

FINAL DRAFT

INDIGENOUS PEOPLES DEVELOPMENT PLAN

Upgradation of Rongsai Borjhora Bajengdoba (RBB) Road

Meghalaya Logistics and Connectivity Improvement Project (MLCIP)



**Meghalaya Infrastructure Development Finance Corporation (MIDFC) Ltd.
House No. L/A-56, Lower Nongrim Hills, Top Floor,
Meghalaya Basin Development Authority (MBDA) Building,
Shillong East Khasi Hills, Meghalaya-793003**

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ABBREVIATIONS

ADC	:	Autonomous District Council
PWD	:	Public Works Department
BPL	:	Below Poverty Line
CPI	:	Consumer Price Index
CPR	:	Common Property Resource
DLLPC	:	District Level Land Purchase Committee
DPR	:	Detailed Project Report
E&S	:	Environmental and Social
ESIA	:	Environmental and Social Impact Assessment
ESMP	:	Environmental and Social Management Plan
ESS	:	Environment Social Standards
FPIC	:	Free, Prior, and Informed Consent
GHADC	:	Garo Hills Autonomous District Council
GoM	:	Government of Meghalaya
GRM	:	Grievance Redressal Mechanism
IP	:	Indigenous Peoples
IPDP	:	Indigenous Peoples Development Plan
MLCIP	:	Meghalaya Logistics and Connectivity Improvement Project
NGOs	:	Non-Governmental Organizations
NOC	:	No Objection Certificate
PAHs	:	Project Affected Households
PAPs	:	Project Affected Peoples
PMC	:	Project Management Consultant
R&R	:	Rehabilitation and Resettlement
RAP	:	Resettlement Action Plan
RFCTLARR Act, Act 2013	:	The Right to Fair Compensation and Transparency in Land Acquisition Resettlement and Rehabilitation Act, 2013
ROW	:	Right of Way
SEP	:	Stakeholder Engagement Plan
ST	:	Scheduled Tribes
WB	:	World Bank

WEIGHTS AND MEASURES

1 ha - 2.47 acre
1 ha - 10,000 sqm
1 acre - 100 decimal
1 Bigha- 14400 sq. ft

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EXECUTIVE SUMMARY

Introduction and Project Background

The Government of Meghalaya (GoM), through the Government of India (GoI), is implementing the Meghalaya Logistics and Connectivity Improvement Project (MLCIP) with financial assistance from the World Bank. The project aims to improve regional connectivity, strengthen climate-resilient transport infrastructure, enhance logistics efficiency, and promote inclusive socio-economic development across Meghalaya, particularly in remote and tribal areas. The project is being implemented by the Meghalaya Infrastructure Development Finance Corporation (MIDFC) in coordination with the Public Works Department (PWD), Government of Meghalaya.

As part of MLCIP, the proposed upgradation of the Rongsai-Borjhora-Bajengdoba (RBB) Road has been identified as a priority intervention to improve all-weather connectivity in North Garo Hills District. Since the project corridor passes through areas predominantly inhabited by Scheduled Tribes governed under the Sixth Schedule of the Constitution of India, this Indigenous Peoples Development Plan (IPDP) has been prepared in accordance with the World Bank Environmental and Social Standard 7 (ESS7), the Indigenous Peoples Planning Framework (IPPF) prepared under MLCIP, and applicable national and state regulations.

The IPDP is based on the findings of the targeted Social Impact Assessment (SIA), stakeholder consultations, and the Free, Prior and Informed Consent (FPIC) process undertaken with the Tribal communities residing along the project corridor. The plan outlines measures to avoid, minimize, mitigate, and manage adverse impacts on tribal communities while ensuring that they receive culturally appropriate and inclusive project benefits.

Scope of the Sub -Project

The proposed RBB Road has a total length of approximately 18.27 km, commencing from Kosi Junction (Chainage 0+000) and terminating at Bajengdoba (Chainage 18+270) in North Garo Hills District of Meghalaya. The road traverses six villages and seventeen habitations predominantly inhabited by Garo tribal communities.

The sub-project involves reconstruction and upgradation of the existing single-lane carriageway to intermediate-lane standard with climate-resilient engineering features. Key interventions include:

- improvement of pavement condition;
- widening at critical stretches;
- strengthening of embankments;
- construction and improvement of culverts and cross-drainage structures;
- roadside drainage systems;
- slope stabilization and erosion control measures;
- road safety interventions; and
- protection works in flood-prone and landslide-prone areas.

The project design incorporates climate-resilient measures considering Meghalaya's high rainfall conditions and vulnerability to flooding, erosion, and slope instability. These measures include toe walls, retaining walls, gabion structures, bio-engineering, lined drains, and improved culvert systems to enhance resilience and ensure year-round connectivity.

Approximately 13.163 km of the proposed improvement will be undertaken within the existing available Right of Way (ROW). For the remaining stretches, about 0.133 ha of additional land will be required primarily for geometric improvements, drainage, and safety features. The affected land largely comprises fallow or unused agricultural land under customary tenure systems. No residential displacement is anticipated under the project.

Legislative Framework, Entitlements, Assistance and Benefits

MLCIP is governed by a robust legal framework comprising state laws, Sixth Schedule-based Autonomous District Council regulations, and central legislation, all aimed at protecting tribal land rights, customary institutions, forest-dependent livelihoods, and transparency in public administration. The Meghalaya Transfer of Land (Regulation) Act, 1971 restricts transfer of land involving tribals without prior approval of the competent authority, while the Cadastral Survey and Preparation of Records of Rights Act, 1980 (as amended) supports systematic land records and tenure verification for project planning and RAP preparation. In the Garo Hills, the Garo Hills Autonomous District (Regulation and Administration of Land) Act, 2021 codifies customary land tenure systems (A' King) and requires approvals from Village Councils and the GHADC for land use and management decisions. Where land acquisition is unavoidable, the RFCTLARR Act, 2013 ensures transparent processes, fair compensation, and rehabilitation and resettlement support. Transparency and public accountability across all project activities are ensured through the Right to Information Act, 2005. Collectively, these legislations ensure that all project interventions comply with national and state laws, respect customary governance systems, and remain fully aligned with IPPF.

Tribal Peoples in the Project Area

The project area is located within the Sixth Schedule area of Meghalaya and is predominantly inhabited by Garo tribal communities, along with smaller populations of Rabha and Hajong communities. The traditional governance structure in the area is closely linked to the customary A-king land tenure system governed through Nokmas, Village Councils, and clan-based institutions.

The tribal communities maintain strong cultural, social, and economic relationships with land, forests, water resources, and traditional livelihood systems. Agriculture, shifting cultivation, livestock rearing, small businesses, forest-based activities, and wage labour constitute the primary livelihood sources. The matrilineal social structure and customary governance institutions continue to play an important role in local decision-making and resource management.

Impact on Tribal Communities

The targeted Social Impact Assessment identified that the project impacts are largely localized, partial, and manageable. The project will affect a total of 156 Project Affected Households (PAHs) comprising approximately 419 Project Affected Persons (PAPs), the majority of whom belong to Scheduled Tribe communities.

The identified impacts include:

- relocation of 102 movable roadside kiosks and associated informal livelihood activities;
- partial impacts on 48 structures, mainly boundary walls, fencing, and frontage areas; and
- limited acquisition of approximately 0.133 ha of private agricultural land affecting six households.

No physical displacement of residential households is anticipated. The project does not involve impacts on protected forests, sacred cultural sites, or major community assets. Impacts are expected to be temporary and

manageable through appropriate mitigation measures, livelihood restoration assistance, and construction management practices.

The project also recognizes the vulnerability of tribal communities arising from their dependence on land and natural resources. Accordingly, measures have been incorporated to minimize adverse impacts and ensure that Tribal communities derive equitable benefits from improved connectivity and economic opportunities.

Measures for Avoidance and Mitigation of Impacts

The project design has incorporated several measures to minimize environmental and social impacts on tribal communities. These include: maximizing utilization of the existing ROW; minimizing land acquisition requirements; avoiding widening within sensitive elephant corridor stretches; maintaining access to settlements and roadside businesses during construction; provision of temporary access arrangements; implementation of road safety measures; protection of water resources and drainage systems; and stabilization of erosion-prone and flood-prone areas. Special measures have also been included for the protection of elephant movement corridors and environmentally sensitive locations

Meaningful Consultations with Stakeholders

Extensive and meaningful stakeholder consultations were carried out across the RBB road corridor (18.27 km) in North Garo Hills. The consultations engaged a wide range of participants including local community members, institutional representatives, traditional leaders (Nokmas), farmers, women's groups, teachers, drivers, commuters, and local NGOs. A total of five consultations were conducted as part of the Environmental and Social Impact Assessment (ESIA) process for the proposed road project. These included two preliminary public consultations, two Focus Group Discussions (FGDs) with youth and one Focus Group Discussions (FGDs) with women. Please refer to Table 3 of this report

Discussions focused on potential project impacts, minimizing impacts, land requirements, mitigation measures, road safety, landslide and erosion control, preservation of community cultural assets and market structures, and protection of local water sources. Women participants raised specific concerns regarding safety during construction, presence of labor camps, and inadequate street lighting, emphasizing the need for gender-sensitive mitigation measures. Institutional stakeholders highlighted the importance of stormwater drainage systems, retaining walls, crash barriers, and designated waiting areas.

These outputs from the community consultations have been duly incorporated into technical designs i.e. Detailed Project Report, and mitigation plans i.e. this IPDP, RAP and the Environmental and Social Management Plans (ESMPs). These consultations ensured that the perspectives of tribal and vulnerable groups were captured, promoting inclusive planning, transparency, and community partnership for the implementation of MLCIP.

Free and Prior Informed Consent (FPIC)

In accordance with ESS7 requirements, a structured Free, Prior and Informed Consent (FPIC) process was conducted for the project. Multiple rounds of consultations were undertaken between August and December 2025 with tribal communities and customary institutions. The process included: preliminary engagement with Nokmas and Village Councils; disclosure of project information; discussions on impacts and mitigation measures; incorporation of community feedback into project design; and documentation of community support through consultation records and No Objection Certificates (NOCs).

The FPIC consultations resulted in broad community support for the project subject to implementation of agreed mitigation and community development measures. Key community requests/agreements reached and incorporated into the project include:

- construction of passenger waiting sheds;

- provision of drains with footpaths in settlement areas;
- installation of road safety measures near schools and markets;
- separate sanitation facilities for men and women;
- protection of local water sources;
- local employment opportunities during construction; and
- timely completion of construction activities.

Per IPPF provisions, potential dissenting views were actively solicited during consultations. Where concerns were raised, the project team documented such concerns and incorporated design modifications where technically feasible. In cases where consent may not be obtained, the Project commits to revisiting alternatives, modifying design, in accordance with IPPF provisions.

For the Rongsai-Borjhora-Bajengdoba (RBB) Road, the following procedures of Free, Prior, and Informed Consent (FPIC) were implemented:

Step	Stage / Activity	Description	Key Outputs / Documentation	Date/venue/Participants
Step 1	Preliminary Meetings	Initial meetings with representatives of village-level traditional institutions (Nokma) in the project area to inform them about proposed consultations and the FPIC process prior to E&S screening. Internal discussions to reach consensus on FPIC approach.	Letters to the leaders of customary institutions, Minutes of Meeting (MoM) documenting discussions and agreed FPIC approach, countersigned by community leaders.	22/07/2025, Omor Bazaar ,20(15M, 5 F)
Step 2	First Round of Consultations	Consultation with community representatives, including village heads and community members, to raise awareness about the project and need for FPIC during feasibility study of each package	MoM with attendance sheets, signed and countersigned by village representatives	09 th September 2025 at the Multifacility Hall, Bajengdoba, at 11:00 AM, with a total of 22 participants (Male-22, Female-0).
Step 3	Second Round of Consultations	Detailed discussions on project design, benefits, impacts, and community priorities. Inputs collected for drafting Indigenous Peoples Development Plan (IPDP). Consent/dissent sought from Tribal Peoples	MOM along with attendance sheets, photographs; countersigned by participants and endorsed by village head	19 th September 2025 at the Multifacility Hall, Bajengdoba, 41 participants (Male -34, Female -7)
Step 4	Third Round of Consultations	Sharing findings of earlier consultations and endorsed MoU/Resolution with communities. Formal Declaration / No Objection Certificate (NOC) sought during DPR finalization	Signed NOC / Declaration letter from community representatives	25 th September 2025 at the Multifacility Hall, Bajengdoba, 52 participants (Male:41 Female:11)
Step 5	Fourth Round of	Disclosure of draft IPDP and seeking community	MoM, attendance sheets, photographs,	10 th December 2025 at the Moamari Community

	Consultations	feedback. Finalization of IPDP based on inputs	finalized IPDP for redisclosure	Hall, 23 participants, including 20 Male and 3 female members
Step 6	Ongoing FPIC Process	Continuous engagement with stakeholders throughout project cycle to reaffirm consent and address concerns	Continuous records of consultations, updated consent documentation	

Opportunities for IP communities

The project is expected to generate significant long-term benefits for tribal communities in the project area. These include:

- improved all-weather connectivity;
- enhanced access to education and healthcare facilities;
- improved market access for agricultural produce;
- reduction in travel time and transportation costs;
- increased road safety;
- improved disaster resilience; and
- enhanced livelihood opportunities.

The IPDP also includes measures for livelihood restoration, skill development, community participation, and inclusion of women and vulnerable groups. Women's Self-Help Groups (SHGs) will be encouraged to participate in plantation and maintenance activities, while local communities will be prioritized for suitable employment opportunities during project implementation.

