hills (Mawkyrwat), Ri-Bhoi (Nongpoh), Eastern West Khasi Hills (Mairang).
- ii. The Garo Hills Autonomous District Council: This council's jurisdiction covers the regions within West Garo Hills (Tura), East Garo Hills (Williamnagar), South Garo Hills (Baghmara), North Garo Hills (Resubelpara), South West Garo Hills (Ampati).
- iii. The Jaintia Hills Autonomous District Council: It holds authority over the areas falling within West Jaintia Hills (Jowai), East Jaintia Hills (Khliehriat).

Table 1: Districts

District Name	District Headquarter	Area (in sq. km)	Population
East Garo Hills	Williamnagar	1,443	1,45,798
North Garo Hills	Resubelpara	1,160	1,72,119

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

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

2.2 Demographic Profile

Out of the total population of Meghalaya, 54.75% people live in urban regions. The district occupies:

Table 2: Demographic Profile of Meghalaya

Characteristic	Census 2011 (Final)
Geographic Area (sq. km)	22,429 (des.megplanning.gov.in)
Total population	29,66,889
Male population	14,91,832
Female population	14,75,057
Population density (per sq. km)	132
Decadal Growth Rate (2001–2011)	27.95%
Population (0–6 yrs) – Total	5,68,536
Population (0–6 yrs) – Male	2,88,646
Population (0–6 yrs) – Female	2,79,890

Characteristic	Census 2011 (Final)
Literacy rate (Total)	74.43%
Sex Ratio (females per 1000 males)	989

Source: Census 2011

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

3 Legal and Institutional Framework for Tribal Administration and Development

The Constitution of India lists 17 ethnic communities in the list of Scheduled Tribes (STs) in Meghalaya as declared by the Constitution Scheduled Tribe Order, 1950, and as amended in 1987. These 17 notified scheduled tribes (STs) comprise 86% of Meghalaya's population. The state, being a hilly area located in the northeastern region of India, has an estimated population of approximately 2.9 million. Based on projected growth trends, the state's population is expected to reach around 3.9 million by the year 2025. The state is predominantly inhabited by Indigenous communities recognized under the Constitution (Scheduled Tribes) Order, 1950 comprising nearly 86% of the total population. The Khasis, Garos and Jaintias are the three principal Indigenous groups, representing about 40-45%, 30-35% and 10-15% respectively of the state's Scheduled Tribe population. Smaller tribal communities such as the Hajong, Koch, and Rabha collectively constitute around 2% of the tribal population. Additionally, minor tribes including the Kukis, Mizos, Hmars, and others each represent approximately 0.1% or less of Meghalaya's tribal population.

Table 3: Population of Major Scheduled Tribes in Meghalaya, 2001 & 2011 Census

Sl. No.	ST Community (Meghalaya)	Total Population 2001	Total ST Population (%) 2001	Total Population 2011	Total ST Population (%) 2011
	All Scheduled Tribes	19,92,862	100.00	25,55,861	100.00
1	Khasi and Jaintia	1,141,832	57.30	1,411,775	55.24
2	Garo	689,639	34.61	821,026	32.12
3	Hajong	31,381	1.57	38,576	1.51
4	Raba / Rava	28,153	1.41	32,662	1.28
5	Koch	21,381	1.07	22,716	0.89
6	Mikir	11,399	0.57	19,289	0.75
7	Kuki Tribes	10,085	0.51	14,275	0.56
8	Mizo (Lushai)	3,526	0.18	4,004	0.16
9	Naga Tribes	3,138	0.16	2,556	0.10
10	Boro Kacharis	2,932	0.15	4,660	0.18
11	Hmar	1,146	0.06	1,797	0.07
12	Other minor tribes	48,250	2.42	182,525	7.14

Articles 330–342 (Part XVI) of the Constitution contain special provisions for certain classes, including Scheduled Tribes (STs)—covering, among other matters, reservation of seats in legislatures and the constitutional process for specifying Scheduled Tribes. In Meghalaya, political representation of STs is reflected in the State Legislative Assembly, where 55 of the 60 Assembly constituencies are reserved for STs.

In addition, the Constitution provides a distinct governance framework for tribal areas through the Sixth Schedule (under Article 244(2)), under which Autonomous District Councils (ADCs) are

constituted. Meghalaya has three ADCs: (i) Khasi Hills Autonomous District Council (KHADC), (ii) Garo Hills Autonomous District Council (GHADC), and (iii) Jaintia Hills Autonomous District Council (JHADC). These councils exercise powers in the Sixth Schedule areas within their respective jurisdictions, with specific arrangements/exclusions applicable in relation to the Shillong Municipal area. The population distribution in the ADCs is shown in **Table 4**

Table 4: Population distribution in the ADCs

District Council	Population in Lakhs (2001)	Tribal Population (in lakhs) - 2001	Population in Lakhs (2011)	Tribal Population (in lakhs) -2011
Khasi Hills	11.5	10.7	14.68	12.66
Jaintia Hills	2.9	2.8	3.95	3.76
Garo Hills	8.7	6.3	11.04	9.13
Total	23.1	19.8	29.67	25.56

ADC = Autonomous District Council.

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

4 Traditional Form of Governance among the Major Tribes of Meghalaya

Historically, the major tribal groups of Khasis, Jaintias, and Garos have had well-developed political systems of their own with wide ranging power and authority.

4.1 Khasi

The Khasi Dorbar has as its primary unit, the village (kashnong), which ordinarily consists of one or two clans. The administration of a village is conducted by an assembly of adult males (dorbarshnong) under the direction of the village Headman called RangbahShnong. Besides looking after the welfare of the villagers, the DorbarShnong supervises customary practices and enforces discipline among its members. Like the Khasis, the Jaintias also had a three-tier system of traditional administration and governance with the Syiem at the top who occupied the highest position in the hierarchy of administration.

4.2 Jaintia

The Doloi were placed at the middle level with the authority to run the administration, followed by the village Headman (the WahehChnong) at the lowest rung of the hierarchy. The British abolished the office of the Syiem in 1835 but the offices of the Doloi, Pator and the Village Headman were retained to run the administration of the hill section of the Jaintia Kingdom. Each Doloi was assigned a definite area called Elaka, which was administered according to the popular will and approach by the members of the Elaka Durbar. The Dolois perform certain administrative, executive, judicial and religious functions within their respective jurisdiction.

4.3 Garo

In the Garo Hills, the institution of the Nokma and the village council has been the two traditional agencies of governance. Although there are four kinds of Nokma, the GamniNokma, the GanaNokma, the Kamal Nokma and the A'KingNokma, only the last one was entrusted with certain powers and authority to govern.

The A'KingNokma occupies a high position in the Garo society as the head of the clan and as the custodian of the A'King land. He plays a leading role as the central figure in village activities and represents the village in outside activities. However, the power and function of the Nokmas were substantially reduced during British rule.

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

5 Community Development Planning Framework

Community Development Planning is a structured, evidence-based process that helps communities and local institutions translate local priorities into practical actions. In World Bank–financed projects, this approach aligns with the Environmental and Social Framework (ESF), which emphasizes that meaningful stakeholder engagement is an essential element of good international practice and supports better project design and implementation outcomes.¹

A community development planning framework typically begins with a clear understanding of the local context—community needs, risks, opportunities, institutions, and existing assets—built through a mix of secondary data review and participatory methods (community meetings, focus group discussions, key-informant interviews, and household-level interactions). World Bank practice highlights that participatory planning is stronger when community inputs are organized into trackable priorities and linked to implementation responsibilities and monitoring arrangements, rather than remaining as generic consultation notes.²

5.1 Objectives of a Community Development Plan

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

¹ Source - [World Bank Environmental & Social Framework](#)

² Source - [Participatory Planning for Village Development - Tamil Nadu \(World Bank Document\)](#)

specific challenges and opportunities within the community. This objective is achieved through targeted surveys, focus group discussions, and individual consultations to understand the nuanced requirements of different demographic groups.

