

FINAL DRAFT

**INDIGENOUS PEOPLES DEVELOPMENT
PLAN**

Upgradation of Weiloi - Mawsynram Road

Meghalaya Logistics and Connectivity Improvement Project (MLCIP)



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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 |
| DPR | : | Detailed Project Report |
| E&S | : | Environmental and Social |
| ESIA | : | Environmental and Social Impact Assessment |
| ESMS | : | Environmental and Social Management Plan |
| ESS | : | Environment Social Standards |
| FPIC | : | Free, Prior, and Informed Consent |
| KHADC | : | Khasi 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

Table of Contents

| | |
|--|----|
| EXECUTIVE SUMMARY..... | 1 |
| 1. INTRODUCTION..... | 8 |
| 2. DESCRIPTION OF THE SUB- PROJECT ROAD..... | 8 |
| 3. SUB-PROJECT BENEFITS..... | 9 |
| 4. SOCIO- ECONOMIC PROFILE OF WEILOI – MAWSYNRAM ROAD UPTO PHLANGWANBROI (WMP) ROAD..... | 11 |
| 5. OBJECTIVE OF INDIGENOUS PEOPLE DEVELOPMENT PLAN..... | 15 |
| 6. SUMMARY OF TARGETED SOCIAL ASSESSMENT..... | 15 |
| 7. AVOIDANCE OF ADVERSE IMPACTS..... | 17 |
| 8. LEGAL FRAMEWORK..... | 18 |
| 9. SUMMARY OF STAKEHOLDER ENGAGEMENT UNDERTAKEN DURING PROJECT PREPARATION... | 19 |
| 10. FREE, PRIOR, AND INFORMED CONSENT PROCESS..... | 22 |
| 11. PLAN FOR FURTHER CONSULTATIONS IN THE PROJECT..... | 33 |
| 12. DISCLOSURE OF PROJECT INFORMATION..... | 33 |
| 13. BENEFITS & OPPORTUNITIES FOR TRIBAL COMMUNITIES..... | 34 |
| 14. CAPACITY BUILDING STRATEGY..... | 34 |
| 15. GRIEVANCE REDRESSAL MECHANISM..... | 35 |
| 16. COMMUNICATION STRATEGY..... | 39 |
| 17. MONITORING AND EVALUATION..... | 40 |
| 18. IMPLEMENTATION ARRANGEMENT:..... | 42 |
| 19. BUDGET FOR IPDP IMPLEMENTATION..... | 43 |

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 Weiloï–Mawsynram–Phlangwanbroi (WMP) Road has been identified as a priority intervention to improve all-weather connectivity in East Khasi Hills District. Since the project corridor passes through areas predominantly inhabited by Indigenous Peoples / 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 Weiloï–Mawsynram–Phlangwanbroi (WMP) Road has a total length of approximately 27.858 km, commencing from Weiloï at Chainage 22+500 and extending up to Phlangwanbroi at Chainage 48+881, including a 1.547 km bypass from Chainage 33+200 RHS to Chainage 35+100 RHS near Mawsynram Market. The road traverses nine villages predominantly inhabited by Khasi tribal communities within East Khasi Hills District of Meghalaya.

The sub-project involves improvement and upgradation of the existing single-lane carriageway to intermediate-lane standard with climate-resilient engineering measures. 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 engineering measures considering Meghalaya's high rainfall conditions and vulnerability to slope instability, erosion, drainage congestion, and extreme weather events. Engineering interventions such as retaining walls, breast walls, lined drains, railings, drainage improvements, and spring water rehabilitation measures have been integrated into the DPR to enhance resilience and improve all-weather connectivity.

The proposed road improvement works will largely be undertaken within the existing available Right of Way (RoW). No permanent land acquisition is envisaged for road widening under the sub-project. Temporary land requirement associated with spoil disposal sites and construction activities will be managed through temporary leasing arrangements in consultation with customary institutions and landowners. No physical displacement of residential households 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 Khasi Hills, customary land tenure systems are governed through traditional institutions and are regulated under the provisions of the Khasi Hills Autonomous District (Regulation and Administration of Land) Act, 2021. The Act seeks to codify and protect the prevailing customary land tenure systems and provides a framework for regulation and administration of land within the Khasi Hills Autonomous District in consonance with customary laws, usages, and practices recognized under the Sixth Schedule of the Constitution of India. Land administration and management functions are undertaken through customary institutions such as the Syiem, Sordar, Dorbar Raid, Dorbar Shnong, and the Khasi Hills Autonomous District Council (KHADC), depending on the category and nature of land. 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.

Indigenous Peoples in the Project Area

The project area falls within the Sixth Schedule areas of Meghalaya and is predominantly inhabited by Khasi tribal communities, including Khasi sub-tribes Kynriam, War, and Maram communities. The traditional governance system within the area functions through customary institutions such as the Syiemship, Dorbar Raid, Dorbar Shnong, Rangbah Shnong, Sordar, and clan-based customary structures.

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 project impacts are largely localized, temporary, and manageable in nature. The proposed sub-project will affect a total of 10 Project Affected Households (PAHs), involving 13 partially affected structures located within the existing RoW. These include:

- partial impacts on residential-related structures such as staircases and compound walls; and
- partial impacts on commercial structures such as GI sheet sheds and shades.

No physical displacement of residential households is anticipated under the project. No permanent relocation of households or demolition of residential structures is envisaged. Impacts are expected to remain temporary and limited primarily to temporary access restrictions, short-term disturbance during construction, and minor frontage impacts.

The project does not involve impacts on protected forests, notified wildlife areas, or major cultural heritage sites. However, the project corridor traverses areas containing community-managed vegetation, spring water sources, settlement stretches, and community-use locations, which have been considered during project planning and design.

Measures for Avoidance and Mitigation of Impacts

The project design incorporates several measures to avoid and minimize environmental and social impacts on tribal communities and roadside settlements. These include: road widening was restricted within the existing Right of Way (RoW) to minimize impacts on land, assets, livelihoods, and community resources, maintaining access to residences and roadside businesses during construction, minimizing land clearance, provision of paved shoulders and pedestrian safety measures, reduction of design speed in habitation areas, protection of water resources and drainage systems, stabilization of erosion-prone stretches, incorporation of utility ducts for essential services, and avoidance of construction camps near culturally sensitive locations such as the Monolith area.

Meaningful Consultations with Stakeholders

Extensive and meaningful stakeholder consultations were carried out along the WMP road corridor (27.858 km) in East Khasi Hills district as part of the Environmental and Social Impact Assessment (ESIA) process. The consultations involved a wide range of stakeholders including local community members, traditional institutions such as Rangbah Shnong, women's groups, teachers, drivers, commuters, local business owners, and other interested community representatives. A total of ten consultations were conducted as part of the Environmental and Social Impact Assessment (ESIA) process for the proposed road project. These included Six 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, mitigation measures, road safety, landslide and erosion control, preservation of community cultural assets, 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 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 the Rangbah Shnong 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)/ Declaration of Consent.

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:

- Improvement of the existing road to Intermediate Lane standard with provision of safety measures, drainage systems, 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-footpaths near settlement stretches and sensitive locations.
- Provision of roadside safety measures including railings, speed calming measures, and pedestrian safety infrastructure.
- Protection of spring water locations and community-use areas during construction activities.
- Provision of street lights to improve visibility to minimise collisions.
- Provision of separate Toilets for men and women
- Provision of retaining wall and fencing of community managed forest (Law Adong).
- Construction of Spring Water Shed

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 Weiloi-Mawsynram-Phlangwanbroi 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 were undertaken with representatives of the Dorbar Shnong, Rangbah Shnong, customary leaders, and village representatives within the project influence area to inform them about the proposed project, consultation approach, and FPIC process prior to environmental and social screening activities. Internal discussions were undertaken by the communities to agree upon | Letters issued to customary institutions and village representatives; Minutes of Meeting (MoM) documenting discussions on the proposed project and FPIC approach; consultation records countersigned by community representatives. | Initiated from 19/08/2025 through official communication dated 22/08/2025 within villages along the WMP corridor. |

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| | | consultation procedures, venues, and timelines. | | |
| Step 2 | First Round of Consultations | Consultation with community representatives, including Rangbah Shnongs, village representatives, Project Affected Persons (PAPs), and community members to introduce the project, explain the FPIC process, and disclose preliminary information on the proposed road improvement works and likely impacts. | MoM with attendance sheets, photographs, consultation records, and disclosure materials signed/countersigned by participants and village representatives. | 04/09/2025 and 09/09/2025 at Mawsynram Village. Total participants: 37 (Male: 37, Female: 0). |
| Step 3 | Second Round of Consultations | Detailed consultations on DPR design, ESIA findings, project benefits, anticipated impacts, mitigation measures, spoil disposal management, labour camp locations, roadside safety measures, and community priorities. Separate focused discussions were conducted with women and youth groups. Community inputs were collected for preparation of safeguard instruments. | MoM along with attendance sheets, photographs, focused group discussion records, consultation records, and community feedback documentation countersigned by village representatives. | 16/09/2025 at Mawsynram Village. Total participants: 39 (Male: 33, Female: 6). Separate Youth Group consultations with 8 male participants and 7 female participants respectively; Women's consultation with 6 female participants. |
| Step 4 | Third Round of Consultations | Redisclosure and discussion of revised project designs, updated mitigation measures, and implementation arrangements. Transect walks and site verification exercises were undertaken jointly with community representatives and project officials to identify site-specific concerns and finalize agreed mitigation measures and community requirements. Agreements reached during the consultation process were documented through the Minutes of Meeting (MoM). | MoM, attendance sheets, photographs, transect walk records, consultation documentation, and records of agreements reached during consultations. | 08/10/2025 at Mawsynram Village. Total participants: 33. (33 males) |

