



# ROADS AND BUILDINGS DEPARTMENT GOVERNMENT OF GUJARAT



## Gujarat State Highway Project-II



## Indigenous Peoples Development Plan



19<sup>th</sup> July, 2013

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## Abbreviations

AAGR	-	Average Annual Growth Rate
BPL	-	Below Poverty Line
CoI	-	Corridor of Impact
ESMU	-	Environmental and Social Management Unit
FGD	-	Focus Group Discussion
FPIC	-	Free, Prior and Informed Consultation
GoG	-	Government of Gujarat
GSHP	-	Gujarat State Highways Project
GWSSB	-	Gujarat Water Supply and Sewerage Board
Ha	-	Hectare
HH	-	Household
IPDP	-	Indigenous Peoples Development Plan
Km	-	Kilometer
LA	-	Land Acquisition
LASA	-	LEA Associates South Asia Pvt. Ltd.
LHS	-	Left Hand Side
MDR	-	Major District Road
M&E	-	Monitoring and Evaluation
MNREGA	-	Mahatma Gandhi Rural Employment Guarantee Act
NGO	-	Non-Governmental Organization
NRRP	-	National Rehabilitation and Resettlement Policy
OBC	-	Other Backward Classes
OP	-	Operational Policy
PA	-	Project Administrator
PAF	-	Project Affected Family
PAP	-	Project Affected Person
PIU	-	Project Implementation Unit
PRI	-	Panchayati Raj Institutions
R&BD	-	Roads and Buildings Department
R&R	-	Resettlement and Rehabilitation
RAP	-	Resettlement Action Plan
RHS	-	Right Hand Side
RoW	-	Right of Way
RPF	-	Resettlement Policy Framework
SC	-	Scheduled Caste
SH	-	State Highway
SIA	-	Social Impact Assessment
sq.m	-	Square Meter
ST	-	Scheduled Tribe
TDO	-	Taluka Development Officer
WHH	-	Woman Headed Household
WPR	-	Workforce Participation Ratio

# 1. INTRODUCTION

## 1.1. PROJECT BACKGROUND

1. The Government of Gujarat (GoG), through the Roads and Buildings Department (R&BD), has taken up the second Gujarat State Highway Project (GSHP-II), covering up-gradation, maintenance and improvement of identified core road network in the state. The GoG has proposed to take up this project with financial assistance from the World Bank. R&BD has retained LEA Associates South Asia Pvt. Ltd., (LASA) for project preparatory works consultancy services for GSHP-II. An Updated Strategic Options Study (USOS) was carried out by the R&BD in 2005-06 which was subsequently revalidated in 2010 for the State Core Road network. The improvements of 1003.22 km in the project includes: (i) upgradation corridors for a length of 644.05 km, involving the strengthening and upgrading of single/intermediate lane roads to standard 2-lane/ 2-lane-with-paved-shoulders / 4-lanes, and (ii) major maintenance, of the remaining 359.17km. In line with the prioritization exercise, R&BD has selected nine corridors, aggregating to about 394 km in length. The upgradation corridors to be taken up for implementation include thirteen corridors. Out of these, as part of DPR preparation, social safeguard reports have been prepared for 8 corridors. List of project corridors considered under GSHP-II are presented in **Error! Reference source not found.**, Table 1-2 and Table 1-3.

**Table 1-1: List of Project Corridors**

Sl.no	Link Name	Length (km)	Present Configuration	Improvement Options
1	Dabhoi – Bodeli	38.60	2L	2L+PS+HS
2	Dhandhuka - Dholera	27.00	IL	2L+HS
3	Atkot – Gondal	35.55	NTL	2L+HS
4	Mehsana-Himatnagar	60.70	2L/2L+PS	4L+HS+Drain
5	Umreth- Vasad (incl. Ladvel -Kapadvanj)	41.91	2L	2L+PS+HS & 4L+FP+CD
6	Bayad – Lunawada	44.86	IL, SL/2L	2L+HS
7	Dhansura – Meghraj	43.05	SL, IL	2L+HS
8	Lunawada – Khedapa	56.70	2L/SL	2L+HS

SL – single lane, 2L – two lane, IL – intermediate lane, NTL – narrow two lane, 4L – four lane, PS – paved shoulders, HS – hard shoulders, FP+CD – footpath with closed drain

**Table 1-2: Project Corridors (widening and upgradation corridors - DPRs to be prepared)**

Sl.no	Link Name	Length (km)	Present Configuration	Improvement Options
1	Bagodara - Bhavnagar	129.30	2L	4L
2	Jamnagar – Mewasa (Link to Bhavad-Jamjodhpur)	68.20	IL, SL/2L	2L+HS
3	Tarapur - Anand	34.60	2L	2L+PS
4	Kheda - Nadiad	29.70	2L	2L+PS
5	Kapadvanj - Balasinor	29.45	2L	2L+PS

SL – single lane, 2L – two lane, IL – intermediate lane, NTL – narrow two lane, 4L – four lane, PS – paved shoulders, HS – hard shoulders, FP+CD – footpath with closed drain

**Table 1-3: Project Corridors (Maintenance Corridors)**

Sl.no	GSHP-II Maintenance Corridors	Length(km)	District
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1.	Paliyad-Dhandhuka (DPR Corridor)	46.00	Ahmedabad
2.	Palanpur – Danta	36.00	Banas kantha
3.	Atkot-Paliyad	22.25	Rajkot,Bhavnagar
4.	Tharad – Deesa	54.89	Banas Kantha
5.	Chanasma – Deesa	45.05	Patan
6.	Vallabhipur-Rangola	26.60	Bhavnagar
7.	Virangam–Nandasan	51.85	Mehsana,Ahmedabad
8.	Pardi – Dixal	67.40	Valsad
9.	Bechraji-Chanasma	29.00	Patan,Mehsana
10.	Karjan – Borsad (Partly under RMC)	55.15	Anand,Vadodara
11.	Savar Kundla – Dhasa	70.30	Amreli,Bhavnagar

2. This report presents the Indigenous Peoples Development Plan (IPDP) for three of the project corridors that pass through tribal areas<sup>1</sup> of the state. To address the specific impact on tribal communities, the IPDP has been prepared based on the findings of the Social Impact Assessment (SIA) carried out for the Phase-I Corridors, and is prepared in line with the requirements of the World Bank’s Operational Policy on Indigenous Peoples’ and conforms to the requirements of the Government (central and state) policies and legislations applicable for tribal development.

## 1.2. OBJECTIVES OF IPDP

3. The principal objectives of IPDP are as follows:

- To ensure that the project engages in free, prior and informed consultation with tribal people;
- To avoid or to minimise to the extent possible, any kind of adverse impact on the tribal community and to suggest appropriate mitigation measures, including avenues for training and income generation;
- To identify the views of tribal people regarding the proposed project and ascertain broad community support for the project;
- To ensure that project benefits are accessible to the tribal community living in the project area; and
- To ensure participation of tribal community in the entire process of planning, implementation and monitoring of project;

## 1.3. METHODOLOGY ADOPTED FOR IPDP PREPARATION

4. SIA was carried out for the project roads. The SIA looked into the likely impacts of road improvement on the communities, and the likely mitigation aspects. It also looked into the impact of the project especially on the Fifth Schedule Areas (Taluka) through which the project road passes, and how the road project is likely to affect ST population. Public consultations were held along the project corridors with the communities to obtain their views and suggestions regarding the proposed project interventions. The views, suggestions and concerns of the community were integrated into the project design. As part of the SIA, socio-economic survey of all the potentially affected population within the likely CoI has been carried out. Socio-economic profile of all the affected households including ST households has been collected and entitlements for respective impact on assets were estimated. Even

<sup>1</sup> Includes Talukas/districts declared as ‘Scheduled Area’ as per the Fifth Schedule under Article 244(1) of the Constitution. In Gujarat, Scheduled Area consists of 43 tribal talukas, 15 pockets and 4 clusters located in 12 districts (Surat, Bharaucah, Dangas, Valsad, Panchmahal, Vadodara, Sabarkanta, Narmada, Tapi, Navasari, Banaskantha and Dahod). These areas are among the most backward in the State, characterized by hilly terrain, rocky soil, uncertain rainfall and the presence of large tracts of forest land. Of these 12 districts, project corridor abuts four talukas of 3 districts i.e. Meghraj taluka of Sabarkantha district, Santrampur and Kadana of Panchmahal and Sankheda of Vadodara district. [Fifth Schedule under Article 244(1) of Constitution defines “Scheduled Areas” as such areas as the President may by order declare to be Scheduled Areas after consultation with the Governor of that State. The criteria for declaring any area as a “Scheduled Area” under the Fifth Schedule are; (a) preponderance of tribal population, (b) compactness and reasonable size of the area, (c) a viable administrative entity such as a district, block or Taluka, and (d) economic backwardness of the area as compared to the neighbouring areas].

while RAP presents the details of overall affected households (including the details of affected ST households), IPDP has focused on ST households affected due to the project as well as provides details of consultation carried out in Fifth Schedule Areas and presents the framework for consultation during project implementation with the objective of seeking broad community support.

5. No acquisition of lands is proposed for the section of corridors passing through Scheduled Areas. The designs for the proposed corridors have been worked out within the available RoW to avoid land acquisition and resettlement impacts. As a result, direct impacts on tribal communities pertaining to tribal land acquisition are not envisaged. The impacts in the corridors through Scheduled Areas are limited to 17 non-titleholder shops squatting within the RoW for commercial purposes, out of which 3 are owned by STs who belong to Rathwa tribe. Impacts on these 3 ST households are being addressed through the provisions of the Resettlement Policy Framework (RPF), which recognizes STs as vulnerable groups and provides additional assistance. Summary of impacts along the 3 corridors in Fifth Schedule area are presented in Table 1-2..

**Table 1-4: Summary of Impacts in Fifth Schedule Area**

Corridor	Taluka	Proposed Treatment	Impact on Private Land	Impact on Assets/Structures within CoI
Dhansura-Meghraj	Meghraj	2-lane with COI of 16m	No impact	1 Hand pump
Lunawada-Khedapa	Santrampur, Kadana	2-lane with COI of 16m	No Impact	4 shops owned by non-STs
Dabhoi-Bodeli	Sankheda	2-lane with COI of 12m	No Impact	3 shops owned by STs and 10 shops owned by non-STs

Source: LASA Primary Survey, 2012

6. Data were collected from the following secondary sources: (i) census records for demographic information, (ii) Tribal Development Department for information on notified Scheduled Tribes, customary rights of ST on land and other resources and details about various development programmes intended for the benefit of STs, (iii) local organisations including NGOs for details of development interventions in Fifth Schedule areas, in order to involve them and integrate their activities in the economic development programmes of affected ST households.

7. The applicable policies and Acts relevant to ST development has been reviewed in order to understand their economic, social, and legal status which often limits their capacity to defend their interests in and rights to lands, territories, and other productive resources.

8. The institutional arrangements at state level has been studied basically to develop a framework for Free, Prior and Informed consultation with affected ST community and those who reside in the Fifth Schedule Area. FPIC to be taken up during project implementation stage also conceived the existing government level institutional set up. FPIC has twin objectives such as (i) disseminating details about the proposed project, its adverse and favourable impact on the ST community and (ii) integrating the affected ST households with suitable development programmes (income generating, skill development or capacity building).

## **1.4. CORRIDOR DESCRIPTION**

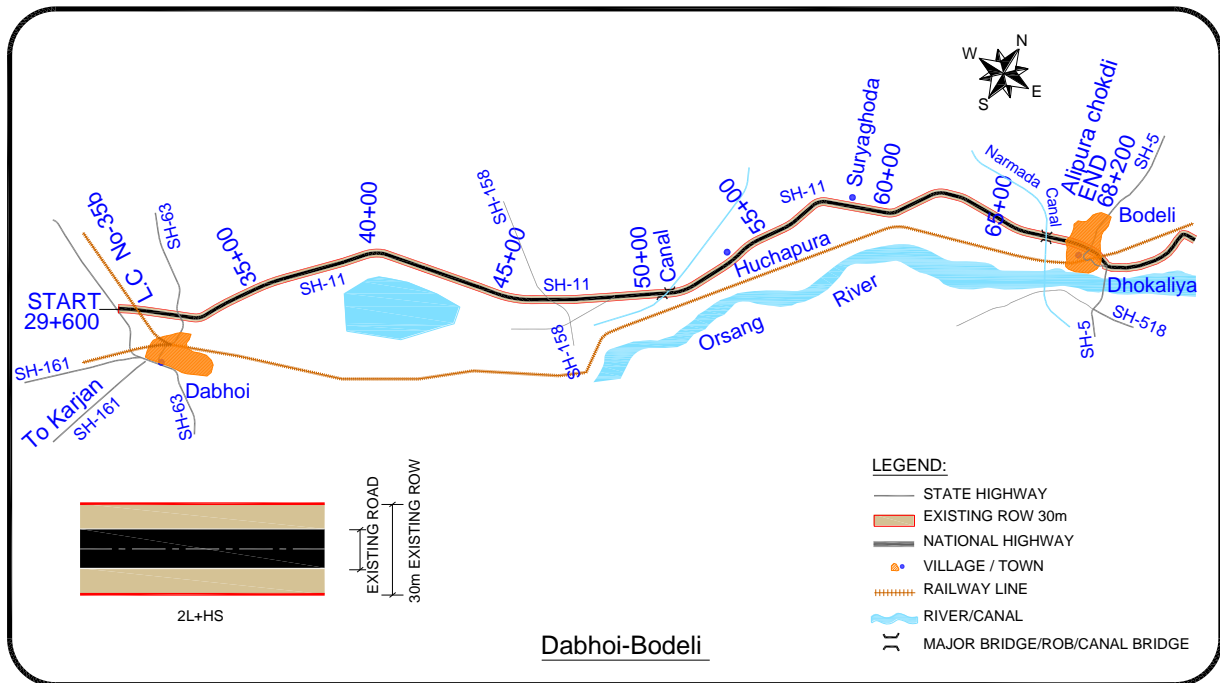
### **1.4.1. Dabhoi – Bodeli**

9. The Dabhoi – Bodeli corridor (SH-011) starts from Dabhoi at km 29+600 and ends at km 68+200 near Bodeli. The total length of the corridor is 38.60km. The project corridor passes through Dabhoi and



Sankheda Talukas of Vadodara district, with settlements located at the Vega junction, Simalia village and Bodeli town (the corridor end).

10. The proposed corridor passes through 2 talukas (Dabhoi and Sankheda), of which one taluka, Sankheda is part of Fifth Schedule Area. Sankheda taluka comprises 187 villages, of which 115 are declared as Fifth Schedule Area. The project corridor passes through 20 villages of Sankheda taluka of which 6 villages (Kherva, Bhadrali, Bhulvan, Lotiya, Golagamdi and Kanteshwar) are included in the Scheduled Area.



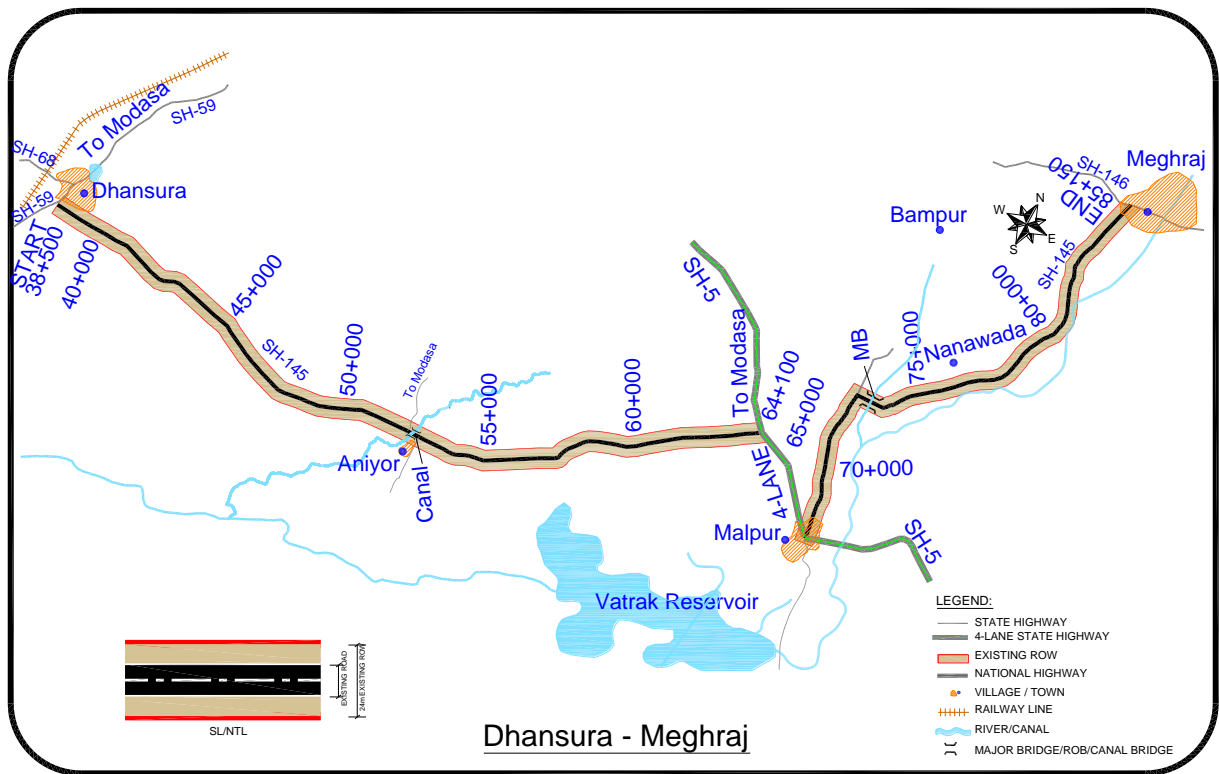
**Figure 1-1: Key map of Dabhoi – Bodeli**

1.	Name of Road	Dabhoi-Bodeli (SH-11)			
2.	Corridor Length (km)	38.60km			
3.	District	Vadodara			
4.	Terrain	Plain			
5.	Existing RoW	30 m			
6.	Proposed RoW	30 m			
7.	Villages/settlements enroute (no.)	27 villages and 1 town			
8.	Traffic (PCU)				
	Section	Existing (2011)	2020	2030	2040
	Dabhoi-Sankheda	16,309	27,475	47,340	66,925
	Sankheda-Bodeli	11,183	18,746	31,953	44,820
9.	Carriageway Configuration				
	Existing	Two Lane			
	Proposed	Rural stretch: Two lanes + Paved shoulders + Hard shoulders (2L+PS+HS) Urban stretch: Two lanes + Paved shoulders + Hard shoulders (2L+PS+HS)			
10.	CD Structures (no.)	Major Bridges: 1, Minor Bridges: 12			
11.	Tribal Talukas	Sankheda Taluka in Vadodara district			
12.	Forests / environmentally sensitive areas	Reserved Forests along project corridor The corridor is notified as Protected Forest Jambugoda Wild Life Sanctuary (distance 12 Kms) and Vadhavan Reservoir (distance 0.75 Kms)			
13.	Tree removal (no.)	5608			
14.	Forest Land Diversion	Protected Forest 24.12ha			
15.	Land Acquisition (Ha)	-			
16.	Project Cost (Rs. In Millions)	1146.0			
17.	Economic Returns (EIRR)	55.87%			

**1.4.2. Dhansura – Meghraj**

11. The corridor starts from Dhansura (SH-145) at km 38+500 and joins SH 005 near Sonpur by covering a stretch of nearly 25.6km, it overlaps with SH-005 for about 3.7km and reconnects SH-145 (Chainage 64+) near Malpur. From Malpur it connects Meghraj (85+150km) leading towards Rajasthan border by covering a total of 43.05 km. The corridor passes through three Talukas Dhansura, Malpur and Meghraj of Sabarkanta district. Total 30 villages and 2 towns about the corridor. Settlements enroute the project corridor are Dhansura, Wantada suka, Aniyor Kampa, Rasapur, Malpur, Parsoda, Idalpura and Meghraj.

12. Meghraj taluka comprises 129 villages, of which 70 are declared as Fifth Schedule Area. The proposed road in Meghraj taluka passes through 6 villages (Iploda, Kamroda, Jashvantpura, Vasna, Meghraj and Prathipura). Of these 6 villages, only Meghraj village is part of Scheduled Area. The tribal hamlets within Meghraj taluka are located alongside Shamlaji-Godhra corridor and are about 5 km away from the project corridor.



**Figure 1-2: Key map of Dhansura – Meghraj**

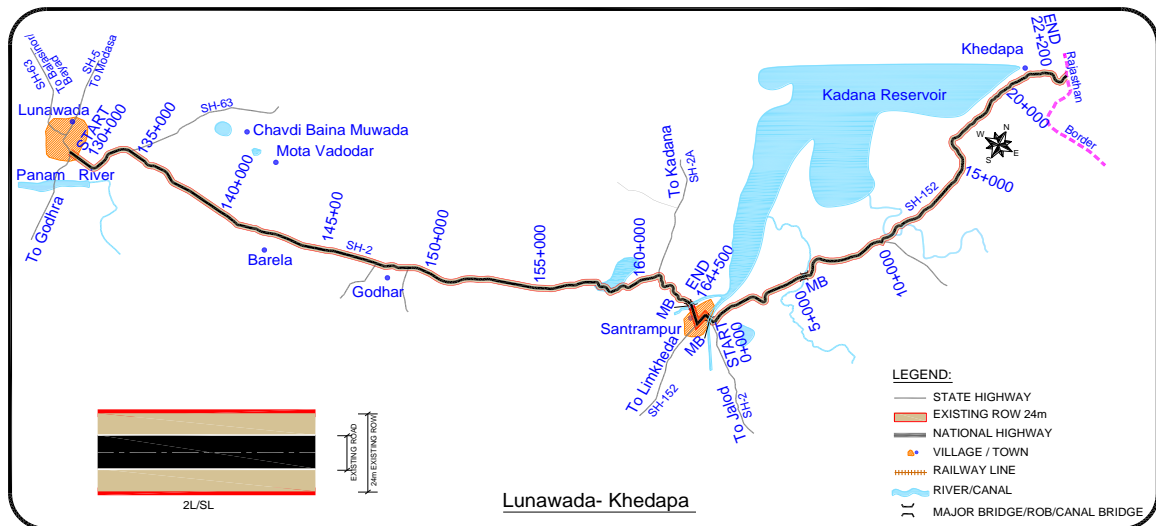
1.	Name of Road	Dhansura – Meghraj (SH 145)			
2.	Corridor Length (km)	43.05 km			
3.	District	Sabarkantha			
4.	Terrain	Plain			
5.	Existing RoW	24 m			
6.	Proposed RoW	24 m			
7.	Villages/settlements enroute (no.)	30 villages and 2 towns			
8.	Traffic (PCU)				
	Section	Existing (2011)	2020	2030	2040
	Dhansura-Malpur	1,735	2,650	4,176	5,547
	Malpur-Meghraj	1,462	2,086	3,088	3,955
9.	Carriageway Configuration				
	Existing	Single and Intermediate Lane			
	Proposed	Rural stretch: Two lanes + hard shoulders (2L+ HS) Urban stretch: Two lanes + hard shoulders (2L+ HS)			
10.	CD Structures (no.)	Major Bridges: 2, Minor Bridges: 8			

11.	Tribal Talukas	Meghraj in Sabarkantha district
12.	Forests / environmentally sensitive areas	Reserved Forests along project corridor The corridor is notified as Protected Forest
13.	Tree removal (no.)	4016
14.	Forest Land Diversion	Protected Forest 36.76ha
15.	Land Acquisition	0.54
16.	Project Cost (Rs. In Millions)	625.5
17.	Economic Returns (EIRR)	21.40%

**1.4.3. Lunawada – Khedapa**

13. The project corridor starts at Lunawada from km 130+000 on SH-002 and joins SH-152 at km 163+858. It continues (on SH-152) from km 00+000 and ends at km 22+200 at Khedapa Village located near Rajasthan Border. The settlements located alongside the corridor are Lunawada, Chavadia, Barela, Santrampur, Moti Saran, Nani Saran, Patharia, Semaliya and Khedapa.