6 Roads and Bridge Projects under MITP

The Meghalaya Integrated Transport Project (MITP) includes rehabilitation/ up-gradation/ improvement of existing roads including that of Non-Urban Roads (12 Nos.), Urban Roads (3 Nos.), Tourism Roads (4 Nos.). PWD has undertaken Rehabilitation & Improvement of 402.96 Km of Roads across Meghalaya under Component - 1 of MITP. These include 325.54 Km of Major Roads (SH, MDR, ODR) running across the state, 67.26 Km of Urban Roads in the towns of Jowai, Nongstoin and Williamnagar; and 10.17 KM of Roads complementing tourism infrastructure. The above works were divided among 19 Projects in various districts of East & West Khasi Hilly region of Meghalaya. In addition to the above 1 no. of RCC Bridge over River Damring at Chidaret has been undertaken. The details of the sub projects under MITP are as follows:

6.1 Phase I - East Meghalaya

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

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

Sl. No.	Division	Name of Road	Category	Total Length (km)	Proposed Length (km)
1.	N.H. Shillong Bye Pass Division	Shillong – Diengpasoh Road	MDR	21.73	11.769
2.	Shangpung Division	Pasysih– Garampani Road	SH	48	26.982
3.	Mawphlang Division	Mawmaram –Nongthliew – Mawmih – Mawlyndep Road	MDR	44	41.527
4.	N.H. Shillong Bye Pass Division	Laitkor – Pomlakrai– Laitlyngkot Road (5th – 16th km)	MDR	15.52	11.52
5.	Nongpoh Division	Umling– Patharkmah Road	MDR	40	31.091
Total				169.25	122.889

1. Shillong – Diengpasoh Road, East Khasi Hills

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

Diengpasoh Road. The section from chainage 13.989 km to end point of MDR where it joins Shillong bypass is being rehabilitated under PMGSY program of the Government of Meghalaya. As a part of the road improvement for the road section, the existing single lane road would be converted into a 2-lane corridor (7.00 m carriageway) with 0.9 m wide Hard shoulder on either side Trapezoidal Drain / Crash Barrier Hill / Valley side with 0.6m on each side. The total width required will be 10.00 m in rural areas and 10.6 m in built-up areas, where both side drains are proposed. The carriageway width varies from 5 m to 3.75 m and Right of Way as observed varies from 12 m to 15 m. The alignment passes through the following villages: Ishyrwat, Mawdiangdiang, Mawkasiang, Siejiong, Tynring and Mawpdang Nongthymmai.

2. Pasyih – Garampani Road, West Jaintia Hills

The Pasyih– Garampani project road section is of category State Highway located at an altitude of 1000MSL in West Jaintia Hills District. The SH starts from NH 06 at Pasyih known for Coal mining and ends near the boundary of Meghalaya – Assam Border. The length of SH is 47.00 km and in the scope of study 26.98km of road starting from km 20.00 of SH to km 47 of Pasyih– Garampani Road at Saphai Village near Kopli Dam is included. The condition of the road from km 0.00 to km 20.00 is good that's why this stretch has been excluded from the scope of study. The road provided connectivity of Meghalaya with Assam. The carriage way width varies from 5.0 to 6.0m and right of way as observed is 12.00 to 16.00 m. At present most of the length of the project road is intermediate lane carriageway throughout the length. The project road is having poor to fair pavement condition in general, with a few stretches having very poor pavement condition. The proposed formation width is 8.500 m for rural areas and 9.10m for both side built-up area. The proposed project road lies entirely in the Jaintia Hills district. The road section lies between Pyntei (25°30'N 92°24'E) and Saphai (25°31'48"N 92°37'48"E).

3. Mawmaram – Nongthliew – Mawmih– Mawlyndep Road, East Khasi Hills & Ri – Bhoi District

The project road, namely, Mawmaram – Nongthliew – Mawmih– Mawlyndep Road is located in the Eastern part of Meghalaya State traverses through hill-rolling terrain in the district of East Khasi Hills. The project involves widening and improving approximately 41.527Km of the Mawmaram – Mawlyndep major district road section. The road section starts from NH 106 (Mawmaram / Mawsawa Village) and ends before the barrage of Badapani which provided connectivity to NH 06 joining Shillong and Guwahati. The length of the MDR section is 41.527 km. The road is in hilly terrain and in the last stretch it runs along Badapani lake. The MDR after rehabilitation shall act as western bypass to Shillong City and provide connectivity to tourist places like Diengiei Peak, Mawphanlur, Nongkhnun, Mawsynram caves, Mawlyngbna, Sohra, Mawlynnong. The road section lies between Mawmaram (25°31'12"N 91°41'24"E) and Umsaw (25°39'N 91°51'E).

4. Laitkor – Pomlakrai – Laitlyngkot Road, East Khasi Hills

The project road is located in the Eastern part of Meghalaya State and traverses through hill-rolling terrain in the district of East Khasi Hills. The project aims to widen and improve approximately 11.52Km of the Laitkor – Pomlakrai – Laitlyngkot Road major district road section. This MDR joins NH-6, a primary National Highway connecting Meghalaya, Mizoram and Assam and NH-40 which joins Guwahati and Shillong. The length of this MDR is 15.52 km and in this scope of study 11.52 km of road is covered starting from 4.00 km of Laitkor– Pomlakarai Road to end point of MDR at Laitlyngkot 16.00 km on NH-40. The carriageway width varies from 3.75m to 4.00m and Right of Way varies from 8.5 to 9.0m. At present most of the length of the project road is single lane carriageway throughout the length. The project road is having poor to fair pavement condition in general, with a few stretches having very poor pavement condition. The proposed formation width is 7.70 m for rural areas and 8.30m for both side built-up areas. The proposed project road lies entirely in the East Khasi Hills district. The road section lies between Laitkor (25°31'12"N 91°51'36"E) and Laitlyngkot (25°26'24"N 91°49'48"E).

5. Umling – Patharkhamah Road

The project road is located in the Eastern part of Meghalaya State and traverses through hill-rolling terrain in the district of Ri – Bhoi. The project entails widening and improving a road section spanning approximately 31.12 Km of the Umling – Patharkhamah major district road. This MDR takes off from NH 06 and ends at the junction of MMR Road (MawngapMairangRanigodown). The total length of MDR is 40 km. The scope of study includes 31.09 km of length starting from Km 8.00 of MDR to the end point of MDR. The stretch of MDR from km 0.00 to km 8.00 has been developed. The road runs on the bank of a small stream from approx. 15 .00 km to 17.00 km and from 17.00 to 21.00 Km on the right and left bank of River UMTRU. The road crosses the river Umtru at km 18.00. In the last stretch of road, it is also running very near to the road. The carriageway width varies from 3.0 to 3.5m and Right of Way varies from 6.0 to 8.2m. At present most of the length of the project road is single lane carriageway throughout the length. The project road is having poor to fair pavement condition in general, with a few stretches having very poor pavement condition. The proposed formation width is 6.00 m in rural areas and 6.60m for both sides built up areas. The proposed project road lies entirely in the Ri – Bhoi district. The road section lies between Umling (25°58'12"N 91°51'E) and Umrit (25°51'N 91°39'E).

6.2 Phase I - West Meghalaya

In West Meghalaya, 5 road sections have been undertaken for road upgradation (ref Table 6). The project proposed design had been accommodated within existing RoW of these proposed road sections which varies between 6.5m to 14 m. For the curve improvement locations, normal

widening along the existing alignment, for which sufficient RoW was available, was proposed. The existing formation width detail provided by PWD is considered as the Right of Way of this project road sections. The land beyond existing formation limits if taken is considered as additional land across the entire stretch of the road sections for widening purposes. Under this programme the following roads has been taken:

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

Sl. No.	Division	Name of Road	Total Length (km)
1.	Resubelpara Division	Bajengdoba– Resubelpara– Mendipathar– Damra Road (BRMD)	35.820
2.	NEC Division, Tura	Agia– Medhipara– Phulbari– Tura (AMPT) Road (1st to 32nd kms)	31.955
3.	NH cum Tura Central Division	Rongram– Rongrenggre– Darugre (RRD) Road	40.04
4.	Barengapara Division	Parallel Road to existing DaluBaghmara Road (DB)	20.86
5.	Kharkutta Division	Rongjeng– Mangsang– Adokgre– IldekA’kong to A’dokgre (RMA)	10.60
Total			139.668 km

1. Bajengdoba – Resubelpara – Mendipathar – Damra Road (BRMD) Road

This major District Road starts from Bajengdoba – Resubelpara– Mendipathar – Damra Road. The total length of road of MDR is covered, the pavement condition of the road is poor and over lay is proposed from chainage 0+000 to chainage 25+700 and from chainage 30+220 to chainage 35+820. The portion from chainage 25+700 to chainage 30+220 requires new construction. This road connects Meghalaya with Assam.