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| Step 5 | Fourth Round of Consultations | Disclosure of the draft Indigenous Peoples Development Plan (IPDP), review of agreed mitigation measures, and seeking structured feedback from community members, customary institutions, and village representatives. Community support and agreed implementation measures were reaffirmed during the consultation process. | MoM, attendance sheets, photographs, consultation records, NOC/Declaration of Consent signed by Village Heads/Rangbah Shnongs, and finalized IPDP consultation documentation. | 10/12/2025 at the Office of the Executive Engineer, PWD (Roads), Mawsynram. Total participants: 31 (Male: 24, Female: 7). |
| Step 6 | Ongoing FPIC Process | Continued engagement and consultations with Tribal communities, customary institutions, affected households, and other stakeholders throughout project implementation to address concerns, disclose relevant information, review mitigation measures, and ensure continued participation during implementation and monitoring. | Continuous consultation records, updated disclosure records, grievance records, monitoring reports, and ongoing stakeholder engagement documentation. | Throughout project implementation. |

Opportunities for Tribal Communities

The project is expected to generate several long-term benefits for Tribal communities residing along the project corridor, including:

- improved all-weather connectivity;
- safer pedestrian movement;
- improved access to healthcare and education facilities;
- enhanced access to markets and administrative centres;
- reduction in travel time and transportation costs;
- improved disaster resilience;
- improved roadside safety; and
- enhanced local economic 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 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 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 sub-project road has a total length of 27.858 km, commencing from Weiloi at Chainage 22+500 and terminating at Phlangwanbroi at Chainage 48+881, including a 1.547 km bypass from Chainage 33+200 RHS to Chainage 35+100 RHS near Mawsynram Market.

This stretch traverses a diverse landscape, including hilly terrains, agricultural lands, built-up areas, and passes through 9 Villages. The sub project 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 WMP road

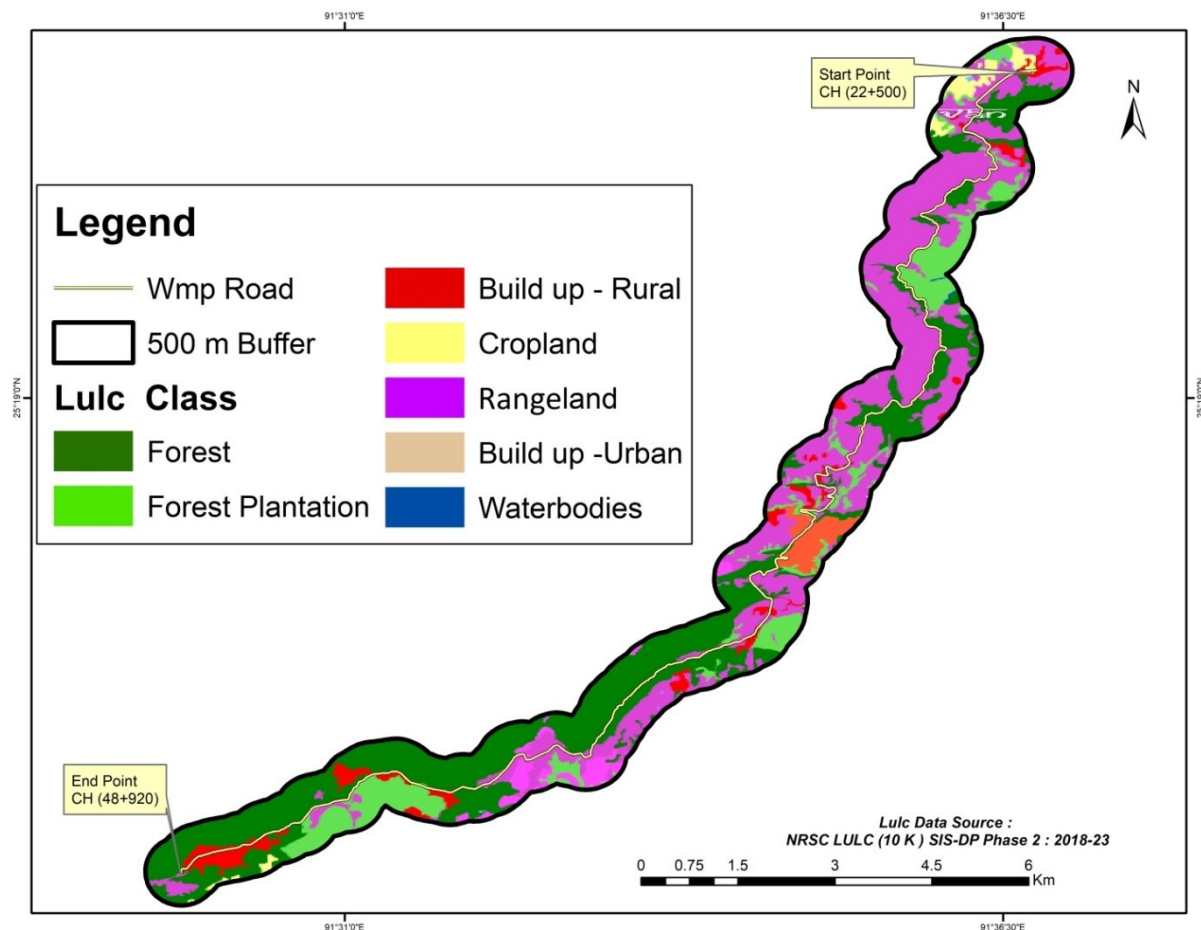


Figure 1: The LULC map of the direct impact area

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 the road to an all-weather standard will significantly improve connectivity between villages and nearby towns and market centers, enabling uninterrupted movement of people and goods. Improved cross-drainage and localized infrastructure provisions will ensure durability and reliable year-round connectivity while minimizing waterlogging and landslides in environmentally sensitive stretches. Key interventions such as drain-cum-footpath with railings proposed at Km 34.695 to Km 35.110 (both sides) near Mawsynram Station and Km 45.850 to Km 47.320 (both sides) between Mawsawa Village and Phlangwanbroi Village will also enhance safe pedestrian access, particularly for school-going children.

- **Increased Safety:** The project integrates several safety measures including provision of street lighting at Km 43.050 to Km 44.150 (LHS) near key community locations such as schools, churches, and playgrounds. Pedestrian-friendly infrastructure such as footpaths with railings and bus shelters at Ch. 34.750, Ch. 43.200, Ch. 43.880, and Ch. 44.100 will improve safety for daily commuters. Additional safety measures include retaining wall at Ch. 44.450 and breast walls at Km 44.220–44.270, Km 44.320–44.370, and Km 44.410–44.440 to address slope instability and protect road users.

- **Economic Growth:** Improved Road conditions and enhanced connectivity will facilitate better access to agricultural lands, markets, and service centers. The proposed infrastructure, including bus shelters and improved pedestrian facilities at key chainages, will support local mobility and small-scale trade. Reduced travel time and vehicle operating costs will contribute to economic upliftment of communities along the corridor.

- **Disaster Resilience:** The project incorporates resilience measures such as slope protection works including retaining and breast walls at critical locations (Km 44.220 to Km 44.440 and Ch. 44.450) to mitigate risks of landslides and soil erosion. Strengthened drainage systems and drain-cum-footpath provisions will reduce waterlogging and enhance durability of the road during extreme weather conditions.

- **Improved Road Conditions:** Pavement strengthening, geometric improvements, and installation of adequate drainage systems will ensure smoother and more reliable travel. Special focus has been given to settlement areas such as Mawsynram Station (Km 34.695–35.110) and village stretches (Km 45.850–47.320), improving usability and safety for both pedestrians and vehicles.

- **Environmental Sustainability:** Environment-sensitive design approaches have been adopted, including minimal intervention in ecologically sensitive areas and use of structural measures such as breast walls, retaining walls, and improved drainage systems. Spring water rehabilitation at Km 27.000 near Mawlynnu further reflects efforts to conserve natural water sources and maintain ecological balance.

- **Social Benefits:** The project emphasizes inclusive development by incorporating community-driven infrastructure such as footpaths, bus shelters, and street lighting at key locations (Ch. 34.750, Ch. 43.200, Ch. 43.880, Ch. 44.100, and Km 43.050–44.150). These interventions will improve accessibility to schools, community halls, and public spaces, enhancing safety and quality of life, especially for women, children, and elderly residents.

Overall, the sub – project road will enhance regional 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 WEILOI - MAWSYNRAM ROAD UPTO PHLANGWANBROI (WMP) ROAD

Government and Administration in East Khasi Hills:

East Khasi 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 Khasi Hills Autonomous District Council (KHADC) 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 sub-project roads fall within Mawsynram C & RD Block which is administered through the Mawsynram Block Development Office (BDO Office), which serves as the primary block-level administrative authority. The block also has a Mawsynram Post Office, PWD office providing essential postal and related public services to the local population.