14. Lunawada-Khedapa corridor passes through 3 Talukas (Lunawada, Santrampur and Kadana), of which 2 Talukas (Santrampur and Kadana) falls under Scheduled Area. Of the total number of villages through which the corridor passes through, 20 villages of Santrampur Taluka and 1 village of Kadana Taluka are part of Scheduled Area<sup>2</sup>.



**Figure 1-3: Key map of Lunawada – Khedapa**

1.	Name of Road	Lunawada-Khedapa (SH-002 & SH-152)			
2.	Corridor Length (km)	56.7 km			
3.	District	Panchmahal			
4.	Terrain	Plain: Lunawada to Santrampur Rolling: Santrampur to Khedapa up to border			
5.	Existing RoW	24 m			
6.	Proposed RoW	24 m			
7.	Villages/settlements enroute (no.)	39 villages and 2 towns (Lunawada and Santrampur)#			
8.	Traffic (PCU)				
9.	Section	Existing (2011)	2020	2030	2040
	Lunawada-Santrampur	3,735	5,604	8,702	11,495
	Santrampur-Khedapa	2,676	4,030	6,242	8,189
10.	Carriageway Configuration				
	Existing	Two Lane			
	Proposed	Rural stretch: Two lanes + hard shoulders (2L+ HS) Urban stretch: Two lanes + hard shoulders (2L+ HS)			
11.	CD Structures (no.)	Major Bridges: 3, Minor Bridges: 11			

<sup>2</sup> Villages included in Scheduled Area are Khedaya Alias Prata, Simaliya, Batakwada, Ukhreli, Dotawada, Sangawada, Santrampur, Kunda, Malanpur, Lalakpur, Ranijini Padedi, Hadani Sarsan, Moti Sarsan, Nani Sarsan, Bhandara, Godhar (West), Dhamotna Moyla, Kanbina Moyla, Manchod, Rafai, Barela, Motikharoli, Ranani Saran, Bahediya and Dahyapur.

12.	Tribal Talukas	Kadana and Santrampur Taluka of Panchmahal district
13.	Forests / environmentally sensitive areas	Reserved Forests along project corridor The corridor is notified as Protected Forest
14.	Tree removal (no.)	1885
15.	Forest Land Diversion	Protected Forest 18.33ha; Reserve Forest 19.61ha
16.	Land Acquisition	0.67ha
17.	Project Cost (Rs. In Millions)	1172.2
18.	Economic Returns (EIRR)	30.28%

## 2. LEGAL AND POLICY FRAMEWORK

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15. The Acts and policies related to Scheduled Tribes at the state level and national level have been reviewed and their relevance to the project has been analysed taken into consideration while preparing IPDP. A brief account of the legal framework at national and state level, Constitutional provisions for safeguard of SCs/STs, World Bank policy, etc., are presented in this chapter.

### 2.1. LEGAL FRAMEWORK AT NATIONAL LEVEL

#### 2.1.1. *Scheduled Tribes, Scheduled Areas and Constitution of India*

16. Article 366 (25) of the Constitution of India refers to Scheduled Tribes as those communities, who are scheduled in accordance with Article 342 of the Constitution. As laid down in the provisions of Article 342, communities shall be declared as such by the President through an initial public notification or through a subsequent amending Act of Parliament. The essential characteristics, for a community to be identified as Scheduled Tribes are;

- Indications of primitive traits;
- Distinctive culture;
- Shyness of contact with the community at large;
- Geographical isolation; and
- Backwardness.

17. The Fifth Schedule under Article 244(1) of Constitution defines “Scheduled Areas” as such areas as the President may by order declare to be Scheduled Areas after consultation with the Governor of that State. The criteria for declaring any area as a “Scheduled Area” under the Fifth Schedule are; (a) preponderance of tribal population, (b) compactness and reasonable size of the area, (c) a viable administrative entity such as a district, block or Taluka, and (d) economic backwardness of the area as compared to the neighbouring areas.

18. In Gujarat, 43 talukas in 12 districts have been declared as “Scheduled Area” under the Presidential Order CO. 109 dated 31/12/1977.

#### 2.1.2. *National Rehabilitation and Resettlement Policy, 2007*

19. The National Rehabilitation and Resettlement Policy, 2007 (NRRP) provides guidelines and execution instructions applicable to all projects. It provides that the basic minimum requirements of projects leading to involuntary displacement of people address the rehabilitation and resettlement issues comprehensively. The special assistance for the tribal communities as per the NRRP are:

- Each affected family belonging to ST shall be given preference in allotment of land-for-land, provided government land is available;
- Each ST AF shall get an additional one-time financial assistance equivalent to 500 days minimum agricultural wages for loss of customary rights/usages of forest produce;
- Tribal AFs will be re-settled in the same Scheduled Area in a compact block so that they can retain their ethnic, linguistic and cultural identity subject to availability of Government land;
- Settlements predominantly inhabited by tribals shall get land free of cost for community and religious gatherings;
- Tribal land alienated in violation of the laws and regulations in force on the subject will be treated as null and void. R&R benefits will be available only to the original tribal land owner; and
- Tribal AFs enjoying reservation benefits in the affected zone shall be entitled to get the reservation benefits at the resettlement zone.

**2.1.3. The Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006**

20. The Act has been framed to recognize and vest the forest rights and occupation in forest land in forest dwelling STs and other traditional forest dwellers who have residing in such forests for generations but whose rights could not be recorded. The Act intends to provide for a framework for recording the forest rights so vested and the nature of evidence required for such recognition and vesting in respect of forest land.

21. This policy recognizes that a majority of STs continue to live below the poverty line, have poor literacy rates, suffer from malnutrition and diseases and are vulnerable to displacement and thus the policy aims at addressing each of these problems in a concrete way. It also lists out measures to be taken to preserve and promote tribal cultural heritage.

22. The main objective is to facilitate the overall development and welfare of the tribal people by empowering them socially, economically and politically without any impact on their culture, habitation and tradition and in terms of their age old rights and privileges.

There are no forest lands with traditional rights impacted along the 4 Talukas forming part of the Scheduled Areas. Impacts on forest resources along these corridors are limited to the felling of roadside tree plantations within the RoW. Forest clearance requirements are triggered because the roadside plantations in the State of Gujarat along major highways have been notified as Protected Forests. In line with the provisions of the FRA, 2006 – for each of the 32 tribal villages along the three corridors, R&BD has convened meetings of the Gram Sabha, wherein resolutions accorded no-objection for felling of the trees / protected forests after confirmation that (i) there are no forest dwellers with traditional forest rights and (ii) there are no recognized forest rights of the ST communities. Copy of Grama Sabha Resolution of Vega village (Dabhoi-Bodeli corridor) is given in Appendix 2.1. Further these resolutions at the individual village level are a prerequisite for issuance of forest clearance by the Forest Department.

**2.1.4. Scheduled Caste and Scheduled Tribes (Prevention of Atrocities) Act, 1989**

23. This Act prevents the commission of offences or atrocities against members of the STs and SCs and provides for a special court for the trial of offences against them. It also provides for the relief and rehabilitation of victims of such offences.

In order to prosecute cases under the Prevention of Atrocities Act, 1989, the Government of Gujarat, the senior-most Additional Public Prosecutors of all the Sessions Courts in Gujarat have been empowered to conduct cases under the Act in Special Courts. Therefore, 25 special courts in various districts, including the project corridor districts Vadodara, Panchmahal and Sabarkantha have been established. During the year 2009-2010, nearly 210 people were victimized for various atrocities and financial assistance Rs. 25 lakh disbursed to the affected persons. The crime against the STs<sup>3</sup> in Gujarat is reduced to 2.6 percent (percentage with respect to All India) during 2010, from the level of 3.6 percent recorded during 2009<sup>4</sup>.

**2.1.5. Panchayats (Extension to the Scheduled Areas) Act, 1996**

24. Parliament has passed legislation in 1996 as an annexure to the 73rd Amendment specifying special provisions for Panchayats in Schedule V areas. Known as the Panchayats Extension to Schedule Areas (PESA), 1996, it decentralized existing approaches to forest governance by bringing the Gram Sabha<sup>5</sup> centre stage and recognized the traditional rights of tribals over community resources, the land, water, and forests.

25. The 73<sup>rd</sup> amendment to the Constitution and the subsequent enactment of PESA intended to ground decentralization in India, through the transfer of power to the Gram Sabha or the village

<sup>3</sup> This includes murder, rape, kidnapping and abduction, dacoit, robbery, arson, hurt, incidences with respect to Protection of Civil Rights Act and SC/ST Prevention of Atrocities Act.

<sup>4</sup> National Crime Records Bureau (2010), Ministry of Home Affairs, Government of India.

<sup>5</sup> The *Gram Sabha* is a body consisting of persons registered in the electoral rolls of a village or a group of villages which elect a *Panchayat*. Each *Gram Sabha* shall be competent to safeguard and preserve the traditions and customs of the people, their cultural identity, community resources, and the customary mode of dispute resolution.

assembly. With PESA, an effort was made to vest legislative powers in the Gram Sabha, to manage community resources, and to resolve disputes according to the customs and traditions of the people. This significant legislation was expected to have far reaching consequences in the social, economic, and cultural life of tribal people in Scheduled Areas.

Many of the provisions of the Central PESA Act, 1996 were covered in the amended Gujarat Panchayat Act, 1993 after 73<sup>rd</sup> Amendment to the Indian Constitution. The Panchayati Raj system is largely prevailing in the state of Gujarat. Subsequent to this Constitutional Amendment, the Gujarat Panchayat Act was amended and enacted as “The Gujarat Panchayat Act”. This Act came into force on 20<sup>th</sup> December 1997.

## 2.2. CONSTITUTIONAL PROVISIONS FOR SAFEGUARD OF SC /ST’S

26. The Constitution of India defines tribal groups and tribal areas under various Articles. Article 342 specifies tribes or tribal communities. Article 341 requires the President of India to specify the castes, races or tribes or parts of groups within castes, races, tribes etc and these tribes and castes so specified are referred as STs and SCs respectively. In pursuance of these provisions, the list of STs and SCs are notified for each State and Union Territory for whom a number of social, economic and political safeguards are provided by the constitution of India. The following section lists the major constitutional safeguards available for SCs and STs in India.

### 2.2.1. Social Safeguards

- Equality before Law (Article 14).
- The State to make special provisions for the advancement of any socially and educationally backward classes of citizens or for the SCs and the STs (Article 15(4)).
- Equality of opportunity for all citizens in matters relating to employment or appointments to any office under the State (Article 16).
- The State has to make provisions for reservation in appointments or posts in favour of any backward class citizen which in the opinion of the State is not adequately represented in the services under the State (Article 16(4)).
- The State to make provisions in matters of promotion to any class or classes of posts in the services in favour of the SCs and the STs (Article 16(4A)).
- A National Commission for SCs and the STs to investigate, monitor and evaluate all matters relating to the Constitutional safeguards provided for the Scheduled Castes and the Scheduled Tribes (Article 338).
- Recognising the fact that the needs and problems of STs and the solutions required were quite different from those of SCs, and a special approach for tribal development and independent machinery to safeguard the rights of STs was considered necessary, a separate National Commission for Scheduled Tribes (NCST) was set up through the Constitution (89<sup>th</sup> Amendment) Act, 2003 (Article 338A).
- Appointment of a Commission to report on the administration of the Scheduled Areas and the welfare of the STs in the States (Article 339).
- Appointment of a Commission to investigate the conditions of socially and educationally backward classes and the difficulties under which they labour and to make recommendations to remove such difficulties and to improve their conditions (Article 340).

### 2.2.2. Economic Safeguards

- The State to promote with special care the educational and economic interests of the weaker sections of the people, and in particular, of SCs and the STs, and protect them from social injustice and all forms of exploitation (Article 46).
- Grant-in-Aid from the consolidated fund of India each year for promoting the welfare of the STs and administration of the Scheduled Areas (Article 275(1)).
- The claims of the members of the SCs and the STs in the appointments to services and posts in connection with the affairs of the Union or of a State by taking into consideration consistently with the maintenance of efficiency of administration (Article 335).

### 2.2.3. *Political Safeguards*

- Article 244 (1) of the Constitution states that the provisions of the Fifth Schedule shall apply to the administration and control of Scheduled Areas and Scheduled Tribes in State of Gujarat. Twelve districts are identified as Fifth Schedule Areas in Gujarat.
- Article 330 states that seats shall be reserved for the SCs and the STs in the House of the People.
- Article 332 states that seats shall be reserved for the SCs and the STs in the Legislative Assemblies of the States.
- Article 243D states that seats shall be reserved for the SCs and the STs in every Panchayat.

## 2.3. LEGAL FRAMEWORK AT STATE LEVEL

### 2.3.1. *Bombay Money Lender's Act*

27. On the recommendation of Bhuria Committee report, the government of Gujarat mandated to get authorisation of the Gram Panchayat at before lending in tribal areas vide notification dated 13/7/1998. In relation to this, Section 7(C) was introduced in Bombay Money Lending Act and hence the Gram Panchayats consent was made mandatory by this statutory provision. Therefore, any money lender must obtain permission from Gram Panchayat before doing money lending business to ST community. Furthermore, the Large Size Agricultural Multi-Purpose Society (LAMPS) in tribal areas provide with facility of pledging money against gold ornaments.

Under this Act, 560 licences have been issued as of 2010. The Government of Gujarat approved more posts of Registers and Supervisors in tribal areas keeping in view of safeguarding the interests of the STs and to protect them from money lenders.

### 2.3.2. *Bombay Land Revenue (Gujarat Second Amendment) Act, 1980*

28. The poor sections of STs are deprived of possession of the land owing to the exploitation of the money lenders. The state government has amended section 73 (C) and ratified the new sections 73 (AA) to 73 (AD) in the Bombay Land Revenue Code. The new amendment empowered the district collectors to declare the transfer made by tribes to non- tribes in conservation of provision of Bombay Land Revenue code as invalid. The Amendment has been functional since February 1981. The land possessed by tribes cannot be transferred without the permission of district collector concerned.

## 2.4. WORLD BANK POLICIES

### 2.4.1. *World Bank OP 4.10 ON INDIGENOUS PEOPLES*

29. The World Bank defines Indigenous Peoples (IPs) by the following criteria:

- Self-identification as members of a distinct indigenous cultural group and recognition of this identity by others;
- Collective attachment to geographically distinct habitats or ancestral territories in the project area and to the natural resources in these habitats and territories;
- Customary cultural, economic, social, or political institutions that are separate from those of the dominant society and culture;
- An indigenous language, often different from the official language of the country or region; and
- Identification by the Borrower Country as an Indigenous Group.

30. Operational Policy 4.10 ensures that indigenous population benefits from development projects and those projects' potentially adverse effects are avoided or mitigated. The Policy seeks the borrower to engage in a process of free, prior and informed consultation. To ensure such consultation, the following guidance is provided by the Policy:

- Establish an appropriate gender and inter-generationally inclusive framework that provides opportunities for consultation at each stage of project preparation and implementation.



- Use of consultation methods appropriate to the social and cultural values of the affected indigenous communities.
- Provides all relevant project information to the affected indigenous people at each stage of project preparation and implementation.

31. On the basis of a screening study, if the Bank concludes that indigenous peoples are present in the project area and have collective attachment to the area, a social assessment requires to be carried out. The social assessment is intended to evaluate the project's potential positive and adverse effects on indigenous people and to explore various measures which avoid adverse effects. If such measures are not feasible, the project should identify minimisation or mitigation measures and should ensure that indigenous peoples receive culturally appropriate benefits under the project.

## **2.5. ADDITIONAL PROVISIONS FOR ST IN GSHP-II RPF**

32. The RPF of the project intends to ensure that the principles and procedures set forth in compliance with national and international policy guidelines are followed. This framework will guide in the effective management of social impacts caused by the proposed project. The RPF is based on the principle that affected persons should be in a better-off position or at least at the same level as compared to the pre-project scenario. RPF ensures greater acceptability of the project among the community and is expected to facilitate effective communication.

33. Special provisions have been included in the Entitlement Matrix for affected persons belonging to the ST community. The special provisions are in addition to the entitlements common for all categories of affected persons. The entitlements include, training assistance for income generation, grant for those who cannot be provided with alternative livelihood source, financial assistance against loss of customary rights/usage of forest produce. The Entitlement Matrix adopted for the project gives the following entitlements to ST households in addition to the compensation at replacement cost, which is applicable for STs and non-STs alike:

- Cash compensation based on the most recent Jantri values and in the event of the latest Jantri values are not equivalent to market rates due to lack of evidence of recent land transactions, enhanced cash compensation for land equivalent to 1.5 times of latest Jantri value of affected tribal land is proposed;
- Additional one-time financial assistance equivalent to 500 days minimum agricultural wages towards the loss of customary rights/usages of forest produce is proposed;
- Training Assistance for Income Generation is proposed. Training in opted areas to any one member of the household losing livelihood is proposed entitlement and the training cost shall be borne by the project implementation authority, or equivalent amount of training cost shall be given as grant to those who cannot be provided with alternative livelihood sources.
- Costs towards land and shop construction (of 100 sq ft area) for commercial squatters (applicable for STs and non-STs).

### 3. SOCIO-ECONOMIC PROFILE OF ST'S IN GUJARAT

#### 3.1. ST POPULATION IN GUJARAT

34. As per 2001 census, the population of Gujarat was 50,671,071 of which 7,481,160 are the Scheduled Tribes (STs), accounting 14.8 percent of the total population of the state. During the period 1991-2001, the state has registered 21.4 percent growth of ST population. Among the tribe population 46 percent are Bhil followed by Dubla, Dhodia and Rathwa (7-8 percent each).

**Table 3-1: Population of Major Tribes: Gujarat, 2001**

Scheduled Tribe	Population	Percentage to Total
Bhil	3,441,945	46.01
Dubla	596,865	7.98
Dhodia	589,108	7.87
Rathwa	535,284	7.16
Naikda	393,024	5.25
Gamit	354,362	4.74
Kokna	329,496	4.40
Chaudri	282,392	3.77
Varli	255,271	3.41
Dhanka	252,637	3.38
Patelia	109,390	1.46
Koli	95,655	1.28
Others*	245,731	3.28
<b>Total</b>	<b>7,481,160</b>	<b>100.00</b>

\* Others include Barda, Bavacha, Bharwad, Charan, Chodara, Gond, Kathodi, Kumbi, Padhar, Pardhi (in Kutch District) Pardhi-Advichincher, Pomla, Rabari, Siddi, Vaghri, and Vitolia.

Source: [http://censusindia.gov.in/Tables\\_Published/SCST/dh\\_st\\_gujarat.pdf](http://censusindia.gov.in/Tables_Published/SCST/dh_st_gujarat.pdf), accessed 04.03.2012

#### 3.2. ST POPULATION IN THE PROJECT DISTRICTS

35. Parts of twelve districts - Surat, Bharuch, Dangs, Valsad, Panchmahal, Vadodara, Sabarkantha, Narmada, Tapi, Navasari, Banaskantha and Dahod are recognised as Fifth Schedule Areas in Gujarat. Out of the 9 Project Corridors, Dabhoi-Bodeli (in Vadodara district) and Lunawada-Khedapa (in Panchmahal district) and Dhansura-Meghraj (in Sabarkantha district) traverse the tribal Talukas. Dabhoi, Sankheda, Meghraj, Kadana and Santrampur have a tribal population of 32 to 73 percent of total population (Table 3-2).

**Table 3-2: Population Details of Project Influence Districts and Talukas, 2001**

Sl. No.	Corridors	Districts	% of ST to Total District Population	Talukas	% of ST to Total Taluka Population
1	Dabhoi- Bodeli	Vadodara	26.56	Dabhoi	31.81
				Sankheda	44.81
2	Dhanduka-Dholera	Ahmadabad	1.00	Dhandhuka	0.22
3	Atkot- Gondal	Rajkot	0.42	Kotda Sangani	0.44
				Jasdan	0.16
				Gondal	0.30
4	Mehsana - Himmatnagar	Sabarkantha	20.18	Himatnagar	1.64
		Mahesana	0.49	Visnagar	0.38
				Vijapur	0.64
				Mahesana	0.85
Gandhinagar	1.32	Mansa	0.58		
5	Umreth-Vasad	Kheda	1.60	Kapadvanj	1.66
				Kathlal	0.47
6	Bayad-Lunawada	Anand	1.23	Umreth	1.05
		Sabarkantha	20.18	Anand	2.48
				Bayad	1.26
6	Bayad-Lunawada	Kheda	1.60	Virpur	0.69
		Panchmahal	27.45	Lunawada	5.27

Sl. No.	Corridors	Districts	% of ST to Total District Population	Talukas	% of ST to Total Taluka Population
7	Dhansura-Meghraj	Sabarkantha	20.18	Meghraj	36.38
				Dhansura	1.56
				Malpur	3.46
8	Lunawada-Khedapa	Panchmahal	27.45	Lunawada	5.27
				Kadana	73.20
				Santrampur	72.07
9	Dhanduka-Paliad	Ahmadabad	1.00	Dhandhuka	0.22
		Bhavnagar	0.30	Ranpur	0.10
				Botad	0.23

Source: Census of India, 2001

36. Village-wise distribution of tribal population along these talukas shows that two corridors (Dabhoi- Bodeli and Lunawada-Khedapa) have major influence on tribal population. In Dhansura-Meghraj corridor, Meghraj Taluka has a tribal population of 36 percent, at the same time the tribal population is 2 percent in the 31 villages abutting the project corridor (Table 3-3).

37. The 3 project corridor traverses 3 districts<sup>6</sup> (28 Talukas and 227 villages). The total ST population of the villages through which the project corridor passes is 64030, which constitute about 22 percent of the total population. (Table 3-3).