Grievance Redress Mechanism

The project establishes a two-tier Grievance Redress Mechanism (GRM) with Grievance Redressal Cells (GRCs) at site and PMU levels to ensure transparent, accountable, and timely resolution of environmental and social concerns, typically within 15 days. Complaints can be submitted through multiple channels and are systematically recorded, acknowledged, and addressed, with escalation options and legal recourse available. A confidential, survivor-centred system is also in place for SEA/SH complaints, supported by trained personnel and regular capacity-building initiatives.

To ensure that affected tribal communities can voice concerns and grievances and have them addressed taking into consideration their socio-economic and cultural attributes, a member of the ST community/ village council will be represented in the GRC at Tier 1 (Project sites). Further, the Meghalaya CM Connect Centre Helpline no. provides multi-lingual support (English, Khasi, Garo, Pnar, and Hindi) and is supported by 470 village volunteers to ensure last-mile connectivity. The call centre providing backend support to Meghalaya CM Connect Centre has 25 trained agents and operates from 8 AM to 8 PM.

1. INTRODUCTION

The Meghalaya Logistics and Connectivity Improvement Project (MLCIP), with a total investment of USD 300 million comprising USD 240 million from the World Bank and USD 60 million from the Government of Meghalaya (hereinafter refer to as the state government) aims to: a) enhance connectivity to key growth centers along identified road corridors; b) improved rural and district-level logistics infrastructure and services; c) provide greater market access and reduced average cost/time for select agriculture and horticulture products; and, d) strengthen institutional capacity for efficient, climate-resilient transport and logistics, West and East Meghalaya. MLCIP has 4 Components.

Under Component 1, approximately 300 km of state roads, Major District Roads and six bridges, will be rehabilitated or upgraded with climate-resilient features, including improved drainage, slope protection, and resurfacing of damaged sections, verified through engineering reports. Road safety will be strengthened through audits, monitoring systems, public awareness campaigns, accident data management, and establishment of emergency response posts equipped with paramedics, ambulances, and tow trucks, with a target of reducing accidents by 20% on project roads.

Component 2 will develop multi-modal logistics parks and rural transport hubs, along with supporting facilities such as storage, grading, digital transport services, and solar-powered amenities, aiming to increase the volume of agricultural produce transported efficiently through these hubs by 25%. It will also support policy and institutional strengthening.

Component 3 will include adoption of climate-resilient and road safety frameworks, establishment of an Environment and Social Cell, and training of PWD/MIDFC staff. Private sector engagement will mobilize at least two major investments in state logistics infrastructure through PPPs. Finally, in Component 4, the CERC will ensure timely emergency response, with funds disbursed within 30 days of an eligible crisis and support for one to two emergency interventions per event. All targets will be monitored through official reports, site inspections, and operational data to ensure effective project implementation and results.

The road development works under Component 1 will primarily involve:

- Upgrading of existing roads to intermediate standards, with or without paved shoulders, based on traffic volumes and economic feasibility.
- Reconstruction and repair of culverts and bridges.
- Construction of new bridges and cross-drainage structures to improve resilience and ensure all-weather connectivity.

The project falls under Schedule VI (tribal) areas of the Indian Constitution. The proposed improvement and widening scheme include concentric and eccentric widening, as well as geometric improvements at critical locations, particularly at blind spots and landslide-prone areas. The design takes into account intermediate lane configuration, widening scheme, design speed, embankment height, and the mountainous rural context of the road. Additionally, the design ensures safe access for sensitive receptors such as schools, houses, and roadside businesses along the corridor.

2. DESCRIPTION OF THE SUB- PROJECT ROAD

The Proposed RBB Road existed before the formation of Meghalaya state and ROW is limited only up to the existing Drain. The proposed road is situated in North Garo Hills & has a total length of 18.27 km, commencing from Kosi Junction (chainage 00+000) and terminating at Bajengdoba (chainage 18+270).

This road traverses a diverse landscape, including hilly terrains, agricultural lands, built-up areas, and passes through 6 Villages including 17 habitations. The RBB Road serves as a critical regional connector, enhancing access to economic hubs, industrial centers, and tourism destinations. Figure 1 shows the LULC map of the direct impact area of RBB road.

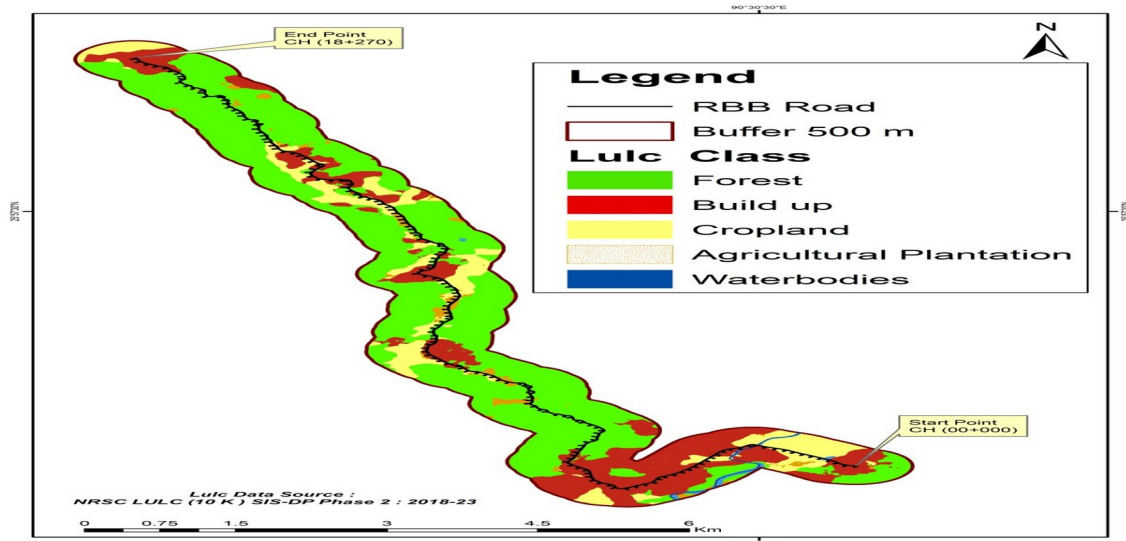


Figure DESCRIPTION OF THE SUB- PROJECT ROAD.1: The LULC map of the direct impact area

3. SUB- PROJECT BENEFITS

Under the Meghalaya Logistics and Connectivity Improvement Project (MLCIP), the proposed sub project is expected to deliver substantial benefits to the sub project area through the improvement and upgradation of the identified road corridor. The anticipated benefits include:

- Enhanced Connectivity:** Upgrading and constructing all-weather roads will strengthen links between 6 villages (including 17 habitations) with nearby towns and market areas, facilitating uninterrupted travel and trade. Improved connectivity will also enhance access to markets, schools, and healthcare facilities, particularly in remote areas. Provision of footpath-cum-drains at key market locations such as Kosi Bazaar (Km 0+000 to 0+250) and Omon Bazaar (Km 1+280 to 1+660), along with cross-drainage structures and culverts at critical chainages (Km 0+600, 1+310, 4+150), will ensure uninterrupted all-weather connectivity for local communities including Mansinggre village and nearby habitations. However, in the sensitive elephant corridor stretch (Km 17+020 to 17+600), the existing road will be maintained without widening to balance connectivity with ecological protection.
- Increased Safety:** Safety interventions such as zebra crossings, speed calming measures near schools (Km 3+500), improved drainage, embankment raising in flood-prone stretches (Km 0+600 and 1+200), and installation of rumble strips and signage in elephant movement zones will significantly reduce accident risks. AI-based monitoring systems and controlled traffic movement in elephant movement zones will further enhance safety for both humans and wildlife.
- Economic Growth:** Improved road conditions through embankment strengthening, culvert construction, and protection works (Km 5+400 to 7+600) will facilitate better access to agricultural fields (especially paddy areas), local markets, and trade routes. Enhanced connectivity at bazaar locations will promote small-scale businesses and support livelihood opportunities for the Garo population.
- Disaster Resilience:** Targeted interventions such as raising formation levels in submerged areas (Km 0+600 and 1+200), provision of toe walls in vulnerable paddy field sections (Km 0+610 to 0+670), and gabion walls at erosion-prone locations (Km 3+990 to 4+090 and Km 12+430 to 12+490) will strengthen the road's resilience against flooding, soil erosion, and extreme rainfall events.
- Improved Road Conditions:** The project incorporates pavement improvements, localized widening, and strengthening along with adequate drainage systems, ensuring smoother and more reliable travel. Special attention to critical stretches like bazaar areas, school zones, and flood-prone sections will enhance overall road usability and reduce vehicle operating costs.
- Environmental Sustainability:** Environment-sensitive design measures include minimal intervention in the elephant corridor (Km 17+020 to 17+600), use of gabion structures for slope stabilization, and

improved drainage to prevent waterlogging and soil erosion. These measures help preserve natural habitats and reduce ecological disturbance.

- **Social Benefits:** Provision of pedestrian infrastructure (footpath-cum-drains), safety measures near schools, and improved access to markets and services will enhance the quality of life for local communities. The project ensures safer mobility for vulnerable groups, including students and women, while also addressing human-wildlife conflict through planned mitigation measures.

Overall, the sub project road will enhance infrastructure, promote inclusive economic and social development, increase disaster resilience, and ensure sustainable and safe mobility for tribal communities across the project districts.

4. SOCIO- ECONOMIC PROFILE OF RONGSAI BORJHORA BAJENGDoba (RBB) ROAD

Government and Administration in North Garo Hills:

North Garo Hills is administered under the Government of Meghalaya and operates in accordance with the provisions of the Sixth Schedule of the Indian Constitution. This empowers the Garo Hills Autonomous District Council (GHADC) to manage matters related to land, forests, and customary practices, while law enforcement and other major state functions remain under the purview of the Meghalaya Government. The district is divided into five Community and Rural Development (C&RD) Blocks, namely Resubelpara, Bajengdoba, Mendipathar, Songsak and Kharkutta. The administrative headquarters is located at Resubelpara, which also serves as the main center for governance and coordination of developmental activities.

The sub-project roads fall within Bajengdoba C & RD Block, which is administered through the Bajengdoba Block Development Office (BDO Office), which serves as the primary block-level administrative authority. The block also contains key administrative and public service institutions including the Bajengdoba Post Office and PWD Office, which provide essential public and administrative services to the local population.

Traditional Governance system:

In Garo society, land and all associated resources are communally owned by the clan and referred to as A'king land. This land is held in trust by a female custodian known as the Nokma. While the Nokma is the nominal head, her husband often acts on her behalf in clan-related decision-making. However, decisions regarding land use and management are not made unilaterally; they are collectively determined by a council of clan representatives known as the Chra, which includes the Nokma's maternal uncles and brothers. The Nokma does not possess the authority to sell or transfer any portion of the clan's territory without the explicit consent of the Mahari—a kinship institution composed of members closely related through maternal lineage. In practice, the Nokma institution exercises substantial influence in matters relating to land administration and decision-making; however, decisions relating to transfer or use of clan land are generally expected to involve consultation with the Mahari and other customary decision-making structures. The Mahari plays an important role in safeguarding clan property, customary inheritance systems, and the welfare and conduct of its members. Consequently, the governance of natural resources within Garo villages is a collective endeavor, with decisions made to serve the interests of the entire community.

The traditional governance system of the Garo community is organized through the Nokma institution, which functions through a two-tier customary governance structure. The first tier is known as the "A'king", referring to the customary territorial jurisdiction under the authority of the A'king Nokma. The A'king Nokma functions as the customary head of the clan and is responsible for matters relating to administration of A'king land, regulation of jhum cultivation, participation in customary and cultural affairs, and settlement of disputes. The second tier is known as the "Song", which refers to the village-level settlement unit headed by the village Nokma. The Nokma exercises customary administrative responsibilities relating to village governance,

settlement-level coordination, and resolution of local disputes. Details of land classification of Garo Hills are given in Annexure 6. Details of land tenure system are given in Section 2.3 of Chapter 2 of ESIA.

Demographics:

The district is predominantly inhabited by Scheduled Tribe (ST) communities such as Garos, Rabhas and Hajongs. The sub project corridor passes through 6 villages namely Bakenang Songma, Bajengdoba, Mansinggre, Gosingpita, Bolsong, and Borjhora. Based on the population size, it may be mentioned that smaller rural settlements such as Bakenang Songma (176), which has relatively lower population. Overall, the gender distribution is generally balanced; however, certain settlements such as Bajengdoba and Gosingpita have a higher female-to-male ratio (1,038). Larger settlements like Gosingpita (736) and Bajengdoba (501) play a key role in shaping the region's demographic profile, highlighting variations in population density along the corridor. (Refer to section 5.8 of the ESIA)

Economic Profile and Livelihoods:

Agriculture remains the primary source of livelihood for communities residing along the RBB sub-project corridor. Most households are engaged in small-scale cultivation, including both settled agriculture and traditional shifting cultivation (Jhum), depending on local topography, land availability, and customary land-use practices. Major crops cultivated within the project area include paddy, maize, ginger, turmeric, black pepper, arecanut, pineapple, banana, and seasonal vegetables. Livestock rearing, collection of forest produce, petty trade, wage labour, and small-scale businesses also contribute to household income and livelihood security.