Traditional Governance system:

The traditional governance system of the Khasi community functions through a hierarchy of customary institutions that continue to play an important role in administration, land management, dispute resolution, and community decision-making within the Khasi Hills. These customary institutions function alongside the formal administrative system under the provisions of the Sixth Schedule of the Constitution of India and the Khasi Hills Autonomous District Council (KHADC).

In Khasi society, land and associated natural resources are governed through customary land tenure systems such as Ri Kynti (private/family land), Ri Raid (community land), Ri Kur (clan land), and other customary land categories managed through traditional institutions and customary practices. Decisions relating to land use, management of community resources, settlement of disputes, and community welfare are generally undertaken collectively through customary governance institutions and community consultations.

The traditional political system of the Khasi community is organized under the "Hima" or traditional chieftainship, which functions as the customary territorial jurisdiction headed by a traditional authority such as the Syiem, Sordar, Lyngdoh, or other recognized customary heads depending on the customary governance structure prevailing in the area. The governing body of the Hima generally functions through the Dorbar Hima and associated customary institutions which exercise customary administrative responsibilities relating to land management, customary governance, regulation of markets, and settlement of disputes within the jurisdiction.

Another important customary administrative unit is the "Raid", comprising a group of villages or shnongs. The Raid functions through the Dorbar Raid and associated customary representatives and plays an important role in management of Raid land, community resources, customary practices, and inter-village matters.

At the village level, governance is exercised through the Dorbar Shnong headed by the Rangbah Shnong, Sordar Shnong, Waheh Shnong, or other recognized village customary representatives depending on local customary practices. The Dorbar Shnong functions as the primary customary institution responsible for village-level administration, coordination of community affairs, implementation of customary rules, management of community resources, and resolution of local disputes.

Decision-making within the Khasi customary governance system is generally collective in nature and involves consultations with community members and customary institutions through the Dorbar system in accordance with prevailing customary laws, usages, and practices.

The Khasi community follows a matrilineal system of inheritance and social organization wherein lineage and inheritance are traced through the female line. Clan structures (Kur) and customary institutions continue to play an important role in social organization, management of family property, customary obligations, and community relationships within the project area.

Details of land classification of Khasi Hills are given in Annexure 5. Details of the land tenure system are given in Section 2.3 of Chapter 2 of the ESIA.

Demographics:

The district is predominantly inhabited by Scheduled Tribe (ST) community such as the Khasi community and in the sub project area it is inhabited by the Khasi sub-tribe communities such as Kynriam community, War community and Maram community. The project corridor passes through 9 villages namely Mawsynram, Weiloi, Wahmawpat, Laitsohum, Mawrapat, Mawkasain, Mawsawa, Kenbah Malai, Phlangwanbroi. Based on the population size, it may be mentioned that smaller rural settlements such as Laitsohum (216) and Mawsawa (206), has relatively low populations. Gender distribution is generally balanced, though some areas such as Mawsynram, Weiloi, and Phlangwanbroi have a higher proportion of females. Larger settlements, including Mawsynram (1,337) and Phlangwanbroi (939), significantly influence the region's demographics, reflecting the variation in population density along the corridor. (Refer to section 5.8 of Chapter 5 of the ESIA)

Economic Profile and Livelihoods:

Agriculture remains the primary source of livelihood for communities residing along the WMP 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, oranges, pineapples, black pepper, broom grass, and seasonal vegetables.

In addition to agriculture, livelihood activities include livestock rearing, horticulture, collection of forest produce, petty trade, wage labour, bamboo and cane work, handloom weaving, transportation services, and small-scale businesses. Local markets and roadside commercial activities also contribute to household income in settlement areas along the project corridor.

Traditional livelihood systems continue to remain closely associated with customary land tenure arrangements and community-managed natural resources governed through traditional institutions such as the Dorbar Shnong and Raid system. Women play an important role in agriculture, household-based economic activities, local trade, and market systems, consistent with the matrilineal social structure practiced within Khasi society.

Road connectivity remains an important factor influencing access to markets, healthcare, education, administrative centres, and transportation of agricultural and horticultural produce within the project area. Seasonal road conditions, slope instability, and limited transportation infrastructure continue to affect mobility and livelihood opportunities in certain settlements along the 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 WMP Sub-project Road.

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

The WMP Sub-project Road passes through areas predominantly inhabited by Khasi tribal communities. The primary language spoken in the project area is Khasi. In addition to Khasi, English and Hindi are also used for communication, education, trade, and administrative purposes.

Similar to the Garo and Jaintia tribes, the Khasis follows a matrilineal system of inheritance and clan lineage, wherein lineage and inheritance are traced through the female line. Property is traditionally inherited by the youngest daughter, known as the Khadduh, while clan identity is determined through the maternal lineage. Social organization within Khasi society is closely linked to clan structures (Kur), kinship relationships, and customary institutions, which continue to influence social organization, inheritance practices, marriage systems, and community governance.

Customary institutions such as the Dorbar Shnong, Dorbar Raid, Syiemship institutions, Rangbah Shnong, Sordar, Lyngdoh, and other traditional authorities continue to play an important role in regulating community affairs, dispute resolution, land management, social conduct, and implementation of local development activities. Community participation and collective decision-making remain important features of village governance systems within the project influence area.

Customary practices and traditional beliefs continue to influence daily life and important social events within Khasi society. Birth, marriage, and death ceremonies are socially significant occasions often accompanied by participation of clan members, elders, and community institutions. Marriage practices are governed by clan exogamy, prohibiting marriage within the same clan (Kur). 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 Khasi households.

The cultural life of the Khasi community is reflected through traditional festivals, music, dance, and ceremonial practices. Important cultural festivals such as Shad Suk Mynsiem and Nongkrem Dance Festival continue to hold social and cultural significance within the Khasi community and are celebrated through traditional dance, music, rituals, and community gatherings associated with cultural identity, spirituality, and agricultural cycles.

Although Christianity is the dominant religion within the project area, customary beliefs such as the *Niam Khasi*, indigenous cultural practices, and traditional community institutions continue to coexist alongside modern religious practices and remain important components of social identity and community cohesion within the Khasi society.

These socio-cultural characteristics form an integral part of the project influence area and have been considered during project planning and stakeholder consultations. The project adopts culturally appropriate approaches by engaging with traditional institutions such as the Dorbar Shnong, Rangbah Shnong, Raid authorities, and other customary institutions to ensure inclusive participation and alignment with community priorities in accordance with the principles of Free, Prior and Informed Consent (FPIC). Detailed socio-cultural characteristics of the project area are provided in Section 5.8 of the ESIA for the WMP Sub-project Road.

Infrastructure and Connectivity:

The project area is supported by basic community and public infrastructure including post office facilities, community halls, educational institutions, healthcare facilities, and religious institutions serving the local population. Existing road infrastructure provides connectivity between villages and nearby service centres including Mawsynram and Shillong; however, accessibility remains constrained in certain stretches, particularly during periods of heavy rainfall and adverse weather conditions. Improvement of road connectivity under the MLCIP is expected to enhance mobility, reduce travel time, and improve access to administrative, social, healthcare, educational, 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. The Mawsynram Community Health Centre (CHC) serves as the main hub, acting as a referral point for 4 Primary Health Centres (PHCs) and sub-centres. Outreach efforts are also made via Mobile clinics and weekly outreach sessions (e.g., at Kenmynsaw village community halls) deliver routine care, vaccinations, and maternal services despite 1–2-hour hikes in rain. Improved road connectivity under the sub project 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 notified reserve forests or formally protected forest areas. However, the project corridor passes through areas comprising community-managed forest and vegetation, fallow land, and land under horticulture and tree cover, including arecanut and other locally important species.

Land ownership System

In the sub-project area, land ownership and resource management are mainly governed through customary tenure systems of the Khasi community. Land is broadly classified into community land and privately held land, with significant portions managed under traditional institutions. Community lands (Ri Raid) are collectively owned and managed by the community under the supervision of the Dorbar Shnong, while privately held lands (Ri Kynti) are owned by individuals, clan and families with recognized customary rights.

The Dorbar Shnong, led by the Rangbah Shnong, plays a central role in regulating land use, allocation, and management of natural resources at the village level. Decisions related to land and resource use are undertaken through participatory processes, reflecting strong community involvement and adherence to customary norms. These systems reinforce collective responsibility towards conservation and sustainable use of natural resources.

Ongoing Policies and Development Programs:

Various State Government and KHADC 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 Khasi hills for the tribal population include the One District One Product (ODOP), Meghalaya Livelihoods and Access to Markets Project (Megha-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. 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 MLCIP 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 Khasi communities.

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 Weiloi–Mawsynram Road up to Phlangwanbroi (WMP) sub-project in the East Khasi Hills district highlights the socio-economic profile of affected communities and the potential social impacts of the project. Predominantly affecting tribal Khasi populations, the assessment identifies challenges such as reliance on traditional agricultural practices, limited non-farm income opportunities, and the need for improved infrastructure to access healthcare and education.

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 10 households, all of which belong to the Scheduled Tribe (ST) category. The majority are Kynriam (6 PAHs, 60%), followed by War (3 PAHs, 30%) and Maram (1 PAHs, 10%).