**Table 3-3: Population Details of Villages through which Corridor Passes, 2001**

Sr. No.	Corridors	Total Villages	ST Population	% of ST to total Population in Villages abutting Corridor
1	Dabhoi - Bodeli	28	23062	27.7
2	Dhansura - Meghraj	32	4959	1.9
3	Lunawada - Khedapa	30	36009	37.4
	<b>Total</b>	<b>90</b>	<b>64030</b>	<b>22.3</b>

Source: Census of India, 2001

38. With regard to literacy rate among the tribes who live in the project corridors district, the female literacy rates are comparatively lower. In all the three districts, the literacy rate is below the state average of 70 percent (2001 Census of India estimates).

**Table 3-4: Literacy rate of Tribal population in Project Corridor Districts, 2001**

Sr. No.	Districts	Literacy rate (in %)		
		Total	Male	Female
1	Panchmahal (Lunawada-Khedapa corridor)	35.4	46.9	23.3
2	Sabarkantha (Dhansura-Meghraj corridor)	42.2	52.4	32.0
3	Vadodara (Dabhoi-Bodeli corridor)	32.3	43.0	21.1

Source: Tribal Research and training Institute, Gujarat

39. Considering the concentration of ST population in these districts, it is evident that majority of the ST people are engaged in cultivation and agricultural work (Table 3-5).

**Table 3-5: Distribution of Workers by Sectors (%), 2001**

S. No.	Districts	Cultivators	Agricultural	Household work	Others
1	Panchmahal	54.3	33.9	0.3	11.5
2	Sabarkantha	48.7	37.2	0.7	13.5
3	Vadodara	35.5	52.0	0.4	12.2
	<b>Total</b>	<b>46.17</b>	<b>41.03</b>	<b>0.47</b>	<b>12.4</b>

Source: Tribal Research and training Institute, Gujarat

<sup>6</sup> Dabhoi-Bodeli corridor passes through Vadodara district; Dhansura-Meghraj corridor passes through Sabarkantha district and Lunawada-Khedapa corridor passes through Panchmahal district.

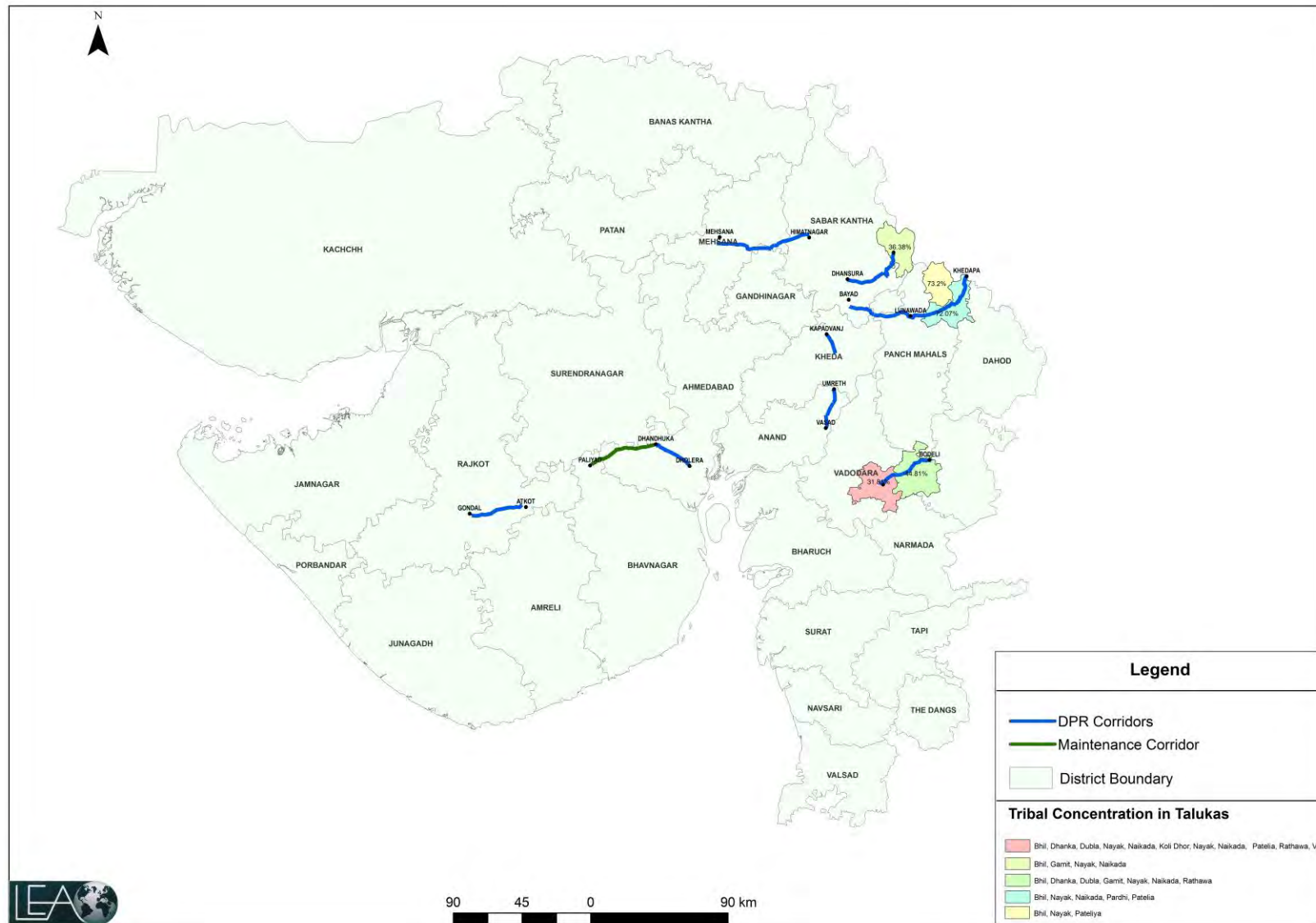


Figure 3-1: Tribal Concentration in Talukas

### 3.3. TRIBAL DEVELOPMENT IN GUJARAT

#### 3.3.1. *Notified Tribes in Gujarat and Influence in Project Corridor Areas*

40. There are 24 notified tribes in Gujarat as per the notification no. AJS/2003 /20 GOI/ 23/ CH/ Secretariat, Government of Gujarat, dated 05/09/2003. It is reported that, out of 24 notified tribe community in the state of Gujarat, the tribes such as *Bhil, Dhanka, Dubla, Gamit, Koli Dhor, Nayak, Patelia, Rathwa and Varli* live in Chota Udaipur, Jetpur Pavi, Dabhoi, Sankheda, Kadana and Santrampur Talukas. The distribution of and the socio-economic features of major tribes along the talukas of ten project corridors is presented in Table 3-6.

#### 3.3.2. *Primitive Tribal Groups*

41. Government of India has identified 75 tribal communities as Primitive Tribal Groups (PTG), spread over 15 states/union territories. The PTGs are characterised by smallness in size and diminishing in number, backwardness and isolation, use of pre-agricultural technology and very low literacy. Government of Gujarat<sup>7</sup> has five PTG, such as Kolgha, Kathodi, Kotwalia, Padhar and Siddhi. Sidhi is excluded from the latest notification No. AJS/2003 /20 GOI/ 23/ CH/ Secretariat, Government of Gujarat, dated 05/09/2003. Gondal-Atkot corridor traverses a Taluka which has population of 81 PTG households belonging to Siddhi. Members from Siddhi also participated in the consultation held as part of the SIA at Gondal. The project corridor does not have any impact on the Siddhi community and the residential place of the community is about 2 km away from the corridor<sup>8</sup>.

<sup>7</sup> Source: [http://guj-tribaldevelopment.gov.in/downloads/ptg\\_development\\_plan\\_website.pdf](http://guj-tribaldevelopment.gov.in/downloads/ptg_development_plan_website.pdf), accessed on date 25.02.2012

<sup>8</sup> Siddhi is the only tribe in the state found to have Negroid racial traits in their physical appearance. They have a tall and strong physique, black curly hair and tick lips tracing out their African origin. They are believed to have been brought to India by Portuguese as slaves and are also known by the name Siddhi Badshah. Siddhis mainly engage in labour work and are occupied as coolies, guards, farm labourers and also engages in hunting, fishing and heavily depends on forest produce for their living. The Siddhi in Gondal village of Gondal Taluka follow Muslim religion. They are landless and 56 households does not own house. There are ten female-headed households. The total PTG population is 109214, concentrated mainly in Surat, Valsad and Dangs and some PTG scattered in districts of Sabarkantha, Narmada, Ahmedabad, Surendranagar, Rajkot and Junagadh.

**Table 3-6: Socio-Economic characteristics of Scheduled Tribes in Project Districts (Panchmahal, Sabarkantha and Vadodara).<sup>9</sup>**

Scheduled Tribes	Habitation (District / Talukas)	Language	Religion	Occupation	Literacy level	Economic Structure	Social Structure	Other Characteristics
<b>Rathwa,</b> Rathwa Kolis	<ul style="list-style-type: none"> <li>• Predominantly in Vadodara District (80.16 percent) comprising eastern border talukas (Chotta Udapipur, Jetpur Pavi, Sankeda and Naswadi)</li> <li>• Panchmahal district (19.8 percent)</li> </ul>	Dialect of Gujarati known as Rathwi.	Hindu	Agriculture is the major occupation of the community.	Male – 50.2 percent, Female – 22.8 percent	<ul style="list-style-type: none"> <li>• 95.7 percent of the community engaged in agricultural activities.</li> </ul>	<ul style="list-style-type: none"> <li>• Marriage with in the tribal community (endogamous) and marriages with other clans such as Hamania, Baria, Mahania, Kothari Baka and Fadia community.</li> <li>• Follow their own folk religion, which is influenced by the Hindu religion</li> </ul>	<ul style="list-style-type: none"> <li>• Entire population lives in rural areas.</li> <li>• Settlements are dispersed and are found in fields or hill.</li> <li>• Originally they belong to Chota Udaipur taluka, also known as Rath Pradesh, hence their original habitants of Raths are called Rathwas.</li> </ul>
<b>Barda</b> Adibashi or Khandeshi Bhil	Districts of Vadodara Sabarkantha, Surat, Mehsana, Ahmedabad, Navasari, Valsad, and Bharuch	Gujarati	Hindu	Majority of them are agricultural labourers. Few of them have small pieces of land and grow millets and pulses.	Literacy levels are very low	<ul style="list-style-type: none"> <li>• 35 percent of community is engaged in agriculture but only 13 percent are land owners.</li> <li>• Hunting fishing pasture and other allied activities provide employment to 26.1 percent workers.</li> <li>• Other 21.5 percent are working as service labourers.</li> </ul>	<ul style="list-style-type: none"> <li>• Barda tribal marries within the tribal community and they strictly follow this custom.</li> <li>• Barda performs a number of folk dances and songs.</li> </ul>	<ul style="list-style-type: none"> <li>• They belong to Bhil group as they have migrated from Barda hilly region known as Bard. The Bardas were known for “hunter gatherers”.</li> </ul>
<b>Bhil</b> Barda, Bhil Dungri Garasia and Bhil Vasava	Panchmahal, Vadodara and Sabarkantha districts.	Speak Bhili language, even though most can now speak Gujarati	80 percent of them are Hindu, 20 percent are Christians.	Agriculture	Male – 56.9 percent Female – 31.3 percent	<ul style="list-style-type: none"> <li>• Predominantly agriculture activity (89.4%), Women also participate in work.</li> <li>• Only 50 percent of the cultivators have their own land, while 39.4 percent are landless labourers, 2.2 percent are engaged in industry and other 2.8 percent are working as service labourers</li> </ul>	<ul style="list-style-type: none"> <li>• Traditionally marriages took place within the community.</li> </ul>	<ul style="list-style-type: none"> <li>• Bhils are one of the largest tribal communities in India, mostly found in MP Gujarat, and Maharashtra.</li> <li>• Main habitations are in hilly areas.</li> <li>• They earn their livelihood from forest products and hunting.</li> </ul>
<b>Dhanka</b> Valvi, Tadvi, Tetaria	Vadodara, Bharauich and Surat districts	Gujarati	90 percent Hindus.	Agricultural and also working in construction and industrial activities	Male – 66.7 percent Female – 38.1	<ul style="list-style-type: none"> <li>• 60 percent of people depend on agricultural activities and also make bamboo products like baskets and handicrafts.</li> </ul>	<ul style="list-style-type: none"> <li>• Dhanka only marry within their community.</li> <li>• They worship Gods such as Baghdeo, Dungandeo, Nagdeo, Maladimate,</li> </ul>	<ul style="list-style-type: none"> <li>• Dhanka claimed to be offspring of Chauhan Rajput.</li> <li>• They cultivated small millets known</li> </ul>

<sup>9</sup> Source: 1. Tribes in Gujarat, Tribal Research and Training Institute Gujarat Vidyapeeth, Ahmedabad  
2. Tribal Atlas of Gujarat, A project submitted by Ministry of Tribal Affairs Government of India New Delhi  
3. Web: [http://en.wikipedia.org/wiki/Category:Tribal\\_communities\\_of\\_Gujarat](http://en.wikipedia.org/wiki/Category:Tribal_communities_of_Gujarat)  
4. Web: [http://censusindia.gov.in/Tables\\_Published/SCST/dh\\_st\\_gujarat.pdf](http://censusindia.gov.in/Tables_Published/SCST/dh_st_gujarat.pdf)

Scheduled Tribes	Habitation ( District / Talukas)	Language	Religion	Occupation	Literacy level	Economic Structure	Social Structure	Other Characteristics
					percent		Kinglag and their main festivals are Navratra, Diwali, Holi and Janmaslimi etc.	as Dhan and they were called Dhanka.
<b>Bavacha, Bamcha</b>	Mehsana, Vadodra, Kheda, Panchmahal and Surat districts	Bavchi dialect, but most can also speak Gujarati	Hindu	They mainly work as labourers in building, roads and construction areas.		<ul style="list-style-type: none"> <li>2.7 percent are land owners. Service sector employs 25 percent and manufacturing &amp; industries about 20 percent and 2.3 percent as construction labourers.</li> </ul>	<ul style="list-style-type: none"> <li>They worship deities such as Jogani, Devali Mata, Amba Mata, Kalka Mata, Ganesh, Hanuman, Ram and Krishna.</li> <li>Main festivals are Holi, Diwali, and Navaratra.</li> <li>Believe in ghosts and witches.</li> <li>Marriages are generally common as Hindu marriages. Dowry system prevails in the system.</li> </ul>	<ul style="list-style-type: none"> <li>Bavacha means Bahadur (brave). During Maratha period, Bavacha were soldiers of Shivaji Maharaj.</li> </ul>
<b>Gamit, Gamta, Gavit Mavchi, Padvi</b>	The Dangs, Bharuch, Valsad, Vadodara and Surat districts	Gujarati	Hindu	Majority of Gamit community are farm labourers.	Male 61.7 percent, Female 44.2 percent.	<ul style="list-style-type: none"> <li>They are well connected to the regional markets as they produce cash crops, sugarcane and are associated with milk cooperative and factories.</li> <li>32.32 percent are landless labourers and 55.9 percent are land owners.</li> </ul>	<ul style="list-style-type: none"> <li>The traditional marriages amongst the community is changing, dowry system is prevalent, Ghar Jamai system is quiet prevalent</li> </ul>	<ul style="list-style-type: none"> <li>The Gamit community migrated from Khandesh. The culture, religion and customs are very much similar to the Bhils of South Gujarat.</li> <li>Their dialect is known as Gamit Gujarat script is used for writing.</li> </ul>
<b>Naikda, Nayaka, Cholivala Nayaka, Kapadia Nayaka, Mota Nayaka, Nana Nayaka</b>	Vadodara, Panchmahal, Valsad and Surat districts	Speak Naiki, a dialect which is a mixture of Marathi and Gujarati	Hindu	Depend agricultural activity ( 85 percent)	Male – 45.6 percent Female – 25.2 percent	<ul style="list-style-type: none"> <li>Majority of the Naika community are agriculture labourers (85 percent). 29.6 percent of them own land. And also work in industries as labourer.</li> </ul>	<ul style="list-style-type: none"> <li>Marriages are arranged through talks.</li> <li>They worship family deities and Hirondev, Marryandev, Vanzari mata, Bhavani.</li> <li>Panch system operates in their habitations, to settle the marital and other problems and tackle the erring members by imposing penalty.</li> </ul>	<ul style="list-style-type: none"> <li>Naik means a leader or organizer. Earlier Naika were referred as a nomadic group but no such Naika can be encountered around.</li> </ul>
<b>Pardhi</b>	Kutch and Vadodara district		Hindu	Mostly working as landless labourers, and are also engaged in hunting, fishing and service sector activities.		<ul style="list-style-type: none"> <li>54 percent working as landless labourers, about 15 percent engaged in hunting, fishing and also works as drivers, Riksha pullers etc. 10.7 percent are working in transport and communication</li> </ul>	<ul style="list-style-type: none"> <li>They have caste Panchayat to decide community issues.</li> <li>They worship deities as Gauria Deo, Mahadeo, Shabedeo, Shitala Mata, Bhaisasur, and Kankalimata.</li> <li>They are known for folk dances and also believe in superstitions and ghosts and</li> </ul>	<ul style="list-style-type: none"> <li>Pardhi is a mixed group made of Rajput and Rawari .</li> <li>Their origin is dated to the period of Mahabharata, and Mahadeo.</li> <li>They use to hunt wild bear.</li> </ul>

Scheduled Tribes	Habitation (District / Talukas)	Language	Religion	Occupation	Literacy level	Economic Structure	Social Structure	Other Characteristics
							<p>bitches.</p> <ul style="list-style-type: none"> <li>Common marriages known as “Bihav”, generally arranged by parents.</li> </ul>	
<b>Pardi Advichincher</b>	Ahemdabad, Panchmahal, Valsad, Sabarakantha and Surat district		Hindu	They are dependent on agriculture, hunting and fishing. Women make palm leaves, mat broom and other HH articles.		<ul style="list-style-type: none"> <li>28.3 percent are agricultural labourers, 7.2 percent are construction workers, and 7.2 percent engaged in other services</li> </ul>	<ul style="list-style-type: none"> <li>They celebrate Holi, Diwali and Dussehra.</li> <li>They have their community Panchayat to decide their disputes.</li> <li>They worship deities as, Mahadeo, Hanuman and Kalimata.</li> </ul>	<ul style="list-style-type: none"> <li>They are nomads in their characteristics.</li> <li>Almost 75 percent of the population lives in Panchmahal district.</li> </ul>
<b>Kathodi</b> , Katkari, Dhor <b>Kathodi</b> , Dhor Katkari, Son Kathodi, Son Katkari	Valsad, Sabarakantha, Bharuch and Surat district		Hindu	Agriculture and forestry is the main occupation of the community.		<ul style="list-style-type: none"> <li>71 percent are engaged in agriculture, 22 percent engaged in forestry, fishing and hunting.</li> </ul>	<ul style="list-style-type: none"> <li>Marriages of the community are common Hindu type performed by priest.</li> <li>They worship Hanumanji, lord Rama, Krishna etc. the main deities are Durgadev, Vaghdev, gamdev, Maicmata, Kansari Devi etc.</li> </ul>	<ul style="list-style-type: none"> <li>The term kathodi in Kathkari have been derived from the Khair.</li> <li>These people reside predominantly in hills and forests and they are habituated of unsettled life living in outskirts and periphery of villages.</li> </ul>
<b>Kokna</b> , Kokni, Kukna	The Dangs, Valsad, Vadodara and Surat district		Hindu	Agriculture is the major occupation along with forestry and few engaged in service sectors.	Male 62.6 percent, female 40.3 percent.	<ul style="list-style-type: none"> <li>Largely depend on agriculture activity say 87.13 percent. Rest of the community depends on selling of forest products and other service activities such as tailoring, and carpentry</li> </ul>	<ul style="list-style-type: none"> <li>They worship the deities of wider pantheon and they have faith in supernatural powers.</li> <li>They celebrate Hindu festival such as Shivratri, dussehra, Navaratri, and Diwali.</li> <li>They have Panch system constituted comprising five elderly and respected members of the community headed by the Patel. They decide cases related to division of property, family quarrels, petty theft, divorces, marital issues and breach of caste norms.</li> <li>Group endogamy and clan exogamy are the marriage rules. Widow marriage is also common.</li> </ul>	<ul style="list-style-type: none"> <li>One of the important tribal groups. The etymology of the term Konkna is from by virtue of their wearing armllet, i.e. Kankan.</li> </ul>
<b>Koli Dhor</b> , Tokre Koli, Kolcha, Kolgha	Jamnagar, Panchmahal, Vadodara and Surat district		Hindu	Mainly agriculture		<ul style="list-style-type: none"> <li>95 percent are farmers. Of this 58 percent are cultivators having their</li> </ul>	<ul style="list-style-type: none"> <li>They have community Panchayat system.</li> <li>They worship Hindu Gods</li> </ul>	<ul style="list-style-type: none"> <li>It's a sub community of koli, who were engaged</li> </ul>



Scheduled Tribes	Habitation (District / Talukas)	Language	Religion	Occupation	Literacy level	Economic Structure	Social Structure	Other Characteristics
						own land and remaining 37 percent are landless labourers. <ul style="list-style-type: none"> <li>11.8 percent are engaged in service sector</li> </ul>	like Mahadeo, Hanumanji.	in animal husbandry.
<b>Patelia</b>	Panchmahal district	Bhilli	Hindu	Mainly agriculture	Male 78.5 percent, female 45.9 percent.	<ul style="list-style-type: none"> <li>Predominantly community is engaged in agricultural activities, with 80.6 percent owning the land. Some of the community members are also engaged in white collar jobs.</li> </ul>	<ul style="list-style-type: none"> <li>Law and order in their society is maintained by forming a “Patelia Sabha” which takes care of the traditional norms.</li> <li>Marriage in adults is decided by negotiations and performed by Brahmin priest.</li> <li>Community is great worshipper of lord Krishna.</li> <li>Food habits: they are generally vegetarians and are strictly avoiding alcohol.</li> </ul>	<ul style="list-style-type: none"> <li>Patelia are scheduled tribes of Madhya Pradesh who have migrated to Gujarat from neighboring areas.</li> <li>They are out spring from mixture of Bhils and Rajput. They are divided into sub groups such as Bhagat and Nagal Patelias.</li> </ul>

## **4. POLICIES AND PROGRAMS - TRIBAL DEVELOPMENT**

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### **4.1. VANBANDHU KALYAN YOJANA**

42. A comprehensive tribal development programme was initiated by the Government of Gujarat, termed as Vanbandhu Kalyan Yojana or Chief Minister's ten-point programme. The programme was launched in 2007 and aims at ensuring high quality social and civil infrastructure and sustainable employment such that the income of every tribal family doubles in five years. The programme also envisions mainstreaming of primitive tribal groups (PTGs), quality education and access to quality health services, own house for each tribal family, safe drinking water, basic facility such as roads, bus-stand and energy network, development of tribal towns, opportunity for irrigated farming and skill development and civic amenities for migrant tribal families. The programme covers 43 ITDP Talukas. The ten-point programmes set forth to fulfil the vision of:

- Employment opportunities for 5 lakh families;
- Quality of education and higher education;
- Economic development;
- Health;
- Housing;
- Safe drinking water;
- Irrigation;
- Universal electrification;
- All-weather road connectivity; and
- Urban development.