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

2. Agia – Medhipara – Phulbari Tura (AMPT) Road

The Agia – Medhipara – Phulbari Tura (AMPT) Road (1stto 32ndkms) is an alternate road to reach the Tura from Goalpara District in Assam. It is located in the district of West Garo Hills in the State of Meghalaya and lies between Latitude 90° 30' W and 89° 40' E, and the longitudes of 26° S and 25°

20' N. The Project Road traverses from East to West direction. The entire project road passes through plain and gently rolling terrain. Land used along the road is either cultivable land, grazing land, private, submerged area or government land. The proposed road is a State Highway which connects the town of Tura via Phulbari and the Goalpara district of Assam with the town of Tikrikilla. The road passes through 22 villages viz. Mothapara, Tikripara, Borogobol, Belguri, Lahapara, Naguapara, Rhaslapara, Ganegrugre, Upper Darengchigre, Lower Darengchigre, Bondukmali, Photamati, Dhelapara, Abirampara, Baghpara, Kanthalbari, Dhapangapara 1, Dhapangapara 2, Bagodal, Upper Khamari, Williampur, Nidhanpur.

3. Rongram – Rongrenggre – Darugre (RRD) Road

Upgradation/Improvement of MDR is situated on East/West Garo Hills district in the state of Meghalaya on Rongram – Rongrenggre – Darugre Road from Ch. 0+000 to Ch. 40+400. The projected road is classified as MDR which connects two major towns Tura and Williampur in the state of Meghalaya. The total length for infrastructure improvement is considered as 40.40 Km.

4. Parallel Road to existing DaluBaghmara (DB) Road

The proposed road, namely, Parallel Road to existing DaluBaghmara (DB) Road is situated in the district of undivided district of West Garo Hills and South Garo Hills and lies between Latitude: 250 54'11.14" N to 250 55'56.94" N, Longitude: 900 31'35.86" E to 900 46'21.016" E. The project road traverses from West to East direction. The current road network has been developed incrementally rather than through a cohesive plan, resulting in various shortcomings such as missing links, bridges, drainage systems, and safety measures, as well as substandard pavement quality. A significant portion of the network has deteriorated due to initial construction flaws, lack of maintenance, and adverse weather conditions, notably high rainfall. Approximately 800 semi-permanent timber bridges are in a state of disrepair, posing serious safety hazards that require immediate replacement. Moreover, the road infrastructure towards the Bangladesh border is relatively underdeveloped, leaving the local population without essential services like healthcare and education. Around half of the 5,362 settlements lack all-weather road access, with 1,700 of them having populations below 250 and thus not covered by PMGSY. Given the challenging terrain, conventional road construction is often impractical, necessitating alternative solutions such as ropeways, foot bridges, and footpaths.

5. Rongjeng-Mangsang-Adokgre (44th to 55th km) IldekA'kong to A'dokgre (RMA) Road

The proposed road i.e. RongjengMangsangAdokgre (RMA) (44th to 55th km) IldekA'kong to A'dokgre is situated in the district of North Garo Hills. Project road is under Meghalaya PWD NH Works. The entire project road passes through a hilly area. Land used along the road is either

cultivable land, grazing land, private, submerged area or government land. The average ground level of area varies between 76.00 m to 465.00 m from the Mean Sea Level. At present most of the length of the project road is single lane carriageway throughout the length. The project road is having poor to fair pavement condition in general, with a few stretches having very poor pavement condition. The proposed formation width is 3.750 m for rural areas and 3.000 for built-up areas.

6. Bridge over River Damring at Chidaret connecting Thapa Bazar

The proposed bridge, namely Damring Bridge, and its approach roads on both sides will connect many villages like ThapaDarenchi, ThapaAgitchak, Dabadnaggre, ThapaRongdenggre, ChidaretAjaro, Moranodi, DobaApal, Konchigol, Damebibra, Darampara, DaramMangtu etc. These villages trade agricultural and horticultural produce at the central market located at Thapa Bazar, which is also an important district market for food and other consumable goods. Weekly markets are held on Wednesday at Thapa Bazar. Currently, in general people cross the river through a temporary bamboo structure. However, during the rainy season, between the months of June to October, the temporary bamboo bridge either gets washed-off, or becomes dangerous to cross by. In such conditions, villagers accessing the Thapa Bazar weekly market, or accessing the other district connectivity, ply to- and-fro via local boat services provided by the local villagers. The heavy limelight movement however transits through roads, covering additional 19 kms to access the other side.

6.3 Phase II Roads

1. Nongstoin – Mawait Road

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

2. Umsning – Jagi Road

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

3. Jowai Town Road

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

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

4. Nongstoin Town Road

Nongstoin Town Roads are 20.925 km total in length situated in the West Khasi Hills district of Meghalaya state. The road project involves improvement of 24 road stretches. The entire project road stretches lie in hilly terrain. The carriageway width varies from 1 m to 3.5m. Upgradation/ reconstruction/ widening as well rehabilitation selected roads. Facilitating safe and appropriate road usage, improving public and external stakeholder support and awareness. Increasing efficiency of transport services and enhancing GoM capacity for road asset development. Widening of all the project roads to the maximum possible extent without over ruling the existing Right – Of – Way. Most of the project roads undergo an overlay scheme whereas few roads are proposed for pavement reconstruction. Pedestrian safety barricades, collapsible barricades etc. related to traffic safety are proposed where pedestrians are vulnerable to conflicts. Immediate outcomes will

include improved accessibility to social services and markets, increased fuel efficiency, reduced travel time, accidents, vehicle emissions and better employment opportunities outside agriculture, both through improved access to economic centres and increased industrial activities in the project area.

5. Williamnagar Town Road

Williamnagar Town Road is extended up to 13.989 km length in the East Garo Hills district of Meghalaya state. The road project involves the improvement of 13 road stretches. The first seven project road stretches lie in plain terrain whereas the last two roads lie in hilly terrain. The carriageway width varies from 2.4m to 7m. upgradation/ reconstruction/ widening as well rehabilitation of selected roads: (ii) facilitating safe and appropriate road usage, improvement of public and external stakeholder support and awareness, increasing the efficiency of transport services, enhancing the GoM capacity for road asset development, widening of all the project roads to the maximum possible extent without over ruling the existing Right – Of – Way. Pedestrian safety barricades, collapsible barricades etc. related to traffic safety are proposed where pedestrians are vulnerable to conflicts. Outcomes include improved accessibility to social services and markets, increased fuel efficiency, reduced travel time, reduced accidents, reduced vehicle emissions and better employment opportunities outside agriculture, both through improved access to economic centres and increased industrial activities in the project area.

6.4 Contingency Emergency Response Component (CERC)

1. Tokpara Road

Upgradation/Improvement of MDR is situated in West Garo Hills district in the state of Meghalaya on Tokpara to Dombagre Road from Ch. 0+000 to Ch. 7+900, under Meghalaya Integrated Transport Project (MITP). The project is funded by the World Bank and the mode of the project is BOQ. This Road starts from 82nd Km of Garobadha Dalu Road (SH-12) from Tokpara Village and ends at Dombagre Village. The Road is used by the villagers to access marketing centres such as Barengapara, Purakhasia, Tura, State capital etc. Project road stretches lie in plain terrain and some of Stretches are likely Hilly terrain. The carriageway width is 3.75m and Formation width is 6.00 m. The total project cost of the project road is 18.36 Crore.

2. Bridges under CERC

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

Table 7: Bridges under CERC

Sl. No	Distri ct	Division	Block	Name of Road	Propos ed Length (in m)	Latitude (N)	Longitudo (E)
1.	West Garo Hills	Barengapa ra	Dalu	NH-51 to Megadop Village	68	25°14'21.01 "N	90°12'30.54 "E
2.	South -West Garo Hills	Tura North	Gambeg re	DamalgreMellimBoldamgre Road	38	25°26'44.50 "N	90° 5'35.31"E
3.	South -West Garo Hills	Tura North	Rerapar a	DamalgreMellimBoldamgre Road	26	25°29'11.55 "N	90° 5'20.49"E
4.	South Garo Hills	Barengapa ra	Dalu	Sonagre - Jijikapara Road	95	25°14'46.10 "N	90°16'8.39" E
5.	West Garo Hills	Barengapa ra	Dalu	KheraparaChengapara Road	53	25°20'33.77 "N	90° 8'52.35"E
6.	West Garo Hills	Barengapa ra	Dalu	Sesengapara	80	25°16'37.7" N	90°07'22.5" E

7 Social Impact Assessment (2019)

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

As per SIA study of 14th December 2019, out of five proposed road sections in West Meghalaya, three roads namely Bajengdoba – Resubelpara – Mendipathar – Damra Road, Parallel Road to the existing DaluBaghmara Road, and the Rongjeng – Mangsang – Adokgre (44th to 55th km) IldekA’kong to A’dokgre required approximately 0.5 ha of private land outside of the ROW.