Traditional livelihood systems continue to remain closely linked with customary land tenure arrangements and community-managed natural resources under the customary governance systems of the Garo community. Women play an important role in agriculture, household-based economic activities, livestock management, and local market systems, consistent with the matrilineal social structure practiced within the community.

Road connectivity remains an important factor influencing access to markets, healthcare, education, administrative centres, and transportation of agricultural produce within the project area. Seasonal road conditions and transportation constraints continue to affect mobility and livelihood opportunities in certain settlements along the project corridor.

Detailed socio-economic characteristics, livelihood patterns, demographic profile, and vulnerability assessment of the project area and affected households are provided in Section 5.8 of the ESIA for the RBB sub-project.

Traditional Language, Customs, Beliefs and Cultural Practices of the Garos:

The RBB Sub-Project Road passes through areas predominantly inhabited by the Garo tribal community. The primary language spoken in the project area is Garo (A-chik), which belongs to the Tibeto-Burman linguistic family. Similar to the Khasi and Jaintia tribes, the Garo follow a matrilineal system of inheritance, wherein individuals derive their clan identity from their mothers. Traditionally, property is inherited by the youngest daughter, known as Nokna, and upon marriage, the husband resides in his wife's household. Although women are the legal owners of property, men typically manage domestic affairs and exercise authority in societal governance.

Customary practices and traditional beliefs continue to influence daily life and important life-cycle ceremonies within the community. Childbirth and naming practices traditionally involve close participation of maternal relatives and elders, reflecting the importance of matrilineal kinship within Garo society.

Marriage practices are governed by customary clan norms, particularly the prohibition of marriage within the same clan (Machong), reflecting the importance of clan exogamy in Garo society. With regard to funerals, although Christian burial practices are now widely followed within the project area, customary mourning

gatherings, clan-based participation in funeral arrangements, remembrance practices, and community support systems continue to remain culturally significant among many Garo households.

The cultural life of the Garo community is also reflected in its traditional festivals, music, dance, and ceremonial practices. Wangala, the principal post-harvest festival of the Garo community, continues to hold important cultural significance and is celebrated through traditional drumming, music, dance performances, thanksgiving rituals, and communal feasting.

Traditional Garo religious beliefs, commonly referred to as Songsarek, were historically centered on reverence for natural forces, ancestral spirits, and customary rituals associated with agriculture, harvest cycles, and community wellbeing. Rituals and ceremonial observances were traditionally guided by customary religious functionaries and closely linked with agricultural and seasonal cycles. While Christianity is now the dominant religion within the project area, several indigenous beliefs, customary practices, cultural symbols, and traditional observances continue to coexist alongside Christian religious traditions.

Infrastructure and Connectivity:

The project area is supported by basic public infrastructure including the Post Office, community halls, and religious institutions. Existing road infrastructure provides connectivity to nearby towns and service centers; however, access remains constrained in certain stretches. Improvement of road connectivity under the MLCIP is expected to enhance mobility, reduce travel time, and improve access to administrative, social, and economic services for the local communities.

Education and Health Facilities:

The project influence area has multiple educational institutions, including several LP Schools, an SSA School, catering to primary-level education. Healthcare services are provided through the Bajengdoba PHC, with additional access to CHCs and district hospitals, though specialized healthcare facilities are limited. Improved road connectivity under the MLCIP is expected to enhance access to educational institutions and health services for the local population.

Forest and Natural Resources:

The proposed sub-project does not involve any reserve or protected forest areas; however, the project corridor traverses community-managed vegetation, paddy cultivation lands, and areas under fruit-bearing trees and areca nut plantations.

Land ownership System

In the RBB Sub-Project Road area, land ownership and resource management are mainly governed through customary tenure systems of the Garo community under the traditional A-king (clan land) system. Land and associated natural resources are held and managed under clan-based customary tenure arrangements through the authority of the Nokma institution and related customary governance structures. Community-managed forests, community vegetation, and natural resources within the project area are regulated through customary norms and traditional governance practices, reflecting the strong collective attachment of the community to land and natural resources. Details of land classification of Garo Hills are given in Annexure 6.

Ongoing Policies and Development Programs:

Various State Government and Central Government programs are being implemented to strengthen education, healthcare, livelihoods, and overall socio-economic conditions of the tribal population. The key initiatives specifically tailored for or heavily active in the Garo hills for the tribal population include the One

District One Product (ODOP), Meghalaya Livelihoods and Access to Markets Project (Megh-LAMP) and the Mission Organic Value Chain Development for North Eastern Region (MOVCD-NER), with the aim of enhancing farm productivity, promoting organic cultivation, improving market access, and increasing household incomes among tribal communities. Garo Green Spine Conservation Project is a collaborative effort with the World Wildlife Trust and GHADC, which aims to create Village Reserve Forests, restore habitats, and provide green livelihood alternatives. Large-scale infrastructure and water security interventions will be supported through convergence with initiatives such as the ADB-supported Water Harvesting Project, focusing on sustainable water management, irrigation support, and resilience against climate variability. In addition, targeted human development interventions will be aligned with the Aspirational Block Programme to address gaps in education, health, nutrition, and skill development in backward and underserved blocks along the project corridor. The proposed sub-project is aligned with and will complement these initiatives by improving road connectivity, enhancing disaster resilience, and creating better access to markets and services, thereby ensuring inclusive development benefits for the Garo communities.

The details of Ongoing Policies & Programmes in North Garo Hills District are provided in Annexure 1.

5. OBJECTIVE OF INDIGENOUS PEOPLE DEVELOPMENT PLAN

This Indigenous Peoples Development Plan (IPDP) outlines strategies for effective information sharing, communication, and capacity building for tribal stakeholders throughout all phases of the project. It also identifies additional interventions to enhance project benefits and ensure equitable access for tribal communities.

The objectives of the IPDP are to:

- **Avoid or minimize adverse impacts** on tribal peoples and propose suitable mitigation measures.
- **Engage tribal communities** in all relevant stakeholder consultations during planning, implementation, and monitoring of project activities.
- **Secure Free, Prior, and Informed Consent (FPIC)** from affected tribal peoples under the three circumstances specified in World Bank ESS7.
- **Capture the perspectives** of tribal communities on the proposed project activities and assess broad community support.
- **Ensure accessibility of project benefits** to tribal communities residing within the project area.

6. SUMMARY OF TARGETED SOCIAL ASSESSMENT

The targeted social assessment conducted for the proposed priority road in North Garo Hills district of West Meghalaya highlights the socio-economic profile of affected communities and potential social impacts of the project. Predominantly affecting Garo tribal populations, the assessment identifies a range of socio-economic challenges, including limited income opportunities, seasonal employment, low educational attainment, and inadequate access to healthcare and basic infrastructure.

While the project may result in temporary land use changes, structure adjustments, and restricted access during construction, it offers significant opportunities to improve connectivity, enhance local economic development, and reduce poverty, particularly in remote and underserved areas.

Project Affected Households (PAH) Details:

The project impacts 156 households, majority (91%) of which belong to the Scheduled Tribe (ST) category. The majority are Garo (130 persons, 83.34%), followed by Rabha (12 persons, 7.69%), Muslims (10 persons, 6.41%), and others (4 persons, 2.56%).

Types of Impacts:

The proposed sub-project will result in impacts primarily within the defined Corridor of Impact (Col), including impacts on land, structures, and livelihoods. As identified in the ESIA, a total of 156 Project Affected Households (PAHs) are likely to be affected under the sub-project.

These impacts include:

- Relocation of 102 movable kiosks and associated roadside livelihood activities;
- Partial impacts on structures affecting 48 households, primarily involving boundary walls, fencing, and minor frontage impacts, generally constituting less than 10% of the affected structure; and
- Requirement of limited areas of A-mate land (individual agricultural land under the A-king system), largely comprising barren or fallow land not presently under active cultivation, affecting 6 households due to geometric improvements and protection works.

Temporary and localized restrictions to access of certain structures, buildings, and small shops may occur during construction, particularly in busy stretches such as Kosi Bazaar and Omon Bazaar, and at locations where drainage, culverts, and protection works are proposed.

These impacts are expected to be short-term and localized in nature, involving temporary obstruction of entry and exit points, pedestrian movement, and parking access during construction activities. No permanent displacement involving demolition of residential structures or relocation of households is envisaged under the sub-project.

To minimize inconvenience, the contractor will ensure provision of temporary access pathways, phased construction scheduling, proper signage, traffic management measures, and advance information to affected persons so that normal activities may continue with minimal disruption.

Overall, the project is anticipated to result primarily in economic displacement impacts associated with relocation of movable kiosks, temporary impacts on roadside livelihood activities, partial impacts on boundary walls and fencing, and limited land requirements for geometric improvements and protection works.

The sub-project will require approximately 0.133 ha of private land comprising A-mate land under the customary A-king land tenure system. The affected land is predominantly barren or fallow in nature, except at one location where approximately 30 betel nut trees are present. The land remains under customary ownership and management systems of the Garo community.

Vulnerability Status

Out of the total 156 affected households, 44 households are women-headed households and 8 households include elderly persons above 60 years of age.

Table SUMMARY OF TARGETED SOCIAL ASSESSMENT.1: Vulnerability Status

Vulnerable Category	PAHs
Aged persons above 60 years	8
Woman Headed Household	44
Total	52

Detailed findings from the census, socio-economic surveys, and assessed impacts are presented in **Chapter 4 of the Resettlement Action Plan (RAP) of the Sub-Project.**

7. AVOIDANCE OF ADVERSE IMPACTS

During the planning and design stage of the Rongsai-Borjhora-Bajengdoba (RBB) Road sub-project, various engineering and design alternatives were examined to avoid and minimize adverse environmental and social impacts, particularly impacts on tribal Peoples, community land, roadside livelihoods, water resources, community vegetation, and sensitive ecological areas. The Detailed Project Report (DPR) prioritized impact avoidance as the first mitigation principle by maximizing the use of the existing Right of Way (ROW) and limiting the requirement for additional land acquisition to the minimum extent technically feasible.

The project adopted improvement of the existing road alignment with localized widening only at critical locations requiring safety improvements, drainage works, or geometric corrections to avoid higher impacts on land, commercial structures, vegetation, paddy fields etc.

Special consideration was also given to environmentally sensitive stretches and densely settled habitations. In the identified elephant corridor between Km 17+020 and Km 17+600, widening and major civil interventions were avoided, and the existing blacktop width has been retained to minimize ecological disturbance and reduce risks associated with human–elephant conflict. Similarly, in market and settlement areas, engineering measures such as footpath-cum-drains, retaining structures, toe walls, and protection works were integrated within the available corridor to avoid displacement of residential structures and minimize livelihood impacts.

The land requirement has therefore been substantially minimized, with approximately 13.163 km of the project road being accommodated within the existing available ROW. Additional land requirement is limited to approximately 0.133 ha over the remaining 5.163 km, primarily for geometric improvements, drainage, and safety measures. No physical displacement of residential households is anticipated under the sub-project.

Table 7.1 summarizes the key avoidance measures, alternative considerations, and design responses incorporated in the DPR to minimize environmental and social impacts.

Table AVOIDANCE OF ADVERSE IMPACTS.2: Alternatives and Design Measures Adopted for Avoidance and Minimization of Environmental and Social Impacts

Sr. No.	Observation of RBB Road	Compliance / Proposal in DPR
1	Drains with footpath and railing required at Kosi Bazaar (Chainage 0.00 Km).	From Km 0+000 to Km 0+250, footpath-cum-drain has been provided.
2	Road submerged at Km 0.600; embankment to be raised with new culvert. Toe walls required to protect paddy fields. Footpath.	FRL raised by 1.0 m at Km 0+600. Toe wall proposed from Km 0+610 to Km 0+670.
3	Drains with footpath required at Omon Bazaar (Km 1.30).	Footpath-cum-drain provided from Km 1+280 to Km 1+660. Bus Shed (RHS) proposed for repair at Km 1+400.
4	Road between Km 1.20–1.30 submerged during heavy rains; level to be raised with culvert.	FRL raised at Km 1+200. New Box Culvert proposed at Km 1+310.
5	Toe walls required at Km 1.80 due to paddy fields and road expansion.	As per design, toe wall not required.
6	Retaining walls required at Km 2.90 and 3.20 to protect houses.	As per design, retaining wall not required.
7	Drains with footpath required	Zebra crossings and speed calming measures proposed.

	at Kristo Jyoti HSS and Govt. LP School (Km 3.50). Zebra crossings, speed calming, cycle parking, separate toilets required.	
8	Cross drainage works required at Km 4.10 with protection works.	New Pipe Culvert proposed at Km 4+150. Gabion Wall proposed from Km 3+990 to Km 4+090.
9	At Mansinggre locality (Km 5.40–7.60), toe walls along paddy fields and uphill protection works required.	435 m protection works proposed between Km 5+400 to Km 7+600.
10	Retaining wall required at Km 12.50.	Gabion Wall proposed from Km 12+430 to Km 12+490.
11	610 m approach road required to Waramgre village (Km 17.60).	Zebra crossings and speed calming measures proposed
12	In 17+020 to 17+600 Elephant corridor and Community vegetation falls under this location.	The Existing Blacktop will be maintained only with no further improvement. speed restrictions (rumble strips/table-top crossing), signages and timed movement restrictions at night if necessary, to ensure safe passage and reduce human–elephant conflict. Installation of AI-based camera systems (as per RDSO specifications, RDSO/SPN/TC/65/2021) along identified elephant movement zones to continuously monitor and detect elephant presence. TCS 6 is designed for the Elephant crossings.