### **4.2. AGRICULTURE DIVERSIFICATION PROJECT FOR TRIBAL AREAS OF GUJARAT**

43. The project is initiated for the development of 43 ITDP Talukas of Gujarat, under the flagship programme of Van Bandhu Kalyan Yojna. The aim of the project is to bring out changes in agricultural practices in the areas so that farmers can get better returns from land. It has the following objectives:

- Introducing improved agricultural practices to the small and marginal framers in tribal areas.
- Doubling the income from land related activities and its sustenance for at least one generation.
- Ensuring sustainable and commercially viable involvement of the private sector.

44. The state Government is providing subsidized inputs and services resulting significant growth in these areas. Key features of the project are as follows:

- Involvement of private sector for efficient delivery of schemes. The private sector agency selects a Taluka and decides on the crops in consultation with small and marginal farmer community considering the specific geographical conditions.
- An individual project covers up to 5000 poor families in a Taluka. Non-poor families are also covered though they are not entitled to receive new subsidy.
- Project covers an area of 500 acres of land designed in a cluster form.
- Project identifies and trains participating families and covers various components such as land development, seed preparation, providing inputs, irrigation facilities, nurturing orchards, harvesting support, post-harvest transportation and storage facility, linkage with market and developing infrastructure.
- Farming of horticulture crops with track records of suitability for the areas and exotic crops that have potential for growth in the area according to geographic conditions is envisaged
- Project covers all the BPL families.

### **4.3. NEW GUJARAT PATTERN OF FINANCIAL ALLOCATION**

45. This programme was initiated in 1997 with a view to ensure participation of the tribal population in the development process. Under this programme, discretionary funds are allocated to every ITDP district for de-centralised planning. The funds are to be used for framing programmes and schemes that are suited to local needs and as a bridge the gaps in existing schemes. Additionally, these funds are intended for economic development and creation of local infrastructure.

46. The State-level Planning Committee of New Gujarat Pattern is headed by the Chief Minister and the Committee comprises Minister in charge of Tribal Development and other Member Secretaries. The Taluka Adijati Vikas Samiti at the Taluka level formulate schemes in various sectors of development and the required funds for these schemes are routed through District Adijati Vikas Mandal at the district level, headed by the concerned guardian minister of the district. The District Mandal gives financial approval and takes the responsibility of implementation.

### **4.4. INTEGRATED TRIBAL DEVELOPMENT PROJECT**

47. The main objective of ITDP is socio-economic development of tribal communities through income generating schemes allied with Infrastructure Development programmes and protection of the tribal communities against exploitation. The ITDP areas are generally contiguous areas of the size of a Tehsil or Block or more in which the ST population is 50 percent or more of the total. In the states having scheduled areas the ITDPs / ITDAs is generally co-terminus with TSP areas. The ITDPs / ITDAs are headed by Project Officers though they may be designated Project Administrators or Project Directors. The Project Administrators have wide-ranging powers over activities of other agencies working in the field. They have access to some flexible funds for designing innovative interventions.

### **4.5. TRIBAL SUB PLAN**

48. Tribal Sub Plan (TSP) is a strategic policy initiative intended for the overall development of the STs. TSP mainly focuses on securing budgetary allocations from various development Departments in proportion to the ST population in respective states. TSP Government of Gujarat is implementing the Tribal Sub Plan Approach as part of its obligations to implement the Directive Principles of State Policy enshrined in the Constitution of India. The State Government had initiated first tribal sub-plan strategy in the year 1975-76 with the commencement of the Fifth Five Year Plan. Mid-term appraisal of the Eleventh Five Year Plan by the Planning Commission points out that Gujarat and Tamil Nadu are the only two states which have fixed realistic physical targets for TSP schemes and programmes<sup>10</sup>.

### **4.6. OTHER KEY INITIATIVES FOR TRIBAL DEVELOPMENT**

#### **4.6.1. Eklavya Model Residential Schools (EMRS)**

49. The Eklavya School Project was launched in 1999 by the Government of India. The Project aims to bring in a quality dimension for the education of tribal students. Since its inception in Gujarat, 10 schools have been sanctioned. For the effective implementation of the Project and the management of the schools, the Government of Gujarat has promoted an autonomous society, Gujarat State Tribal Development Residential Education Institution Society (GSTDREIS) under the Tribal Development

<sup>10</sup> Narkar Amit (2011), Tribal Sub Plan under the Eleventh Five Year Plan, Where has all the money gone. National Centre for Advocacy Studies, Maharashtra, India.

Department. The Society directly manages 51 Schools, of which 2 Schools<sup>11</sup> are located in Santrampur Taluka of Lunawada-Khedappa corridor.

#### 4.6.2. Ashram Shala

50. Out of 448 Ashram Shalas, 80 (18 percent) of the schools are functional in the districts of Panchmahal and Sabarkantha. With regard to Secondary Ashram Shalas, 27 are functioning out of 97 Shalas in these three districts.

**Table 4-1: Number of Ashram Shala in Project Corridor Districts<sup>12</sup>**

District	Ashram Shalas	Secondary Ashram Shalas
Panchmahal	36	4
Sabarkantha	44	13
<b>Total</b>	<b>80</b>	<b>17</b>

Source: Tribal Sub Plan, GoG, 2011-12

#### 4.6.3. Adarsh Niwasi schools

51. With regard to approved numbers of boys and girls in Adarsh Niwasi schools, out of 8040 approved numbers, 520 has been allocated to the project corridor districts of Panchmahal and Sabarkantha.

**Table 4-2: Details of Adarsh Niwasi schools**

District	Adarsh Niwasi School Location	Boys/Girls	Approved Numbers
Panchmahal	Santrampur	Boys	200
Sabarkantha	Khedbrahma	Girls	120
	Bhiloda	Boys	200
Total			520

Source: Tribal Sub Plan, GoG, 2011-12

#### 4.6.4. Electricity Connection

52. Table 4-3 shows the total number of electric connections given to the individual households under the Tribal Sub Plan.

**Table 4-3: Details of Electrified Houses**

District	Talukas	Existing Electrified House	Power Distribution Centers
Panchmahal	Kadana	19417	2215
	Santrampur	35379	2368
Sabarkantha	Meghraj	26001	414

Source: Tribal Sub Plan, GoG, 2011-12

#### 4.6.5. Tap Connectivity

53. About 23 percent of the households have been provided with water tap connections in tribal talukas in Sabarkantha district.

**Table 4-4: Details of Water Tap Connections**

District	Talukas	Total Number of Households	Households with Water Tap Connection	Percent
Panchmahal	Kadana	19815	3105	15.67
	Santrampur	33652	1848	5.49
Sabarkantha	Mehraj	23605	5516	23.37

Source: Tribal Sub Plan, GoG, 2011-12

#### 4.6.6. Project Sunshine

54. The project focuses on enhancing the economic conditions of tribal farmers in Gujarat by providing modern inputs for increasing agricultural productivity, developing infrastructure and leveraging

<sup>11</sup> These are Girl's Residential Schools sanctioned by Government of India and are located at Kherwa in Santrampur Taluka.

<sup>12</sup> The information is Taluka based and within Vadodara district, the information is available for 4 Talukas (Chhotaudepur, Jetpur Pavi, Naswadi and Kawant) which are not part of the project corridors. Hence information on Vadodara district is not included.

on appropriate public private partnerships. Important features of Project Sunshine are summarised as follows:

- Planting of Dekalb seeds in 100 acres of land, in each village.
- Provision of one Corn Sheller each for a village.
- Monitoring by Tribal Development Department
- NGOs (SADGURU, GVK, GRISERV, Mahatma Gandhi Pratisthan) and Panchmahal Dairy plays a critical role in project implementation & farmer education;
- NABARD provides insurance coverage to the Project against irregular rainfall.
- Monsanto provides support and training to the farmers in addition to supply of seeds.
- Support from Government officials to hasten the hybrid adoption process and improving socio economic status of farmers.
- Formation of Village Committees in each village as a nodal point for all transactions, operations, education, training programs and keeping all records.

55. Project Sunshine covers five districts, out of which Panchmahal and Sabarkantha are part of GSHP-II.

**Table 4-5: Details of Project Sunshine in GSHP-II Districts**

Sr. No.	District	Taluka	Name of Dairy/NGO	Corridor	Villages covered		Number of Beneficiaries, 2009
					2007	2009	
1	Panchmahal	Santrampur	Panchmahal dairy	Lunawada-Khedapa	100	142	13225
		Kadana	Panchmahal dairy		100	110	5180
2	Sabarkantha	Meghraj	Sabar dairy	Dhansura Meghraj	0	80	12420
<b>Total</b>					<b>2207</b>	<b>2341</b>	<b>30825</b>

Source: Tribal Development Department, Government of Gujarat, 2012

56. Role of Village Committees is noteworthy and relevant to the proposed road development project. The project affected households could be positively integrated with Project Sunshine through Village Committees, since these Committees are responsible to prepare list of interested farmers (beneficiaries) and facilitates input distribution, farmer-meeting and gathering farmers, etc.

#### 4.6.7. Integrated Dairy Development Project in Tribal Areas

57. IDDP focuses on technical and managerial capacity building of existing milk co-operatives working in tribal areas and recognizing them as implementers and partners in dairying activities for the development of tribal areas. The Project has been initiated in 15 tribal Talukas spread across three districts such as Banas, Vadodara and Panchmahal. The Project aimed at doubling the income of whole Taluka and to assist 80 percent of BPL households to achieve income above poverty line. Availability of quality cattle for the project beneficiaries is ensured and the implementing District Dairy Cooperative enters into MoU with the Government to guarantee targeted returns to the beneficiaries from the Project. IDDP is implemented in Lunawada-Khedapa corridor.

**Table 4-6: Components and details of IDDP in GSHP-II Districts**

Name of District	Taluka covered	BPL Families	Total Cost (Rs. Crore)	Project Components
Panchmahal	Santrampur	5000	20.53	<ul style="list-style-type: none"> <li>• Provision of Milk animals</li> <li>• Infrastructure at beneficiary level</li> <li>• Training to participating families</li> <li>• Medical services to cattle</li> <li>• Cattle breeding programme</li> <li>• Assistance for clean milk programme</li> <li>• Project management</li> </ul>

Source: Note on Integrated Dairy Development Project in Tribal areas of Gujarat, Tribal Development Department, Government of Gujarat, 2012

## 5. EXISTING INSTITUTIONAL ARRANGEMENTS FOR TRIBAL DEVELOPMENT

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### 5.1. INSTITUTIONAL ARRANGEMENTS AT STATE LEVEL

58. The organogram of Tribal Development Department, GoG is given in Figure 5-1. The Secretary executes the relevant administrative and budgetary control for various development schemes and also coordinates the inter-departmental activities for the effective implementation of the sub-plan programmes. The Commissioner is the head of field operations of the Tribal Development Department and facilitates speedy implementation of various programmes under Tribal Sub Plan. The Director of primitive tribes and Ex-Officio Deputy Tribal Development Commissioner deal with the development of the most backward tribes among the STs and support the Commissioner in overall project administrative activities.

59. **Gujarat Tribal Development Corporation (GTDC):** This agency functions as a statutory corporation under the Gujarat Tribal Development Corporation Act 1972. The GTDC has a Board of Directors (9 Directors) nominated by the state government. The state government appoints one of the official directors as Executive Director. This Corporation is primarily deals with planning and promoting the agricultural development including agriculture production, marketing, processing, supply and storage of products, building construction keeping in view of socio- economic improvement of the tribal community live in the state. The corporation is being funded by the state government for carrying out the specific activities.

60. **Tribal Research and Training Institute (TRTI):** The Institute undertakes research and evaluation studies vis-à-vis on various socio-economic development programs earmarked for tribal community in the state under the guidance of the Director. TRTI is being supported financially by the state and central government. Apart from the research and evaluation, this institute imparts various trainings pertaining to tribal community to the government officials, Ashramshala teachers, forest officials, and ICDS staff.

61. **Development Support Agency of Gujarat (DSAG):** DSAG has been formed by Tribal Development Department, GoG, for the purpose of implementing the Vanbandhu Kalyan Yojana effectively and efficiently in the state of Gujarat. D-SAG is registered under the Societies' Registration Act, 1860 and is chaired by the Chief Secretary, Government of Gujarat. DSAG plays a vital role in implementing various projects such as Dairy, Agriculture, and Vocational guidance centre and so on. Towards enabling smoother implementation of the programme, the DSAG has developed frameworks for mainstreaming gender, monitoring, fund release, skill training and Code of Ethics.

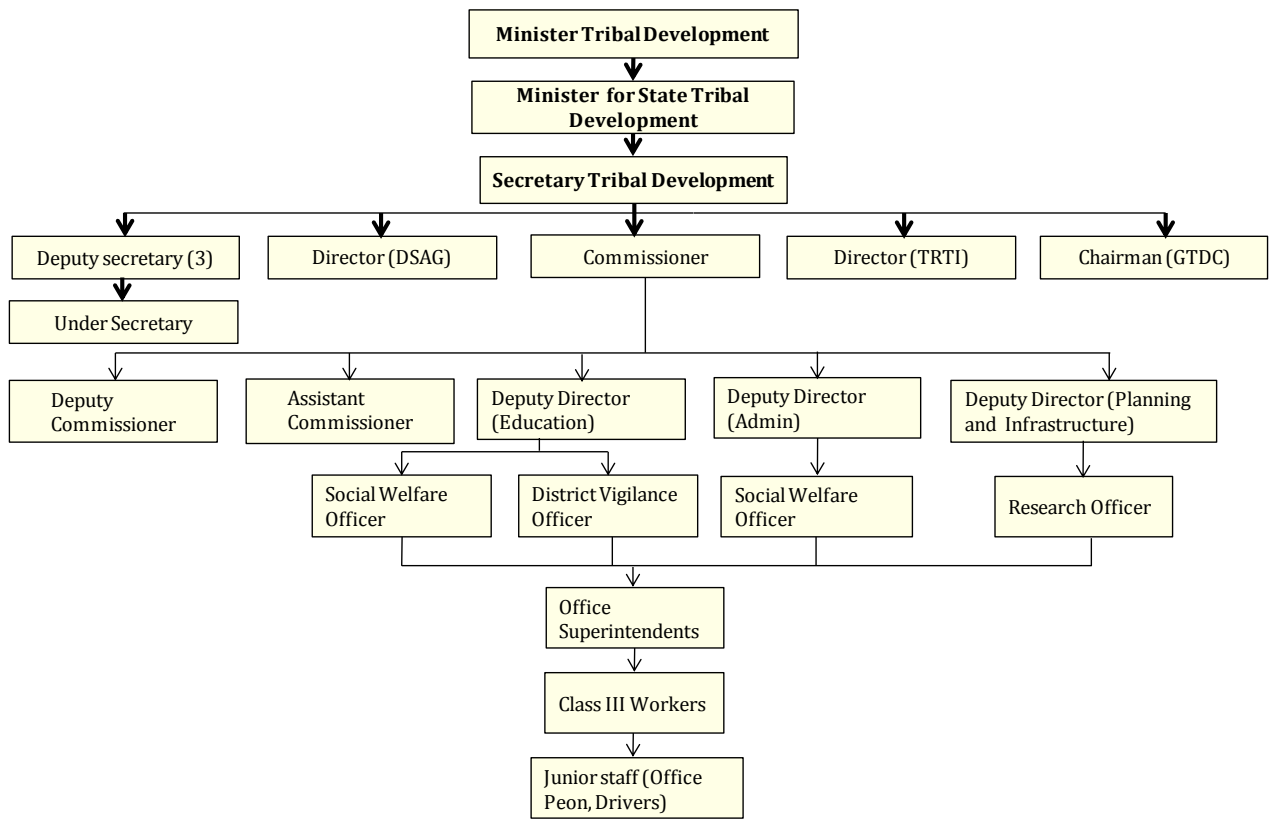


Figure 5-1: Tribal Development Department: Organogram

## 5.2. INSTITUTIONAL ARRANGEMENTS AT DISTRICT LEVEL

62. Tribal Sub Plan Areas in the State comprises 12 ITDP Areas. Each project team is headed by Project Administrator of the rank of Additional Collector. The Project Administrator has Jurisdiction over Talukas, pockets and clusters included in the project area Figure 5-2.

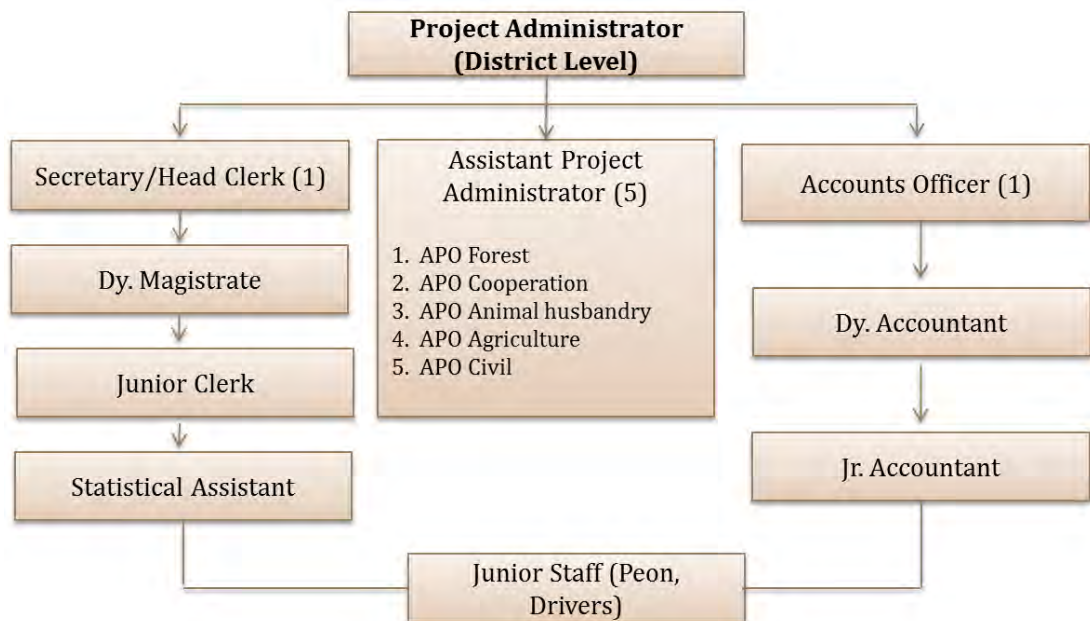


Figure 5-2: Institutional Arrangement at District Level

## 6. PROJECT IMPACTS ON SCHEDULED TRIBES

### 6.1. INTRODUCTION

63. A conscious approach to minimize/avoid land acquisition impacts during designs, has ensured that there are no impacts on land in the Fifth Schedule Areas. Adopting the CoI approach, the impacts on land and other assets have been minimized, within acceptable design principles and standards. Development within available RoW has been considered, wherever feasible, for avoiding or minimizing impact on residential and commercial structures, water-yielding wells, schools, religious structures and agricultural land.

64. The observations based on field situation and discussions with affected households and knowledgeable persons at village level in various locations of the project corridors suggest the following:

- The overall social, economic and political status of the residents of the Fifth Schedule Area and especially the project affected tribal households show that they have become part of the mainstream society. The tribal people largely mingle with the non-tribal people and the livelihood of tribal has significantly linked to the activities in the mainstream society.
- The political leaders who have been elected from the respective Wards or Councils and who belong to the STs are of the opinion that they had never experienced any discrimination from anywhere nor they came across any difficulty in achieving things for the fact that they belong to STs.
- The education profile, health standards and the political affiliations and the participation in the formal governance system and also the presence of economically forward segments, shows that they do not maintain any distinctive customs or economic activities that may make them vulnerable to hardships.
- The proposed project will have little effect on the socio-economic and cultural integrity of the tribal population. The tribal hamlets in which the project affected tribal households reside are located beyond the PROW. Even though some of the commercial structures squatted into the RoW are affected, the project will not disrupt their community life.

65. The project will have positive impact on the health, education, livelihood and social security status of the tribal households. The consultations reveal that the tribal people welcomed the road development since it will have direct and indirect impact on their socio-economic development through better employment opportunities apart from better access to education and health facilities.

### 6.2. MINIMIZATION OF IMPACTS

66. A conscious effort towards avoidance of land acquisition and resettlement impacts has been taken up as an integral part of the entire project preparation and design in GSHP-II. Wherever unavoidable, efforts to minimize impacts through design interventions have been worked out. A three stage iterative process to minimise land acquisition and resettlement impacts has been worked out, (i) improvements to be planned within available RoW, (ii) adoption of CoI approach, and (iii) location specific measures to further minimize impacts within CoI. Details of desing interventions adopted to minimize resettlement impact for respective corridors have been presented in Table 6-1, Table 6-3 and Table 6-2.