The SIA study identified impacts on 20 households across the five road sections of which 6 were title holders and 14 were non-titleholders (NTH). As per the SIA, out of 20 affected households, 6 titleholders were losing both land and structure and 14 NTH were losing only structures. The cut-off date for titleholders was to be the date of issuance of notification under Section 4(2) of RFCTLARR Act whereas for non-titleholders the cut-off date was the start date of the Census and socio-economic survey i.e. 14thDecember 2019.

A total of 11 common property resources were also to be partially affected that included the boundary wall of 4 schools, part of 2 playgrounds boundary wall of 3 churches and two community halls. None of these common properties needed relocation. The details of impact as identified during the SIA study of 2019 are given below:

Table 8: Identified impacts during SIA (2019)

Sl. No.	Project Roads	Land and Private Structures	Common Properties
1.	Bajengdoba– Resubelpara– Mendipathar– Damra Road	10	1
2.	Agia– Methipara– Phulbari Tura (AMPT) Road (1st to 32nd kms)	1	2
3.	Rongram– Rongrenggre– Darugre (RRD) Road	2	4
4.	Parallel Road to existing DaluBaghmara Road	4	2
5.	Rongjeng– Mangsang– Adokgre (44th to 55th km) IldekA’kong to A’dokgre	3	2
Total		20	11

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

8 Impacts

All activities under the sub-projects were confined to the existing Right of Way (RoW); therefore, land acquisition and resettlement were not originally anticipated. However, additional land was required in certain locations due to road widening and approaches to bridges. Since Meghalaya was a predominantly tribal state, with more than 86 percent of the population belonging to Scheduled Tribe (ST) communities, any land or livelihood impacts primarily affected tribal populations. The project was expected to generate predominantly positive impacts for these communities.

The tribal communities in Meghalaya had a strong collective attachment to land, and any adverse impacts on these communities would ordinarily have triggered the World Bank's Operational Policy OP 4.10 on Indigenous Peoples. Some sub-projects involved temporary livelihood impacts on roadside vendors and minor impacts on structures, which were reconstructed by the Contractor upon completion of works. Accordingly, a separate Abbreviated Resettlement Action Plan (ARAP) was prepared for the sub-project. In addition, temporary access restrictions occurred for 2–5 days for structures along the road corridor, and mitigation measures to manage these impacts were incorporated into the ESMP.

9 Land Donation in Meghalaya under MITP

Under the Meghalaya Integrated Transport Project (MITP), Land donation was adopted as a measure to support road and bridge construction while avoiding involuntary land acquisition. Meghalaya PWD used voluntary land donation in select locations where only a limited amount of land was required to deliver safe and reliable road/bridge improvements (for example: bridge approaches, drains, safety works, curve improvement, and small widening). The intent was to avoid delays from compulsory acquisition, while ensuring donation remained genuinely voluntary, low-impact, and fully documented, consistent with the World Bank's land-related safeguard expectations

In accordance with the applicable World Bank Operational Policies, particularly OP 4.12 on Involuntary Resettlement (and related guidance), all land contributions were undertaken strictly on a voluntary basis. The process was carried out on the basis of informed consent, meaningful consultation, and documented agreements and registered Gift Deeds. The Social Impact Assessment (SIA) Addendum (December 2023) and the Social Audit (March 2024) confirmed that all land donations were voluntary, transparent, and limited in scale, with no donor contributing more than 10 percent of their total landholding. Methodology Adopted for Voluntary Land Donation

The methodology for identifying, assessing, and finalising land donation under the Meghalaya Integrated Transport Project (MITP) was designed to comply with the Environmental and Social Management Framework (ESMF) of the project and the World Bank's Voluntary Land Donation (VLD) principles. The process was sequential, consultative, and independently verified, and is summarised below:

9.1 Process followed by Meghalaya PWD for Voluntary Land Donation (MITP)

Step 1 — Identification of land requirement and design minimization (ESIA/SIA + DPR stage)

During ESIA/SIA and DPR preparation, engineering designs are first optimized to fit within the existing RoW and available public land. Only where unavoidable, typically at curve improvements, carriageway/shoulder works, drainage, slope stabilisation/protection works, bridge abutments and approach roads—small additional land needs are identified and documented through field surveys and design finalisation. Voluntary donation is considered only for minor, unavoidable strips, and not where it could cause livelihood loss or displacement³.

³Source: World Bank ESF overview: <https://www.worldbank.org/en/projects-operations/environmental-and-social-framework>

Step 2 — Conduct consultations and explain why land is needed (and the benefits)⁴

PWD (with DPR/ESIA teams) conducts structured consultations with affected villages, individual landholders, and where relevant, Nokmas/community institutions. Consultations explain: exact locations, technical necessity, and project benefits (better access, safety, reduced travel time, smoother movement to markets/services). Clear message: donation is voluntary—people can refuse and should not be pressured.

Step 3 — Willingness confirmation, low-impact eligibility checks (including <10% criterion)

PWD confirms donation is free and informed, with no coercion, and verifies there are no competing claims/users that would make donation unsafe or disputed. For individual landowners, donated area is checked against total holding to ensure it remains minor (commonly using the <10% benchmark in practice) to avoid livelihoods impact/displacement. For community/customary land, customary tenure norms are respected and collective consent is obtained through local institutions/traditional custodians.⁵

Step 4 — Third-party verification (MIG)

An independent third-party verifier (Meghalaya Institute of Governance – **MIG**) conducts joint field verification (Mar 2023–Nov 2023) to confirm the following:

- location and extent of land,
- ownership/tenure status,
- voluntariness (informed, free from coercion),
- compliance with the **<10% criterion** (for individual landholders).

Outputs are documented in Joint Verification Reports and annexed to the SIA Addendum.

⁴ Source: Sources: Damring Bridge Environmental Assessment Report: https://megpwd.gov.in/pdf/EIAs/Environmental%20Assessment%20Report_Damring%20Bridge.pdf ; Tourism Roads (ESIA/EMP documentation): <https://www.megpwd.gov.in/pdf/2022/TOURISMROADEMP.pdf> ; MITP Community Development Plan: https://megpwd.gov.in/pdf/2025/Community_Development_Plan.pdf

⁵ Source: MITP tourism roads report (screening narrative on minor donation and gift deed): [https://megpwd.gov.in/pdf/2020/Mar/Environment%20and%20Social%20Report_Tourism%20Roads_East%20Meghalaya%20\(Khasi%20%26%20Jaintia%20Hills\)%20-MITP.pdf](https://megpwd.gov.in/pdf/2020/Mar/Environment%20and%20Social%20Report_Tourism%20Roads_East%20Meghalaya%20(Khasi%20%26%20Jaintia%20Hills)%20-MITP.pdf)

Step 5 — Documentation, gift deed execution, records, assistance, and grievance options⁶

- Once verified, formal documentation is completed through MoUs (where used) and registered Gift Deeds executed on stamp duty between the titleholder and State PWD.
- PWD maintains an auditable donor register capturing: donor identity, land identifiers (patta/patta no., mouza, village), chainage/location, donated area, total holding, and % share donated.
- Even for voluntary donation, the entitlement framework provides **subsistence allowance ₹3,000/month for 12 months (₹36,000)** from the date of deed execution to address transitional hardship (temporary disturbance, edge-of-plot impacts, minor income disruption).
- GRM remains available. If donation is not feasible (not minor, no consent, higher risk), the case shifts to compensation and assistance pathways under the project entitlement framework and applicable law.⁷

9.2 Land Donation under MITP for Phase I & Phase II Roads

Land donation under Phase I roads was cross-checked against the SIA impact assessment chapters, land requirement schedules, and Joint Verification Reports. The review confirms consistency across all documents and confirms that no involuntary resettlement impacts, as defined under ESS5, occurred.

1. BRMD Road (Bajengdoba–Resubelpara–Mendipathar–Damra):

A total of 6,932 sq. m of land was voluntarily donated by 2 Nokma and 14 individual landowners for drainage, slope stabilisation, and safety works. Other SIA chapters confirm that no residential structures, livelihood assets, or community properties were affected.