Types of Impacts

The proposed sub-project will result in impacts primarily within the defined Corridor of Impact (CoI), including impacts on structures, and livelihoods. As identified in the ESIA, a total of 10 Project Affected Households (PAHs) consisting of 13 structures are likely to be affected by the project. These include:

Partial impacts on structures affecting 10 households, primarily involving boundary walls, concrete staircases, and GI sheet sheds and shades, generally constituting less than 10% of the affected structure.

Temporary and localized restrictions to access of certain structures, buildings, and small commercial establishments may occur during the construction phase, particularly within settlement and market areas such as Mawsynram Market and other built-up stretches along the corridor, especially at locations where drainage improvement works, culvert construction, retaining structures, and slope protection measures are proposed.

These impacts will be short-term and non-disruptive in nature, limited to partial obstruction of entry/exit, movement of pedestrians, and parking during construction activities. No permanent displacement or demolition of structures is envisaged under the sub-project.

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

Vulnerability Status:

Out of the total 10 affected household, 2 nos. of households (20%) are Women-Headed Households, 2 nos. of households (20%) are below Poverty Line and 2 nos. of households (20%) consist of Aged Persons (above 60 years). Distribution of Vulnerable Group is presented in Table 1.

Table 1: Distribution of Vulnerable Group

| Vulnerable Category | PAH |
|-----------------------------|----------|
| Aged persons above 60 years | 2 |
| Below Poverty Line | 2 |
| Woman Headed Household | 2 |
| Total | 6 |

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

7. AVOIDANCE OF ADVERSE IMPACTS

During the planning and design stage of the Weiloi–Mawsynram–Phlangwanbroi (WMP) 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 structures, water resources, community facilities, and environmentally sensitive locations. The Detailed Project Report (DPR) prioritized impact avoidance as the first mitigation principle by maximizing utilization of the existing available Right of Way (RoW) and minimizing interventions outside the existing corridor to the extent technically feasible.

The project primarily adopts improvement of the existing road alignment with geometric improvements only at critical stretches requiring road safety improvements within the RoW, drainage enhancement, slope stabilization, and pedestrian safety measures. This approach was adopted to minimize impacts on private land, community-managed land, roadside structures, settlement areas, and natural drainage systems.

Special consideration was given to settlement areas, steep hill slopes, spring water locations, schools, roadside market stretches, bus waiting areas, pedestrian routes used by villagers and school-going children, washing areas used by local communities, churches, playground access areas, and other community-use locations during the design process. Engineering measures such as drain-cum-footpaths, retaining walls, breast walls, railings, slope protection works, spring water rehabilitation measures, and bus shelters have been integrated within the available corridor to minimize impacts on community assets, improve pedestrian safety, reduce erosion risks, and avoid disruption to community activities.

Special consideration was also given to protection of community water sources and spring water locations used by local communities for domestic and livelihood purposes. Measures such as spring water rehabilitation, improved drainage, controlled runoff management, and slope protection works have been incorporated into the DPR design to minimize erosion, sedimentation, and disruption to natural water flow near community water sources.

The project also minimized permanent land impacts by limiting interventions largely within the available RoW. No physical displacement of residential households is anticipated under the sub-project.

Table 2 summarizes the key avoidance measures, alternative considerations, and design responses incorporated in the DPR to minimize environmental and social impacts.

Table 2: Alternative considerations for Minimization of Environmental and Social Impacts

| Sr. No. | Observation of WMP Road | Compliance / Proposal in DPR |
|---------|---|--|
| 1 | Construction of drain-cum-footpath with railings at Mawsynram Station | Drain-cum-footpath with railing has been proposed from Km 34.695 to Km 35.110 on both sides. |
| 2 | Renovation of bus shed | Bus shelter has been proposed at Ch. 34.750. |
| 3 | Footpath with railings from Mawsawa Village to Phlangwanbroi Village for safety of school-going children | Drain-cum-footpath with railing has been proposed from Km 45.850 to Km 47.320 on both sides. |
| 4 | Street lighting required at road junctions near Balang Presbyterian Mawrapad, school, community hall, Lad Mawkasain–Mawrapad, playground, and other community-use locations | Street lighting has been proposed from Km 43.050 to Km 44.150 on the LHS side. |
| 5 | Bus waiting sheds required for men and women | Bus shelters have been proposed at Ch. 43.200, Ch. 43.880, and Ch. 44.100. |

| | | |
|---|---|--|
| 6 | Protection measures required at washing location used by villagers in Kenbah Malai | Retaining wall has been proposed at Ch. 44.450. |
| 7 | Retaining/protection structures required where slopes may become unstable due to excavation work in Mawkasain | Breast walls have been proposed at Km 44.220 to Km 44.270, Km 44.320 to Km 44.370, and Km 44.410 to Km 44.440. |
| 8 | Protection and rehabilitation of community spring water source near Mawlynnu | Spring water rehabilitation measures along with drainage improvement and slope protection provisions have been proposed at Km 27.000 to protect the community water source and maintain natural water flow conditions. |

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 East Khasi Hills where the sub-project road is situated.

The acts/policies that are applicable in the sub-project are presented in Table 3.

Table 3: Acts/policies that are applicable in the sub-project

| 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 Khasi Hills Autonomous District (Regulation and Administration of Land) Act, 2021 | Codifies and regulates land tenure in Khasi 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 | 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 MLCIP in safeguarding the rights, participation, and benefits of the Khasi 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. The summary is given in Annexure 1.

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, community managed forest 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 Weilo (4 male and 1 Female), Mawsynram (6 Men and 2 Woman), Laitsohum (4 Men and 2 Woman), Phlangwanbroi (5 male and 2 Female), Mawkasain (5 Men and 2 Woman) and Mawsawa (4 Men and 3 Woman).

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 Pre FPIC consultations is presented in Table 4.

Table 4: Outcomes from Pre FPIC meetings

| Sl. No. | Stakeholders | Dates of consultation | No of Participants | Summary of Feedback |
|---------|----------------------------------|-----------------------|--------------------|---|
| 1. | Local residents at Weiloi | 20-08-2025 | 4 Men 1 Woman | <ul style="list-style-type: none"> They expressed strong support for the project and expects improved road quality to enhance accessibility and transportation efficiency. |
| 2. | Local residents at Mawsynram | 20-08-2025 | 6 Men 2 Woman | <ul style="list-style-type: none"> The community expressed strong support for the project and expects improved road quality to enhance accessibility and transportation efficiency. |
| 3. | Local residents at Laitsohum | 20-08-2025 | 4 Men 2 Woman | <ul style="list-style-type: none"> There is a strong need to incorporate skill development and capacity-building initiatives to enhance local employment opportunities and reduce dependency on external livelihoods. |
| 4. | Local residents at Phlangwanbroi | 20-08-2025 | 5 Men 2 Woman | <ul style="list-style-type: none"> Stakeholders highlighted safety concerns, particularly inadequate street lighting and the need for pedestrian safety measures such as speed breakers and zebra crossings near sensitive locations like L.P.S. School. |
| 5. | Local residents at Mawkasain | 25.08.2025 | 5 Men 2 Woman | <ul style="list-style-type: none"> There is a strong need to incorporate skill development and capacity-building initiatives to enhance local employment opportunities and reduce dependency on external livelihoods. |
| 6. | Local residents at Mawsawa | 25.08.2025 | 4 Men 3 Woman | <ul style="list-style-type: none"> Improved road connectivity is expected to boost local economic activities. |
| 7. | Shopkeepers | 20.09.2025 | PAH | <ul style="list-style-type: none"> Reaffirmation of community support with emphasis on improved road conditions as a key expectation from the project. |
| 8. | Youth Groups | 16.09.2025 | Youth (8 nos.) | <ul style="list-style-type: none"> The community highlighted migration due to lack of opportunities, emphasizing the need for local livelihood generation through skill development and promotion of microenterprises. |
| 9. | Youth Groups | 16.09.2025 | Youth | <ul style="list-style-type: none"> Improved road connectivity is expected to boost local economic activities. |

| Sl. No. | Stakeholders | Dates of consultation | No of Participants | Summary of Feedback |
|--|--|--|--|--|
| | | | (7 nos.) | Continuous stakeholder engagement and monitoring mechanisms are required to ensure project responsiveness to community needs. |
| 10. | Women | 16.09.2025 | Women (6 nos.) | <ul style="list-style-type: none"> There is a strong demand for women-centric interventions, including skill development and enhanced participation of SHGs, to promote inclusive growth and empower women economically. |
| 11. | DPR Consultant | 25-08-2025 | DPR Consultants | <ul style="list-style-type: none"> Technical inputs indicate the need for adopting standard design parameters (12 m PRoW), utilizing survey data, and incorporating safety, environmental considerations, and future expansion provisions to ensure a sustainable and compliant road design. |
| Consultations held during FPIC for Priority Projects | | | | |
| 12. | Community Members & Project Affected Households & Families | 04.09.2025 & 09.09.2025, 16.09.2025, 08.10.2025 and 10.12.2025 | No of consultation: 5, Total no. of participants: 138 (Male; 124 and Female: 14) | <p>Major key Agreements:</p> <ul style="list-style-type: none"> Improvement of the existing road to Intermediate Lane standard with provision of safety measures, drainage systems, 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-footpaths near settlement stretches and sensitive locations. Provision of roadside safety measures including railings, speed calming measures, and pedestrian safety infrastructure. Protection of spring water locations and community-use areas during construction activities. Provision of sanitation facilities and implementation of agreed mitigation measures during project implementation. |

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

- a. **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.
- b. **Positive development outcomes** - The project is anticipated to enhance access to healthcare, education, livelihood opportunities, and social security for tribal households.
- c. **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 Indigenous Peoples, result in their relocation, or have significant impacts on their cultural heritage. For the proposed Weiloi-Mawsynram-Phlangwanbroi (WMP) road sub- 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.