**Table 6-1: Design Interventions to minimize / avoid resettlement impacts: Dabhoi-Bodeli Corridor**

S. No.	Chainage	Design Interventions	Structures Saved
1	29+530 to 29+930	2 police Chowki, 1 Police Station, 2 hotel fencing and 1 Bus stop with 1 Tea stall are saved by restricting the carriageway width and slight shift of road alignment	7
		48 trees saved in this section	
2	29+930 to 30+230	2 Railway rooms and 1 bus stop are saved by restricting the carriageway width and slight shift of road alignment	3
		59 trees saved in this section	
3	39+495R	Sitting area saved by reducing parking space	1
4	41+710L	Shrine saved by reducing parking space	1
5	46+680L	Toilet saved by reducing parking space	1



S. No.	Chainage	Design Interventions	Structures Saved
6	46+700	Sitting area saved by reducing parking space	1
7	68+380L	Govt. land and Toilet saved by reducing parking space	1
8	68+370L	Shop saved by reducing parking space	1
9	68+340R	Shop saved by reducing parking space	1
10	68+350L	Shop saved by reducing parking space	1
11	68+360L	Shop saved by reducing parking space	1
<b>Total Structures Saved</b>			<b>19</b>

**Table 6-2: Design Interventions to minimize / avoid resettlement impacts: Dhansura Meghraj Corridor**

S. No.	Chainage	Design Interventions	Structures Saved
1	45+300	Shift in alignment to save hand pump coming in CoI	1
2	49+400	Shift in alignment to save 1 building structure	1
3	53+760	Alignment shift to protect 1 well within the CoI	1
4	55+750 to 55+900	7 Houses, 1 temple boundary wall, 1 very old hanuman temple, 1 community sitting area, 1 bus stop and 1 tube well are protected by applying COI approach. 2 shops are affected, difficult to minimize the impact.	12
5	71+575 to 71+690	Boundary wall of 3 Houses falling within the CoI saved by shifting alignments	3
6	71+850	1 Well saved by shift in alignment	1
7	73+650 to 73+800	4 House boundary walls, 1 temple, and 1 water tank saved by shifting alignment	6
8	73+850 to 73+865	1 House saved with alignment shift within RoW Boundary wall of 1 house getting affected after design intervention	1
9	73+910 to 73+915	1 house and cattle shed saved with shifting alignment within RoW	2
10	78+475 to 78+490	1 Public well and 1 temple/shed saved with alignment shift and reducing formation width	2
11	79+400	1 Bore well saved with alignment shift and reducing the Carriageway width	1
12	84+050	1 hand pump saved with shifting alignment	1
<b>Total Structures Saved</b>			<b>32</b>

**Table 6-3: Design Interventions to minimize / avoid resettlement impacts: Lunawada-Khedapa Corridor**

S. No.	Chainage	Design Interventions	Structures Saved
<b>Lunawada-Santrampur Section</b>			
1	134+850	1 house saved with shift in alignment towards LHS within RoW	1
2	134+875 and 134+890	1 Shrine and 1 temple (Chavdi Mata temple) protected with alignment shift towards LHS	2
3	139+310	1 house saved with shift in alignment	1
4	147+000 to 147+300	6 houses, 2 small rooms and 1 temple are saved by adopting the COI approach and slight shift in road alignment.	9
5	149+900	1 house saved with alignment shift	1
6	151+775 to 151+860	2 houses within CoI saved with shift in alignment and reduction in formation width	2
7	156+280	1 Temple save with alignment shift	1
8	161+130	1 Temple trust saved with reduction in formation width	1
9	161+450	1 Dargah saved with shifting alignment towards RHS and reducing the formation width	1
10	161+680 -162+000	11 houses, 1 boundary wall of farm house and 1 fencing of farm house are saved by adopting COI approach and reduction/removal of hard shoulder	13
<b>Santrampur- Khedapa Section</b>			
11	1+075	1 house saved with shift in alignment towards LHS	1
12	7+565 to 7+590	2 house saved with shift in alignment towards LHS	2
13	12+160 to 12+780	3 houses, 1 school saved with shift in alignment towards RHS	4
14	13+700 to 13+800	2 houses saved with shift in alignment	2
15	14+680 to 14+1850	2 houses saved with shift in alignment	2
16	16+625 to 16+800	3 houses saved with shift in alignment	3
17	17+030 to 17+866	6 houses saved with shift in alignment	6
18	18+025	1 house and 1 hand pump saved with alignment shift	2
<b>Total Structures Saved</b>			<b>54</b>

### 6.3. IMPACTS IN FIFTH SCHEDULE AREAS

#### 6.3.1. Dabhoi-Bodeli Corridor

67. 3 shops belonging to ST households and 10 shops owned by non-ST households in Sankheda taluka will be affected. The designs have been worked out within the available RoW of 30 m. The impact on land has been fully avoided throughout the corridor.

#### 6.3.2. Dhansura-Meghraj Corridor

68. The design for the proposed corridor has been worked out within the available RoW of 24 m to minimize land acquisition and resettlement impacts. The impact on land has been fully avoided in Meghraj Taluka. The proposed road development will not affect any properties belonging STs residing within Meghraj taluka. One hand pump located at km 79+025 in Meghraj taluka will be affected.

#### 6.3.3. Lunawada-Khedapa Corridor

69. The proposed road development will be taken up within the available RoW of 24 m, especially in, avoiding land acquisition and impact on structures, to the extent possible. Land acquisition is completely avoided in Santrampur and Kadana talukas (Fifth Schedule Areas). However, land acquisition has been unavoidable in four locations of Lunawada Taluka (at Lunawada, Ukedi and Godna Muvada villages), in view of curve improvements, for which 0.4653 ha of private land will be acquired. While there is no land acquisition in the Scheduled Area, 4 shops will be affected which are located alongside the road within Santrampur Taluka. All the 4 affected units are owned/operated by non-ST PAPs. Summary of impacts in Fifth Schedule Area is given in Table 6-4.

**Table 6-4: Impacts in Fifth Schedule Area**

Corridor	Taluka	Proposed Treatment	Impact on Private Land	Impact on Assets/Structures within CoI
Dhansura-Meghraj	Meghraj	2-lane with COI of 16m	No impact	1 Hand pump
Lunawada-Khedapa	Santrampur, Kadana	2-lane with COI of 16m	No Impact	4 shops owned by non-STs
Dabhoi-Bodeli	Sankheda	2-lane with COI of 12m	No Impact	3 shops owned by STs and 10 shops owned by non-STs

Source: LASA Primary Survey, 2012

### 6.4. IMPACTS ON COMMUNITY RIGHTS AND ACCESS TO RESOURCES

70. As per Forest Rights Act, 2006 the scheduled tribes have rights to use forest land for agricultural purposes, fishing in ponds located within forest areas, non-timber forest produces, grazing of cattle etc. The proposed improvements of the corridors will not affect any such rights of the tribal people as these are proposed within the available Right of Way. SIA and consultations carried out at various levels (state, district, taluka and village level) in the Fifth Schedule Areas of Lunawada-Khedapa, Dhansura-Meghraj and Dabhoi-Bodeli reveal that the proposed road improvement will not affect any customary rights of the ST community residing in the villages of Santrampur, Kadana or Sankheda taluka. The ST population in the Meghraj village<sup>13</sup> is not concentrated in the project influence area. The consultations carried out with the community revealed that the ST population of Meghraj village is concentrated along the Shamlaji-Godhra corridor (SH-146), which is away from the proposed corridor and will not be influenced by the proposed improvement.

<sup>13</sup> Meghraj village in Meghraj Taluka is part of Fifth Schedule Area.

71. There are 51 villages located along the 4 taluks (Santrampur, Kadana, Meghraj and Sankheda), of which 32 villages are part of Scheduled Area (Table 6-5). The project road pass through protected forest area in all the 51 villages. In line with the provisions of the FRA, 2006 – for each of the 32 tribal villages along the three corridors, R&BD has convened meetings of the Gram Sabha, wherein resolutions accorded no-objection for felling of the trees / protected forests after confirmation that (i) there are no forest dwellers with traditional forest rights and (ii) there are no recognized forest rights of the ST communities. Copy of Grama Sabha Resolution of a village is given in Appendix 2.1.

**Table 6-5: Scheduled Area and Forest Area along the Project Corridors**

Corridor	Taluka	Villages	Scheduled Area
DABHOI-BODELI	SANKHEDA	Sankheda	-
		Kherva	√
		Zankharpura	-
		Salpura	-
		Bamroli	-
		Garol	-
		Bodeli	-
		Patna	-
		Pitha	-
		Kundi Tappe Bahada	-
		Dormar	-
		Suryaghoda	-
		Jojva	-
		Bhadrali	√
		Bhulvan	√
		Lotiya	√
		Ali Kherva	-
		Gola Gamdi	√
Kunteshwar	√		
Manjrol	-		
DHANSURA-MEGHRAJ	MEGHRAJ	Iploda	-
		Kamroda	-
		Jashvantpura	-
		Vasna	-
		Meghraj	√
LUNAWADA-KHEDAPA	SANTRAMPUR	Prathipura	-
		Khedaya Alias Prat	√
		Simaliya	√
		Batakwada	√
		Ukhreli	√
		Dotawada	√
		Sangawada	√
		Santrampur	√
		Kunda	√
		Malanpur	√
		Lalakpur	√
		Ranijini Padedi	√
		Hadani Sarsan	√
		Moti Sarsan	√
		Nani Sarsan	√
		Bhandara	√
		Godhar (West)	√
		Dhamotna Moyla	√
		Kanbina Moyla	√
		Manchod	√
Rafai	√		
Barela	√		
Motikharsoli	√		
Ranani saran	√		
Bahediya	√		

Corridor	Taluka	Villages	Scheduled Area
	KADANA	Dahyapur	√
<b>TOTAL NUMBER OF VILLAGES</b>		<b>51</b>	<b>32</b>

Source: LASA, 2012.

## 6.5. SOCIO-ECONOMIC CHARACTERISTICS OF ST HOUSEHOLDS

72. The overall profile of the tribal households in terms of their social engagements, economic standards and participation in elections and casting of vote, interaction with local governing bodies, etc., has been assessed. This was based on field observations, consultations with the community leaders, elected tribal members of the local self government, and group discussions.

73. The 3 affected ST households have 10 family members, of which one member is illiterate and 4 members each have primary and high school level of education respectively and one person have higher secondary level of education. One affected household has a land holding area of 2 bigha and two others does not own any land. One affected person is handicapped. These households informed that they are not covered under any ongoing government programme. They have access to social service institutions, health centres and markets.

**Table 6-6: Livelihood Pattern and Ownership of Assets for affected ST Households**

Corridor	Household	Land Holding	Skills Possessed	Monthly HH Income (Rs.)	Livelihood Option	Ownership of non-land based assets
Dabhoi-Bodeli	Household-1	Nil	Nil	2500	Business/trade	TV
	Household-2	Nil	Nil	2000	Business/trade	TV, 2-wheeler, Phone
	Household-3	2 Bigha	Nil	4500	Business/trade	TV, Refrigerator, 2-wheeler, Phone

Source: LASA, 2012.

## 7. FREE, PRIOR AND INFORMED CONSULTATION

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### 7.1. CONCEPT

74. FPIC intends to fully identify the views of affected community and ascertain their broad community support for the project. FPIC has twin objectives such as (i) disseminating details about the proposed project, its adverse and favourable impact on the ST community and (ii) integrating the affected ST households with suitable development programmes (income generating, skill development or capacity building). Informed participation involves organized and iterative consultation through which the views of the affected communities on matters that affect them directly, such as proposed mitigation measures, the sharing of development benefits and opportunities and implementation issues, shall be incorporated into the decision-making process of the project. The concept of FPIC is summarized as follows:

- **Free:** The project shall not coerce, intimidate or unduly incentivize the affected communities to be supportive of the project. The project shall record the discussions with recognized community representatives, key informants, etc.
- **Prior:** Consultation with affected communities shall be sufficiently early in the project planning process: (i) to allow time for project information to be interpreted and comments and recommendations formulated and discussed, (ii) for the consultation to have a meaningful influence on the broad project design options, (iii) for the consultation to have a meaningful influence on the choice and design of mitigation measures, the sharing of development benefits and opportunities, and project implementation.
- **Informed:** Consultation with affected communities shall give details about project operations and potential adverse impacts and risks, based on adequate and relevant disclosure of project information and using methods of communication that are inclusive, culturally appropriate and adapted to the community's language needs and decision making, such that the community fully understand how the project will affect their lives.

### 7.2. IDENTIFICATION OF STAKEHOLDERS

75. In view of the baseline information on demographic, social, cultural and political characteristics of the affected tribal people and the legal and institutional framework applicable to tribal development, the key project stakeholders have been identified. These stakeholders will form integral part of the consultations during project preparation and implementation.

- Affected ST households;
- Gram Sabha;
- Village Sarpanch / Talati;
- Elected representatives (MPs, MLAs, etc);
- NGOs working for tribal development;
- Taluka Development Office;
- Mamlatdar;
- Project Administrator (district level), Tribal Development Department; and
- Commissioner (state level), Tribal Development Department.

### 7.3. CONSULTATION DURING PROJECT PREPARATION

76. Consultations have been carried out at three levels - state level, district level and taluka level. The consultation at state level was carried out with the commissioner, Tribal Development Department, GoG. The district level consultations have been carried out with the Project Administrators. At Taluka level, consultations have been carried out with Taluka Development Officers, Gram Panchayat members, Talatis, Sarpanchs and ST households residing in Fifth Schedule Area. The framework adopted for consultation during project preparation is presented in Figure 7-1.

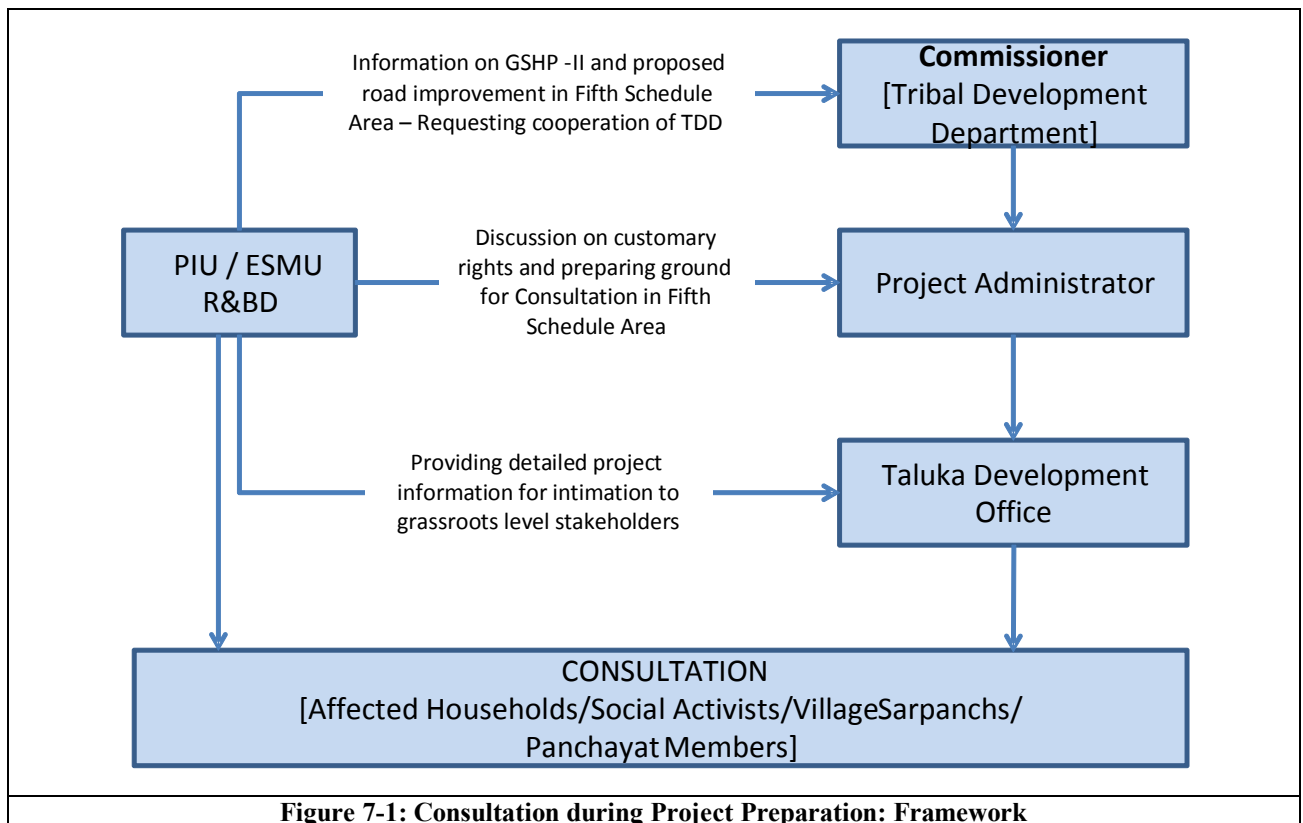


Figure 7-1: Consultation during Project Preparation: Framework

### 7.3.1. Consultation at State Level [Meeting with Commissioner, Tribal Development Department, GoG]

77. A meeting was held on 1<sup>st</sup> June 2012 with the Commissioner, Tribal Development Department, GoG to discuss about the Free, Prior and Informed Consultation (FPIC) to be carried out with the community in Fifth Schedule Areas. The commissioner was appraised about the proposed project, GSHP-II and the proposed road development in the Fifth schedule areas under GSHP-II. The outcome of the discussion is given below:

- The commissioner reiterated the necessity of informed consultation with the tribal people of the project area before the finalization of the road design. The views of the affected people should be considered while finalising the road design;
- Best efforts should be made to avoid any major impacts on land and properties of the people residing along the proposed corridors. Though the overall impact will be minimal compared to Sardar Sarovar Narmada project, efforts should be made to avoid affecting the land and structures of ST households. If any land is affected at unavoidable circumstances, the same should be suitably compensated without any sort of adverse impact on the livelihood on ST households.
- All the important information related to the proposed project should be disseminated properly to the tribal community. The people should be informed about the positive as well as negative impacts of the project. Efforts should be made to ensure active participation of the tribal people in the discussions; and
- All necessary action will be taken to ensure full cooperation and active participation of the Project Administrators of respective Talukas. The letter to concerned Project administrators from the Office of the Commissioner is given in **Appendix 7.1**.

### 7.3.2. Consultation at District Level [Meeting with Project Administrators]

78. Meetings were held with Project Administrators at Sabarkantha (Dhansura-Meghraj corridor), Vadodara (Dabhoi-Bodeli corridor) and Godhra - Panchmahal districts (Lunawada-Khedapa) respectively. The outcome of district level consultation carried out with Project Administrators is given below:

- Project Administrators appreciated the approach to consider the views and concerns of ST households in finalising the proposed road designs.
- Necessary instructions given to Taluka development administration by the Project Administrators to organise consultation between ST community and R&BD.
- The proposed road improvement is very crucial for the economic development of the region, which will in turn, benefit the ST community.
- The adverse impact of the project in Fifth Schedule Areas, if any, should be intimated to the ST households. Efforts taken by the project implementing authority to avoid adverse impacts should be disseminated appropriately to the ST households.
- Wherever impacts on properties are unavoidable, the same should be addressed through suitable mitigation measures and should be intimated to ST households.
- Details about the project, likely impacts and mitigation measures should be disseminated in Gujarati language during the consultation with ST community.
- FPIC intended to be carried out in Fifth Schedule Areas should ensure participation of various segments of the community.

**7.3.3. Consultation at Taluka/Village Level [ST Community, Village Panchayat Members, Sarpanch, Taluka Development Officials]**

79. Consultations were conducted at Santrampur and Kadana taluka of Lunawada-Khedapa corridor, Meghraj taluka of Dhansura-Meghraj corridor and Sankheda taluka of Dabhoi-Bodeli corridor on 22.06.2012, 25.06.2012 and 05.07.2012 respectively.

80. In Meghraj Taluka, majority of the villagers depend upon agriculture for their livelihood and the agricultural labourers mostly belongs to ST community are migrants from Rajasthan. During lean season, these agricultural labourers get employment in construction sectors. There are 129 villages under Meghraj Taluka, of which 70 are part of Scheduled Area and various tribal development programmes are in place in all these 70 villages. Dhansura-Meghraj corridor passes through 6 villages (Iploda, Kamroda, Jashvantpura, Vasna, Meghraj and Prathipura) of Meghraj taluka and among which only Meghraj village is included in the Fifth Schedule Area and ST hamlets are about 5 km away from the proposed corridor.

81. For all the three project corridors, altogether 17 non-titleholder shops squatting within the RoW for commercial purposes, out of which 3 are owned by STs who belong Rathwa community. Land acquisition has been avoided in Fifth Schedule Areas. Consultations have been carried out with ST Community, Village Panchayat Members, Village Sarpanchs, Taluka Development Officials and community leaders in order to disseminate the project information as well as to know the views and concerns of the community.

82. Consultations reveal that there is broad community support for the proposed road improvement projects. The initiative of GoG for road infrastructure development is appreciated in view of the development of Scheduled Area and the subsequent development of ST community. The customary rights of ST community will not be affected due to the project. The proposed road development will lead to increased mobility of people, improved services particularly, the ambulance services, access to educational institutions, mini-bus services (initiated by Vanbandhu Kalyan Yojana)<sup>14</sup>. Thus there will be improvement in health, education and socio-economic development.

83. The outcome of consultations carried out at various locations are summarised in Table 7-1 and corridor-specific consultation details (project information, agenda of meeting, attendance sheets, etc.) are given in Appendix 7.2 and 7.3. Minutes of the meetings carried out in respective talukas is given in Appendix 7.4.

<sup>14</sup> Revealed during discussion with Mamlatdar, Santrampur and Kadana Taluka [Lunawada-Khedapa corridor]. As regards land rights, any land transaction in which ST is involved should get the approval of Government.

**Table 7-1: Outcomes of Consultation in Scheduled Areas and Integration into Project Design**

Issues Discussed	Integration into Project Design and Action Plan
The participants requested to give details of the proposed improvements - proposed formation width, carriageway width, length etc.	Details of the proposed road improvement (formation width, carriageway width, corridor of impact, right of way, etc) provided to the participants.
The proposed improvements should be carried out within the available RoW, avoiding land acquisition.	Proposed road improvement will be carried out within available RoW and land acquisition has been avoided in Fifth Schedule Areas [road sections passing through Meghraj, Santrampur, Kadana and Sankheda Talukas].
Places of religious importance like temples and mosques should be saved to the extent possible.	Religious structures will not be affected.
Livelihood of shop owners (commercial squatters) will be affected and the affected persons enquired about support provisions to restore their livelihood.	Compensation for impacted structures at replacement cost determined on the basis of R&BD Schedule of Rates as on date without depreciation OR cost towards shop construction of shop (of 100 sq.ft area) will be provided for commercial squatters.
Road side trees should be protected as far as possible.	Trees will be saved to the extent possible.
Road dividers, as seen in the Cities of Gujarat, should be provided all along the corridor.	Provisions for dividers have been included in the design for urban sections as per IRC norms.
Transportation facilities should be improved with the road improvement. Experienced Medical personnel are reluctant to serve PHCs mainly due to poor connectivity of the region to major urban centres.	Proposed road improvement will facilitate better transport facilities and will improve connectivity of the region with nearby urban centres.
A Medical Officer of Meghraj Taluka urged the people to come forward to part with their land and properties, if required, for the corridor development, in view of greater public interest.	Road improvements in general affect a narrow stretch of land mainly for improvement of curve locations. However, for the Fifth Schedule Areas, there is no land acquisition and if required, R&BD will compensate the same following the provisions of RPF.
Road safety issues should be identified and accordingly rectified by the road development authority. Participants have pointed out about recent accidents and consequent casualties.	Road safety measures like cautionary signs, road markings and speed-breakers, traffic-calming measures, rumble strips and informative signboards have been included in the project design. The proposed road development will facilitate safe overtaking and crossing of vehicles.
Compensation for affected properties should be provided at prevailing market rates or Jantri rate as decided by the Government.  Compensation for affected structures should include cost of renovation, interior works, extension works, etc.	There is no land acquisition envisaged in Fifth Schedule Area. Compensation of land acquired in other areas will be decided based on updated Jantri value. Compensation for affected structures will be on the basis of R&BD Schedule of Rates without depreciation.
Compensation for affected properties should be disbursed within a reasonable time period.	Compensation for affected properties will be disbursed before the initiation of road construction works.
Participants enquired about the likely implementation period of the project and notice period for removal of affected structures	Construction/improvement of the road will begin by May-June 2013. Advance notice will be served 4 months prior to the initiation of civil works.
Adequate number of passenger-shelters or separate provision for the same should be considered while finalising the road design.	Provision for sufficient number of passenger shelters has been included in the design. Those passenger shelters which are in good condition and which are not affected due to the proposed improvement will be retained.
The agricultural land of some ST households in Kadana Taluka had been acquired during 1971-72 for the construction of Kadana Dam. These households have not so far received the compensation. Due to the proposed road improvement, part of their land and a temple located adjacent to the corridor is likely to be affected. Efforts should be taken to save both the properties.	Land, temple or other properties of the ST household will not be affected. After the consultation, the Consultant along with R&BD representative visited the site with Road Design drawings and it was confirmed on site that the properties will not have any impact.
Adequate space on road side should be provided near passenger shelters, as it is seen in Cities. This will ensure safety of passengers as well as ensure uninterrupted flow of traffic in main road.	Suggested space near passenger shelters will be provided in the form of Bus-bays, wherever required. To address the road safety issues in the project, a separate study has been conducted by the Road Safety Expert and recommendations have been incorporated in to the design.
Provision for parking spaces at major junctions should be included in the design.  Separate stands for pick up/ goods vans should be provided at major junction points to facilitate smooth loading/unloading and transportation of goods particularly agricultural produces.	Provisions for parking spaces and lay-byes at major spots where necessary have been included in the design.
Provision for lighting at junctions should be made as majority of the accidents occur at night due to lack of proper light.	Provisions for lighting at major junctions have been included in the design.