2. Damring Road:

Land donation of 4,321.40 sq. m by 12 individual landowners was required for approach improvements and drainage. The SIA and Social Audit confirm that the donation did not result in physical or economic displacement.

3. RMA Road (Rongjeng–Mangsang–Adokgre):

A total of 31,800 sq. m of land was donated by 2 Nokmas. This contribution represents a

⁶Source: Sources: Entitlement Matrix Addendum (MITP): https://megpwd.gov.in/pdf/2024/Feb/Entitlement_Matrix_Addendum_ESMF.pdf ; India Code – RFCTLARR Act, Second Schedule: <https://www.indiacode.nic.in/bitstream/123456789/2065/1/201330.pdf>

⁷ Source: World Bank ESF overview (risk management and accountability): <https://www.worldbank.org/en/projects-operations/environmental-and-social-framework>

small proportion of available customary land and is consistent with SIA findings that no households, structures, or common property resources were impacted.

4. Under Phase II, the Jowai Town Road involved a minor voluntary contribution of 260 sq. m provided collectively by the Seiñ Raij (community). Phase II SIA chapters confirm zero affected households.

9.2.1 Land Donation under CERC Works

Land donation under the Community Emergency Response Component (CERC) was reviewed against CERC impact notes and the Social Audit. All donations are consistent with ESS5 principles and did not give rise to involuntary impacts.

1. CERC Bridge No. 2, Damalgre: 75.87 sq. m donated by 3 individuals.
2. CERC Bridge No. 3, Damalgre: 1,600 sq. m donated by 2 individuals (8.67% of holdings).
3. Tokpara–Dombagre Road: 105,109 sq. m donated from Nokma land under customary tenure.
4. Suspension Bridge No. 6, Sesangparea: 54.64 sq. m donated by 2 individuals.

All locations were verified by MIG, and no physical displacement, livelihood loss, or restriction of access was recorded.

9.2.2 Tourism Road – Mawphanlur–Mawthadraishan

The Tourism Road land requirement of approximately 42.54 sq. m (3.545 m × 12 m) matches the engineering design parameters cited in the Social Audit. Contributions by 13 individual landowners are consistently reported, and no residential, commercial, or community structures are identified as affected in other chapters. As total landholding data are not recorded, percentage calculations are not applicable; however, no grievances or adverse impacts are reported.

9.2.3 Land Donation Summary

Based on a cross-verification of figures from the SIA Addendum (December 2023) and the Social Audit Report (March 2024), the consolidated land donation details are presented below. The calculations confirm that in all cases where total landholding data are available, the donated land constitutes well below the 10 percent threshold prescribed under World Bank Voluntary Donation (VLD) guidelines.

Table 9: Consolidated Land Donation Summary (All Phases and Components)

Road / Component	Phase	Individual Land Donors (No.)	Nokma / Community Land	Area Donated (Sq. m)	Total Land Holding (Sq. m)	% of Land Donated
BRMD Road (Bajengdoba–Resubelpara–Mendipathar–Damra)	Phase I	14	2Nokmas	9829	60,37,425	0.16%
Damring Road (approach & allied works)	Phase I	12	–	4,321.40	55,968	7.72%
RMA Road (Rongjeng–Mangsang–Adokgre)	Phase I	–	2 Nokmas	31,800	9,422,600	0.34%
Jowai Town Road	Phase II	Community (Seiñ Raij)	Community	260	–	NA
CERC Bridge No. 2 (12/4), Damalgre	CERC	3	–	75.87	48,088.03	0.16%
CERC Bridge No. 3 (7/2), Damalgre	CERC	2	–	1,539.15	18,461.69	8.33%
Tokpara–Dombagre Road Section	CERC	–	4 Nokma’s Land	105,109	4,600,000	2.29%
CERC Bridge No. 6 (Suspension Bridge), Sesangparea	CERC	2	–	54.64	5,574.18	0.98%
Mawphanlur–Mawthadraishan Tourism Road	Tourism	13	–	42.54	–	NA
Ningmer-Sohmylleng	Tourism		1 (Executive Dorbar of Hima Nongkhlaw)	2.971x9m = 26.739 sqm	N/A	N/A
Mawklot-Umiam	Tourism		Community Land	3600	N/A	N/A
Grand Total (where landholding known)		46 Individuals	8 Nokmas / 3 Community			

9.2.4 Compensations

The Table 10 below provides Road-wise details of Voluntary Land Donors (VLDs) who have been compensated

Table 10: Road – wise list of compensated VLDs

Sl. No.	Road/ Bridge Name	Name of Land Donors	Amount (₹ in INR)	Date of Payment	Remarks
1	BRMD	Shri. Prakash Rabha, ChottoMiapara	36,000.00	May, 2025	Paid
2	BRMD	Smt. Jumilla Marak , Damas	36,000.00	May, 2025	Paid
3	BRMD	Smt. Saidya D Shira, Damas	36,000.00	May, 2025	Paid
4	BRMD	Shri. Roenath R Marak , Damas	36,000.00	May, 2025	Paid
5	BRMD	Smt. Jipsy Sangma, Damas	36,000.00	May, 2025	Paid
6	BRMD	Shri. Prodip Rabha, ChottoMiapara	36,000.00	May, 2025	Paid
7	BRMD	Shri. Khorgesor Rava, ChottoMiapara	36,000.00	May, 2025	Paid
8	BRMD	Shri Dhanbor Rava, Harinkata	36,000.00	May, 2025	Paid
9	BRMD	Smt. Ashman M Sangma, SalparaMendipathar	36,000.00	May, 2025	Paid
10	BRMD	Shri. Jonathan D Shira, Damas	36,000.00	May, 2025	Paid
11	BRMD	Shri. Patrish K Sangma , Damas Dokamcheng	36,000.00	May, 2025	Paid
12	BRMD	Shri. Prinna N Sangma, Harinkata Garo	36,000.00	July, 2025	Paid
13	BRMD	Shri. Jogodish Rava, Harinkata	36,000.00	July, 2025	Paid
14	Damring	Shri. Khargeswar Rabha	36,000.00	May, 2025	Paid
15	Damring	Shri. Tollen Rabha	36,000.00	May, 2025	Paid
16	Damring	Shri. Sibin CH. Rabha	36,000.00	May, 2025	Paid
17	Damring	Shri. Toyno Rabha	36,000.00	May, 2025	Paid
18	Damring	Shri. Lazendro Rabha	36,000.00	May, 2025	Paid
19	Damring	Shri. Arobinda Rabha	36,000.00	May, 2025	Paid
20	Damring	Shri. Amol Rabha	36,000.00	May, 2025	Paid
21	Damring	Shri. Bipin Rabha	36,000.00	May, 2025	Paid
22	Damring	Shri. Purna CH Rabha	36,000.00	May, 2025	Paid
23	Damring	Shri. Tataluk Rabha	36,000.00	May, 2025	Paid

Sl. No.	Road/ Bridge Name	Name of Land Donors	Amount (₹ in INR)	Date of Payment	Remarks
24	Damring	Shri. Tirtha Rabha	36,000.00	May, 2025	Paid
25	Damring	Shri. Kuntal Rabha	36,000.00	July, 2025	Paid
26	Bridge No. 2 - (12/4) on DamalgreMellimBoldamgre (DMB)	Shri. Ellingston Ch Marak	36,000.00	May, 2025	Paid
27	Bridge No. 2 - (12/4) on DamalgreMellimBoldamgre (DMB)	Smt. Christhia M. Sangma	36,000.00	May, 2025	Paid
28	Bridge No. 2 - (12/4) on DamalgreMellimBoldamgre (DMB)	Smt. Bijinis M. Sangma	36,000.00	May, 2025	Paid
29	Bridge No. 3 - (7/2) on DamalgreMellimBoldamgre (DMB)	Smt. Norime D. Marak	36,000.00	May, 2025	Paid
30	Bridge No. 3 - (7/2) on DamalgreMellimBoldamgre (DMB)	Smt. Krenoballa D. Sangma	36,000.00	May, 2025	Paid
31	MawphanlurMawthadraishan	Shri. Belding Stone L. Nonglait	36,000.00	May, 2025	Paid
32	MawphanlurMawthadraishan	Shri. BoniraiLyngkhoi	36,000.00	May, 2025	Paid
33	MawphanlurMawthadraishan	Smt. Aido L. Lyngkhoi	36,000.00	May, 2025	Paid
34	MawphanlurMawthadraishan	Smt. Oliba L. Lyngkhoi	36,000.00	May, 2025	Paid
35	MawphanlurMawthadraishan	Smt. Sharilin L. Lyngkhoi	36,000.00	May, 2025	Paid
36	MawphanlurMawthadraishan	Smt. Alma L. Lyngkhoi	36,000.00	May, 2025	Paid
37	MawphanlurMawthadraishan	Smt. Wandamary L. Lyngkhoi	36,000.00	May, 2025	Paid
38	MawphanlurMawthadraishan	Shri. Khrawborlang L. Lyngkhoi	36,000.00	May, 2025	Paid
39	MawphanlurMawthadraishan	Shri. Yeswiroy L. Lyngkhoi	36,000.00	May, 2025	Paid
40	MawphanlurMawthadraishan	Smt. Ibandashisha L. Lyngkhoi	36,000.00	May, 2025	Paid