Accordingly, a structured FPIC process was undertaken to ensure culturally appropriate engagement with tribal communities and their traditional institutions, including the Dorbar Shnong, Rangbah Shnong, Sordar, village representatives, and community members. Consultations were conducted in the local Khasi language using accessible and culturally appropriate 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 one social expert, one environmental expert, one tribal expert, and two community mobilizers to facilitate local-language consultations, community outreach, socio-cultural assessment, stakeholder coordination, 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 07/08/2025 through preliminary meetings conducted with the tribal communities 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 Rangbah Shnongs, Sordars 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, Rangbah Shnong, Sordar, 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.

Following the preliminary meaningful consultation and initial community engagement, the Free, Prior and Informed Consent (FPIC) process was officially initiated on 19/08/2025 through the issuance of Official communication via letter dated 22/08/2025 by the PWD to Rangbah Shnong and Village Councils informing them about the proposed project and seeking mutually agreed procedures, dates, venues, and timings for undertaking FPIC consultations which were finalized by the community and communicated to the PWD on 03/09/2025.

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 (04/09/2025 and 09/09/2025)

The first round of FPIC consultations (FPIC-1) was conducted on 04/09/2025 and 09/09/2025 at Mawsynram following prior communication and coordination with customary institutions and community representatives. A total of 37 participants (37 male) attended the consultation process, including Project Affected Persons (PAPs), Rangbah Shnong, village representatives and government officials.

During the consultations, the project scope and proposed road improvement measures were presented, including widening from single-lane (3.75 m) to intermediate-lane standard (5.50 m), drainage improvements, slope stabilization works, pedestrian safety measures, and associated environmental and social mitigation measures. Community members raised concerns relating to roadside drainage, footpaths, bus shelters, street lighting, roadside safety, protection of water sources, slope instability, retaining structures, and impacts during construction activities. The Minutes of the Meeting is given in Annexure 2.

Subsequent targeted consultations with women and vulnerable groups were held to ensure views were incorporated into design and mitigation. Future consultations will ensure minimum gender and youth representation.

Table 5: Issues Discussed and Outcomes of the FPIC 1 Meeting

| Topics Discussed | Outcome of the Meeting |
|---|---|
| Project scope and road improvement proposal | Community was informed about the proposed upgradation from single lane (~3.75 m) to intermediate lane (~5.50 m) along with associated improvements such as drainage, slope protection, and safety features. |
| FPIC principles and community rights | FPIC process was initiated; participants were sensitized on the principles of free, prior, and informed consent, including their rights under customary institutions (Dorbar Shnong). |
| Potential environmental and social impacts | Likely impacts, including minor impacts on temporary structures, limited tree cutting, and short-term construction disturbances, were disclosed; no significant adverse impacts anticipated. |
| Roadside infrastructure (drains, footpaths, bus shelters) | Community demands were recorded; incorporation of drainage systems integrated with footpaths/railings and provision of bus shelters to be included where feasible. |
| Road safety near schools and settlements | Provision of pedestrian safety measures such as zebra crossings, signage, and traffic calming measures near schools and habitation areas was proposed. |
| Flood-prone and drainage- | Requests for improved drainage, culvert widening, and localized embankment |

| | |
|--------------------------------------|--|
| Access to habitations and side roads | Need for improvement of approach/access roads to villages and habitations was noted for further technical assessment. |
| Grievance Redress Mechanism (GRM) | GRM structure, procedures, and access points were explained to stakeholders to ensure timely resolution of grievances. |



Figure 2: Photographs during 1st FPIC meeting held on 4, September and 9, September 2025 at Mawsynram village

Step 3: FPIC Round 2 – Community Feedback and Negotiated Measures (16/09/2025)

The second round of FPIC consultations (FPIC-2) was conducted on 16.09.2025 at Mawsynram Village. The meeting was held after 5 days from issuance of communication by the PWD officials, while the date, time, and venue were decided by the community through communication dated 11.09.2025.

The consultation was chaired by the Executive Engineer (EE), Mawsynram, with participation from the Assistant Executive Engineer (AEE), Sub-Divisional Officer (SDO), ESIA consultants, DPR consultants, ESMF consultants, village representatives, women, and youth groups. In total, 39 participants (Male: 33 and Female: 6) attended the consultation process including vulnerable and underrepresented groups.

The meeting commenced with reading of the minutes of the first FPIC consultation to maintain continuity and transparency within the consultation process. This was followed by presentations on the Detailed Project Report (DPR), Environmental and Social Impact Assessment (ESIA), and Grievance Redress Mechanism (GRM).

The consultation discussions focused on road alignment, DPR drawings, anticipated environmental and social impacts, temporary construction impacts, spoil disposal management, labour camp locations, roadside safety measures, and proposed mitigation measures. During the consultations, the community was informed that the proposed road improvement works would be undertaken within the existing available Right of Way (RoW) and that no private land acquisition was envisaged for road widening. Limited temporary land requirement associated with spoil disposal activities was also discussed and proposed to be managed in consultation with local communities and customary institutions.

Separate focused group discussions were conducted with women and youth groups to facilitate inclusion of gender-specific and youth-related concerns. Community members reiterated demands relating to drains with footpaths and railings, bus shelters, roadside safety measures, sanitation facilities, street lighting, retaining structures, and protection of community-use areas and water sources. Community inputs were also sought regarding suitable locations for labour camps, storage areas, and disposal sites to minimize disturbance to settlements and community resources.

The consultation concluded with agreement from the community to provide written inputs and specific requirements during FPIC-III, which will inform further refinement of the DPR and safeguard instruments which have been documented in the minutes of the meeting. Discussions relating to consultation procedures and community participation were documented through signed meeting minutes, attendance sheets, photographic records, and videography. (Refer to Annexure 2)

Table 6: Issues Discussed and Outcomes – 2nd FPIC Meeting (16th September 2025)

| Topics Discussed | Outcome of the Meeting |
|---|--|
| Recap of FPIC-I and stakeholder introductions | Continuity of the consultation process was ensured; participants reaffirmed their understanding of earlier discussions and key outcomes. |
| Review of road alignment and DPR | Alignment plans and proposed improvement features were presented; the design was confirmed to be largely within the existing Right of Way (RoW), with no |

| | |
|--|--|
| drawings | requirement for additional land acquisition. |
| ESIA findings and potential impacts | Key ESIA findings were presented; impacts are minor, localized, and primarily related to temporary structures and short-term construction disturbances. |
| Land requirements and associated impacts | No private land acquisition is envisaged for road improvement works; limited temporary land requirement for spoil disposal was discussed and will be managed in consultation with local communities. |
| Positive project benefits | Anticipated benefits such as improved connectivity, enhanced access to markets and services, safer travel conditions, and overall socio-economic development were highlighted. |
| Construction-related impacts | Likely temporary impacts during construction (dust, noise, and access restrictions) were discussed; mitigation measures as per the ESMP were explained. |
| Site-specific planning (labour camps, yards) | Community inputs were sought for identifying suitable locations for labour camps and material storage areas to minimize disturbance to settlements and community resources. |
| Grievance Redress Mechanism (GRM) | The GRM framework was explained, including access points, procedures, and roles of local representatives to ensure timely resolution of grievances. |
| Focused Group Discussions (women & youth) | Gender- and youth-specific concerns were captured and considered in the project planning process. |
| Indigenous Peoples Development Plan (IPDP) | IPDP provisions were discussed, emphasizing inclusion, respect for customary institutions (<i>Dorbar Shnong</i>), and continued stakeholder engagement. |
| Community feedback and next steps | The community expressed overall support for the project and agreed to provide further inputs during subsequent consultation stages, if required. |



Figure 3: Photographs during 2nd FPIC meeting held on 16th September 2025 at Mawsynram village

Step 4: FPIC Round 3 – Rediscovery and Review of Revised Designs (08/10/2025)

The third round of FPIC consultations (FPIC – 3) was conducted on 08.10.2025 at Mawsynram Village. The meeting was held after 8 days from issuance of communication by the PWD officials, while the date, time, and venue were decided by the community through communication dated 30.09.2025.

A total of 33 participants (33 male) attended the third FPIC consultation. The consultation served to validate the outcomes of the earlier FPIC rounds and provided an opportunity for stakeholders to review commitments made by the implementing agency, discuss finalized mitigation and benefit-enhancement measures, and deliberate on project implementation arrangements.

During the consultation, the detailed road alignment and proposed widening measures were presented and discussed chainage-wise. The proposed upgradation from single-lane (~3.75 m) to intermediate-lane (~5.50 m) standard along with associated design features was explained in detail. Key ESIA findings were also presented, including likely temporary impacts during construction activities and proposed mitigation measures under the Environmental and Social Management Plan (ESMP).

As part of the FPIC process, transect walks and site verification exercises were undertaken jointly with community members, customary institutions, village representatives, and project officials along critical stretches of the project corridor. These field visits facilitated site-specific discussions relating to roadside safety, drainage congestion, slope instability, protection works, pedestrian movement, spring water locations, temporary structure impacts, spoil disposal locations, and access to community facilities. The transect walks also enabled verification of community concerns and identification of suitable mitigation and design measures directly at site locations.