8. LEGAL FRAMEWORK

The Meghalaya Logistics and Connectivity Improvement Project (MLCIP) will comply with national and state-level legal frameworks relevant to the tribal Communities, in North Garo Hills where the sub-project road is situated. The acts/policies that are applicable in the sub-project are given in Table 8.1.

Table LEGAL FRAMEWORK.3: Table 3: Acts/Policies

Legislation	Description
Article 244(2) & 275(1) of the Constitution of India - The Sixth Schedule	Article 244(2) establishes Autonomous District Councils (ADCs) in tribal areas, granting them legislative and administrative powers, empowering them to legislate on land, resources, and local governance. Article 275(1) provides financial grants for the welfare and development of Scheduled Tribes and Scheduled Areas
The Meghalaya Transfer of Land (Regulation) Act, 1971	Regulates transfer of land in Meghalaya and prohibits transfer of land (including immovable property and associated rights) by a tribal to a non-tribal or between non-tribals without prior sanction of the competent authority.
The Cadastral Survey and Preparation of Records of Rights Act, 1980 (as amended in 1991)	The Act provides for cadastral survey of lands and preparation of land records in the state. The 1991 amendment enables the ADCs to undertake cadastral surveys with financial and technical assistance from the State Government.
The Garo Hills Autonomous District (Regulation and Administration of Land) Act, 2021	Codifies and regulates land tenure in Garo Hills, Meghalaya, under the Sixth Schedule. The Act governs allotment, occupation, use, and setting apart of land, including clan and community land, protects customary tribal practices, prevents unauthorized transfers, and provides for maintenance of land records and titles, excluding government and reserved forest lands.

The Right to Information Act, 2005	Establishes citizens' right to access information held by public authorities to promote transparency and accountability.
The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RFCTLARR)	Provides a transparent framework for land acquisition for public purposes, ensuring fair compensation and rehabilitation and resettlement of affected persons. As per the Act, acquisition in Scheduled Areas requires prior consent from the concerned Autonomous District Council. Further, land acquisition from STs is restricted and intended as a "demonstrable last resort".
Meghalaya Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2017	Aim to provide a fair, transparent, and participatory process for land acquisition while ensuring adequate compensation and rehabilitation for affected families. These rules align with the broader objectives of the RFCTLARR Act to minimize the adverse impact of land acquisition and promote the welfare of those affected by it.
Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014 & Meghalaya Street Vendors (Protection of Livelihood and Regulation of Street Vending) Rules, 2016	Regulates street vending and protects the rights of street vendors by legalizing their right; protects them from sudden eviction or relocation; spells their rights and obligations.

These policies and legal frameworks will guide the sub project under the MLCIP in safeguarding the rights, participation, and benefits of the Garo communities throughout the project lifecycle, ensuring culturally sensitive planning, implementation, and monitoring.

9. SUMMARY OF STAKEHOLDER ENGAGEMENT UNDERTAKEN DURING PROJECT PREPARATION

This section provides an overview of the stakeholder consultations carried out and planned. These consultations aimed to ensure a participatory approach in identifying and addressing potential environmental and social impacts associated with the project. The consultations conducted with government agencies, communities, & other organizations with representation from vulnerable groups were undertaken. Special attention was given to engaging with communities from sub-project locations that are likely to experience significant impacts, such as impact on residential and commercial structures, impact on common property resources etc. Specific common property resources identified includes religious structures, public utilities, and other community assets critical to local livelihoods and cultural heritage.

Representatives from interested parties were consulted to incorporate their concerns and expertise to align the project with broader developmental objectives associated with economic and environmental goals. Key discussions during the consultations were focused on potential displacement, loss of livelihoods, environmental degradation, law & order issues in project area, forested land related issues, irrigation related, structural issues such as Cross Drainage Structures, etc., and related mitigation measures, ensuring that the concerns and suggestions of all stakeholders were documented and considered in project planning. The consultations provided valuable insights into the priorities and concerns of affected local community, helping to shape mitigation measures for minimizing adverse impacts. Six meaningful consultations were conducted by the ESIA team prior to the FPIC process at Omor Bazaar (15 male and 05 Female), Kosi Junction (15 male), Borjhora (14 male), Bakenang Songma (13 Male, 2 Female) and Mansingre (13 male, 4 Female) and Bolsong (12 Male and 6 Female).

Through public participation in consultations, stakeholder's viewpoints and suggestions were captured as an input to the technical design, which were duly considered, and all the suggestions were incorporated in the project design to the extent feasible and /or warranted. The outcome from consultations is presented in Table 9.1 below:

**Table SUMMARY OF STAKEHOLDER ENGAGEMENT UNDERTAKEN DURING PROJECT PREPARATION .4:
Outcomes from consultations**

Stakeholders	Dates of Consultation	No of Participants	Summary of Key Feedback
Divisional Forest Officer (DFO), East & North Garo Hills	21 August 2025	4 nos	Road alignment passes through community vegetation and elephant routes; habitat/clearance concerns.
Forest Ranger Office East & North Garo Hills	23 August 2025	3 nos	List of Floral and faunal species predominant in RBB Road and Details about Elephant movement
PCCF, Shillong	28 August 2025	4 nos	Elephant crossings; HWC & safety; governance/dependence.
Local residents 6 meaningful consultations	23 August 2025- Omor Bazaar 23 August 2025- Kosi Junction 2 September Borjhora & Bakenang Songma 5 September Mansingre & Bolsong	Omor Bazaar (15 male and 05 Female), Kosi Junction (15 male), Borjhora (14 male), Bakenang Songma (13 Male, 2 Female), Mansingre (13 male, 4 Female) and Bolsong (12 Male and 6 Female.)	Participants highlighted that the poor condition of the existing road is causing serious commuting difficulties, which is negatively affecting children's access to education. They also reported that the deteriorated road condition has led to frequent road accidents, raising safety concerns among the local community.
Street vendors	16 September 2025	20 Nos (Male - 12 Female - 8)	Construct smoother roads to enhance accessibility and improve transportation.
Village Nokma	16 September 2025	01 Nos	Waterborne diseases such as diarrhoea, typhoid, and cholera are prevalent due to unsafe drinking water and poor sanitation. The community stressed the need for improved water supply and health awareness.
Youth Groups	15 & 23 September 2025	13 Nos (Male - 8 Female - 5)	Limited skill/jobs; risky migration; want entrepreneurship & better goods/service connectivity.
Women FGD, Laitsohum, Mawrapad, Mawkasai	19 & 25 September 2025	10 Nos	Low skill access; norms restrict mobility/work; no childcare; poor scheme awareness; keen on cooperatives & local enterprise.
Consultations held during FPIC for Priority Projects			
Community	09, 19 & 25		Major key Agreements:

Stakeholders	Dates of Consultation	No of Participants	Summary of Key Feedback
Members & Project Affected Households & Families	September, 10 Decembe 2025	4 Consultations 148 Nos (Male - 127 Female - 21)	<ul style="list-style-type: none"> • Improvement of the existing road to Intermediate Lane with provision of safety measures, drainage, and protection works in habitation and market areas, subject to technical feasibility. • Construction of passenger waiting sheds at specific village locations • Construction of drains cum footpath near settlement areas etc. • Construction of separate toilets for males and females

Field observations & consultations with the affected communities & affected households along the project corridor indicate the following:

- Minimal social-cultural impact:** The proposed project is not expected to disrupt the socioeconomic and cultural integrity of the tribal population, ensuring the preservation of their way of life.
- Positive development outcomes** - The project is anticipated to enhance access to healthcare, education, livelihood opportunities, and social security for tribal households.
- Community endorsement** - The tribal communities have expressed their support for the road development project, acknowledging its potential to create employment opportunities and improve access to essential services.

10. FREE, PRIOR, AND INFORMED CONSENT PROCESS

As per the requirements of the World Bank's Environmental and Social Standard 7 (ESS7), Free, Prior, and Informed Consent (FPIC) is required where project activities affect lands and natural resources traditionally owned or used by tribal Peoples, result in their relocation, or have significant impacts on their cultural heritage. For the proposed Rongsai-Borjhora-Bajengdoba (RBB) road sub-project, FPIC was triggered under the first condition, as the intervention involves the use of land and natural resources traditionally used by tribal communities, including vegetated community land (Refer Section 12 above).

Accordingly, a structured FPIC process was undertaken to ensure culturally appropriate engagement with tribal communities and their traditional institutions, including Nokmas, Village Councils, and community representatives. Consultations were conducted in the local Garo language using accessible formats and covered key aspects of the project such as alignment, design, anticipated environmental and social impacts, and proposed mitigation measures, with particular attention to land use, vegetated community land, water sources, livelihoods, and community assets.

To support culturally appropriate engagement and field-level consultations, the consulting teams deployed 4 community mobilizers, 3 tribal experts, 2 gender experts, and 3 social experts. These specialists assisted in local-language consultations, socio-cultural assessment, identification of vulnerable groups, gender-sensitive engagement, and documentation of consultation outcomes.

The following steps were undertaken as part of the FPIC process:

Step 1: Preliminary Engagement

The process of meaningful consultations and stakeholder engagement commenced on 22/07/2025 through three preliminary meetings conducted with the affected tribal communities and their customary village leadership institutions, including the Nokmas and Village Councils, well in advance of the proposed project implementation.

During the meetings, the PWD officials informed the communities that DPR consultants, ESIA consultants, ESMF consultants, and other technical teams would be undertaking field surveys, socio-economic assessments, environmental and social studies, consultations, and technical investigations along the project corridor as part of project planning and preparation. The consultations also served to seek the cooperation and permission of the communities through the customary institutions, particularly the Nokmas and Village Councils, to facilitate field visits, surveys, consultations, and related activities within the customary areas falling under their jurisdiction.

The preliminary consultations were attended by Site Engineers and officials from the concerned PWD Division, Nokmas, Village Council representatives, and community members. The communities were also informed that subsequent FPIC consultations would be undertaken at mutually agreed dates, venues, and timings in accordance with customary practices and community convenience.

The proceedings of these consultations were documented through Minutes of Meeting (MoM) which is provided in Annexure 3.

Following the preliminary meaningful consultations and initial community engagement process, the Free, Prior and Informed Consent (FPIC) process was officially initiated on 01/09/2025 through issuance of formal communications by the Public Works Department (PWD) to the Nokmas and Village Councils. The community finalized the date, time and venue for the said meeting in a letter communicated to the PWD officials on 05/09/2025.

Communities subsequently undertook local dissemination of information through customary communication systems (loudspeaker announcement, etc.) and community meetings to facilitate broader participation during the consultation process.

Step 2: FPIC Round 1 – Awareness and Initial Disclosure (09/09/2025)

The first round of FPIC consultations (FPIC-1) was conducted on 09/09/2025 at the Multifacility Hall, Bajengdoba, at 11:00 AM following prior communication and coordination with customary institutions and community representatives. The meeting was conducted after 8 days from the issuance of the PWD communication.

A total of 22 participants attended the consultation (Male – 22; Female – 0), including Project Affected Persons (PAPs), Nokmas, Village Council representatives, government officials, and community representatives. Separate focused discussions and consultations with women, youth groups, vulnerable households, and affected persons were subsequently undertaken during later consultation rounds to facilitate broader participation within the FPIC process.

During the consultation, the project scope and proposed road upgradation were presented, including widening from single-lane (3.75 m) to intermediate-lane standard (5.50 m), drainage improvements, culvert improvements, and associated environmental and social mitigation measures. Community members raised concerns relating to roadside drainage, footpaths, bus shelters, waiting sheds, road safety near schools and junctions, flood-prone stretches requiring embankment raising, culvert improvements, and enhancement of approach roads to nearby habitations. The summary of consultations is attached in Annexure 2.

Table FREE, PRIOR, AND INFORMED CONSENT PROCESS.5: Summary of the FPIC 1 Meeting

Topics Discussed	Outcome of the Meeting
Project scope and road widening proposal	Community informed about upgrading from single lane (3.75 m) to intermediate lane (5.50 m)
FPIC principles and community rights	FPIC process initiated; participants sensitized on principles of free, prior, and informed consent.
Potential social and environmental impacts	Likely impacts, including minor land requirements and tree cutting, disclosed; no significant adverse impacts anticipated.
Roadside infrastructure (drains, footpaths, bus stops)	Community demands recorded; assurance of inclusion where feasible
Road safety near schools	Provision of zebra crossings and appropriate signage near schools proposed.
Flood-prone locations	Request for embankment raising and culvert improvement acknowledged for design consideration.
Approach roads to habitations	Need for improvement of access roads noted for further assessment.
Grievance Redress Mechanism (GRM)	GRM structure, procedures, and access points explained to stakeholders.



Figure FREE, PRIOR, AND INFORMED CONSENT PROCESS.2: Photograph of 1st FPIC meeting held on 9th September 2025 at Bajengdoba Multifacility Hall

Step 3: FPIC Round 2 - Community Feedback and Negotiated Measures (19/09/2025)

The second round of FPIC consultations (FPIC-2) was conducted on 19/09/2025 at the Multifacility Hall, Bajengdoba. The Meeting was held after 15 Days since the Issuance of letter from the PWD Officials. The Date Time and Venue was decided by the Community and Bilchera Sordar Association and was communicated to the PWD through a Letter.