Sl. No.	Road/ Bridge Name	Name of Land Donors	Amount (₹ in INR)	Date of Payment	Remarks
41	MawphanlurMawthadraishan	Shri. Doniroy L. Lyngkhoi	36,000.00	March, 2026	Paid
42	MawphanlurMawthadraishan	Smt. Diolin L. Lyngkhoi	36,000.00	March, 2026	Paid
43	MawphanlurMawthadraishan	Shri. Bankerlang L. Lyngkhoi	36,000.00	March, 2026	Paid
44	Bridge No. 6 (Suspension Bridge) Sesangparea	Shri. Awan M. Marak	36,000.00	June, 2026	Paid
45	Bridge No. 6 (Suspension Bridge) Sesangparea	Shri. Senji D. Sangma	36,000.00	June, 2026	Paid
Grand Total		45 Voluntary Land Donors (VLDs)	16,20,00.00 Total Compensation	All payments made until June 2026	

Total Land Donors (Paid): 45

Total Payment: ₹ 16,20,000/- at ₹ 36,000/- each

Out of 46 VLDs, 1 Land Donor is yet to be compensated. The reason for the delay in payment for this VLD is listed below in Table 111:

Table 11: Non-receipt of Subsistence Allowance

Sl. No.	Road/ Bridge Name	Name of Land Donors	Reasons for non-payment
1	BRMD	Shri. (L) Darang Rabha	Despite repeated requests made to the family of the deceased, the required land documents have not yet been submitted.

10 Revision of ESIA

The ESIA report required revision because the original assessment had been undertaken in early 2019 and no longer reflected the prevailing environmental, social, and regulatory conditions. The time gap between the assessment and project implementation in 2022 necessitated updated data to ensure accuracy and compliance with applicable standards.

The COVID-19 pandemic had affected project timelines and altered socio-economic conditions within affected communities. Revising the ESIA enabled these changes to be adequately captured and assessed.

Economic conditions and market rates had also changed between 2019 and 2023, affecting costs and resource availability. The updated ESIA incorporated current financial data to ensure realistic cost estimates for mitigation measures and to maintain project viability and sustainability.

The revised SIA for projects under East and West Meghalaya (Phase-I) identified 20 affected households. Of these, 6 households lost both land and structures, while 14 households lost only structures; all 14 were non-titleholders. Approximately 0.5 hectares of private land was required along the Bajengdoba–Resubelpara–Mendipathar–Damra Road, the Parallel Road to the existing Dalu–Baghmara Road, and the Rongjeng–Mangsang–Adokgre (44th–55th km) IldekA’kong–A’dokgre section.

During construction, alignment modifications were undertaken to avoid and minimize impacts on affected households. An addendum documenting these changes was prepared, submitted to the World Bank, approved, and subsequently disclosed on the PWD website. The ESIA documents for Phase-II projects were also revised accordingly.

10.1 Non-Title Holders (NTH)- Payments

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

Resubelpara– Mendipathar – Damra Road (BRMD), 28 NTHs at ShillongDiengpasoh Road, 2 NTHs at Damring Bridge and 1 NTH at Rongram – Rongrenggre – Darugre Road (RRD).

10.1.1 Disbursed Funds for Resubelpara Division Projects

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

10.1.2 Financial Assistance for Upgrading Key Roads

The project for the upgradation and improvement of the Bajengdoba – Resubelpara – Mendipathar – Damra Road, spanning 35.82 km, affects 15 non-title holders (NTH). The financial support includes ₹35,000 for seven NTHs (₹5,000 each) for shifting movable structures, and ₹20,000 for two NTHs (₹10,000 each) for relocating to another site or village. Additionally, six NTHs will receive a one-time subsistence allowance totalling ₹2,16,000 (₹36,000 each), and two NTHs will receive an additional ₹1,00,000 (₹50,000 each) as they fall under the vulnerable category. The total disbursement for this project amounts to ₹3,71,000.

10.1.3 Assistance for Other Divisions

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



Summarised figure / table are as follows:

Table 12: Resettlement Action Plan for NTH / Beneficiaries – Phase 1 Roads

Sl. No.	Division	Project Name	NTH / Beneficiaries	Amount Disbursed				
				One-Time Grant (Assistance of Relocation) - Shifting movable structures from LHS to RHS	One-Time Grant (Assistance of Relocation) - Shifting to another site /Village	One-Time Subsistence Allowance (Permanent closure of Structures)	Additional support to NTHs under Vulnerable category	Grand Total (₹ in INR)
1.	Resubelpara Division	Construction of Bridge over River Damring (at Chidaret Connecting Thapa Bazar) – PKG – Br– 02.(120 m)	1 Boatman & 1 Assistant	-	-	1,18,400/- to 1 Boatman & 1 Assistant @ 59,200/- each	-	1,18,400/-

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

11 Public Consultation and State Level Workshop

11.1 Phase I - East Meghalaya

Discussions/ Key Issues:

- All villages were in favour of road widening & strengthening work in the area.
- Government should also take care of basic services that need to be provided for overall community development.
- The villagers raised their concern about the increased risk of accidents especially of children during construction. It was thus suggested that proper safety measures will be taken. Like diversion of traffic during construction and safety designs should be incorporated in road design wherever it is necessary.
- Proper pedestrian crossing, speed breakers and signage should be provided at the appropriate locations, that is near to habitations, marketplaces, schools, hospitals.
- Community has also raised the importance of both-side footpaths and adequate street lighting along the roads passing through residential and commercial areas.
- The community has suggested to develop/ construct marketplaces/area for agriculture products along the road sections under the project.
- Community has suggested to develop/ construct public utilities along the road sections such as public toilets, parking areas and bus shelters during public consultation.
- Similarly, there was a demand for drains along the roads to be constructed. The consultant shared that provision has been given for road sided rains and these are Integral part of Road design in habitation areas along the road section.
- Shifting of public utilities before starting of project road construction activities. The local people (labour) should be given priority in labour work and petty jobs during construction.

- Participants:**
- Local Community members, community headmen, village council members, farmers and women
- Action by the Project:**
- Community development works as suggested in IPCDP will be carried out.
 - Road safety measures will be taken.
 - Local population will be preferred for any suitable employment.
- Places of discussion & date:**
- I. Mawkasiang: 21/10/2019
 - II. Laitlyngkot: 21/10/2019
 - III. Nartiang Presbyterian Higher Secondary School, Jaintia Hills: 22/10/2019
 - IV. PWD Inspection Bungalow, Shangpung, Jaintia Hills: 22/10/2019

11.2 Phase I - West Meghalaya

- Discussions/ Key Issues:**
- The consultation meetings were organized basically for two important purposes, i.e., (1) to share project objectives and proposed project interventions with the identified stakeholder groups and (2) to consult with the stakeholders and document their concern, with particular reference to social and environmental impacts of the proposed project interventions.
- **Road Safety** - As most of the road passes through villages, the villagers has raised concerns on road safety issues and requested for segregation of traffic at residential and commercial areas. The area having infrastructures such as schools, playgrounds, Public Health Centres (PHCs) adjoining the roads shall be treated as safety zones and proper signage should be installed. Few villages have suggested to reduce road safety conflict between road users (pedestrians, school going students, residents/ residential) and the vehicles plying on the road.
 - **Provision of Footpath and street lighting** - Community has raised the importance of both-side footpath and adequate street lighting along the roads passing through residential and commercial areas. In rural areas of the State, people usually walk to common places like marketplaces,

which are often located along the roads. In absence of footpaths and streetlights, road safety problems often occur. Therefore, villagers requested that space be kept for footpaths, and that land be acquired if necessary. Similarly, to prevent conflicts and accidents at night, residential and commercial areas should have proper lighting and clear signage. Some community members also suggested improving blind curves to reduce accidents and improve overall safety in the area.