Issues Discussed	Integration into Project Design and Action Plan
Participants enquired about whether road-users need to pay any toll after the up-gradation of road to state highway.	Toll will not be levied for the proposed roads
A separate lane should be provided for two wheelers.	Provision for service lanes has been included in the design and it will serve the purpose for suggested provision.
Proper drains should be provided to avoid the problem of water logging during monsoon.	Provision for drains included in the design.
Road side amenities like drinking water facilities, sanitation facilities like sulabh sauchalay (public comfort stations) etc. should be provided and it should be maintained by R & BD	Road side amenities will be provided by various responsible Agencies. R&BD will provide details of the road improvement to respective agencies.

**Table 7-2: Highlights of Consultation at Respective Talukas**

	<ul style="list-style-type: none"> <li>• Taluka Panchayat President, Taluka Development Officer, Village Sarpanchs, Resource Persons of Mission Mangalam, village community, etc., participated in the consultation;</li> <li>• Majority of the participants were farmers;</li> <li>• Community is of the view that as a result of the proposed road development, there will be increase in the number of buses;</li> <li>• The village elders and leaders offered assistance to poor households who would be affected due to the proposed project.</li> <li>• Women are of the view that the “108-Ambulance Services” will increase thereby benefiting the villagers in emergency health care requirements;</li> <li>• Ranijini junction is an accident-prone area and makes it risky for women and children to travel across the junction. Safety measures should be provided near the junction;</li> <li>• Speed-control measures for vehicles should be provided near the bridge at Ukreli village;</li> <li>• Existing road should be widened to facilitate safe overtaking and road crossing;</li> <li>• Safety measures should be provided near school locations as there are number of schools located alongside the corridor</li> </ul>
<p><b>Consultation at Santrampur Taluka</b></p>	
	<ul style="list-style-type: none"> <li>• Majority of the participants were dairy farmers;</li> <li>• The agriculture land of ST household was acquired in 1971-72 year for the Kadana Dam construction and till date the compensation was not paid;</li> <li>• In the event of acquisition of land belonging to ST household, rates of land transaction among non-ST households should be considered while determining the market rate of land for ST household;</li> <li>• Religious structures and trees should be saved to the extent possible. On request, the Consultant visited the site of a potentially affected religious structure and observed little impact on the basis of updated design.</li> </ul>
<p><b>Active Participation of Women: Santrampur Taluka</b></p>	
	<p><b>Consultation at Kadana Taluka</b></p>



**Consultation at Meghraj Taluka**



**Participants during Consultation at Meghraj Taluka**

- Participants included village community, Assistant Taluka Development Officer, Medical Officer, Village Sarpanchs, etc.
- Consultation revealed that the proposed road will not have any adverse impact on the livelihood of STs in Meghraj;
- The agricultural labourers working in the villages through which the corridor passes, hail from the border villages Rajasthan and they are seasonal migrants.
- PHCs in Meghraj taluka do not have sufficient medical staff. This is mainly due to the poor connectivity of the region with important urban areas like Himatnagar, Dhansura and Kapadvanj;
- Road safety issues along the Malpur-Meghraj section of the road has been discussed in detail. A major accident occurred in the month of May 2012, which resulted in the death of 8 people has been highlighted. Adequate safety measures should be taken to prevent such accidents.
- Talati from village Kasana informed that Vanbandhu Kalyan Yojana is being implemented in all the 70 ST villages under Meghraj taluka and the 5 villages located along the proposed corridor do not have any presence of ST households.



**Participants at Sankheda Taluka Consultation**



**Consultation at Sankheda Taluka**

- Affected ST households, MLA-Sankheda, Taluka Development Officer, Taluka Panchayat President, Chitanish to Project Administrator, etc participated the consultation;
- Majority of the participants are farmers/agricultural labourers and merchants engaged in petty trades; during lean-season farmers engage in sand-mining or migrate to construction works;
- Efforts of R&BD in ensuring participation of STs appreciated by the participants;
- Dabhoi-Bodeli road should be improved with wide median, passenger shelters, bus-bays, etc., similar to the roads in major cities of Gujarat;
- Provisions for parking spaces and lay-byes at major spots, wherever necessary, have been included in the design as suggested by participants;
- Affected structures should be compensated as per prevailing market rates and should include cost of renovation, interior works, extension works, etc;

84. Details of safety provisions included in the road design along the three project corridors (Dabhoi-Bodeli, Dhansura-Meghraj and Lunawada-Khedapa) are given in Appendix 7.5.

#### 7.4. CONSULTATION DURING IPDP IMPLEMENTATION

85. It is important to have consultations with the communities of project influence area, PAPs, local authorities, PRIs during project implementation to ensure broad community support and participation. Two types of consultation during implementation stage is envisaged (Figure 7-2):

86. Consultation with affected households – this is with respect to the actual loss of assets, entitlement provisions, valuation of assets, taking up alternative livelihood or income-generation activities suiting to skills possessed, disbursement of entitlements, etc. The implementing NGO will play a key role in coordinating with affected households and the Taluka Development Office on behalf of R&BD.

87. Consultation with communities and key stakeholders – this is for ensuring broader community support for the project. The support of the community is essential for the smooth implementation of the project. Gram Sabha is the platform identified for such consultation. Stage-wise progress of the project shall be disseminated through Gram Sabha. The potential post-completion benefits of the project shall be documented in coordination with Tribal Development Department, local governing bodies and line departments (e.g., information regarding new bus-services, ambulance services, etc., shall be disseminated on priority basis through Gram Sabha for the immediate benefit of community). Gram Sabha meeting will be convened in the conventional way and the project information will be provided to Gram Sabha by implementing NGO.

88. Details of information to be disseminated for the benefit of affected households and to the Gram Sabha to ensure broader community support is presented in Table 7-3.

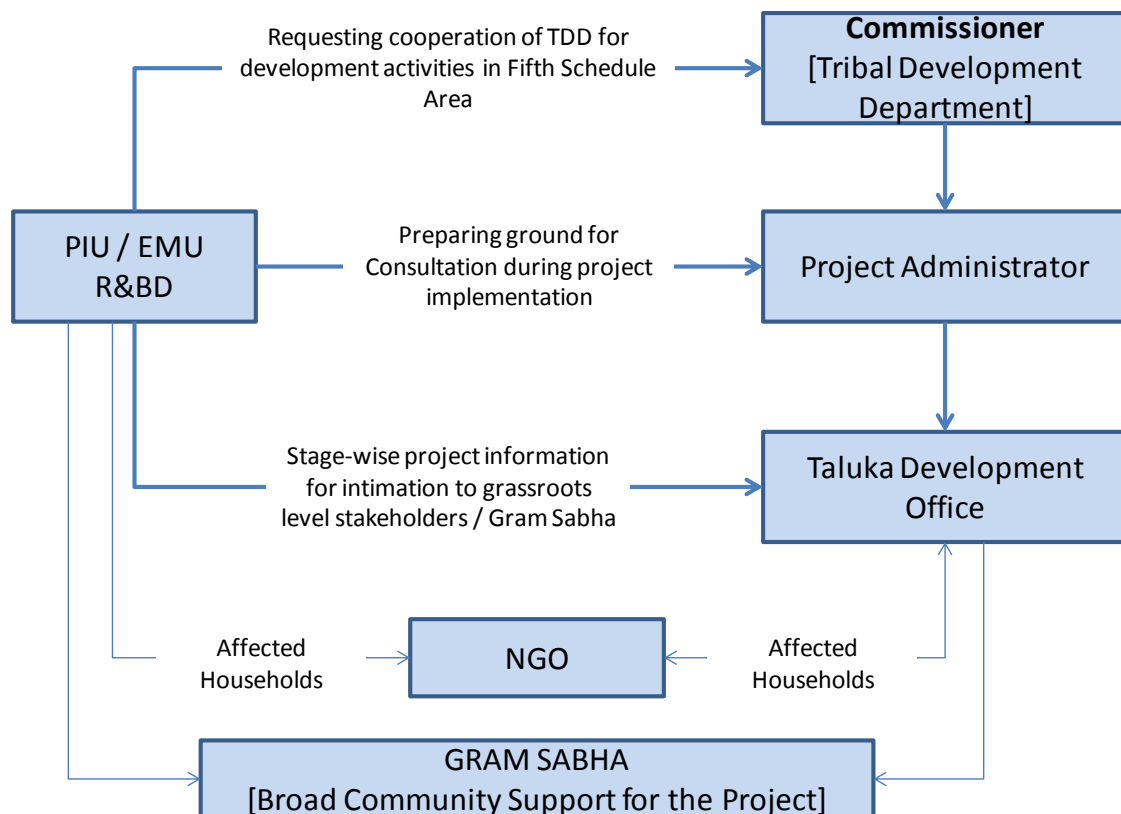


Figure 7-2: Consultation during Project Implementation: Framework

**Table 7-3: Levels of Consultation and Details of Information to be disseminated**

Levels of Consultation	Details
Gram Sabha	<ul style="list-style-type: none"> <li>• Copy of the IPDP in Gujarati language will be provided to the respective taluka development officers, Gram Panchayat members, Sarpanch and Talati;</li> <li>• Leaflets with salient features of the proposed project – proposed widening, road safety measures, geometric improvements, entitlement provisions, grievance redress mechanism, implementation schedule etc. will be distributed to the local authorities.</li> </ul> <hr/> <ul style="list-style-type: none"> <li>• Public meetings will be organised at Gram Panchayat level at pre-decided date, time and venue. Wide publicity will be given for the meetings through circulation of agendas to the respective sarpanchs, school teachers, community leaders, CBOs etc;</li> <li>• Leaflets with salient features of the proposed project – proposed widening, road safety measures, geometric improvements, entitlement provisions, grievance redress mechanism, implementation schedule etc. will be distributed among the people in advance to ensure active participation in the public meetings;</li> <li>• Separate discussions will be organised for women participants to ensure active participation of women in consultations;</li> <li>• One session of the consultation will be devoted for the dissemination of information on development schemes being implemented under Vanbandhu Kalyan Yojana. The session will be conducted by the office of the Project Administrator; and</li> <li>• Minutes of the meeting will be prepared and read out at the end of the meeting for the concurrence of the participants.</li> </ul> <hr/> <ul style="list-style-type: none"> <li>• Micro plan will be prepared in line with the entitlement provisions laid down in the RPF of the project after detailed consultation with the PAPs, project implementing authority and Taluka Development Officer;</li> <li>• The draft micro plan prepared by NGO will be placed at gram sabha for its review and comments; and</li> <li>• The micro plan after incorporating suggestions of the gram sabha will be disclosed to the community through public meeting organised at gram panchayat level.</li> <li>• Compensation to the PAPs will be disbursed at public meeting organised at Gram Panchayat level at pre decided date, time and venue. The eligible PAPs, respective gram panchayat members, sarpanchs will be intimated in advance about the meeting. The concerned Taluka Development Officer will also be present in the meeting; and</li> <li>• Prior to the public meeting one to one meeting will be held with the PAPs to inform them about their eligibility.</li> </ul>
Affected households [training for income generating activities; restoration of livelihood]	<ul style="list-style-type: none"> <li>• Consultations will be held at household level to disseminate information on various training options available under Vanbandhu Kalyan Yojana as well as other income generating programmes offered by various Departments of Government of Gujarat; and</li> <li>• The NGO will facilitate linkage with the training programs being implemented under Vanbandhu Kalyan Yojana as well as other income generating programmes offered by various Departments of Government of Gujarat at respective Taluka with assistance from the project implementing authority;</li> <li>• NGO will guide the PAPs to use the compensation judiciously; and</li> <li>• NGO will discuss with the PAPs about various livelihood options and facilitate coordinating with government agencies for support. The PAPs will be provided with technical support for the enhancement of their livelihood.</li> </ul>

## **8. IMPLEMENTATION ARRANGEMENTS**

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89. The impacts on Fifth Schedule Area and on ST households are not significant. IPDP will be more focused towards informed consultations and ensuring participation during implementation. The mechanisms to be in place at PIU level for implementation of environmental and social safeguards will be utilized for IPDP implementation. Given that the impacts on the tribal community are not envisaged due to the implementation of Phase-I roads, the institutional arrangements proposed for undertaking of environmental and social aspects shall be adequate to handle IPDP implementation.

### **8.1. COMPENSATION AND INCOME RESTORATION MEASURES**

90. The basic objective of income restoration activities is that no project-affected person shall be worse off than before the project. Restoration of pre-project levels of income is an important part of rehabilitating individuals, households, and socio-economic and cultural systems in affected communities. Income restoration (IR) schemes will be designed in consultation with affected persons so as to benefit them. Based on the information collected on IR activities through the census socio-economic surveys, the implementing NGO will identify suitable IR programme for the affected persons. Steps to be followed for income restoration include:

- Identification of target groups and choosing respective income restoration activities – NGO needs to identify the affected persons and prepare a list of feasible income restoration options. While identifying IR options, the following factors shall also be considered: (i) education level of affected persons, (ii) skill possession, (iii) likely economic activities in the post-displacement period, (iv) suitability of economic activity to supplement the income, and (v) market potential and marketing facilities. Based on socio-economic characteristics and options preferred by affected persons, the NGO may have to assign trades to affected persons. The NGO will assist in identifying appropriate alternative economic rehabilitation schemes through counselling and consultation.
- The proposed development of the project corridors, Lunawada-Khedapa and Dabhoi-Bodeli will have impact on 17 structures (shops), out of which 3 structures are owned and operated by STs. The impacted structures need to be shifted from the existing location. In order to safeguard the affected households and especially the STs, the project provides for various assistance packages, such as shifting allowance, transitional allowance, training assistance (or lump sum amount as grant to those who cannot be provided with alternative livelihood sources). The affected ST households engage as wage-labourers and also operate their shops with support from family members. Socio-economic survey reveals that the affected ST households do not possess any skills other than their present occupation (refer Table 6-6). They have not had opportunities to participate in any of the schemes sponsored under Vanbandhu Kalyan Yojana or other programmes.
- Training: option for training on skill enhancement for those losing their livelihood has been provided in the Entitlement Matrix. The beneficiary group includes employees in shops, agricultural labours, sharecroppers, squatters and vulnerable people. Training programs will be conducted by PIU with assistance from NGO. Periodic review meeting will be carried out by the PIU to assess the efficacy of training programs and corrective measures, if required, will be suggested for coordination with various training institutes/departments.
- Identification of Training Institutes/Departments: based on trades selected, NGO shall identify the training institute for different trades / activities who can provide on the job training. The suggested institutes include: (i) Education Department, Govt. of Gujarat (self employment programmes for women); (ii) Tribal Development Department, Govt. of Gujarat (Vanbandhu Kalyan Yojana); and (iii) Commissionerate of Rural Development, Govt. of Gujarat.
- Training Arrangement: NGO shall group the affected persons based on their preferred trades and make all the arrangements such as fixing the venue etc.
- Monitoring: After training, the contracted M&E agency shall carry out the monitoring. Internal monitoring is the responsibility of PIU with support from PMC.

### **8.2. INSTITUTIONAL ARRANGEMENTS FOR THE PROJECT**

91. A dedicated unit, Environmental and Social Management Unit (ESMU) has been established within the PIU towards implementation of environment and resettlement provisions in GSHP-II. Chief Engineer (World Bank) will have overall responsibility for policy guidance, coordination and planning,

internal monitoring. The following section illustrates roles and responsibilities of institutional and individual stakeholders with respect to implementation of the RAP provisions. Since land acquisition has been completely avoided in road sections passing through Fifth Schedule Area, the ESMU responsible for implementation of RAP will take responsibility of achieving objectives of IPDP in Dhansura-Meghraj, Lunawada-Khedapa and Dabhoi-Bodeli corridors. Following section illustrates roles and responsibilities of institutional and individual stakeholders in the implementation process of IPDP.

### **8.2.1. Environmental and Social Management Unit (ESMU)**

92. ESMU will be headed by an officer of the rank of Executive Engineer (EE), and will be responsible for all activities related to resettlement and rehabilitation. Chief Engineer (World Bank Projects) will have overall responsibility of the project, who will be assisted by Superintending Engineer (SE). The EE will be assisted by an Environmental Specialist and a Social Specialist. ESMU will be housed in R&BD headquarters in Gandhinagar. One each Executive Engineers at field divisions<sup>15</sup> will be responsible for E&S activities. EE as head of ESMU will:

- Co-ordinate the implementation of IPDP with PIU, field staff, engineering and Taluka Development Officials and Tribal Development Department officials;
- Ensure availability of budget for IPDP implementation;
- Liaison with Taluka Development Officials and Tribal Development Department officials as planned and scheduled;
- Ensure continued participation of Scheduled Tribe people in entire project cycle;
- Monitor the progress related to IPDP implementation carried out by NGO and M&E Consultants;
- Hold periodic meetings on IPDP implementation.

93. The Social Specialist will assist the EE. The Social Specialist shall have a minimum of 5 years of experience in resettlement and rehabilitation in highway projects. The roles and responsibilities of Social Specialist include the following:

- Assist EE to carryout FPIC.
- Co-ordinate with the Taluka Development Officials and Tribal Development Department officials.
- Facilitate the appointment of external agency for impact evaluation and co-ordinate evaluation activities to be taken up by the implementing NGO.
- Prepare monthly progress report for the ESMU.
- Translate the executive summary of IPDP in Gujarati language and disseminate it among the project stakeholders and at important places along the project road.
- Liaison with Taluka Development Officials and Tribal Development Department officials for dovetailing government social security schemes for the socio-economic wellbeing of the affected ST households.
- Develop and maintain a PAP level database including aspects related to losses, compensation, R&R entitlement, release of funds and utilization.
- Organize quarterly meetings with the NGO to review the progress on IPDP and report to SE and Chief Engineer (CE).
- Review micro plan and monthly progress reports submitted by NGO.

### **8.2.2. Implementation Support by NGO**

94. The project envisages involvement of NGOs. The roles and responsibilities of NGO are summarized as follows:

- Explain to PAPs about the potential adverse impacts and proposed mitigation measures and, R&R entitlements;
- Distribute the dissemination materials including pamphlets on IPDP and other aspects;
- Facilitate ESMU in organizing public information campaign;
- Prepare the micro plans;

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<sup>15</sup> The Field Divisions of R&BD are located at Rajkot, Mehsana and Vadodara.

- Participate in the meetings organized by ESMU;
- Provide support for implementation of IPDP;
- Prepare and issue identity cards to identified PAFs;
- Facilitate opening of joint bank accounts (PAPs and his/her spouse) for individual PAPs;
- Assist PAPs in receiving compensation, focusing on vulnerable PAPs to ensure that they get their dues on time;
- Generate awareness about the productive use of compensation money and R&R assistance;
- Explain the resource base and other opportunities to enable them to make informed choices and participate in their own development;
- Submit monthly progress reports to ESMU;
- Identify training needs of PAPs for income generating activities and ensure they are adequately supported during the post-training period on respective income generating activities, and,
- Ensure that the grievances and problems faced by PAPs are presented to the Grievance Redress Committee for their resolution.

### **8.2.3. Grievance Redress Committee**

95. Institutional arrangement for the implementation of RAP envisages the constitution of a Grievance Redress Committee (GRC) to hear the complaints of project affected persons and resolve the same. The process will promote settlement of disputes and reduce litigation. GRC will be set up at the district level with District Collector as head. The GRC will have representation from the project affected persons and the NGO involved in RAP implementation. The following persons will be the members of GRC:

- District Collector or his designated representative of at least the rank of Assistant District Collector (preference would be given to women officers);
- The District Development Officer of the Department of Revenue;
- The Executive Engineer, PIU.

96. Project Administrator, who is the head of respective ITDPs, is an officer in the rank of Additional Collector. Since, District Collector or his designated representative of at least the rank of Assistant District Collector is part of GRC, grievances in Fifth Schedule area would be attended accordingly.

97. GRC will be responsible for the following: (i) Support PAPs in resolving issues related to R&R and LA; (ii) Record grievance and resolve them within stipulated time; (iii) Inform PIU about any serious cases; and (iv) Report to the aggrieved parties about the decisions of the PIU.

98. ESMU will provide all necessary help to PAPs in presenting his/her case before the GRC. The GRC will respond to the grievance within 15 days. The GRC will normally meet once in a month but may meet more frequently, if the situation so demands. A time period of 45 days will be available for redressing the grievance of EPs. The decision of the GRC will not be binding to PAPs. This means the decision of the GRC does not insist PAPs taking recourse to court of law, if he/she so desires. Broad functions of GRC are as under:

- Record the grievances of PAPs, categorize and prioritize them and provide solution to their grievances related to resettlement and rehabilitation assistance.
- The GRC may undertake site visit, ask for relevant information from Project Authority and other government and non-government agencies, etc in order to resolve the grievances of PAPs.
- Fix a time frame within the stipulated time period of 45 days for resolving the grievance.
- Inform PAPs through ESMU about the status of their case and their decision to PAPs for compliance.

The GRC will be constituted within 3 months by an executive order from GoG from the date of mobilization of RAP implementing NGO.