Community inputs focused on site-specific protection measures including retaining walls, culverts, drainage improvements, slope protection measures, and roadside safety provisions. Additional demands relating to drains, footpaths, bus shelters, street lighting, sanitation facilities, and community infrastructure were also documented during the consultation process.

Construction-phase impacts, labour welfare provisions, spoil disposal management, and identification of suitable locations for labour camps, material storage areas, and disposal sites were discussed with the community. Three disposal site locations were jointly identified with community members during the consultation process.

The Grievance Redress Mechanism (GRM) was revisited during the consultation, including reconfirmation of existing Tier I GRM members and explanation of the Tier II grievance escalation mechanism, institutional responsibilities, and timelines for grievance resolution.

Focused Group Discussions (FGDs) with women and youth groups highlighted concerns relating to gender inclusion, sanitation facilities, labour welfare, roadside safety, and equitable access to project benefits. The provisions of the Indigenous Peoples Development Plan (IPDP) were also discussed, emphasizing continued participation of Tribal communities and respect for customary institutions such as the Dorbar Shnong.

During the consultation process, discussions were undertaken on proposed mitigation measures, community infrastructure requirements, protection works, roadside safety provisions, spoil disposal management measures, and continued community engagement during implementation. Based on these discussions, agreements were reached between the community representatives, customary institutions, and the project authorities on key project-related measures and commitments. These agreements were documented through the Minutes of Meeting (MoM) and formed part of the consultation records maintained under the FPIC process.

The consultation also provided opportunities for participants to express concerns, suggestions, and differing views during the discussions. Consultation outcomes, agreements reached, and views expressed by participants were documented through the Minutes of Meetings (MoMs), attendance sheets, photographs, and consultation records to maintain transparency and continuity within the FPIC process.

The consultation concluded with a positive community response and continued support for the project subject to implementation of the agreed mitigation measures and community safety provisions.

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 standard with provision of safety measures, drainage systems, 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-footpaths near settlement stretches and sensitive locations.
- Provision of roadside safety measures including railings, speed calming measures, and pedestrian safety infrastructure.
- Protection of spring water locations and community-use areas during construction activities.
- Provision of sanitation facilities and implementation of agreed mitigation measures during project implementation.

These AGREEMENTS have been clearly documented and are reflected in the Minutes of Meeting (MoM).

Table 7: Issues Discussed and Outcomes – 3rd FPIC Meeting (08 October, 2025)

| Topics Discussed | Outcome of the Meeting |
|--|--|
| Recap of earlier FPIC meetings | Continuity of the consultation process was maintained; previous discussions, commitments, and key outcomes were reaffirmed by the participants. |
| Review of detailed road alignment and improvement proposal | Alignment plans were reviewed chainage-wise with the community; upgradation from single lane (~3.75 m) to intermediate lane (~5.50 m) along with associated features was explained and validated. |
| ESIA findings and land impacts | Key ESIA findings were presented; impacts are minor and localized, primarily affecting temporary structures; no private land acquisition is envisaged, and any temporary impacts will be managed in accordance with applicable regulations and the approved RPF. |
| Site-specific planning | Disposal sites have been jointly identified with the community members (3 locations). |

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| GRM functioning (Tier I & Tier II) | Existing Tier I GRM members at the village level were reconfirmed; the Tier II mechanism was explained, including escalation procedures and roles at higher levels. |
| FGDs with women and youth | Gender-specific concerns, labour welfare, sanitation, and equitable access issues were discussed and integrated into project planning considerations. |
| IPDP and tribal rights | IPDP provisions were discussed, emphasizing respect for customary institutions (<i>Dorbar Shnong</i>), inclusion, and continued participation of tribal communities. |
| Community consent and feedback | The Minutes of Meeting (MoM) from FPIC Consultation 2, the issues discussed during FPIC Consultation 3 and the agreements reached with the community on key project aspects have been recorded. 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. All participants were in agreement with the decisions taken, and this has been duly documented in the Minutes of Meeting (MoM). |



Figure 4: Photographs during 3rd FPIC meeting held on 8th October 2025 at Mawsynram village**Step 5: FPIC Round 4 – Reaffirmation of Community Support (10/12/2025)**

The fourth round of FPIC consultations (FPIC – 4) was conducted on 10.12.2025 at the Office of the Executive Engineer, PWD (Roads), Mawsynram, as suggested by the village Rangbah Shnongs. A prior notice period of 9 days was provided to the community and relevant stakeholders before conducting the consultation, while the date, time, and venue were finalized by the community through communication dated 01.12.2025.

The consultation was chaired by the Executive Engineer, Mawsynram, and attended by AEE, JEs, ESIA consultants, and village representatives including headmen, women, and youth. In total, 31 local stakeholders participated in the consultation process (Male: 24 and Female: 7), reflecting continued community interest and participation in the proposed infrastructure development. Representation from vulnerable groups, including women and Persons with Disabilities (PwD), was facilitated during the consultation process to ensure inclusive participation and opportunity for stakeholders to share their views and concerns.

The consultation commenced with a recap of the FPIC-III proceedings, wherein the Minutes of Meeting (MoM) from the previous consultation were read out to ensure continuity, transparency, and validation of earlier discussions and agreed measures. This was followed by disclosure and presentation of project details, mitigation measures, implementation arrangements, and the draft Indigenous Peoples Development Plan (IPDP).

The session provided an opportunity for stakeholders to reconfirm their understanding of the project scope, design features, anticipated impacts, and associated mitigation measures, as well as to review commitments made during earlier consultation rounds. Community members actively participated in the discussions and reiterated their support for the project and implementation of the agreed mitigation measures and community safety provisions.

The fourth round of consultation specifically focused on disclosure of the draft Indigenous Peoples Development Plan (IPDP) and seeking structured feedback from community members, village councils, customary institutions, and other stakeholders to ensure that the IPDP adequately reflected community priorities, concerns, and agreed mitigation measures. The draft IPDP was disclosed in an accessible manner, and participants were encouraged to provide suggestions, comments, and feedback during the consultation process.

The overall outcome of the consultation was positive, with stakeholders expressing continued support for the proposed road development and alignment with the outcomes of the earlier FPIC rounds. The consultation process, discussions, feedback, and key outcomes were formally documented through Minutes of Meeting (MoMs), attendance sheets, photographs, and consultation records countersigned by participating stakeholders and representatives of the customary institutions to ensure transparency and validation of the consultation process. After the consultation, the NOCs/Declaration of consent duly signed by the Village Heads/Rangbah Shnongs representing the villages falling within the project influence area was submitted and documented as part of the FPIC process records. The NOCs/Declaration of consent reflected the outcomes of the consultation process, community discussions undertaken through customary institutions, and support for implementation of the project subject to implementation of the agreed mitigation measures, protection works, community safety provisions, and continued engagement during project implementation. NOCs/Declaration of consent duly signed by the Village Heads/Rangbah Shnongs is attached as Annexure 4.

The hard copy of the draft IPDP was also displayed on the Village Council and PWD office.

The feedback and recommendations received during the consultation process were reviewed and incorporated, wherever applicable, into the final IPDP and associated mitigation and implementation measures.



Figure 5: Photograph of 4th round of FPIC meeting held on 10th December 2025

Step 6: Continued Engagement During Implementation

Continued consultations and engagement with Tribal communities will be undertaken throughout project implementation in accordance with the ESCP, 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, spoil disposal management, 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. Consultation records, Minutes of Meetings, attendance sheets, NOCs/Declaration of Consent, and other customary consultation records were maintained as part of the FPIC documentation process.

Synthesis of FPIC Outcomes and Integration into DPR

Based on the consultations conducted across all four rounds of the FPIC process, the key consultation outcomes, negotiated mitigation measures, and community priorities were incorporated into the project design and safeguard planning process.

As presented in Table 10, key demands raised during the FPIC consultations—particularly those relating to community amenities such as drains, footpaths, railings, bus shelters, street lighting, roadside safety measures, protection works, and pedestrian infrastructure have been incorporated into the DPR wherever technically feasible. In addition, several requirements relating to retaining walls, slope protection works, spring water rehabilitation measures, roadside safety provisions, and protection of community-use areas were either already included within the DPR design or subsequently integrated following community consultations and technical review. 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 stage of the project, the Meghalaya Public Works Department (MPWD) disseminated project-related information through 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 Rangbah Shnongs and customary institutions, disclosure through the MPWD website and social media platforms, and local announcements facilitated through customary village institutions and community meetings.

Within the project influence area, customary institutions including the Dorbar Shnong and village representatives further disseminated project-related information through community meetings, public announcements, and customary communication systems to facilitate broader community awareness and participation prior to FPIC consultations.

During the FPIC consultations, the project team provided information relating to project design, anticipated environmental and social impacts, temporary construction impacts, spoil disposal management, mitigation measures, grievance redress mechanisms, implementation arrangements, roadside safety measures, and protection of community resources. 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 conducted in the local Khasi language using accessible and culturally appropriate formats to facilitate participation of Tribal communities, including women, youth groups, vulnerable households, roadside vendors, and other affected persons.

Communities were provided adequate opportunity and time to discuss the project, 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.

- **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.