- **Market Places** -Most of the roads under the project leads to weekly market huts. In absence of adequate space within the legal structure of the market area, many of the vendors are forced to lay their stall on the road-side, thus blocking the road and creating road-safety issues. Thus, it was requested by many villagers to create adequate market places, taking account of increased agriproduction and consumption pattern of the area. Some of the villagers suggested that in absence of land, two-storey market place can be created to accommodate all.
- **Parking Places** -Most the market place, whether in villages and or in urban areas, are devoid of adjoining parking facilities. This is same as in front of NEGRIMS, one of the largest public health infrastructures for the north-eastern states of the country. Thus, people often park their private vehicles and goods van on the road, leading to temporary road blockage and disturbing the traffic flow in those stretches. Thus, the commuters and market suppliers request for additional parking place to be created as part of the project.
- **Community Toilets** -Some of the roads cover long length, often connecting the neighbouring states and or connecting two national highways. Thus, it is expected that the people traveling on those roads may travel long distance and require public amenities. Thus, few of the head-men echoed the need for community toilets (bio-toilets) adjoining the roads. Some of them suggested that same facilities thus created can be managed by the women of the areas and earnings can be utilized for community development.
- **Eligibility for Compensation**-During each consultation, communities

attending the discourse volunteered to gift their land for widening and or improving road alignment. Infact, few of the headmen in different consultation areas pointed out that through-out history communities have been donating land for creating of public facilities. Compensating through one project could create unnecessary dispute among community and a feeling of being deprived in other project areas where compensation is not possible. People are of the opinion that person/ family whose house gets affected should only be compensated to construct another house. Private land-holders in the state are likely to have huge portion of land under their name, and therefore it is easier to volunteer land for them for creation of public facilities.

Participants:

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

Action by the Project:

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

Places of discussion & date:

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

11.3 Phase II Projects

11.3.1 Jowai Town

Discussions/ Key Issues:

- The town is basically a trading hub. The cultivators as well as the traders are concern of selling their agricultural and industrial output at proper price Though the town lacks in many infrastructural facilities, but they think that with better communication there would be economic development their prosperity. All other issues would be solved automatically. As this proposed road is the only communication to the

outer world, they want the road to be completed within schedule time. Existing Electric pillars on the project road causing hindrance to smooth flowing of traffic.

- The Temporary livelihood loss of the people who are positively impacted is apprehended. The local people want some jobs of unskilled labour and petty supplier to the Civil Contractor. The local were positive about development.
- As per the suggestions received through public consultation, the proposed project and its benefits is the only feasible option for development of the area. Upgradation of this earthen portion of the project road is proposed by the local people.

Participants:

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

Action by the Project:

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

Places of discussion & date:

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

11.3.2 NongstoiñTown/ Nongstoiñ - Maweit

Discussions/ Key Issues:

- Special attention is needed on the road crossings/intersections to avoid traffic snarls and accidents. Proper traffic signals and signboards should be present at strategic points not only for the sake of motorists but also for the pedestrians.
- The town is basically a trading hub. The cultivators as well as the traders are concerned with selling their agricultural and industrial output at proper price. Though the town faces lack of infrastructural facilities, they

think that with better communication there would be economic development which would add on to their prosperity. As this proposed road is the only communication to the outer world, they want the road to be completed within scheduled time.

- The livelihood loss of the people is apprehended. The local people want some jobs of unskilled labour and petty suppliers to the Civil Contractor. The locals were positive about development.
- The existing alignment passes through the town area. It is also a junction town where many Goods vehicles pass through. There are both commercial and residential establishments along the alignment. As the proposed road will allure the motorist to drive fast there lies a probability of increase in road accidents and mishaps.
- A detailed public consultation was organized with the potential project affected persons, people's representatives, shopkeepers, businessmen, and others regarding the project benefits and vis-a-vis estimated loss. The most important topic of discussion was the alignment which passes through the two- market complex, which may be temporarily affected during the upgradation of roads.
- The town is basically a trading hub. The cultivators as well as the traders are concerned of selling their agricultural and industrial output at proper price. Though the town lacks many infrastructural facilities, they think that with better communication there would be economic development and prosperity. All other issues would be solved automatically. As this proposed road is the only communication to the outer world, they want the road to be completed within scheduled time.
- The local people had agreed in the view of the proposed road project which will bring some hope to the movement of the heavy vehicles and development of the area.
- Road Safety awareness campaigns should be made at schools. There would be ample signage and other road furniture to reduce the accident.
- Combined effort of the local authorities with the Government officials as well as other stakeholders would remove all the obstacles for

development.

- The local authorities also assured that they would help in the development of the road project.
- A detailed public consultation was organized with the potential project affected persons, people's representatives, shopkeepers, businessmen, and others regarding the project benefits and vis-à-vis estimated loss. The most important topic of discussion was the alignment which passes through the two- market complex, which is fully affected. The residents with their representatives all disagree in demolishing the market complex, partially or fully.

Participants:

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

Action by the Project:

- Community members were informed that the road project is expected to be completed in two years.
- As per the suggestions received through public consultation, the proposed project and its benefits is the only feasible option for development of the area.
- Road safety measures will be taken into account during the construction phase.
- Local population will be preferred for any suitable employment.
- The people agreed to cooperate and help in all possible ways for the successful completion of the project. The PWD ensures to provide jobs and petty contracts as many as possible to the local people.
- The local authorities also assured that they would help in the development of the road project. Road Safety awareness campaigns should be made at schools. There would be ample signage and other road furniture to reduce the accident.
- Combined effort of the local authorities with the Government officials as well as other stakeholders would remove all the obstacles for development.

- The PWD officials had agreed to take special care for traffic movement and road safety.
- The local people had agreed in the view of the proposed road project which will bring some hope to the movement of the heavy vehicles and development of the area but against any damages to the market structures.
- The PWD officials have also assured the general public that measures would be taken to ensure that the damage to permanent structures are avoided at all costs.

Places of discussion & date:

I.	Nonglyer:	01/09/2021
II.	Maweit:	03/09/2021
III.	Umthli:	03/09/2021
IV.	MaweitNongstoiñ:	22/01/2022
V.	MawbyrshemNongstoiñ:	22/01/2022
VI.	SawapNongstoiñ:	22/01/2022
VII.	Pyndengrei Road:	22/01/2022

11.3.3 UmsningJagi

Discussions/ Key Issues:

- The existing alignment passes through the town area. It is one of the major towns and many Goods vehicles pass through the town. There are both commercial and residential establishments along the alignment. It has been revealed from the public consultations that the people on both sides of the road, considering future potential in development, are afraid of road accidents and menace like trafficking and HIV. Some of them put the issue of construction of concrete drains for the development of the sewage system of the town.
- During discussion it has been observed that the benefits of the proposed project area are acknowledged by the local people but they want the Executing Agency to take care of the implementation of the project to bring about promised benefits and the traffic safety. Simultaneously a focus group discussion with all female participants was held in the same

area.

- The female participants apprehend about the increase in the number of road accidents and would be dangerous to the children and students usually not carefully using roads.

Participants:

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

Action by the Project:

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

Places of discussion & date:

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

11.3.4 Williamnagar Town

Discussions/ Key Issues:

- The town is basically a trading hub. The cultivators as well as the traders are concerned with selling their agricultural and industrial output at proper price. Though the town lacks many infrastructural facilities, they think that with better communication. There would be economic development that would add to their prosperity. As this proposed road is the only communication to the outer World, they want the road to be completed within scheduled time.
- The livelihood loss of the people is apprehended. The local people want some jobs of unskilled labour and petty suppliers to the Civil Contractor. The locals were positive about development. As per the suggestions received through public consultation, the proposed project and its benefits is the only feasible option for development of the area.
- The existing alignment passes through the town area. It is also a junction town and many Goods vehicles pass through the town.

There are both commercial and residential establishments along the alignment. As the proposed road will allure the motorist to drive fast there may be an increase in road accidents.