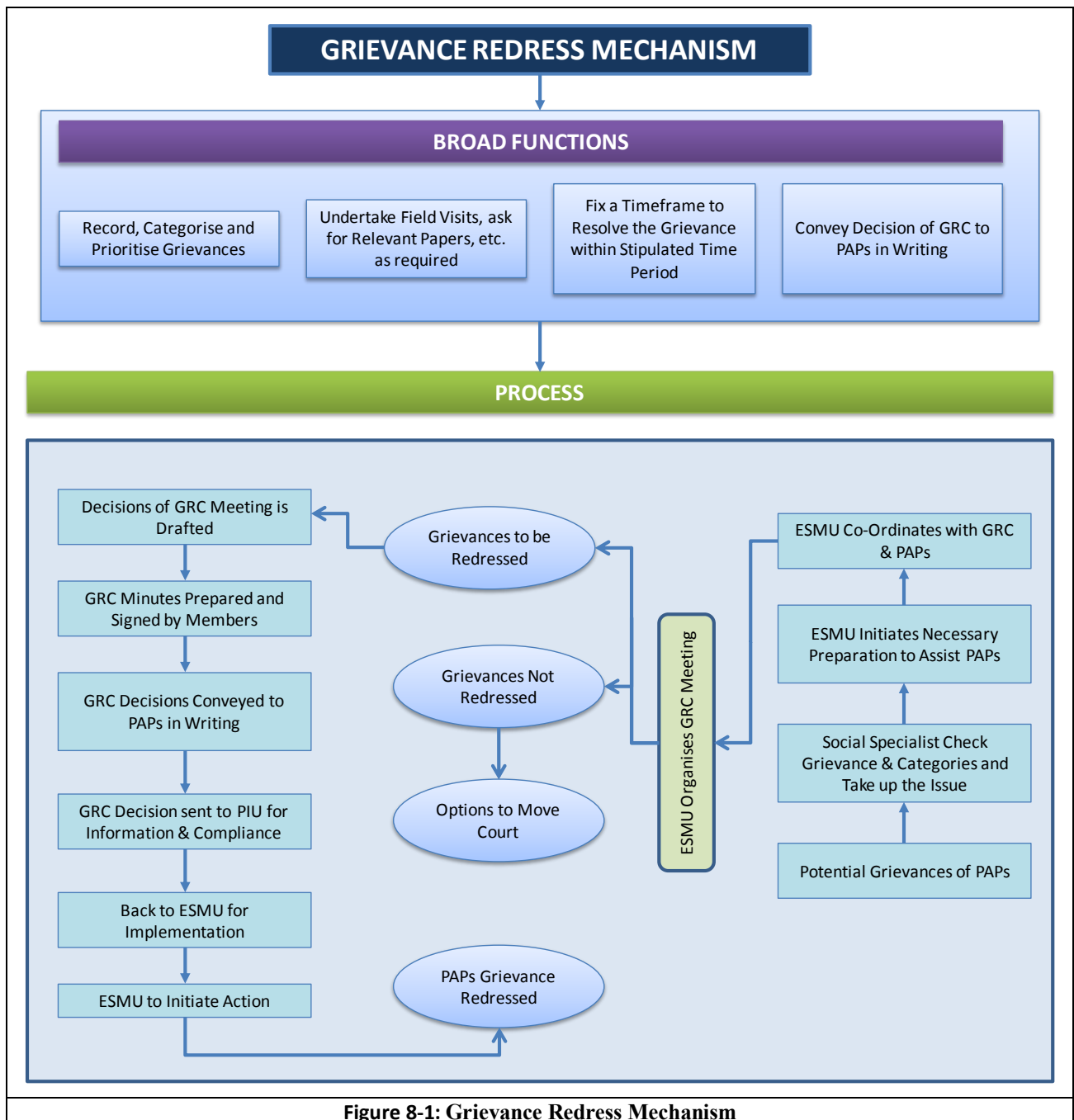


Figure 8-1: Grievance Redress Mechanism

### 8.3. MONITORING AND EVALUATION

99. Towards enhancing the quality of RAP/IPDP implementation, in addition to the internal monitoring by the PIU, external monitoring will be done by a third-party agency or Project Management Consultant (PMC) for technical as well as environmental/social aspects. The role of third-party agency/PMC towards external monitoring of social safeguards will include the following:

- Conduct periodic monitoring of RAP implementation on quarterly basis to provide early alert to redress any potential problems; and
- Conduct mid-term, annual and end term monitoring to assess target achievements and slippages with respect to implementation of RAP.



100. M&E arrangements for RAP implementation will indulge for monitoring and evaluation of IPDP. In addition to monitoring of RAP implementation (including ST and non-ST), the external M&E agency shall assess the compliance to FPIC required during project implementation.

### 8.3.1. Monitoring Indicators

101. The monitoring indicators for physical and financial progress has been summarised as follows:

**Table 8-1: Monitoring Indicators**

Category	Indicators
Physical Progress	<ul style="list-style-type: none"> <li>• Compensation for affected structures of ST households;</li> <li>• Shifting assistance for affected ST households;</li> <li>• Costs towards land and shop construction (of 100 sq ft area) for commercial squatters;</li> <li>• Training assistance given to affected households for income generation;</li> <li>• Type of income generation activities offered in coordination with various agencies [Education Department, Tribal Development Department, Department of Social Justice and Empowerment, Commissionerate of Rural Development];</li> <li>• Preparation and dissemination of leaflets to various stakeholders;</li> <li>• Preparation and approval of micro plans;</li> <li>• Provision of copy of IPDP;</li> <li>• Separate discussions with women;</li> <li>• Number of joint bank accounts opened;</li> <li>• Issuance of identity cards;</li> <li>• Submission of monthly progress reports;</li> <li>• Cost of M&amp;E and NGO contracts;</li> <li>• Redressal of grievances;</li> <li>• Cost of relocation/replacement of community infrastructure such as hand-pump.</li> </ul>
Social and Economic	<ul style="list-style-type: none"> <li>• Utilisation of compensation;</li> <li>• List of affected persons provided to Taluka Development Office for inclusion in suitable development programmes of Vanbandhu Kalyan Yojana;</li> <li>• Number of meetings held with Taluka Development Officer by the ESMU;</li> <li>• Preparatory works for Consultation meetings during implementation of IPDP;</li> <li>• Number of consultation meetings and participation of affected households and other community members;</li> </ul>

### 8.3.2. Evaluation Indicators

102. Evaluation of the project outcome will be carried out based on the pre-project baseline information. The indicators for evaluation are presented in Table 8-2.

**Table 8-2: Evaluation Indicators**

Indicators	Pre Project Baseline	Mid Term Evaluation	End Project Evaluation
<b>ECONOMIC</b>			
Below Poverty Line	Total BPL (residential, commercial and residential-cum-commercial) - 2out of 3 BPL within residential – Nil BPL within commercial – 2 out of 3 BPL within res-cum-comm – Nil		
Household income (Annual)	< Rs. 24000 = 1 out of 3 Rs. 24001-48000 = 1 out of 3 Rs. 48001-72000 = 1 out of 3		
Occupation	Business/Trade – 3 out of 3 [also engage in agriculture labour activities]		
Average household expenditure	Food (monthly) – Rs.1800 Education (monthly) – Rs.200 Health (monthly) – Rs.187 Local travel (monthly) – Rs.100		
Percentage of earning women	Nil		
Average monthly earning of women	Nil		
<b>ASSET OWNERSHIP</b>			
Ownership of household assets	Television – 3 out of 3		

Indicators	Pre Project Baseline	Mid Term Evaluation	End Project Evaluation
	Refrigerator –1 out of 3 2-wheeler – 2 out of 3 4-wheeler – Nil Telephone – 2 out of 3 Washing Machine – Nil Computer – Nil		

#### **8.4. COORDINATION WITH CIVIL WORKS AND CERTIFICATION**

103. The resettlement program will be co-coordinated with the timing of civil works. The required co-ordination has contractual implications, and will be considered in procurement and bidding schedules, award of contracts, and release of cleared CoI sections to project contractors. The project will provide adequate notification, counselling and assistance to affected persons so that they are able to move or give up their assets without undue hardship before commencement of civil works and after receiving the compensation.

104. Actions to be completed prior to bid and award of contract include: (i) IPDP should be approved by the GoG; (ii) the IPDP should be disclosed in the web site and other public places accessible to the local people; (iii) the first notification for private land acquisition should be issued; (iv) the issue of identity cards to eligible PAPs should be completed.

105. The actions to be completed prior to handing over the stretch to the contractor includes: (i) acquisition of private land should be completed and compensation for land and assistance as per entitlement matrix should be disbursed; and (ii) transfer of Government land should be completed or no objection should be obtained from the land owning agency.

#### **8.5. IMPLEMENTATION SCHEDULE**

106. The time line for implementation of the project is 24 months for all the three corridors (Dabhoi-Bodeli, Dhansura-Meghraj and Lunawada-Khedapa). The safeguard implementation following RAP/IPDP would be carried out within a period of 5 months and accordingly the stretch would be handed over to the contractor. Simultaneously, the NGO will carry out awareness programmes on road safety, HIV/AIDS prevention campaign, repeat training for PAPs, facilitate overall monitoring, etc. The implementation schedule is presented in Table 8-3.

ACTIVITY	MONTHS																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
<b>Mobilising Personnel and Training</b>																								
M&E Consultant / PMC in place																								
NGO in place																								
GRC in place																								
Training for PIU/ESMU Personnel																								
Training for NGOs																								
Information Campaign and Community Consultation																								
FPIC-consultation with Affected Households - Fifth Schedule Area																								
FPIC-Consultation with TDD - Fifth Schedule Area																								
FPIC-Consultation with Communities/Gram Sabha - Fifth Schedule Area																								
<b>Compensation / R&amp;R / Clearance of Col</b>																								
Verification of PAPs, listing of assets affected, measurement of structures, categorization of PAPs																								
ID Card distribution																								
Preparation of Micro Plan and approval																								
Opening joint account of PAPs																								
Payment of compensation																								
Payment of R&R assistance																								
Clearance of RoW for civil works																								
Consultations (intermittant)																								
Skill and training needs assessment																								
Identification of government schemes																								
Enrollment into government schemes																								
Training of PAPs for income restoration schemes																								
Consultation for relocation/rehabilitation of Community assets/Cultural properties																								
Awareness programmes with respect to HIV/AIDS																								
Awareness on Road Safety																								
Repeat training of PAPs for new vocation																								
<b>Monitoring and Evaluation</b>																								
Internal Monitoring																								
External Monitoring and Evaluation																								
Project Completion Survey																								
Project Completion Survey Report																								

**Table 8-3: Implementation Schedule**

## 8.6. IPDP IMPLEMENTATION BUDGET

107. IPDP implementation comprises, (i) compensation and assistance; and (ii) gaining continued support of the ST communities in the Scheduled Area, during project implementation.

108. The compensation and assistance to the affected STs are included in the RAP and the institutional arrangements for RAP proposed shall be adequate to carry out implementation of IPDP provisions. Therefore, the budget for IPDP implementations include costs incurred towards carrying out FPIC implementation in Scheduled Area.

109. FPIC during implementation stage, as mentioned, will be carried out at two levels, (i) consultation with affected households for disbursement of entitlements and income restoration, and (ii) consultation with village community for broad support for the project. Major components of the IPDP budget are mentioned in Table 8-4. The compensation and R&R assistance for affected ST households are earmarked in the Resettlement Budget of respective corridors. Escalation of the IPDP components in the resettlement budget is considered at an annual inflation rate of 7% based on consumer price index.

**Table 8-4: IPDP Budget: Compensation, R&R Assistance and FPIC**


Sl. No.	Category		Units	Unit rate (INR)	Total cost (INR)
<b>Dhaboi-Bodeli: Compensation and R&amp;R Assistance</b>					
1	Compensation for Structures (Commercial- Squatter)		13	40,000	520,000
2	R&R Assistance				
	Squatters (Commercial and Residential)	Shifting Allowance	13	5,000	65,000
		Training Assistance	13	15,000	195,000
	Vulnerable Assistance	Lump sum/Training Assistance	3	15,000	45,000
Schedule tribe	Additional Support to STs	3	60,000	180,000	
3	<b>Sub-Total (1+2)</b>				<b>1,005,000</b>
<b>Dhansura-Meghraj: Compensation</b>					
4	Compensation for Structure (Hand Pump)		1	150,000	<b>150,000</b>
<b>Lunawada-Khedapa: Compensation and R&amp;R Assistance</b>					
5	Compensation for Structures (Commercial- Squatter)		4	40,000	160,000
6	R&R Assistance				
	Squatters (Commercial and Residential)	Shifting Allowance	4	5,000	20,000
		Training Assistance	4	15,000	60,000
7	<b>Sub-Total (5+6)</b>				<b>240,000</b>
<b>FPIC – 3 corridors</b>					
8	Preparation of IEC Materials and dissemination	For 3 meetings each in 4 Scheduled Areas (Taluka) - Rs.5000 per set of IEC			60,000
9	Meeting arrangement at Taluka level involving all Gram Panchayats through which the corridors pass (venue arrangements, refreshments, etc)	For 3 meetings each in 4 Scheduled Areas (Taluka) - Rs.10000 per meeting			120,000
10	Communication Expenditure [Prior information on meeting, venue, time (phone, fax, letter)]	For 3 meetings each in 4 Scheduled Areas (Taluka) - Rs.3000 per meeting			36,000
11	Documentation of meeting proceedings	Rs.3000 for the Resource Person for 3 meeting in 4 Scheduled Areas (Taluka) - including travel and DA)			36,000
12	<b>Sub-Total (8+9+10+11)</b>				<b>252,000</b>
13	<b>TOTAL (3+4+7+12)</b>				<b>1,647,000</b>
14	<b>Contingency (@3%)</b>				<b>49,410</b>
15	<b>Grand Total</b>				<b>1,696,410</b>

# Gujarat State Highway Project-II

Appendices

## Appendix 2.1

### Copy of Grama Sabha Resolution of Vega village (Dabhoi-Bodeli corridor)



**GRAM SABHA MEETING**

Ta :- Dabhoi -  
Dist :- Vadodara

Village:- Vega

Date: :- 5-9-12 - Wednesday

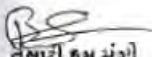
Place:- Gram Panchayat office, Vega.

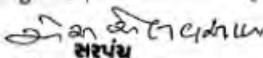
A Gram Sabha is conducted today on 5-9-12 date Wednesday day in village GP Office under the chairmanship of Smt. Bishalaben Laxmanbhai Vadodara

Sarpanch Vega village. More than 50 % members of Gram Sabha were present in the meeting and the following issues were discussed in the gram Sabha Meeting.

- (1) In Vega village Executive Engineer, State Road Project, Division, Vadodara has applied for diversion of forest land measuring 24.12 Ha. for non-forest purpose i.e. Widening and Strengthening of Dabhoi to Bodeli Road, SH No. 11, km 29+600 To 68+200 which was thoroughly discussed in the meeting.
- (2) The aim, objective and use of the said diversion proposal was discussed thoroughly in the Gram Sabha Meeting.
- (3) The Rules and Regulations of the Scheduled Tribe and the other traditional Forest dwellers (Recognition of Forest Rights) Act 2006 were discussed keeping in view the said forest diversion proposal. The forest lands proposed for diversion is coming within the Widening and Strengthening of Dabhoi to Bodeli Road, SH No. 11 of Executive Engineer, State Road Project, Division, Vadodara. No Scheduled Tribe and the other traditional Forest dwellers, are cultivating, residing and doing other traditional activities within the proposed forest land and no Forest Right (individual or community) has been granted to any Scheduled Tribe and the other traditional Forest dwellers within the forest land proposed for diversion.

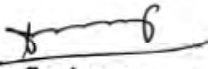
Hence it was unanimously resolved in the Gram Sabha for proposed diversion of 24.12 Ha. forest land for non-forest purpose, Widening and Strengthening of Dabhoi to Bodeli Road, SH No. 11 in the Favour of Executive Engineer, State Road Project, Division, Vadodara.

  
 તલાટી દામ મંગી  
 વેગા ગ્રામ પંચાયત  
 તા. ડભોઈ, જિ. વડોદરા.

  
 સરપંચ  
 વેગા ગ્રામ પંચાયત  
 તા. ડભોઈ, જિ. વડોદરા.

Sd/- સરપંચ વેગા  
 Sarpanch, Vega Village Gram Panchayat

Sd/-

  
**Executive Engineer**  
**State Road Project Division,**  
**Vadodara.**

## APPENDIX 7.1

## Letter from Commissioner to Project Administrator – Tribal Development Department, GoG

નં.આવિ/વિભૂવિ /પરચ/૨૦૧૧-૧૨/૨૫૦૬૮૫૪  
 કમિશનર, આદિજાતિ વિકાસ,  
 બિરસામુંડા ભવન, સેક્ટર-૧૦/એ,  
 ગુજરાત રાજ્ય, ગાંધીનગર.-૩૮૨૦૧૦  
 ફેક્સ નં.૫૩૨૬૧, ફોન નં. ૫૩૨૬૪  
 તા.૨૫/૬/૨૦૧૧

પ્રતિ,  
 પ્રાયોજના વહીવટદારશ્રી  
 સંકલિત. આદિજાતિ વિકાસ ની કચેરી  
 .....જિ.....

**વિષય:** આદિજાતિ તાલુકાઓમાં માર્ગ અને મકાન વિભાગ દ્વારા હાથ ધરાયેલ ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ-૨  
 અંગે રોડ ડેવલપમેન્ટ પ્રોજેક્ટ અંગે પરામર્શ કરવા સહકાર બાબત.

**સંદર્ભ:** સુપ્રી. એનજી. , પ્રોજેક્ટ ઈમ્પ્લીમેન્ટ યુનિટ આર.એન્ડ બી વિભાગ, નિર્માણ ભવન, ગાંધીનગરનો  
 પત્ર ક્રમાંક : પીઆઈયુ/જીએસએચપી/૩૦૫/૨૦૧૨ તા. ૨૩/૫/૨૦૧૨ પત્ર

ઉપર્યુક્ત વિષય અને સંદર્ભપત્ર દર્શિત પત્ર અન્વયે જણાવવાનું કે, માર્ગ અને મકાન વિભાગ દ્વારા વર્લ્ડ  
 બેંક ની સહાયથી રોડ ડેવલપમેન્ટ પ્રોજેક્ટ હાથ ધરવામાં આવેલ છે. (નકલ આ સાથે સામેલ છે.)

જે માટે રાજ્યના આદિજાતિ તાલુકાઓમાં આદિજાતિ સમૂહ/સમાજ સાથે પરામર્શ કરવા અંગેની  
 જોગવાઈઓને ધ્યાને લેતાં મે. LEA Associates South Asia Pvt. Ltd. (LASA) દ્વારા આ કામગીરી કરવામાં  
 આવનાર છે. જે સભ્ય માર્ગ અને મકાન વિભાગ અને ઉક્ત એજન્સીના પ્રતિનિધિઓ આપશ્રીની કચેરીનો  
 સંપર્ક કરતા તેઓને આ કામગીરી સભ્ય યોગ્ય તે સહકાર આપવા વિનંતી છે.

નાયબ કમિશ્નર  
 આદિજાતિ વિકાસ

નકલ સુવિનય રવાના

સુપ્રી. એનજીનીયર, પ્રોજેક્ટ ઈમ્પ્લીમેન્ટેશન યુનિટ, માર્ગ અને મકાન વિભાગ, નિર્માણ ભવન, ગાંધીનગર.

**APPENDIX 7.2 (a)****Project Note for Consultation in Scheduled Areas (Gujarati version)**

પ્રોજેક્ટ પ્રીપેરેટરી વર્કસ કંસલ્ટેન્સી સર્વીસીઝ, ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ – ૨

માર્ગ અને મકાન વિભાગ, ગુજરાત સરકાર

**આદિવાસી વિસ્તાર માં પરામર્શ માટે પ્રોજેક્ટ નોંધ****૧ પ્રસ્તાવના**

૧. ગુજરાત સરકારે રાજ્યના વિકાસ માટે હાઈ રૂપ રસ્તા જાળ (કોર રોડ નેટવર્ક) માં થી પસંદ કરેલ રસ્તાઓની ઉન્નતિ, મરામત અને સુધારણા ને આવરી લેતો “બીજો ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ” હાથ ધરવા વિચારણા કરી છે. આ માટે વિશ્વ બેંક ના મુલ્યાંકન માટે પ્રોજેક્ટ તૈયાર થઈ રહેલ છે. વિશ્વ બેંક ના મુલ્યાંકન ની પુર્વ જરૂરિયાત પ્રમાણે માર્ગ અને મકાન વિભાગે વિગતવાર પ્રાયોજના અહેવાલ બનાવવા માટે કુલ ૪૫૯.૭૧ કી.મી લંબાઈ ના દસ કોરીડોર (રસ્તાઓ) પસંદ કરેલ છે. ગુજરાત સરકારે વિગતવાર પ્રાયોજના અહેવાલ બનાવવા માટે મે. લી એસોસીએટ સાઉથ એશીઆ પ્રા. લી. ને રોકેલ છે. પ્રોજેક્ટ થવાથી હાઈ રૂપ રસ્તા જાળ (કોર રોડ નેટવર્ક) ની માર્ગ સલામતિ અને કાર્યક્ષમતા માં સુધારો થવા ની ધારણા છે. તથા સેવા વહેંચણી (સર્વીસ ડીલીવરી) માં સુધારણા અને નાણા વ્યવસ્થા ની વ્યુહ રચના (ફાઇનાન્સીંગ સ્ટ્રેટેજી) તરફ સંસ્થાકીય પ્રભાવને પ્રબલીત કરશે.

૨. પસંદ કરેલ દસ કોરીડોર માં થી ચાર કોરીડોર (અ) લુણાવડા – ખેડખા (૫૬.૭૦ કી.મી.), (બ) ધનસુરા – મેઘરજ (૪૩.૦૫ કી.મી.), (ક) ડભોઈ – બોડેલી (૩૮.૬૦ કી.મી.) અને (ડ) બેડેલી – અલીરાજપુર (૬૫.૨૦ કી.મી.) પાંચમા સુચિ પત્ર માં જાહેર કરાયેલ વિસ્તારો માંથી પસાર થાય છે.

૩. પ્રોજેક્ટ અમલીકરણ ના વિવિધ તબક્કાઓ માં આદિવાસી સમુહો ની સહભાગીતા માટે આદિવાસી સમુહો, પંચાયતી રાજ્ય સંસ્થાઓ, આદિવાસી વિકાસ વિભાગ, સમુહ આધારીત સંસ્થાઓ (કોમ્યુનીટી



**APPENDIX 7.2 (a)****Project Note for Consultation in Scheduled Areas (Gujarati version)**

બેઝ ઓર્ગેનીશનસ), બીન સરકારી સંસ્થાઓ (નોન ગવર્નમેન્ટ ઓર્ગેનીશનસ) વગેરે સાથે પરામર્શ નું આયોજન કરવામાં આવેલ છે.

**૨ સહભાગીતાથી વિકાસ નો અભીગમ**

૪. આદીવાસી વિકાસ માટે ગુજરાત સરકારે પાસે એક અનોખો અને નમૂનારૂપ કાર્યક્રમ, મુખ્ય મંત્રીશ્રી નો દસ-મુદ્દાનો કાર્યક્રમ (ટીપીપી) - વન બંધુ કલ્યાણ યોજના કાર્યક્રમ છે. ટીપીપીના સાકલ્યવાદી અભીગમ ને આત્મસાત કરી, ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ દ્વારા રસ્તા આંતરમાળખાકીય સુવિધા ને ખાસ ભાર આપવા માં આવ્યો છે. ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ હેઠળ ઉન્નતિ માટે લેવામાં આવનાર ૪૫૯.૭૧ કી.મી પૈકી આશરે ૪૪% એટલેકે ૨૦૩.૫૫ કી.મી રસ્તાઓ પાંચમીસુચિ વિસ્તારો માંથી પસાર થાય છે. ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ દ્વારા સંભવિત આર્થિક લાભો નો સારાંશ નીચે જણાવેલ છે.