The consultation was chaired by the Executive Engineer (EE), NEC Tura Division, and attended by the Assistant Executive Engineer (AEE), Sub-Divisional Officer (SDO), and the ESIA consultants– facilitated by the village headman and the community mobilizer. A total of 41 participants (Male 34, Female -7) attended the meeting, including project-affected persons (PAPs), village headmen, representatives of the Village Council. In addition, focus groups discussions with Youth Group were undertaken with a total of 13 participants (8 male and 5 female) to facilitate inclusion of vulnerable and underrepresented groups. The FPIC- 2 consultation focused on discussions relating to project design, anticipated impacts, roadside livelihood activities, mitigation measures, community priorities, and proposed project benefits.

The consultation was structured to ensure continuity, disclosure, and participatory engagement. The session commenced with a recap of the FPIC-1 proceeding to maintain transparency and establish continuity in the consultation process. This was followed by detailed presentations on the Detailed Project Report (DPR), key findings of the Environmental and Social Impact Assessment (ESIA), and the Grievance Redress Mechanism (GRM).

During the consultation, the project design and alignment were presented and discussed with the community. The likely impacts, including minimal requirement of private land, minor impacts on community land, and temporary impacts on structures, were disclosed. Participants were informed that any land acquisition and associated impacts would be addressed in accordance with applicable legal provisions and the approved Resettlement Policy Framework (RPF).

Key benefits of the project, including improved connectivity, enhanced access to markets, local employment opportunities, and improved road safety, were highlighted. Likely construction-phase impacts were also discussed, along with corresponding mitigation measures under the Environmental and Social Management Plan (ESMP).

Inputs were also sought from the community regarding site selection for labour camps and material storage areas, with an emphasis on minimizing inconvenience and social disruption.

The consultation further included the establishment of the Tier I Grievance Redress Mechanism (GRM), with roles, responsibilities, and procedures clearly explained. The provisions of the Indigenous Peoples Development Plan (IPDP) were also discussed, emphasizing tribal Peoples’ rights, inclusion, and continued participation in project implementation.

The consultation concluded with agreement from the community to provide written inputs and specific requirements during FPIC-III scheduled on 25/9/2025, which will inform further refinement of the DPR and safeguard instruments. Discussions relating to consultation procedures and community participation were documented through signed meeting minutes, attendance sheet, photographic records, and videography.

Table FREE, PRIOR, AND INFORMED CONSENT PROCESS.6:: Issues Discussed and Outcomes - 2nd FPIC Meeting (19 September 2025)

Topics Discussed	Outcome of the Meeting
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Recap of FPIC-I and stakeholder introductions	Continuity ensured; participants reaffirmed their understanding of earlier consultations and key outcomes.
Review of road alignment and DPR drawings	Alignment plans reviewed with the community; no significant additional land requirement identified beyond minor adjustments.
ESIA findings and potential impacts	Key ESIA findings presented; minor impacts on private land and temporary structures disclosed.
Land requirements and associated impacts	Minimal requirement of private land, along with temporary structures disclosed; to be addressed in accordance with applicable laws and the approved RPF.
Positive project benefits	Expected benefits, including local employment generation, improved connectivity, enhanced market access, and improved road safety, highlighted.
Construction-related impacts	Likely temporary impacts during construction discussed; mitigation measures under the ESMP explained.
Site-specific planning (labour camps, yards)	Community inputs sought for identification of suitable locations to minimize inconvenience and social disruption.
Grievance Redress Mechanism (Tier I)	Tier I GRM committee constituted; roles, responsibilities, and procedures explained.
Focused Group Discussions (women & youth)	Gender- and youth-specific concerns captured
Indigenous Peoples Development Plan (IPDP)	IPDP provisions discussed; emphasis placed on tribal Peoples' rights, inclusion, and continued participation.
Community feedback and next steps	Community agreed to submit written inputs and specific requirements during FPIC-III.

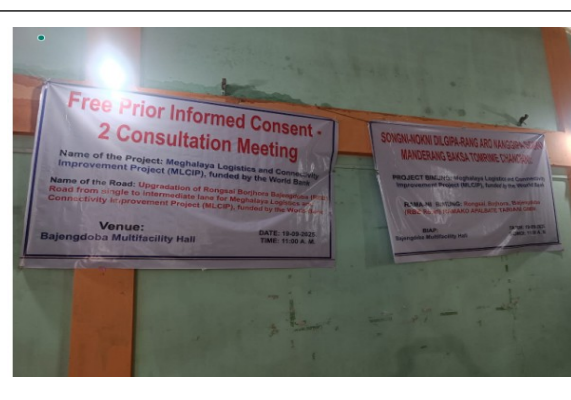




Figure FREE, PRIOR, AND INFORMED CONSENT PROCESS.3: Photograph of 2nd FPIC meeting held on 19th September 2025 at Bajengdoba Multifacility Hall

Step 4: FPIC Round 3 – Rediscovery and Review of Revised Designs (25/09/2025)

The third round of FPIC consultations (FPIC-3) was conducted on 25/09/2025 at the Multifacility Hall, Bajengdoba. The Date Time and Venue was decided by the Community and Bilchera Sordar Association during the previous FPIC consultation (FPIC- 2) and communicated through the Letter dated 22/9/25. A total of 52 participants attended the meeting, including 41 male and 11 female participants.

This consultation was undertaken to reconfirm and document community consent to the proposed project interventions following the disclosure of detailed design features, mitigation measures, and findings of the Environmental and Social Impact Assessment (ESIA).

The consultation also served to validate the outcomes of the earlier FPIC rounds, ensuring continuity and transparency in the consultation process. Stakeholders were provided an opportunity to review the commitments made by the implementing agency, deliberate on finalized mitigation and benefit-enhancement measures, and formally reaffirm their consent prior to the commencement of project implementation.

During the session, the revised detailed road alignment and widening proposals were presented and discussed chainage-wise. The upgradation from single-lane (3.75 m) to intermediate-lane standard (5.50 m) was explained. The likely impacts, including minimal requirement of private land and minor impacts on structures, were reiterated. Participants were informed that all land-related impacts would be addressed in accordance with applicable legal provisions and the approved Resettlement Policy Framework (RPF). Community inputs focused on site-specific protection measures, including the need for toe walls, retaining walls, culverts, embankment raising, and riverbank protection works, as summarized in Table 10. Additional requests relating to roadside infrastructure and public amenities—such as drains, footpaths, bus shelters, zebra crossings, speed calming measures, sanitation facilities, and community infrastructure—were also documented in the Minutes of Meeting (MoM). Construction-phase impacts were discussed, along with corresponding mitigation measures under the Environmental and Social Management Plan (ESMP). The locations for labour camps, material storage, and disposal sites shortlisted during the previous meeting were finalized, ensuring that these would minimize local disturbance. The Grievance Redress Mechanism (GRM) was revisited, with existing Tier I members reconfirmed and procedures reiterated. In addition, the Tier II GRM mechanism was explained, including escalation procedures, institutional responsibilities, and timelines for grievance resolution. Focused Group Discussions (FGDs) with women and youth highlighted issues related to gender inclusion, labour welfare, sanitation, and equitable access to project benefits. The provisions of the Indigenous Peoples Development Plan (IPDP) were discussed, reaffirming the principles of inclusion, participation, and respect for tribal Peoples’ rights.

Overall, communities were informed regarding measures that had been incorporated into revised project designs as well as previous requests that could not be accommodated based on engineering feasibility, environmental considerations, or project impact assessments. Communities acknowledged technical explanations and agreed upon revised mitigation approaches. These deliberations led to specific AGREEMENTS being reached on key aspects of the project. The key agreements were:

- Improvement of the existing road to Intermediate Lane with provision of safety measures, drainage, and protection works in habitation and market areas, subject to technical feasibility.
- Construction of passenger waiting sheds at specific village locations
- Construction of drains cum footpath near settlement areas etc.
- Construction of separate toilets for males and females

These AGREEMENTS have been clearly documented and are reflected in the Minutes of Meeting (MoM) in the third consultation, as well as in the Resolution/NOC issued during the fourth FPIC consultation.

The consultation concluded with a positive community response, with several villages submitting No Objection Certificates (NOCs), thereby indicating broad-based community consent for the project. NOC and resolutions are attached as Annexure 5.

Table FREE, PRIOR, AND INFORMED CONSENT PROCESS.7:: Issues Discussed and Outcomes - 3rd FPIC Meeting (25 September 2025)

Topics Discussed	Outcome of the Meeting
Recap of earlier FPIC meetings	Continuity maintained; previous discussions, commitments, and consultation outcomes reaffirmed.
Review of detailed road alignment and widening proposal	Alignment maps reviewed chainage-wise; upgrading from 3.75 m to 5.50 m explained and validated.
ESIA findings and land impacts	Minimal requirement of private land and minor impacts on structures reiterated; to be addressed in accordance with applicable laws and the approved RPF.
Site-specific planning (camps, disposal sites)	Disposal sites have been jointly identified with the community members (9 locations). The contractors will choose any of these 9 locations for spill disposal sites.
GRM functioning (Tier-I & Tier - 2)	Existing Tier I GRM members reconfirmed; Tier II mechanism explained, including escalation procedures and roles at higher levels.
FGDs with women and youth	Gender, labour welfare, sanitation, and equitable access concerns documented and integrated into planning considerations.
IPDP and tribal rights	IPDP provisions discussed; tribal Peoples' rights, inclusion, and participation reaffirmed.
Community consent and feedback	The Resolution/Minutes of Meeting (MoM) from FPIC Consultation 2 and the NOC issued during FPIC Consultation 3 comprehensively document the agreements reached with the community on key project aspects. These records reflect the collective consensus of the participants and form an integral part of the FPIC process documentation. Per IPPF provisions, potential dissenting views were actively solicited during consultations. Where concerns were raised, the project team documented such concerns and incorporated design modifications where technically feasible. In cases where consent may not be obtained, the Project commits to revisiting alternatives, modifying design, in accordance with IPPF provisions. This has been duly recorded in

both the MoM and the Resolution/NOC.



Figure FREE, PRIOR, AND INFORMED CONSENT PROCESS.4: Photograph of 3rd round of FPIC meeting held on 25th September 2025 at Bajengdoba Multifacility Hall.

Step 5: FPIC Round 4 – Documentation of Community Support (10/12/2025)

The fourth round of FPIC consultations (FPIC-4) was conducted on 10/12/2025 at the Moamari Community Hall and focused on verification of commitments, redisclosure of revised safeguard measures, and documentation of formal expressions of community support through Village Council resolutions, No Objection Certificates (NOCs), consultation records, and customary decision-making processes involving Nokmas and Village Councils.

Communities reiterated key infrastructure priorities including bus shelters, drains with footpaths and railings, school-related safety measures, and protection works, while continuing to express support for the project subject to implementation of agreed mitigation measures and community safety provisions.

PWD officials notified the village council members of the meeting through a letter dated 26/11/2025. The Time and Venue was decided by the Community and Bilchera Sordar Association and was communicated to the PWD through the Letter dated 09/12/25.

The fourth round of FPIC consultations (FPIC-4) for the project road was chaired by the Assistant Executive Engineer (AEE), PWD (Roads), NEC Sub-Division No. II, Tikrikilla, with participation from representatives of the ESIA consultants, including Enviro Infra Solutions, customary institutions, Village Council representatives, Project Affected Persons (PAPs), roadside vendors, women representatives, youth representatives, and other members of the local community. Adequate representation from the tribal community and Village Council was ensured during the consultation process.

A total of 23 participants attended the consultation, including 3 female participants. The consultation commenced with a recap of the FPIC-3 proceedings, during which the Minutes of Meeting from the previous consultation were read out to ensure continuity, transparency, and validation of earlier discussions.

This was followed by disclosure and discussion of the draft Indigenous Peoples Development Plan (IPDP), including project impacts, proposed mitigation measures, livelihood-related assistance, roadside safety provisions, protection works, consultation outcomes, grievance redress mechanisms, implementation arrangements, and continued community engagement during project implementation. The proposed construction of the Kosi-Borjhora stretch under the larger Rongsai-Borjhora-Bajengdoba (RBB) corridor, along with associated environmental and social mitigation measures, was also discussed during the consultation.

The session provided an opportunity for stakeholders to reconfirm their understanding of the project scope, design features, and associated mitigation measures, as well as to review commitments made during earlier consultations. Community members actively participated in the discussions and reiterated their support for the project.

The overall outcome of the consultation was highly positive, with stakeholders expressing strong support for the proposed road development. The feedback indicated continued community acceptance of the project interventions and alignment with the outcomes of the previous FPIC rounds. The consultation was formally documented through detailed Minutes of Meeting (MoM), along with attendance sheets and photographic records. The MoM was prepared to capture the discussions, feedback, and key outcomes, and was duly countersigned by the participants and representatives, including members of the village council, to ensure authenticity and transparency. The hard copy of the draft IPDP was also displayed on the Village Council and PWD office.





Figure FREE, PRIOR, AND INFORMED CONSENT PROCESS.5: Photograph of 4th round of FPIC meeting held on 10th December 2025 at Moamari Community Hall.

Step 6: Continued Engagement During Implementation

Continued consultations and engagement with tribal communities will be undertaken throughout project implementation in accordance with the SEP, ESMF, IPPF, RAP, and IPDP requirements. Additional consultations and redisclosure meetings will also be undertaken during implementation wherever required based on final design refinements, construction planning, and site-specific mitigation measures.

No instances of coercion, intimidation, externally imposed decision-making timelines, or restriction of community participation were recorded during the consultation and FPIC process. Formal expressions of community support were documented through Village Council resolutions, No Objection Certificates (NOCs), Minutes of Meetings, consultation records, and customary decision-making processes.

Synthesis of FPIC Outcomes and Integration into DPR

Based on the consultations conducted across all four FPIC rounds, the key outcomes and their integration into project design are summarized below.