- **Good Faith Negotiations:**

The negotiation process demonstrated willingness by the PWD to avoid or minimize impacts in response to community concerns. In WMP Road, communities requested that project activities remain within the existing Right of Way (RoW) near community-managed forest areas. They had also rejected the new alignment at CH 35+500, therefore the design team followed the existing alignment.

- **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 (Rangbah Shnong) 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 overall FPIC process, including prior notices, invitations, consultation schedules, meeting records, attendance sheets, photographs, videography records, consultation proceedings, and redisclosure records, has been documented within the ESIA, this IPDP (Annexure 2), and the FPIC Analysis Report.

The executive summary of the draft IPDP was translated into the relevant local language (Khasi) and disclosed through the MPWD website on 3 December 2025 and through accessible locations within the project influence area to facilitate culturally appropriate disclosure and community access to project information, entitlements, mitigation measures, and grievance redress mechanisms.

Details of Typical Cross Sections (TCS), including provisions for drains, pedestrian infrastructure, and community facilities, are presented in the Annexure 3.

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.
- 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 local language (Khasi), appropriate to the East Khasi Hills District, to ensure that the messages are clearly understood by community members.
- Consultations and focus group discussions will be conducted with vulnerable groups like Women Headed Households, Single Mothers, Below Poverty Line Families and Differently Abled Persons 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 Khasi and disclosed on the Project Authority's website. A summary of the ESIA will also be made available in Khasi 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 4 Self-Help Groups (SHGs) has been identified within the project area. In addition to SHGs, there are other women-led groups such as informal savings groups and livelihood collectives that can also benefit from the proposed interventions. These groups will be included in capacity-building, financial literacy, and tree plantation activities under the project to enhance women's economic participation and empowerment. The identified SHGs and other women-led groups are expected to benefit from improved road connectivity, enhanced access to markets, and livelihood enhancement opportunities. Additional inputs on the number and distribution of SHGs and other groups will be further coordinated with the Public Works Department (PWD) for effective implementation.

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, Rangbah Shnong/ Sordar, 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 the FPIC consultations, community-requested facilities have been systematically integrated into the DPR to enhance safety, accessibility, and local livelihoods along the project corridor. Key provisions include Drain cum Footpath with Railing at Km 34.695 to Km 35.110 Both sides. Bus Shelter at Ch. 34.750. Drain cum Footpath with Railing from Mawsawa Village to Phlangwanbroi Village for the safety of school going children at Km 45.850 to Km 47.320 Both sides. Street Lights at Km 43.050 to Km 44.150 LHS side. Bus Shelter at Ch. 43.200, Ch. 43.880, Ch. 44.100. Retaining wall provided at Ch. 44.450. Breast wall at Km 44.220 to 44.270, Km 44.320 to 44.370, Km 44.410 to 44.440. Spring Water Rehabilitation at Km 27.000. While certain site-specific requests could not be incorporated due to engineering and design constraints, alternative safety and mitigation measures have been provided wherever feasible. Overall, these interventions reflect community priorities captured during FPIC and are designed to deliver inclusive benefits, particularly for women, school children, farmers, and small vendors. The total estimated cost for these community-responsive provisions is ₹57,00,000, 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 Peoples 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 Rangbah Shnong 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 | At the project level, the PWD has the | Continuous, | Designated GRM |

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| <p>structure</p> | <p>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 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 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</p> | <p>reported Quarterly</p> | <p>officer at the PMU, PIU GRC- Tier I and PMU GRC- Tier II</p> |
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| | grievances. | | |
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| Grievance uptake | <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 information.</p> | Upon receipt of complaint | Designated GRM officer at the PMU, PIU GRC- Tier I and PMU GRC- Tier II |
| Sorting, processing | <p>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.</p> | Upon receipt of complaint | Designated GRM officer at the PMU, PIU GRC- Tier I and PMU GRC- Tier II |
| Acknowledgement and follow-up | <p>Receipt of the grievance by the Meghalaya CM Connect Centre (Helpline, WhatsApp or email) is acknowledged to the complainant</p> | Within 2 days of receipt | Designated GRM officer at the PMU, PIU, GRC- Tier I and |

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| | 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. | | PMU GRC- Tier II |
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| 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 | As per legal requirements | PMU, PIU |

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| | undertaken as per the requirements of the Employee Compensation Act, 1923.] | | |
| 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 Khasis, the Dorbar Shnong, 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.

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, including community meetings (village Dorbar meetings etc.), public notices, radio broadcasts, and social media.

Information Dissemination: Distribute information leaflets and posters in local language (Khasi), outlining the grievance redressal process, contact details, and timelines.

Stakeholder Engagement: Engage with local leaders, 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, Rangbah Shnong, 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 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 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 WMP 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 Commitment Plan (ESCP), 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 Rangbah Shnong, 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 8 of the Resettlement Action Plan). An amount of Rs. 80.00 lakhs marked for IPDP and presented in Table 9. Compliances to the Comments and Suggestions of Community Representatives' for FPIC-I to FPIC-IV are presented in Table 10.

Table 9: Budget for IPDP Implementation

| 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, income generation (PAH=10*10000) | 1.00 |
| 3 | Community Development Works | Street lights, Bus Shelter, Public toilet, Drain cum Footpath with Railing (Details for along with breakup of the cost is presented in Table 9) | 57.00 (From DPR) |
| 4 | Monitoring & Evaluation | Third-party monitoring and reporting biannually for 2 years @ 5 lakhs per annum | 10.00 |
| 5 | Grievance Redress Mechanism (GRM) | GRM awareness, meetings, complaint handling | 2.00 |
| Total | | | 80.00 |

Table 10: Compliances to the Comments and Suggestions of Community Representatives' for FPIC-I to FPIC-IV

| S.No | Village Name & Chainage | | FPIC /Consultation requests | Feasibility response for compliance in DPR | FPIC Outputs informing designs | | Reference in DPR, BOQ, FPIC Reference | Issues raised during which FPIC | Communities/Amenities Cost (Rs) |
|------|-------------------------|----------------------------------|--|---|---|--|---|---------------------------------|--------------------------------------|
| | Village Name | Chainage | | | Avoid/Minimize, mitigate adverse impacts | Opportunities and benefits | | | |
| 1 | Mawsynram Village | Km 34.695 to Km 35.110 Both side | Construction of drain cum footpath with railings at Mawsynram Station. | Complied, Drain cum Footpath with Railing included in DPR | Prevents pedestrian-vehicle conflicts and manages storm water runoff to avoid flooding and road damage at the station area. | Safe pedestrian walkway for residents and commuters; improved drainage enhances road longevity and community accessibility. | Drain Cum Footpath, railing (BOQ, Sr. No. 30, 33) | FPIC I, II & III | Already component of DPR before FPIC |
| | | Ch. 34.750 | Renovation of Bus Shed | Complied, Bus Shelter & Public toilet Proposed in DPR | Minimizes inconvenience to commuters during construction; repaired shelter eliminates safety hazards from dilapidated structure. | Improved covered waiting space for passengers; hygienic public toilet facility enhances commuter experience at the bus stop. | (BOQ, Sr. No. 34) | FPIC I, II & III | 400,000 |
| | | Km 34.695 to Km 35.110 | Street Lights | Complied, Street Lights Proposed on Both side in DPR | Reduces road accident risk during night hours; minimizes pedestrian vulnerability in low-visibility and adverse weather conditions. | Enhanced safety and security for road users and residents; supports economic and social activities after dark. | (BOQ, Sr. No. 35) | FPIC I, II & III | 175,000 |
| 2 | Mawsawa Village | Ch. 46.900 | Waiting Shed | Complied, Bus Shelter & Public toilet Proposed in DPR | Provides weather protection reduces commuter hardship. | Safe and comfortable waiting facility for bus passengers; improved public transport experience for the village community. | (BOQ, Sr. No. 34) | FPIC I, II & III | 400,000 |

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|---|-----------------------|----------------------------------|---|---|---|--|---|------------------|--------------------------------------|
| | | Ch. 46.900 | Street Lights | Complied, Street Lights Proposed in DPR | Reduces night-time road accidents and pedestrian risk; deters anti-social activities in the village area. | Enhanced safety and security for residents; supports economic activities and social movement after dark. | (BOQ, Sr. No. 35) | FPIC I, II & III | 50,000 |
| | | Km 45.850 to Km 47.320 Both side | Footpath with Railings from Mawsawa Village to Phlangwanbroi Village for the safety of school going children. | Complied, Drain cum Footpath with Railing included in DPR | Segregates pedestrian and vehicular traffic; prevents road accidents involving school children travelling between villages. | Safe dedicated route for school-going children; ensures child safety along the highway. | Drain Cum Footpath, railing (BOQ, Sr. No. 30, 33) | FPIC I, II & III | Already component of DPR before FPIC |
| 3 | Phlangwanbroi Village | Km 45.850 to Km 47.320 Both side | Footpath with Railings from Mawsawa Village to Phlangwanbroi Village for safety of school going children | Complied, Drain cum Footpath with Railing included in DPR | Separates pedestrian movement from vehicular traffic; prevents accidents involving school children on the shared highway stretch. | Safe walkway for school children from both villages; improves road safety culture and protects vulnerable pedestrians. | Drain Cum Footpath, railing (BOQ, Sr. No. 30, 33) | FPIC I, II & III | Already component of DPR before FPIC |
| 4 | Laitsohum village | Ch. 38.320 | Bus Shed | Complied, Bus Shelter & Public toilet Proposed in DPR | Protects commuters from harsh weather. Faciliate the cummuters | Improved shelter and public toilet facility for village commuters; enhanced public transport infrastructure for Laitsohum village. | (BOQ, Sr. No. 34) | FPIC I, II & III | 400,000 |
| | | Ch. 38.320 | Street Lights | Complied, Street Lights Proposed in DPR | Reduces risk of road accidents during night hours; improves visibility and deters anti-social behaviour in the area. | Enhanced visibility and security for residents; supports nighttime community activities and local commerce. | (BOQ, Sr. No. 35) | FPIC I, II & III | 25,000 |
| 5 | Mawrapad Village | Km 43.050 to Km 44.150 LHS side | Street Lights at road junction to Balang Presbyterian Mawrapad, School, Community Hall, Lad Mawkasain-Mawrapad, Playground etc. | Complied, Street Lights Proposed in DPR | Prevents accidents at junctions near the school, community hall, and playground; reduces risk for pedestrians crossing the highway. | Safe illumination of key community assets; improved access to school, community hall, and playground during evening hours. | (BOQ, Sr. No. 35) | FPIC I, II & III | |