- A detailed public consultation was organized with the potential project affected persons, people's representatives, shopkeepers, businessmen, and others regarding the project benefits and vis-à-vis estimated loss. The most important topic of discussion was the alignment which passes through the two-market complex, which is fully affected. The residents with their representatives all disagree in demolishing the market complex, partially or fully.

Participants:

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

Action by the Project:

- The people agreed to cooperate and help in all possible ways for the success of the project. The PWD ensures to provide jobs and petty contracts as many as possible to the local people.
- The proposed road project is the only feasible option for development.
- Combined effort of the local authorities with the Government officials as well as the other stakeholders would remove all the obstacles for development. Road Safety will be looked after.
- The local authorities also assured that they would help in the development of the road project. Road safety awareness campaigns should be made at schools. There would be ample signage and other road furniture to reduce the accident.
- The local people had agreed in the view of the proposed road project which will bring some hope to the movement of the heavy vehicles and development of the area but against any damages to the market structures.
- The PWD officials had agreed to take special care for traffic movement and road safety. It was assured that there would be no damages to any structures at the marketplace.

Places of discussion & date:

- I. Williamnagar Bazar: 04/09/2021
- II. Rongongre Village: 04/09/2021
- III. DawaNengkatok Village: 04/09/2021
- IV. Tura Williamnagar Road: 04/09/2021

12 Grievance Redressal Mechanism

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

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

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

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

Tier I: Under this project, the local VECs and community level organizations will serve as the first-tier mechanism to handle complaints and grievances. The local Headman will be the focal point who will receive, address, and keep record of the complaints and feedback. The grievance focal point will first review the grievances submitted. If grievances or disputes cannot be solved at the VEC's level within 30 days of the submission of the grievances, the issue will be brought to PMU level for mediation. PMU is expected to inform aggrieved persons or parties to disputes of the resolution in 30 days.

Tier II: If the aggrieved person is not satisfied with the verdict of the site level grievance cell, he or she can escalate the grievance to state level grievance cell. The tier II cell will be under the

Chairmanship of Secretary, Department of Planning. The other members will include Chief Engineer; Project Director and Social Expert of the Project. The second level of the grievance cell will provide its view within 30 days of receiving the grievance.

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

12.1 Grievance management through Electronic Mode

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

12.1.1 Grievance Redressal Mechanism

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

Table 13: Details of contact for Grievances

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

13 Institutional Arrangement (Monitoring and Evaluation)

For Monitoring and Evaluation throughout the implementation of the project, the Social Expert will monitor the project compliance with Bank safeguard policies. The expert will visit at least on a monthly basis since the planning until two months after the completion of civil works the project sites and meet the affected tribal communities.

Upon the completion of a TPP, the expert will carry out a TPP completion assessment to confirm that all measures under this TPP have been fully implemented and that the negative impacts on tribal communities have been adequately addressed. Monitoring group will be created in each tribal inhabited project area which will ensure that all actions would be undertaken in line with this IPPF and, in case of irregularities, contact the PMU.

The participatory social audit will be conducted facilitated by Social Expert (refer to Annex 2), whereby the community will be encouraged and facilitated to report outstanding issues and air grievances. The meeting is attended by other PMU members and village authorities. The minutes of the meeting will be prepared, and measures will be taken to address the recorded issues in the subsequent annual cycle. All implementing agencies will have an IPPF focal point that will regularly supervise and monitor TPP implementation. These focal points will report to Project Director on IPPF related matters and request the support of the Social Expert if needed. She/he will travel to the sites and spot check if the actions are taken and information provided in conformity with the IPPF.

14 Budget

The budget comprises estimated value of institutional cost, contingency, hiring of IPDP implementation Agency for IPDP implementation, HIV/ AIDS awareness generation, capacity building, External monitoring and evaluation consultant, etc. The total IPDP & GAP budget for all project road sections is estimated at about ₹. 8.17 crore (RefTables -14& 15).

Table 14: RAP & IPDP Implementation Budget: East Meghalaya

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

Table 15: RAP & IPDP Implementation Budget: West Meghalaya

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

15 Activities under IPDP

15.1 Indigenous People Development Plan works carried out as per the BOQ

Table 16: Indigenous People Development Plan as per BOQ

Sl. No	Name of the Road	Items	Units	BOQ Quantity	Remarks
1	Umling – Patharkmah Road	Water tanks	Nos	10	Completed
		Check Dams	Nos	8	Completed
2	Rongjeng – Mangsang – Adokgre (RMA) Road	Check Dams	Nos	3	Completed
		Bus Shelter	Nos	4	Completed
		Retaining Wall Cum Ramp at Illdek School			Completed
3	Agia – Mendhipara – Phulbari – Tura (AMPT) Road	Bus Sheds	Nos	21	Completed
		Check Dams	Nos	3	Completed
4	Dalu – Baghmara Road	Check Dams	Nos	3	Completed
		Bus Sheds	Nos	10	Completed
5	Shillong – Diengpasoh	Ramps railings in school, Protection Work community halls etc.		2	Completed
		Approach road		24	Completed
		Water Tanks	Nos	4	Completed
6	Pasyih – Garampani Road	Check Dams	Nos	4	Completed
		Water Tanks	Nos	6	Completed

Sl. No	Name of the Road	Items	Units	BOQ Quantity	Remarks
7	Laitkor – Pomlakari – Laityngkot Road	Water tanks	Nos	4	Completed
8	Mawmaram– Mawlyndep– Mawmih – NongthliewRoad (EPC)	Check Dams (completed)	Nos	10	Completed
		Gents Toilet	Nos	2	Completed
		Ladies Toilet	Nos	2	Completed
		Boundary Wall	Nos	365	Completed
		Bus Shelter	Nos	12	Completed
		CC Road	Nos	200	Completed
9	Bajengdoba – Resubelpara – Mendipathar – Damra (BRMD) Road	Bus Sheds	Nos	18	Completed
		Check Dams	Nos	1	Completed
10	Rongram- Rongrenggre - Darugre (RRD) Road	Bus Shelter	Nos	22	Completed
11	Tokpara Road	Breast Wall & Staircase to a church 0+340 to 0+440 LHS	RM	100	Completed
12	Jowai Town Road	Bus shelter	Nos	3	Completed
		Public Toilets	Nos	1	Completed
		Streetlights	Nos	131	Completed

Sl. No	Name of the Road	Items	Units	BOQ Quantity	Remarks
13	Williamnagar Town Road	Bus Shelter	Nos	3	In Progress
		Public toilet Mobile	Nos	1	In Progress
		Street Lights	Nos	72	In Progress
14	Umsning Jagi Road	Streetlights	Km	53	Completed
		Bus shelter	Nos	24	Completed
		Conducting SwachhataPakhwada, EHS awareness program and Training etc			Conducted

The approximate cost toward implementation of Indigenous People and Community Development Plan (IPCDP) is ₹ 6,86,00,000.00.

15.2 Other Activities under Community Development Plan

15.2.1 Gender-Based Violence (GBV)

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

Table 17: GBV Awareness Workshop

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

Table 18: Outcome of the consultation

Sl. No.	Requests received	Remarks
1.	Installation of streetlights and construction of additional blacktop roads in RRD, Tokpara&Sonagre–Jijikapara Road.	The contractor has informed that the works are currently in progress for installation of streetlights and construction of additional blacktop roads.
2.	Construction of speed breakers at identified points in AMPT road.	The contractor agreed for the construction of speed breakers in AMPT road at the designated locations.

Conclusion:

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

GBV Risk: Low

15.2.2 Capacity Building

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

Key Objectives:

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

Participants:

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






Conclusion:






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

15.2.3 Health Awareness Programme - HIV / AIDS




Table 19: HIV / AIDS Awareness Programme

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

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

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

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

Sl. No.	Road Name	Activity	Date	Photographs
20.	Br. No. 3 - Construction of Strengthening of Double Lane Steel I girder Bridge without footpath for Bridge no 7/2 on DamalgreMellimBoldamgre road	Health Safety Awareness Programme	16-8-2023.	
21.	Br. No. 4 - Construction of Sonagre– Jijikapara Road Bridge no. 5/7	Fire Safety Awareness Programme	29-08-2023	
22.	Br. No. 5 - Restoration of washed out SPT Bridge on KheraparaChengapara Road in the State of Meghalaya.	Health Safety Awareness Programme	3-8-2023	
23.	Br. No. 6 - Construction of Suspension Footbridge on a road from 5 th KM SesengaparaKherapara Road to Dombagre	Health Awareness Programme	02-09-2023	