As presented in Table 9, the key demands raised during the FPIC consultations particularly those related to community amenities such as drains, footpaths, bus shelters, and safety measures—have been incorporated into the DPR wherever technically feasible. In addition, several requirements for protection works, including retaining walls, toe walls, embankment raising, and flood mitigation measures, were already part of the DPR design or have been integrated following the consultations. This demonstrates that community inputs have been systematically addressed, contributing to informed participation and broad-based community support for the project.

Compliance with FPIC Requirements

The FPIC process was conducted in accordance with applicable safeguard requirements. Key elements ensuring compliance are outlined below:

Sufficient information to enable informed consent:- During the concept and preparation phase of the Project, MPWD disseminated project-related information through multiple culturally appropriate and accessible communication channels at the State, district, and village levels. Information dissemination was undertaken through newspaper publications, pamphlet distribution, official communications issued to Nokmas and Village Councils, disclosure through the MPWD website and social media platforms, and public announcements facilitated through customary village institutions and community meetings.

Within the project influence area, customary institutions including Nokmas and Village Councils further disseminated project information through community meetings, local announcements, and traditional communication systems to facilitate wider community awareness and participation prior to FPIC consultations.

During the FPIC consultations, the project team provided detailed information relating to project design, anticipated environmental and social impacts, land requirements, roadside livelihood impacts, mitigation measures, grievance redress mechanisms, implementation arrangements, and community safety provisions. Visual disclosure materials including A3-size road layout drawings superimposed on LiDAR imagery, maps, alignment plans, Typical Cross Sections (TCS), amenity drawings, banners, pamphlets, and PowerPoint presentations were used during consultations. Consultations were undertaken in the local Garo language using accessible and culturally appropriate formats to facilitate informed participation of Tribal communities, including women, vulnerable households, roadside vendors, and other affected persons.

Communities were provided adequate opportunity and time to discuss the project, raise concerns, seek clarifications, deliberate through customary decision-making processes, and provide feedback during successive rounds of consultations and redisclosure meetings prior to documentation of formal expressions of community support. Prior to each FPIC consultation round, formal letters were issued by MPWD to the respective Village Heads and Village Councils informing them about the project and proposed consultation process. Village Councils subsequently undertook internal community discussions and communicated the agreed venue, date, and timing of consultations to the Executive Engineer through formal correspondence. Advance notices for consultations were generally provided between approximately 7 and 15 days prior to the meetings depending on the schedules determined by the respective Village Councils. Consultation agendas and meeting purposes were communicated in advance through local contact points including Village Heads and community leaders.

Good faith negotiations: The negotiation process further demonstrated willingness by the PWD to modify consultation approaches and implementation arrangements based on community feedback. In the sub-project, consultations were initially proposed at the district headquarters. Following concerns raised by community leaders regarding accessibility and participation, the consultation venue was shifted to field-level locations including the Bajengdoba Multi-Facility Hall and local village centres. This adjustment facilitated broader participation of Nokmas, women's groups, roadside communities, and directly affected villagers residing along the project alignment.

Documentation of FPIC Proceedings: The discussions, concerns, inputs, and decisions made during the FPIC meeting were recorded, analyzed, and formally documented. All the meetings were documented through minutes, photographs and videography which were taken to maintain a transparent record and to ensure that PAPs were not coerced into agreement but participated freely and voluntarily. Attendance was collected at each consultation to confirm the presence of key stakeholders and community members.

Formal Endorsement (Resolutions): After obtaining community consent through a written MoMs and resolutions duly signed by the village heads, findings from these FPIC consultations were formally presented to the Village Heads (Nokmas) and other community representatives. An official declaration of consent through NOC was secured by the Village Heads on behalf of the community to transfer the required land for the road construction, extensions and improvement under the project. Declaration also ensures community support for implementation of the project. The outcome of the consolidated recommendations, stakeholder submissions, and the formal declaration through NOC issued by Village heads, impacted PAHs has been documented. Feedback on the draft IPDP was sought through a structured consultation process and formally recorded in the Minutes of Meeting (MoM). The MoM captured all discussions, suggestions, and concerns raised by participants and was duly countersigned by the attendees, including community and village council representatives, to ensure transparency and validation of the feedback.

Transparency & Record Keeping: The entire process, including prior notices, invitations, meeting records, and the official FPIC declaration of consent through NOC, has been documented in Annexure 3, of IPDP, including the FPIC Analysis Report. The executive summary of the draft IPDP has been translated in relevant local languages (Garo) and made available on the MPWD website on 3 December 2025 and in accessible places such as the office of the division offices of the PWD and the Nokmas, ensuring communities understand their rights, entitlements, and available support mechanisms in a culturally appropriate manner.

Details of typical cross-sections (TCS), including provisions for drains and community sanitation facilities, are presented in Annexure 4 of this document.

11. PLAN FOR FURTHER CONSULTATIONS IN THE PROJECT

The extent and level of involvement of stakeholders at various stages of the project from design stage and through the implementation will open up the line of communication between the various stakeholders and the project implementing authorities, thereby aiding the process of resolving conflicts at the early stages of the project rather than letting it escalate into conflicts resulting in implementation delays and cost overrun. Participation of the local tribal community in decision-making will help mitigate adverse impacts.

Further, successful implementation of the mitigation plans (RAP, IPDP, ESMP, etc.) is directly related to the degree of involvement of those affected by the Project. Consultations with PAPs will be conducted regularly during the implementation of the mitigation plans. The PWD and the RAP Implementing Agency will be responsible for conducting these consultations. The proposed consultation plan will include the following.

- In case of any change in the project design, the PAPs and other stakeholders will be consulted regarding the factors that necessitate the change, efforts taken to minimize resettlement impacts and mitigation measures available.
- The PWD, with the assistance of the RAP Implementing Agency, will carry out information dissemination sessions in the project area in a culturally appropriate manner (including in the village durbars, stakeholder meetings, etc.).
- During the implementation of RAP, the RAP Implementing Agency will organize public meetings, and will appraise the communities about the schedule/progress in the RAP and civil works implementation, including awareness regarding road safety and HIV AIDS prevention using the specific local Garo dialects (A'chik) to ensure the messages are understood by the community members.
- Consultations and focus group discussions will be conducted with vulnerable groups like Women Headed Households, Single Mothers, BPL (Below Poverty Line) Families and Differently Abled Persons and organizations representing their interest to ensure that the vulnerable groups understand the process and that their needs are specifically taken into consideration

12. DISCLOSURE OF PROJECT INFORMATION

To ensure transparency in the ESIA implementation process, the salient features of the ESIA will be translated into Garo and disclosed on the PWD website. A summary of the ESIA will also be made available in Garo/A'chik at the PWD divisional office and appropriate public office in the villages. Copies of all documents will be maintained at the PMU for ready reference. In line with the World Bank's Access to Information Policy, all safeguard documents will additionally be disclosed on the World Bank's official portal.

13. BENEFITS & OPPORTUNITIES FOR TRIBAL COMMUNITIES

(i) A total of 6 Self-Help Groups (SHGs) has been identified within the project influence area. In addition to SHGs, other women-led groups including informal savings groups and livelihood collectives are also active within the corridor villages. These groups will be included in capacity-building activities, financial literacy programmes, awareness initiatives, and plantation-related activities under the project to enhance women's participation in local livelihood opportunities and community development initiatives.

The identified SHGs and women-led groups are located across settlements and activity centres within the project influence area, including Omor Bazaar, Kosi Junction, Borjhora Bakenang Songma, Mansingre, and Bolsong, where community consultations and FPIC meetings were undertaken. These interventions are expected to strengthen women's participation in community-based activities, improve awareness regarding financial inclusion and livelihood opportunities, and enhance local participation in project-related environmental and social management initiatives.

To minimize risks of elite capture and unequal distribution of project benefits, community-level engagement and participation processes will continue to be undertaken through Village Councils, Nokmas, women's groups, vulnerable households, roadside vendors, and other community representatives. Selection of beneficiaries for community-based activities and livelihood-related interventions will be undertaken through transparent and consultative processes involving customary institutions and broader community participation.

(ii) Project-affected tribal Peoples households identified as vulnerable, including women-headed households, elderly persons, and economically vulnerable households, will be entitled to additional assistance measures in accordance with the RAP, IPDP, and applicable entitlement provisions for vulnerable groups.

(iii) Based on FPIC consultations and community feedback, several community-responsive measures and roadside amenities have been incorporated into the DPR across multiple chainages to improve safety, accessibility, climate resilience, roadside infrastructure, and community convenience along the project corridor, including areas such as Kosi Bazaar, Omon Bazaar, Mansingre, Gosinpita, Bolsong, and nearby settlements.

Footpath-cum-drains with railings proposed at locations such as Km 0+000-0+250 and Km 1+280-1+660 are expected to improve pedestrian safety, reduce waterlogging, facilitate safer movement for school children and elderly persons, and improve roadside drainage management in settlement areas. Raising of formation levels and provision of culverts at flood-prone locations including Km 0+600, Km 1+200-1+310, and Km 4+150 are expected to reduce seasonal inundation, improve year-round connectivity, and protect adjacent agricultural areas and settlements from recurrent flooding impacts.

Protection measures including toe walls, retaining structures, masonry protection works, and slope stabilization measures proposed between Km 5+400-7+600 and Km 12+420-12+500 are intended to reduce erosion risks, improve slope stability, and safeguard adjacent paddy fields, roadside settlements, and community land from runoff and slope-related impacts. Drainage improvement measures and culvert provisions incorporated within the DPR are also expected to support protection of local water flow paths and minimize obstruction or contamination of community water sources identified during FPIC consultations.

To improve commuter convenience and support local economic activities, bus waiting sheds have been proposed at multiple locations including Km 0+050, Km 0+650, Km 1+385, Km 2+490, Km 6+200, Km 8+200, Km 9+985, Km 10+785, Km 11+995, Km 12+900, and Km 17+605. These facilities are expected to benefit school children, women, elderly persons, local commuters, and roadside vendors by providing safer and more accessible waiting spaces along the corridor.

Road safety measures including zebra crossings, rumble strips, traffic calming measures, signage, and pedestrian safety provisions have been incorporated near schools, junctions, and public-use areas including Km 3+500-3+700 and Km 12+900. These measures are expected to improve pedestrian safety, particularly for school children, women, elderly persons, and other vulnerable road users.

Community amenities including public toilets proposed near Km 1+385 and Km 3+705 are expected to improve sanitation facilities and usability of public spaces within busy roadside areas and market locations.

While certain community requests, including retaining walls at specific locations and construction of community halls, could not be incorporated due to technical considerations, project scope limitations, or engineering assessments, alternative mitigation and safety measures have been incorporated wherever feasible through revised engineering provisions and localized protection measures.

Overall, these community-responsive interventions reflect priorities identified during FPIC consultations and are expected to provide inclusive benefits to tribal communities, particularly women, school children, farmers, roadside vendors, elderly persons, and vulnerable households residing along the project corridor. The total estimated cost of these community-responsive provisions is ₹3,98,76,535 as reflected in the DPR and corresponding BOQ items.

14. CAPACITY BUILDING STRATEGY

The project will focus on strengthening the capacity of key stakeholders to ensure that project planning, implementation, consultation, and monitoring processes remain inclusive, culturally appropriate, and responsive to the needs of tribal communities and other vulnerable groups within the project area.

Prior to commencement of the FPIC process, orientation and training sessions were conducted for the ESIA team, including enumerators, community mobilizers, and field facilitators, on 13/07/2025 to support effective and culturally appropriate engagement with tribal communities. The training covered key aspects relating to FPIC principles, stakeholder engagement approaches, consultation methodologies, documentation protocols, grievance redress mechanisms, and sensitivity to local socio-cultural practices and customary governance systems.

Specific emphasis was placed on understanding community concerns relating to land use, roadside livelihood activities, protection of local water sources, customary institutions, vulnerable households, and culturally sensitive engagement approaches so that these issues could be appropriately identified, documented, and addressed during consultations and safeguard planning processes. The orientation also included guidance on facilitating consultations in locally understood languages, ensuring participation of women and vulnerable groups, and maintaining transparent and systematic consultation records.

Further capacity-building and awareness activities will continue to be undertaken for project staff, consultants, contractors, and implementation agencies during project implementation to:

- identify and understand the priorities, concerns, and feedback of tribal communities and other affected groups through participatory consultation processes;
- ensure culturally appropriate engagement with customary institutions including Nokmas and Village Councils;
- incorporate socially inclusive, gender-responsive, and universally accessible design considerations into project interventions wherever feasible;
- address concerns, grievances, and community feedback in a culturally appropriate and transparent manner;
- avoid, minimize, and mitigate adverse impacts on tribal communities, vulnerable households, and community resources;

- strengthen awareness regarding environmental and social safeguard requirements, worker conduct, community safety, and protection of local environmental resources including water sources; and
- support effective implementation of the RAP, IPDP, SEP, ESMP, and associated safeguard measures throughout the project cycle.

These capacity-building measures are intended to support continued stakeholder engagement, improve safeguard implementation, and strengthen inclusive participation of tribal communities throughout project implementation.