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|---|-----------------------|------------------------------------|---|--|--|--|---|------------------|--------------------------------------|
| | | Ch. 43.200, Ch. 43.880, Ch. 44.100 | Bus waiting shed | Complied, Bus Shelter & Public toilet Proposed in DPR | provides a safe designated waiting area for passengers. Separate amenities ensure safety and privacy for women. | improved comfort for all commuters | (BOQ, Sr. No. 34) | FPIC I, II & III | 400,000 |
| | | Km 43.050 to Km 44.150 Both side | Railing to Footpath MB roadside for 700/800 meters passing through the village. | Complied, Drain cum Footpath with Railing included in DPR | Prevents pedestrians from encroaching on the carriageway; protects villagers and school children from vehicular traffic hazards. | Safe continuous footpath through the village for approximately 700-800 m; improved pedestrian connectivity for daily commuters. | Drain Cum Footpath, railing (BOQ, Sr. No. 30, 33) | FPIC I, II & III | Already component of DPR before FPIC |
| | | Ch. 42.980 | Bus waiting Shed at Lumdiengngan Junction. | Complied, Bus Shelter & Public toilet Proposed in DPR | Reduces jaywalking near the junction; provides a safe designated waiting area for passengers. | Improved public transport facility at Lumdiengngan Junction; benefits commuters arriving from multiple approach roads. | (BOQ, Sr. No. 34) | FPIC I, II & III | 400,000 |
| | | Ch. 43.200, Ch. 43.880, Ch. 44.100 | Toilets for Village School. | Complied, Bus Shelter & Public toilet Proposed in DPR | Prevents open defecation near the road alignment; ensures hygienic sanitation conditions for school children. | Improved sanitation and hygiene for school students; promotes attendance especially for girl students; meets basic infrastructure standards. | (BOQ, Sr. No. 34) | FPIC I, II & III | 1,200,000 |
| | | | Signboard addressing the community assets. | Complied, Sign Board proposed as per Road safety Standards and Guidelines to State Highways. | Provides advance warning to drivers about community assets; reduces vehicle speed near sensitive areas like schools and community halls. | Improved road safety awareness for all users; protects community assets and reduces accidents near schools, temples, and public spaces. | (BOQ, Sr. No.17 to 25) | FPIC I, II & III | Already component of DPR before FPIC |
| 6 | Dongshiling Mawsynram | Ch. 30.100 | Waiting Shed | Complied, Bus Shelter & Public toilet Proposed in DPR | Provides shelter reducing commuter exposure to construction dust, noise, and adverse weather during the project period. | Safe and comfortable waiting area for bus passengers at Dongshiling; enhanced public transport experience for the community. | (BOQ, Sr. No. 34) | FPIC I, II & III | 400,000 |
| | | Ch. 30.100 | Street Lights | Complied, Street Lights Proposed in DPR | Reduces night-time road accidents; improves visibility at key locations within the settlement. | Enhanced safety and security for Dongshiling residents; supports economic and social activities after dark. | (BOQ, Sr. No. 35) | FPIC I, II & III | 25,000 |
| 7 | Kenbah Malai | Km 45.850 to Km 47.320 Both side | Footpath with Railings on both side of the road | Complied, Drain cum Footpath with Railing included in DPR | Separates pedestrians from moving vehicles on both sides; prevents accidental falls on steep terrain flanking the road. | Safe pedestrian access on both sides of the road; improved mobility and connectivity for all residents of Kenbah Malai. | Drain Cum Footpath, railing (BOQ, Sr. No. 30, 33) | FPIC I, II & III | Already component of DPR before FPIC |

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|---|-----------|---|--|--|--|---|---|------------------|--------------------------------------|
| | | Ch. 48.000 | Street Lights | Complied, Bus Shelter, Public Toilet & Street Lights Proposed in DPR | Reduces accident risk on poorly lit stretches; enhances driver and pedestrian visibility at night. | Improved safety for residents and road users; enables use of public spaces and walkways after dark. | (BOQ, Sr. No. 34) | FPIC I, II & III | 425,000 |
| 8 | Mawkasain | Ch. 44.450 | Protection in the form of Railings at the site where washing of clothes is carried out by the villagers. | Complied, Railing included in the DPR | Prevents accidental slipping or falling near the water body during construction; protects the traditional washing site from construction encroachment and siltation. | Preserved traditional community washing site with enhanced safety; ensures continued use by women and children with protection from traffic. | (BOQ, Sr. No. 15) | FPIC I, II & III | Already component of DPR before FPIC |
| | | Km 44.220 to 44.270, Km 44.320 to 44.370, Km 44.410 to 44.440 | Retaining walls where slopes may become unstable due to excavation work. | Complied, Proposed Breast wall in the DPR | Prevents slope failure and landslides triggered by excavation work; protects adjacent structures, cultivated land, and properties from destabilisation. | Long-term slope stability along the road corridor; reduced landslide risk for residents and road users during and after construction. | (BOQ, Sr. No. 27) | FPIC, II & III | Already component of DPR before FPIC |
| | | Km 45.800 to Km 45.840 | Retaining wall and fencing of Law Adong. | Complied, Proposed Retaining wall in the DPR | Protects the culturally significant Law Adong site from road construction impacts; prevents encroachment, erosion, and damage to community heritage. | Preserved cultural and sacred site of community importance; fencing ensures clear demarcation and long-term protection of community heritage. | (BOQ, Sr. No. 26) | FPIC II & III | Already component of DPR before FPIC |
| | | Ch. 44.460 | Public Toilet at location with concentrated commercial activities. | Complied, Bus Shelter, Public Toilet & Street Lights Proposed in DPR | Prevents open defecation and associated hygiene issues in the commercial zone; reduces contamination risk near water sources. | Improved sanitation for traders, vendors, and customers; promotes a hygienic environment in the commercial area of Mawkasain. | (BOQ, Sr. No. 34 & 35) | FPIC I, II & III | 425,000 |
| | | Km 45.850 to 46.010 | Footpaths | Complied, Proposed Footpath with Railing | Provides safe walking space separated from vehicular traffic; reduces pedestrian-vehicle conflicts in the village stretch. | Improved pedestrian mobility and safety through the village; enhanced connectivity for residents, schoolchildren, and daily commuters. | Drain Cum Footpath, railing (BOQ, Sr. No. 30, 33) | FPIC I, II & III | Already component of DPR before FPIC |
| | | | | | | | | | |
| 9 | Wahmawpat | Km 24.050 | Street light, speed breaker and junction improvement | Complied, Bus Shelter, Public Toilet & Street Lights Proposed in DPR | Speed breakers and junction improvements reduce accident risk at the critical intersection; street lights improve visibility to minimise collisions. | Safer junction for all road users; improved traffic management and reduced travel time; enhanced security and safety for Wahmawpat residents. | (BOQ, Sr. No. 34 & 35) | FPIC IV | 425,000 |

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|----|---------------|-----------|-----------------------------|--|---|---|---|---------|--------------------------------------|
| | | Km 24.050 | | Complied, Junction Improvement Proposed in DPR | Reduces vehicular conflict points and improves sight distance; enhances traffic flow and minimises the risk of accidents at the junction. | Safer and more efficient junction for all users | Cost Taken Exta for Junction Improvement @ 2% | FPIC IV | Already component of DPR before FPIC |
| 10 | Wahmawpat | Km 24.450 | Bus Shed | Complied, Bus Shelter, Public Toilet & Street Lights Proposed in DPR | Provides a safe designated waiting area away from traffic; minimises commuter exposure to Rain and heat | Improved commuter infrastructure at Wahmawpat; comfortable and covered waiting facility for bus passengers. | (BOQ, Sr. No. 34 & 35) | FPIC IV | 425,000 |
| 11 | Near Mawlynnu | Km 27.000 | Spring Water Rehabilitation | Complied, Spring Water Rehabilitation Proposed. | Prevents contamination of the community spring during construction; protects the traditional water source from runoff, siltation, and construction waste. | Rehabilitated and protected community drinking water source; ensures continued access to clean water for residents of the area. | (BOQ, Sr. No. 42) | FPIC IV | 100,000 |
| | | | | | | | Total | | 5,700,000 |