15. GRIEVANCE REDRESSAL MECHANISM

Step	Description of process (e.g.)	Timeframe	Responsibility
GM implementation structure	<p>At the project level, the PWD has the following two-tiered structure for grievance management:</p> <p>Tier I: Project/Site-Level Grievance Redress The Tier I Grievance Redress Cell (GRC) shall function at the project or site level and shall be chaired by the Village Head or a representative nominated by the Village Council. The GRC shall include the Resident Engineer of the Construction Supervision Consultant (CSC), Environmental and Social Experts of the CSC, a representative of the Contractor, and Environmental and Social Officers from the Divisional Project Implementation Unit (DPIU).</p> <p>Upon receipt of a grievance, the Tier I GRC shall review the complaint, conduct consultations with the complainant and relevant stakeholders as necessary, and propose appropriate corrective or remedial actions. The Tier I GRC shall endeavour to resolve the grievance within fifteen (15) days from the date of registration. If the grievance is resolved to the satisfaction of the complainant, the case shall be closed and documented accordingly.</p> <p>Tier II: State/PMU-Level Grievance Redress</p> <p>If a grievance cannot be resolved at the project/site level within the stipulated timeframe, or if the complainant is not satisfied with the proposed resolution, the grievance shall be escalated to the Tier II State/PMU-Level Grievance Redress Cell.</p> <p>The Tier II GRC shall be chaired by the</p>	Continuous, reported Quarterly	Designated GRM officer at the PMU, PIU GRC- Tier I and PMU GRC- Tier II

	<p>Secretary, Department of Planning, and shall include the Chief Engineer, the Project Director (PMU), the Social Development Expert and the Environmental Expert of the PIU/PMU as members. The Tier II GRC shall review the grievance, seek additional information or conduct hearings as required, and issue its decision or recommendations within fifteen (15) days of receiving the escalated grievance. The outcome shall be communicated formally to the complainant.</p> <p>Complaints can also be filed through the CM Connect Centre's Toll-Free Helpline, WhatsApp Helpline and Email, wherein complaints are re-directed to the concerned officials in the PWD (Grievance officer in PMU, GRC Tier I and II) for redressal.</p> <p>In addition, a toll- free no. will be setup at the PWD to address project related grievances.</p>		
<p>Grievance uptake</p>	<p>Grievances can be submitted via the following channels</p> <ul style="list-style-type: none"> • Toll-free telephone hotline: 1971/ 1800-345-651 operated by Meghalaya CM Connect Centre • WhatsApp helpline: 94363-94363 operated by Meghalaya CM Connect Centre • PWD telephone helpline: 0364-3572466 • E-mail to esmlcip@gmail.com and cmconnect1971@outlook.com operated by Meghalaya CM Connect Centre • MIDFC website: http://megpwd.gov.in/contacts.html • In-person at project sites, DPIU offices, or the PMU • Grievance Redress Cell (GRC) at the site/project and state level • Grievance or suggestion boxes located at the construction sites • Social media (Facebook) • Toll-free no. to be setup at PWD <p>Anonymous complaints will also be accepted and recorded. While direct feedback may not be possible in such cases, they will be reviewed and addressed to the extent feasible based on available</p>	<p>Upon receipt of complaint</p>	<p>Designated GRM officer at the PMU, PIU GRC- Tier I and PMU GRC- Tier II</p>

	information.		
Sorting, processing	Any complaint related to the project received through the Meghalaya CM Connect Centre (Helpline, WhatsApp or email) is forwarded to the concerned department— in this case the PWD (designated GRM officer at the PMU, Tier I and II GRC); logged in the Public Grievance Redressal and Monitoring System; the complaints are categorized based on the intent: (a) grievance/complaint- service delivery failure; delay, denial or poor quality (b) service request- request for repair, inspection or action (c) information/query-clarification on the project/scheme, eligibility, procedures (d) suggestion/feedback. PWD complaints can be related to road damages, poor construction quality, construction delays, safety hazards, drainage issues, land/ RoW related, drainage issues, contractor behaviour, etc.	Upon receipt of complaint	Designated GRM officer at the PMU, PIU GRC- Tier I and PMU GRC- Tier II
Acknowledgement and follow-up	Receipt of the grievance by the Meghalaya CM Connect Centre (Helpline, WhatsApp or email) is acknowledged to the complainant by assigning a unique reference number. Similarly, for grievances received directly by GRC- Tier I and II, the GRC will formally acknowledge to the complainant through SMS or a letter.	Within 2 days of receipt	Designated GRM officer at the PMU, PIU, GRC- Tier I and PMU GRC- Tier II
Verification, investigation, action	Investigation of the complaint is led by the GRC/ officials of the PWD. A proposed resolution is formulated by Tier 1 GRC/ officials of the PWD and communicated to the complainant by Meghalaya CM Connect Centre (Helpline, WhatsApp or email).	Within 15 working days	GRC Tier, I composed of Village Head or representative nominated by the Village Council (chairperson), Resident Engineer of CSC, Environmental and Social Experts of CSC, Contractor, and Environmental and Social Officers from the Divisional Project Implementation Unit (DPIU) GRC Tier II composed of Secretary, Department of Planning, Chief Engineer, the Project Director (PMU), the

			Social Development Expert and the Environmental Expert of the PIU/PMU as members.
Monitoring and evaluation	Data on project-related complaints received and resolved through multiple channels will be collated in the project MIS and reported to the World Bank every quarter through the quarterly progress report (QPR).	Continuous; reported quarterly	PMU, PIU, GRM Officer
Provision of feedback	Feedback from complainants regarding their satisfaction with complaint resolution is collected by the Tier I and II GRCs and the Meghalaya CM Connect Centre (Helpline, WhatsApp or email), respectively after resolution of the complaints.	Within 3 days of resolution	GRC Tier I and Tier II, Meghalaya CM Connect Centre
Training	Training needs for staff/consultants in the PIU, Contractors and Supervision Consultants are: <ul style="list-style-type: none"> - Grievance management and documentation - Stakeholder engagement and documentation - Gender sensitization and handling of grievances related to SEA/SH including maintaining confidentiality 	Every 6 months	PMU, PIU
If relevant, payment of reparations following complaint resolution	Payment of reparations following complaint resolution will be documented and signed by both parties on receipt of the amount. [Note: Payment of reparation related to employee accidents and fatalities will be undertaken as per the requirements of the Employee Compensation Act, 1923.]	As per legal requirements	PMU, PIU
Appeals process	If the complainants are not satisfied with the proposed resolution of the complaint, they can escalate the complaint to the Tier II GRC. The complainants are also free to approach the court of law at any time of their own will at any stage, and accessing the country's legal system can run parallel to accessing the GM and is not dependent on the negative outcome of the GM. Once all possible means to resolve the complaint have been proposed and if the complainant is still not satisfied, then they should be advised of their right to legal recourse.	Within 15 days of escalation	GRC Tier II (PMU level)

To ensure that affected tribal communities can voice concerns and grievances and have them addressed taking into consideration their socio-economic and cultural attributes, a member of the ST community will be

represented in the GRC at Tier 1 (Project sites) and 2 level (PMU). Further, the Meghalaya CM Connect Centre Helpline no. provides multi-lingual support (English, Khasi, Garo, Pnar, and Hindi) and is supported by 470 village volunteers to ensure last-mile connectivity. The call centre providing backend support to Meghalaya CM Connect Centre has 25 trained agents and operates from 8 AM to 8 PM.

In Meghalaya, conflicts are often resolved within tribal communities through grassroots institutions, guided by uncodified customary laws and practices. Among the Garos, the Nokma, function as quasi-judicial bodies to settle disputes, including those related to land. Decisions made by these institutions are widely regarded as legitimate and are generally respected and adhered to by community members, reflecting the continued importance of traditional governance systems in maintaining social harmony. For this reason, the Nokma or its representative (a member of the village council) will be a nominated member of the GRC Tier I.

16. COMMUNICATION STRATEGY

Community Awareness Campaigns: Conduct regular community awareness campaigns to inform local residents about the grievance redressal mechanism, its purpose, and how to access it. These campaigns will utilize a variety of communication channels that are culturally appropriate, including community meetings (village durbar, Nokpante meeting, etc.), public notices, radio broadcasts, and social media.

Information Dissemination: Distribute information leaflets and posters in local languages (Garo/A'chik), outlining the grievance redressal process, contact details, and timelines.

Stakeholder Engagement: Engage with local leaders (Nokma and village council members), community representatives, and civil society organizations to promote awareness and understanding of the grievance redressal mechanism.

Website and social media: Maintain an up-to-date website and social media presence to provide information on the grievance redressal mechanism, including frequently asked questions, contact details, and progress updates on grievance resolution.

17. MONITORING AND EVALUATION

The overall responsibility for monitoring and reporting of the Indigenous Peoples Development Plan (IPDP) will lie with the Environmental and Social Management Unit (ESMU) under the Project Management Unit (PMU), in coordination with the Project Implementation Unit (PIU), Public Works Department (PWD), and the IPDP Implementing Agency. The IPDP Implementing Agency shall support field-level implementation, stakeholder engagement, consultation facilitation, documentation, grievance follow-up, monitoring of mitigation measures, and reporting of IPDP activities and FPIC commitments.

The project will develop and adopt an ICT-based system for real-time geo-enabled tracking of IPDP implementation performance. The system will support monitoring of consultation activities, implementation of mitigation measures, livelihood restoration support, grievance redress, implementation of community-responsive provisions, and compliance with FPIC commitments. This system will be complemented through regular field-based supervision and monitoring undertaken by the PMU, PIU, IPDP Implementing Agency, supervision consultants, and safeguard teams.

Field supervision will include continued engagement with affected tribal communities, Nokmas, Village Councils, women’s groups, vulnerable households, roadside vendors, and other stakeholders to ensure inclusive participation, transparency, responsiveness to emerging concerns, and continued compliance with ESS7 requirements and commitments outlined in the IPDP.

Upon completion of major IPDP activities and implementation milestones, the ESMU, in coordination with the PIU and IPDP Implementing Agency, shall undertake periodic assessments to verify that prescribed mitigation measures, consultation requirements, community commitments, and safeguard provisions have been implemented and that adverse impacts on tribal communities have been effectively addressed.

To support participatory monitoring, the Village Council comprising village elders and/or representatives duly elected or nominated by the executive members of the Village Council shall periodically review implementation of FPIC outcomes, agreed mitigation measures, and community commitments under the IPDP. These community-level reviews shall help ensure that project activities remain aligned with the Indigenous Peoples Planning Framework (IPPF), customary governance systems, and commitments recorded during the FPIC process. Findings and observations arising from such reviews shall be discussed during periodic review meetings and workshops involving project officials and the IPDP Implementing Agency.

In addition, a participatory social audit shall be conducted annually to provide a platform for tribal community members and affected persons to raise unresolved concerns, provide implementation feedback, and review project progress and safeguard compliance. These meetings shall involve representatives from the PMU, PIU, IPDP Implementing Agency, customary institutions, Village Councils, and community members. Minutes of Meetings (MoMs) shall be maintained, and corrective actions arising from the social audit process shall be incorporated into subsequent implementation and monitoring activities.

Table MONITORING AND EVALUATION.8: Sample Monitoring Indicators

Monitoring Indicators	Critical factors to monitor
Demographic Profile	Summary of affected Indigenous Peoples (IPs) by impact type, gender, age, village, income status, and household vulnerability, including women-headed households, elderly persons, and vulnerable households.
Consultation and Participation	<ul style="list-style-type: none"> • Number of meaningful consultations, trainings, awareness programmes, and IEC materials disseminated among tribal communities. Participation of tribal women, vulnerable households, roadside vendors, and other affected groups in consultations and project activities. • Documentation of consultation and negotiation processes, including participants, locations, Minutes of Meetings (MoMs), attendance records, and correspondence. • Documentation of FPIC processes, consultation outcomes, community feedback, and formal expressions of community support. • Assessment of whether consultations were inclusive, gender-sensitive, culturally appropriate, free from coercion, and respectful of Indigenous customs, languages, and customary decision-making systems.
Mitigation measures	<ul style="list-style-type: none"> • Progress of implementation of beneficial measures accordance with the plan. • Monitor the status of activities like infrastructure works, livelihood support, fund disbursements, capacity building • % progress achieved relative to planned timelines and allocated budget. • Monitoring of implementation of community-responsive provisions and FPIC

Monitoring Indicators	Critical factors to monitor
	commitments incorporated into the DPR and safeguard instruments.
Grievance redress	<ul style="list-style-type: none"> • Total number of people/groups using the grievance redresses procedure. • Number of distinct people/groups. Any IP group with significantly more grievances? What were the outcomes. • Total grievances addressed and duration of resolution process.
Implementation problems	<ul style="list-style-type: none"> • Identify causes of implementation delays and track frequency and basis for timeline revisions. • Monitoring of frequency and basis for implementation revisions, corrective actions, and adaptive management measures.
Benefit Monitoring	<ul style="list-style-type: none"> • What changes have occurred to IPs compared to pre project situation • What changes have occurred in income and expenditure patterns compared to pre-project situation. • Assessment of income trends among affected IPs in relation to project-related changes. • Assessment of changes in social and cultural conditions, living standards, and overall well-being of IPs resulting from the project

18. IMPLEMENTATION ARRANGEMENT

The Public Works Department (PWD), Government of Meghalaya, through the Project Management Unit (PMU), shall be responsible for overall implementation, coordination, supervision, and monitoring of the Indigenous Peoples Development Plan (IPDP) for the Rongsai-Borjhora-Bajengdoba (RBB) sub-project. The PMU shall ensure that implementation of the IPDP remains consistent with the requirements of the Indigenous Peoples Planning Framework (IPPF), Environmental and Social Management Framework (ESMF), Environmental and Social Standards (ESSs), and other applicable safeguard instruments prepared under the Meghalaya Logistics and Connectivity Improvement Project (MLCIP).

The Environmental and Social Management Unit (ESMU) established under the PMU shall be responsible for overall safeguard oversight, monitoring, reporting, and compliance related to implementation of the IPDP. The ESMU shall monitor implementation of mitigation measures, FPIC commitments, community-responsive provisions, grievance redress mechanisms, consultation processes, and livelihood-related assistance measures identified under the IPDP.

At the field level, the Project Implementation Unit (PIU), in coordination with the concerned PWD divisions and supervision consultants, shall support implementation and coordination of project activities within the sub-project corridor. The PIU shall coordinate with contractors, local authorities, customary institutions, Village Councils, and community representatives to facilitate implementation of safeguard measures and community-responsive provisions incorporated into the DPR and safeguard instruments.

An RAP/IPDP Implementing Agency shall be engaged by the project to support field-level implementation and monitoring of IPDP activities. The RAP/IPDP Implementing Agency shall facilitate community consultations, FPIC follow-up activities, stakeholder engagement, awareness programmes, vulnerable household support, grievance follow-up, documentation, participatory monitoring, and coordination with Tribal communities throughout the implementation phase. The agency shall also support monitoring of livelihood restoration measures, implementation of community-responsive infrastructure provisions, roadside safety measures, plantation activities, and other commitments arising from the FPIC and consultation processes.

The supervision consultants and safeguard specialists shall support monitoring of contractor compliance with safeguard obligations, implementation of environmental and social mitigation measures, occupational and community safety provisions, access management measures, and implementation of commitments relating to Tribal communities and vulnerable households.

Customary institutions including Nokmas, Village Councils, women's groups, youth groups, roadside vendor representatives, and other community representatives shall continue to participate in consultation processes, FPIC follow-up, participatory monitoring, grievance redress, and review of implementation progress throughout the project cycle. Community participation shall be facilitated in culturally appropriate manners consistent with customary governance systems and local decision-making practices.

The contractors engaged for the sub-project shall be responsible for implementation of site-specific environmental and social mitigation measures during construction, including maintenance of temporary access arrangements, community safety measures, protection of community resources and water sources, management of construction-related impacts, labour management measures, and compliance with applicable safeguard requirements under the contract provisions.

Periodic review meetings, field inspections, consultation meetings, and participatory monitoring exercises shall be undertaken by the PMU, PIU, ESMU, RAP/IPDP Implementing Agency, supervision consultants, and community representatives throughout project implementation to review safeguard performance, implementation progress, grievance status, and compliance with FPIC commitments and IPDP provisions. Findings from monitoring and consultations shall be incorporated into periodic safeguard monitoring reports and implementation review processes.

19. BUDGET FOR IPDP IMPLEMENTATION

The budget for IPDP includes the cost of implementation of RAP for sub-project (refer to Chapter 15 of the Resettlement Action Plan).

Table BUDGET FOR IPDP IMPLEMENTATION.9: IPDP Implementation Budget

Sl. No.	IPDP Component	Details	Estimated Cost (₹ Lakh)
1	Capacity Building & Awareness	Training on rights & entitlements, IEC materials, community awareness	10.00
2	Skill Development Training	Skill training, agriculture/horticulture support, SHG support, (PAH=156*10000)	15.00
3	Community Development Works	Details given in the next table	47.53
4	Monitoring & Evaluation	Third-party monitoring and reporting biannually for 2 years @ 10 lakhs per annum	20.00
5	Grievance Redress Mechanism (GRM)	GRM awareness, meetings, complaint handling	2.00
Total			94.53

Table BUDGET FOR IPDP IMPLEMENTATION.10: Details of Community Development Works as per consultations during FPIC.

S.No	Village Name & Chainage	FPIC / Consultation Requests	Feasibility response for compliance in DPR	FPIC Outputs informing designs		Reference in DPR, BOQ, FPIC Reference	Communities/ Amenities Cost (Rs)
				Avoid/Minimize, mitigate adverse impacts	Opportunities and benefits		
1	Kosi (0+200)	Boundary wall asked by the community	Boundary wall required at kosi village at chainage 0+200 near lower primary+upper primary (LP+UP) school	Provision from Km 0+200 to Km 0+220 (20m) boundary wall (LHS) by 2m height proposed for safety of school children.	School children will be protected from unavoidable accident.		95000
2	Kosi Junction (0+250)	Provision of drain with footpath and railing at Kosi Bazaar, along with a bus waiting shed.	A footpath-cum-drain has been adopted in the built-up section as per the Typical Cross Section (TCS-3). A bus waiting shed has been proposed at Km 0+050 in accordance with IRC:SP:84 (Bus Bays and Bus Shelters).	Provision of drainage will prevent waterlogging and enhance pedestrian safety along the bazaar stretch.	Improved accessibility to public transport and safer pedestrian movement for local residents.	DPR Table 13, Page 29 & 35; BOQ Bill No. 7 & 11.	382608
3	Kosi Junction & Moamari (0+670)	Road submergence was observed during the monsoon season. The community requested raising of the road embankment to prevent submergence and	TCS-5 Adopted. The road formation level has been raised by 1 m at Km 0+600, and a toe (Gabbian wall) has been proposed between Km 0+610 and Km 0+670 to protect adjacent land as per design. A bus stand (LHS/RHS) has also been proposed at Km 0+650.	The proposed measures will mitigate water submergence and help protect the adjoining paddy fields during the monsoon season.	Improved road safety and reliable all-weather connectivity for the local community.	DPR Table 15 Pg 30 & 35; BOQ Bill 7 & 11	382608

		waterlogging, along with the provision of a bus waiting shelter.					
4	Omorpur / Omor Bazaar / Bajengdoba (1+280-1+660)	Provision of drain with footpath, bus shelter, zebra crossing and rumble strips near public areas, along with a request for construction of public toilets.	A footpath-cum-drain has been adopted in the built-up section as per the Typical Cross Section (TCS-3). The existing bus shelter at Km 1+385 has been proposed for repair and improvement works. A community toilet (for both male and female users) has been proposed near the bus shelter. Traffic calming and pedestrian safety measures, including zebra crossings and other active and passive enforcement provisions, have been incorporated in accordance with codal provisions.	Improves pedestrian safety through adequate drainage, designated crossing facilities, and traffic calming measures.	Enhanced sanitation facilities and improved public transport amenities for the local community.	DPR Table 13 Pg 29,35 & 126; BOQ Bill 7 & 11	459129
5	Omorpur Area (1+200-1+310)	The road section frequently gets submerged during heavy rainfall. The community requested raising of the road level and provision of appropriate cross-drainage to prevent waterlogging.	The road formation level has been raised (0.8 m) at Km 1+200, and a new box culvert has been proposed at Km 1+310 to facilitate proper drainage and prevent submergence.	The proposed measures reduce the risk of flooding and help protect the road embankment and pavement structure.	Ensures reliable all-weather connectivity and improved travel safety for local residents.	DPR Drawings Vol-X; BOQ Bill 5	
6	Km 1+800	Toe wall was requested near the paddy fields due to road widening and possible water submergence.	Based on the engineering assessment, a toe wall is not required at this location, as the road level and slope stability are adequately maintained as per the approved design parameters.	Slope stability has been ensured through appropriate design provisions.	Ensures efficient and optimized utilization of project resources while	Design Assessment	

					maintaining structural safety.		
7	Bajengdoba (2+545-2+585)	The community requested the construction of a community hall with boundary wall, a bus waiting shed	A bus shelter is proposed at Km 2+490 for repair/upgradation, as an existing structure is already available at the site. The community hall and boundary wall fall outside the Right of Way (RoW) and therefore are not feasible under the project scope.	River protection measures are incorporated in the design to control erosion and protect the road infrastructure during high rainfall and flood conditions and Improves passenger waiting facility	Improves passenger convenience and accessibility to public transport, while ensuring protection of the road corridor from river erosion.	DPR Pg 35; BOQ Bill 10	65319
8	Line Ading (2+900 & 3+200)	Retaining wall requested to protect nearby houses during road widening/expansion	Based on the engineering design, TCS, and cutting-filling sections of earthwork, a retaining wall or any other protection structure is not required at these locations, as the design indicates adequate stability and safe clearance from nearby houses.	The road design incorporates appropriate slope stability measures, ensuring the safety of adjacent structures., Stable slope design minimizes risk	Ensures efficient infrastructure design and optimal use of project resources without constructing unnecessary structures.	Design Assessment	
9	Line Ading School Area (3+500-3+700)	Drains with footpath and bus stop required at Kristo Jyoti Higher Secondary School and Government LP	A footpath-cum-drain has been adopted in the built-up section as per the Typical Cross Section (TCS).Traffic calming measures and zebra crossings (active and passive enforcement) are proposed near the school zone. A 1.5 m brick wall boundary	Enhances safety for school children and pedestrians through controlled traffic	Improves sanitation facilities and accessibility to public transport for	DPR Pg 35; BOQ Bill 9 & 11	647224

		School. (Chainage-3.50Km) Zebra crossings and speed calming measures required. Development of parking space for cycles also mentioned in the petition. Construction of separate toilets for boys and girls required for both the schools.	wall(2+345 to 2+585) is proposed as a noise barrier for the school/church area. A bus shelter is proposed at Km 3+700, and community toilets (separate for ladies and gents) are also proposed. As per site inspection by the ESIA nd DPR consultant, Space is not available for parking near School so its not feasible as per DPR.	movement and safe crossing facilities.	the local community.		
10	Line Ading (4+150)	Cross drainage and protection works	New pipe culvert proposed at Km 4+150.	Prevents water accumulation and road damage	Improved drainage and durability of road	DPR Drawings Vol-X; BOQ Bill 5	
11	Mansingre (5+400-7+600)	Toe walls along the paddy fields and protection works were requested, along with provision of a bus waiting shelter.	A 520 m long protection wall has been proposed between Km 5+760 to Km 7+760 to protect adjoining agricultural land and stabilize the road embankment, particularly during the rainy season. Additionally, a bus shelter has been proposed at Km 6+200. (LHS/RHS)	The proposed protection works help prevent erosion, protect agricultural land, and maintain embankment stability.	Improves passenger convenience and accessibility to public transport for the local community.	DPR Table 15 Pg 30 & 35; BOQ Bill 7 & 11	382608
12	Gosinpita (8+200)	Provision of drain with footpath at the bazaar area, along with a bus shelter, zebra crossing,	A footpath-cum-drain has been adopted in the built-up section as per the Typical Cross Section (TCS). A bus shelter has been proposed at Km 8+200 (RHS/LHS), and traffic safety measures including zebra	Enhances pedestrian safety in the bazaar and school vicinity through improved	Improves transport accessibility and passenger	DPR Pg 35; BOQ Bill 11	382608

		speed calming measures, and school toilet facilities.	crossings and speed calming provisions (active and passive enforcement) have been incorporated in the design.	drainage and traffic calming measures.	convenience for the local community.		
13	Aneaga (10+000)	Provision of a bus waiting shelter and construction of a community hall for Bongbanchi village.	A bus shelter has been proposed at Km 9+985.(RHS/LHS) However, the community hall is not feasible due to Right of Way (RoW) limitations and as it falls outside the scope of the road project.	Provision of a bus shelter ensures a safe and convenient waiting area for passengers.	Improves rural connectivity and accessibility to public transport facilities.	DPR Pg 35; BOQ Bill 11	382608
14	Aneaga (10+800)	Provision of a bus waiting shelter and protection works for the school boundary.	A bus shelter has been proposed at Km 10+785 (RHS/LHS) near the school. In addition, traffic safety measures (active and passive enforcement) have been incorporated in the design. The existing school boundary wall (10+850 to 10+900) height of 1.5 m Brick wall proposed as a noise barrier for the school	Improves safety for school children and pedestrians through appropriate traffic calming and safety measures	Enhances access to public transport facilities for students and local residents.	DPR Pg 35; BOQ Bill 11	617728
15	Rangagora (12+000)	A bus waiting shelter was requested by the local community.	A bus shelter has been proposed at Km 12+000(LHS/RHS) along the project alignment.	This will provide a safe waiting area for passengers and improve accessibility to public transport for the village residents.	Improved accessibility to public transport for the village residents.	DPR Pg 35; BOQ Bill 11	382608
16	Bolsong (12+900)	Speed calming measures near the church and school, along with a bus waiting shelter, were requested by	traffic calming measures (active and passive enforcement) and a bus shelter at Km 12+900 (RHS) have been incorporated in the design.	Improve pedestrian and community safety and provide better access to public transport.	Better public transport facility	DPR Pg 35; BOQ Bill 11	191304

		the local community.					
17	Bolsong (12+420-12+500)	A retaining wall was requested for slope protection	stone masonry retaining wall (1m) has been proposed between Km 12+420-12+500 to stabilize the slope and protect the road formation.	Slope stabilization and protection of road formation	Improved road durability	DPR Table 15 Pg 30; BOQ Bill 7	
18	Borjhora (17+600)	An approach road to Waramgre villages, along with a bus shelter and river protection works, was requested.	The approach road is outside the scope of the present project, as the project covers only the improvement of the existing road and its direct connections; therefore, no additional approach road is feasible at this stage. However, river protection works have been incorporated in the design to prevent erosion during the rainy season, and a bus shelter has been proposed at Km 17+600(LHS/RHS)	These measures will improve passenger safety and provide better transport accessibility for nearby villages.	Benefits to surrounding villages	DPR Pg 35; BOQ Bill 11	382608
Total							4753960