- લોકો અને સામાનની ઝડપી અવરજવર થતા સ્થાનિક અને રાજ્યના આર્થિક વિકાસ માં વૃદ્ધી
- રસ્તાઓની લંબાઈવાર વસાહતોના પરસ્પર જોડાણ માં સારો એવો વધારો થતા મુસાફરી સમયમાં અને મુસાફરીખર્ચમાં ઘટાડો
- ખેતી, વાણિજ્ય, શીક્ષણ, આરોગ્ય અને સામાજિક સુખમાં આવતા નિગ્રહો નું બજારો, રોજગારો, શીક્ષણ, આરોગ્યસેવાઓ સુધી પહોંચ દ્વારા શમન
- વધારે સારા આલેખન અને માર્ગ સલામતિ પગલાઓ થકી માર્ગ અકસ્માત દર માં ઘટાડો

૫. ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ આદીવાસી સમુહો ની પ્રોજેક્ટના પ્રત્યેક તબક્કે ખરેખરની સહભાગિતા સુનિશ્ચિતપણે ચાહે છે. ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ પંચાયતી રાજ્ય સંસ્થાઓ, સમુહ આધારીત સંસ્થાઓ (કોમ્યુનીટી બેઝ ઓર્ગેનીશનસ), બીન સરકારી સંસ્થાઓ (નોન ગવર્નમેન્ટ

**APPENDIX 7.2 (a)****Project Note for Consultation in Scheduled Areas (Gujarati version)**

ઓર્ગેનીશનસ) અને મૂળિયા સ્તરે કામ કરનારી સંસ્થાઓ ના કામની ભારે કિંમત આંકે છે તથા સુચિત પ્રોજેક્ટ સરળતાપૂર્ણ અમલીકરણ માટે તેઓના સહકાર ની આશા રાખે છે.

૬. ગુજરાત સરકાર આદીવાસીલોકોના રૂઢિ આધારિત હક્કો તથા રોજગારો ને જરૂરી સન્માન આપે છે અને તેના સંરક્ષણ માટે કાયદા કાનૂન અંવયે આવશ્યક પગલા લે છે. ગુજરાત સરકારે આદીવાસીલોકોના રૂઢિ આધારિત હક્કો તથા રોજગારો ના સંરક્ષણ માટે ખાસ સંભાળ લીધેલ છે. મોટાભાગે સુચિત રસ્તા વિકાસનું કાર્ય ઉપલબ્ધ જમીન માંજ કરવામાં આવશે અને આદીવાસી લોકોની જમીન અને મિલકત પર તેની ખાસ વિપરીત અસર નહી પડે. આદીવાસી લોકોના દ્રષ્ટિકોણ, સુચનો અને સંમતિઓ ને ધ્યાનમાં લેવામાં આવશે અને યોગ્ય રીતે પ્રોજેક્ટ ના આલેખનમાં સંમિલિત કરવામાં આવશે.

**૩. આદીવાસી સમુહો સાથે પરામર્શ**

૭. સુચિત રસ્તાની લંબાઇવાર તાલુકા સ્તરે સુમાહિતગાર પરામર્શ કરવામાં આવશે. આ પરામર્શમાં આદીવાસી લોકો, પંચાયતી રાજ્ય સંસ્થાઓ ના સ્થાનિક અગ્રણીઓ, આદીવાસી વિકાસ વિભાગના અધિકારીઓ, અને સમુહ આધારિત સંસ્થાઓ (કોમ્યુનીટી બેઝડ ઓર્ગેનીશનસ) તથા બીન સરકારી સંસ્થાઓ (નોન ગવર્નમેન્ટ ઓર્ગેનીશનસ) ના પ્રતિનિધિઓ ભાગ લેશે તેવી આશા છે. રસ્તાની લંબાઇવાર આવેલા ગામો માં રહેતા લોકો ને પરામર્શ સભા ના સ્થળ અને સમય અંગે જાણ કરવામાં આવશે. પરામર્શ સભા ને તાલુકા સ્તરના આદીવાસી વિકાસ અધિકારી સુવિધિત કરશે.

**૩.૧ ચર્ચાના મુદ્દાઓ**

- પ્રોજેક્ટ અંગે જાણકારી અને મંતવ્ય
- મુખ્ય મંત્રીશ્રી ના દસ મુદ્દાના કાર્યક્રમ – વનબંધુ કલ્યાણ કાર્યક્રમ અંગે જાણકારી
- આદીવાસી સમુહો દ્વારા નિભાવાતી વિશિષ્ટ રૂઢિઓ અને આર્થિક પ્રવૃત્તિઓ (જંગલ પેદાશ, માછીમારી, ગોચર જમીન, જલાઉ લાકડા વગેરે)
- રૂઢિગત શિષ્ટાચાર, આર્થિક તકો, રૂઢિગત સંસ્થાઓ, જીવનશૈલી વગેરે અંગે ચર્ચા
- જંગલની જમીન, સામુહિક જમીનો અથવા ખાનગી જમીન પર ના રૂઢિગત હક્કો

**APPENDIX 7.2 (a)****Project Note for Consultation in Scheduled Areas (Gujarati version)**

- રસ્તા વિકાસ પ્રોજેક્ટ માંથી ધારેલા લાભો અને પરિણામો
- રસ્તાની લંબાઈવાર માર્ગ સલામતિ મુદ્દાઓ (માર્ગ અકસ્માત /તેને બચાવવા/સુચનો વગેરે – ખાસ જગ્યાએ થતા અકસ્માતો ના ચોક્કસ દાખલા – આવા અકસ્માતો ના કારણો – અકસ્માત મા થતી વધ ઘટ)
- ધાર્મિક મિલકત / સહિયારી મિલકત સંશાધનો – આવી મિલકતો ની વૃદ્ધી, પંચાયતી રાજ્ય સંસ્થાઓ તથા આદીવાસી સામુહિક સંસ્થાઓ નો ટેકો અને તેઓની સમાવિષ્ટતા

**APPENDIX 7.2 (a)**

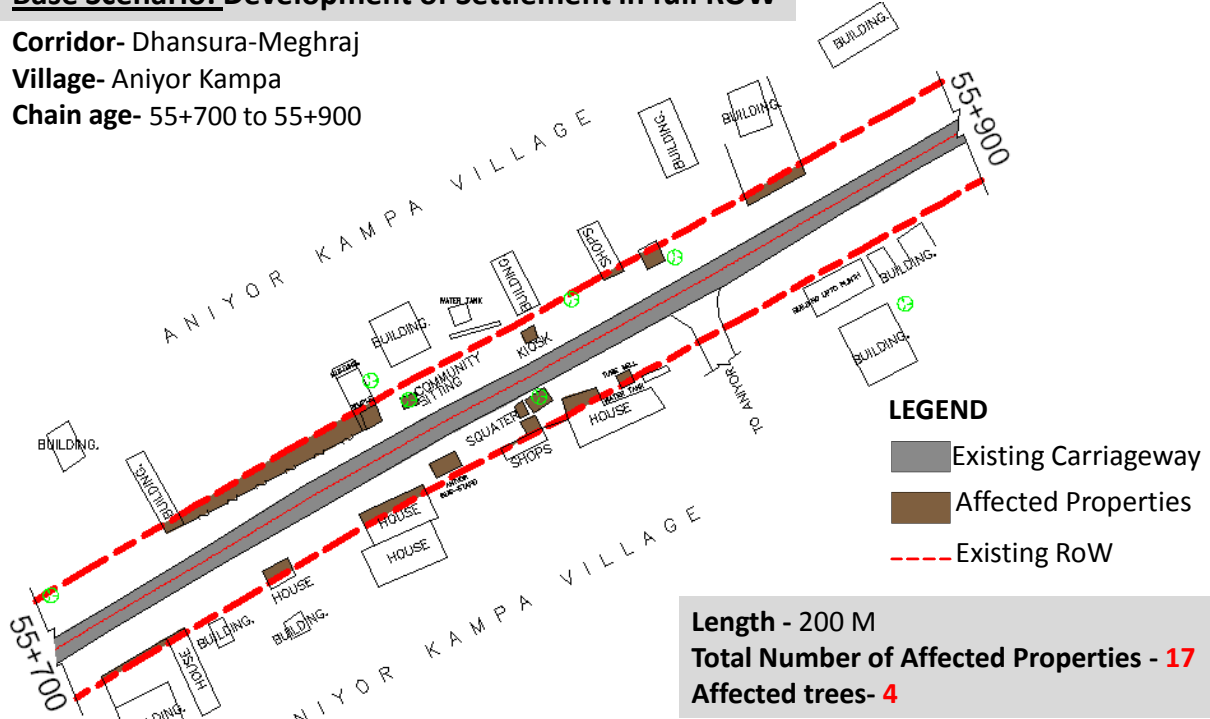
**Project Note for Consultation in Scheduled Areas (Gujarati version)**

**Base Scenario: Development of Settlement in full ROW**

**Corridor-** Dhansura-Meghraj

**Village-** Aniyor Kampa

**Chain age-** 55+700 to 55+900



**Type of Affected Properties & Trees**

House-7	Trees -4	Temple -2
Boundary Wall- 1	Sitting- 2	Shops- 2
Bus Stop- 1	Kiosk- 1	Tube Well- 1

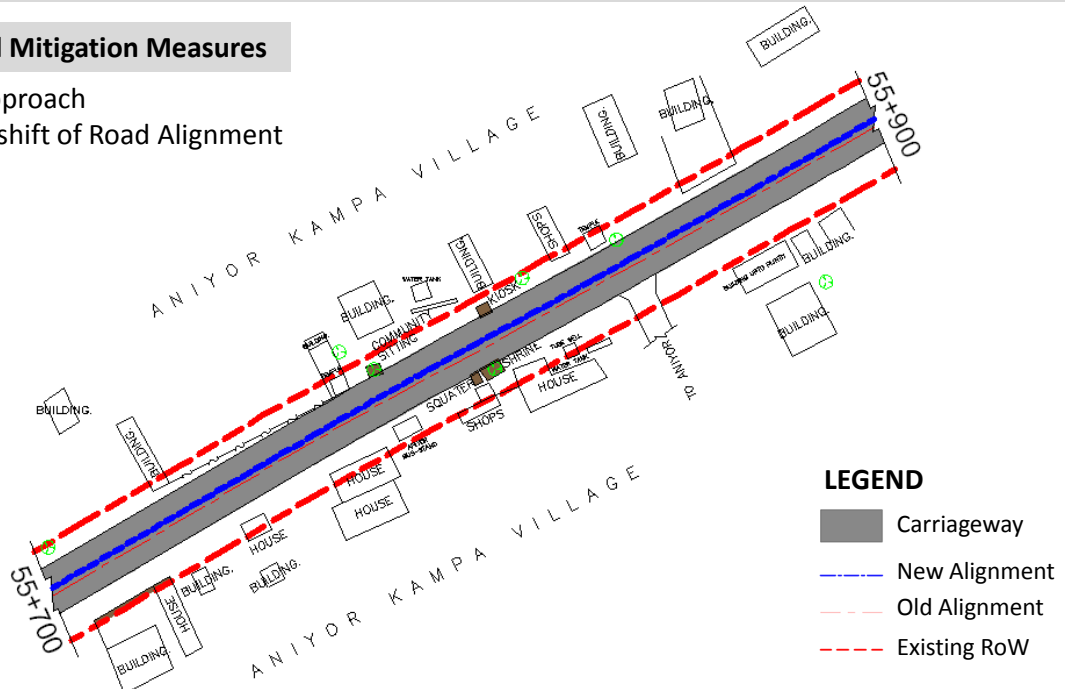
**APPENDIX 7.2 (a)**

**Project Note for Consultation in Scheduled Areas (Gujarati version)**

**Adopted scenario: Development of Project Corridor with due consideration of Consultations and Socio Economic Survey**

**Adopted Mitigation Measures**

- ❖ Col Approach
- ❖ Slight shift of Road Alignment



**Length - 200 M**  
**Properties affected after Mitigation Measures- 4 (1 Kiosk, 1 Squatter, 1 Shrine, 1 sitting area)**  
**Trees affected after Mitigation Measures- 2**

**APPENDIX 7.2 (b)****Project Note for Consultation in Scheduled Areas (English version)****1. INTRODUCTION**

1. Government of Gujarat (GoG) has undertaken the second Gujarat State Highway Project (GSHP-II) covering up-gradation, maintenance and improvement of identified core road network for loan appraisal with the World Bank. As a prerequisite towards loan appraisal with the World Bank, Roads and Buildings Department (R&BD), GoG has selected ten corridors, aggregating 459.71km length for preparation of detailed project report (DPR). R&BD has engaged M/s LEA Associates South Asia Pvt. Ltd., for the preparation of DPR. The project intends to improve the efficiency and safety of the core state highway network, and strengthen institutional effectiveness geared towards improved service delivery and financing strategies.

2. Out of ten corridors selected for detailed study, four corridors namely (a) Lunawada-Khedapa (56.70 km), (b) Dhansura-Meghraj (43.05 km), (c) Dabhoi-Bodeli (38.60 km) and (d) Bodeli-Alirajpur (65.20 km) passes through Fifth Schedule areas.

3. Consultations with tribal community, Panchayati Raj Institutions (PRIs), Tribal Development Department, Community Based Organizations (CBOs) and Non-government Organizations (NGOs), etc., has been planned to elicit participation of tribal community in various stages of the project implementation.

**2. PARTICIPATORY DEVELOPMENT APPROACH**

4. Government of Gujarat has set a unique model with respect to tribal development through the flagship programme, Chief Minister's ten-point programme (TPP) – Vanbandhu Kalyan Yojana. Assimilating the holistic development approach of TPP, GSHP-II has given special emphasis for the road infrastructure development in Fifth Schedule areas. Out of the prioritized total length of 459.71 km taken up for upgradation under GSHP-II, 203.55 km (about 44 percent) passes through Fifth Schedule areas. Economic benefits perceived from GSHP-II is summarized as follows:

- Faster movement of people and goods providing a boost to local as well as State economy;
- Substantial improvement in interconnectivity of settlements along the corridor which reduces travel time and lowers transport costs;
- Help alleviate development constraints in agriculture, commerce, education, health and social welfare by way of improved access to markets, jobs, education and health services;
- Reduced rates of accidents due to better designs and safety measures

5. GSHP-II seeks to ensure the genuine participation of the tribal community at all stages of the project. GSHP-II appreciates the role of PRIs, CBOs and other grass root level government and non-

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**APPENDIX 7.2 (b)****Project Note for Consultation in Scheduled Areas (English version)**

government functionaries and their cooperation is anticipated for the smooth implementation proposed project.

6. Government of Gujarat gives due respect and takes obligatory measures to safeguard the customary rights or livelihood of tribal people. GSHP-II has taken special care to protect the customary rights and livelihood of tribal people. By and large, the proposed road improvement will be carried out within the available land and avoids any adverse impact on the land and property of tribal people. The views, suggestions and consent of the tribal people will be considered and appropriately integrated into the project design.

**3. CONSULTATION WITH TRIBAL COMMUNITY**

7. Informed consultation will be carried out at Taluka level along the proposed corridors. This consultation anticipates participation of tribal people, local leaders from PRIs, officers from Tribal Development Department and representatives of CBOs and NGOs. People residing in the villages along the corridor will be informed about the time and venue of consultation. Tribal Development Officer at Taluka level will facilitate the consultation meeting.

**3.1 Discussion Points**

- Awareness and opinion about the project.
- Awareness about Chief Minister's Ten Point Programme – Vanbandhu Kalyan Yojana.
- Distinctive customs or economic activities maintained by the community (access to forest produce, fishing, grazing land, firewood, etc.).
- Discussions regarding customary behavior, economic opportunities, customary institutions, way of living etc.
- Customary rights over forest land, community land or private land.
- Benefits perceived and outcome expected from the road development project.
- Safety issues along the corridor (road accidents/avoidance/suggestions etc. – specific cases of accidents taking place in particular locations – reasons for such accidents – increase/decrease in accidents).
- Religious properties / common property resources – enhancement of such properties, support and involvement of panchayati raj institutions and tribal community organizations.

**APPENDIX 7.2 (b)**

**Project Note for Consultation in Scheduled Areas (English version)**



**APPENDIX 7.3 (a)**  
**Consultation at Lunawada-Khedapa Corridor: Attendance Sheet**

**STAKEHOLDER CONSULTATION**  
Project Preparatory Works Consultancy Services, Gujarat State Highway Project-II  
Roads and Buildings Department, Government of Gujarat

**Lunawada-Khedapa Corridor**  
**Santrampur Taluka**

Sl.No.	Name	Designation/Address	Contact Number	Signature
1	Rameshbhai Bhubane	Talukdhar Purost. Persthi. Cent	9427056185	
2	R. K. Gohil	T.O. Santrampur Puz.	9978574801	
3	Burandu Taraben M	Mission Manglam CRPC TLM - Santrampur	9687333203	
4	Khet AKhmeri Uderbhai	maecoder Sempurch	9426384308	
5	મિત્ર રામ રામ	મિત્ર રામ રામ	૯૦૨૬૯૦૨૬૨	
6	મિત્ર રામ રામ	મિત્ર રામ રામ	૯૦૦૦૬૦૦૦૬	
7	પરજીવિ. પુરજીવિ. ઘરજીવિ.	પરજીવિ. પુરજીવિ. ઘરજીવિ.	૯૭૨૨૭૦૬૯૨	
8	કાજીવિ. અજીવિ. અજીવિ.	અજીવિ. અજીવિ. ઘરજીવિ.	૯૭૨૪૦૭૦૭૬	
9	અ. અ. અ. અ.	અ. અ. અ. (અ. અ.) અ. અ. અ.	9825968057	
10	અ. અ. અ. અ.	અ. અ. અ. અ.	૯૭૪૬૬૬૬૦૨	
12	અ. અ. અ. અ.	અ. અ. અ. અ.	૯૭૬૦૨૪૪૦૬	
૧૩	અ. અ. અ. અ.	અ. અ. અ. અ.	૯૭૩૬૪૬૬૦	
૧૪	DODIYAR. VIJAYBHAI RAMABHAI	MALANPUR SARPURCH	9909830776	
૧૫	દા. અ. અ. અ.	દા. અ. અ. અ.	9979522835	
૧૬	અ. અ. અ. અ.	અ. અ. અ. અ.	9915717101	
૧૭	અ. અ. અ. અ.	અ. અ. અ. અ.	9099627794 9726796667	

**APPENDIX 7.3 (a)**  
**Consultation at Lunawada-Khedapa Corridor: Attendance Sheet**

**STAKEHOLDER CONSULTATION**  
 Project Preparatory Works Consultancy Services, Gujarat State Highway Project-II  
 Roads and Buildings Department, Government of Gujarat

**Lunawada-Khedapa Corridor**  
**Santrampur Taluka**

SI.No.	Name	Designation/Address	Contact Number	Signature
16	મહાત્મા રાજીવભાઈ વલ્લભભાઈ	તા. પં સદરુ	૯૭૨૬૧૦૫૩૬૬	મહાત્મા રાજીવભાઈ
19	જી. મહેશભાઈ	જી. મહેશભાઈ, સરખાણા	787417390	જી. મહેશભાઈ
20	કે. સુભાષભાઈ દેવજીભાઈ	સરખાણા સરખાણા	૯૭૨૬૦૬૭૬૬૦	કે. સુભાષભાઈ
21	આમીનભાઈ અલી	સમચ	૯૫૦૭૬૭૨૬૬૫	આમીનભાઈ અલી
22	દુબૈયીભાઈ અલી	સમચ	૯૫૪૫૯૬૫૩૯	દુબૈયીભાઈ અલી
23	પરજીવભાઈ દુબૈયીભાઈ	સમચ	૯૬૩૬૨૭૯૫૭	પરજીવભાઈ દુબૈયીભાઈ
24	તાજીવભાઈ અલી	તાજીવભાઈ અલી	9537640068	તાજીવભાઈ અલી
25	મુનિયા અલી	મુનિયા અલી	9909191026	મુનિયા અલી
26	ખાંડ વેખાલેન સી.	ગાંધી પુર	997822925	આર. વેખાલેન
27	ખાંડ અંદિલાલેન. જે.	ખાંડ અંદિલાલેન	7698375781	આર. અંદિલાલેન
28	સામેર અંદિલાલેન અલી	સામેર અંદિલાલેન	૯૯૭૯૬૬૬૬૬	આર. સામેર અંદિલાલેન
29	સામેર અંદિલાલેન અલી	સામેર અંદિલાલેન	૫૫૨૬૩૭૦૧૧	આર. સામેર અંદિલાલેન
30	સામેર અંદિલાલેન અલી	સામેર અંદિલાલેન	૯૪૨૭૬૭૯૬૬૬	આર. સામેર અંદિલાલેન
31	સામેર અંદિલાલેન અલી	સામેર અંદિલાલેન	૯૫૩૫૦૬૯૯૩	આર. સામેર અંદિલાલેન
32	સામેર અંદિલાલેન અલી	સામેર અંદિલાલેન	9459459662	આર. સામેર અંદિલાલેન
33	સામેર અંદિલાલેન અલી	સામેર અંદિલાલેન	૯૯૭૯૬૬૬૬૬	આર. સામેર અંદિલાલેન



**APPENDIX 7.3 (a)**  
**Consultation at Lunawada-Khedapa Corridor: Attendance Sheet**

**STAKEHOLDER CONSULTATION**  
Project Preparatory Works Consultancy Services, Gujarat State Highway Project-II  
Roads and Buildings Department, Government of Gujarat

Lunawada-Khedapa Corridor  
Kadana Taluka

Sl.No.	Name	Designation/Address	Contact Number	Signature
૧	અ.મ. ડી. મિત્રા	મહે ની.વિ. ડાહ્યા	૯૫૩૩૬૫૫૩૩૭	
૨	મોવનકાંત યુધાન	તબાકરજી ૭૯૫, મી.૦.૫, તા.ભા.	૯૯૨૨૧૭૫૪૧૦	
૩	ગંગામણ પટેલ	મોજ નાગુતી મજુર અંબાજી - તા.ભા.	૯૯૨૩૯૫૩૩૩૪	
૪.	શ્રી અમર.જી. ડાહ્યા	ભુવનગરજી.	૯૬૩૬૫૫૩૩૦૦	
૫	દુરોહિની સુમીત્ર તરુડી, અ.પં. રી.			
૬	શ્રી. અ. અમર બાપુ	અમરજી શ્રીમદેશ. જી. પં.	૯૫૩૩૬૫૦૦૦	
૭	શ્રી. કે. જી. મજુર	ગરુડા. સુમર	૯૭૩૦૭૭૭૨	
૮	બાપુ અમરજી ગામી	ડાહ્યાજી	૯૯૦૦૯૫૬૯	બાપુ અમરજી & ગામી
૯	શ્રી. અમરજી ડાહ્યા	શ્રી. અમરજી ડાહ્યા	૯૯૦૦૯૫૬૯	
૧૦	બાપુ અમરજી, પી.	ડાહ્યાજી	૯૯૦૦૯૫૬૯	N.P. Khasu
૧૧	બાપુ અમરજી ગામી	''		બાપુ અમરજી ગામી
૧૨	અમરજી ડાહ્યા			અમરજી ડાહ્યા
૧૩	શ્રી બાપુ અમરજી ડાહ્યા			અમરજી ડાહ્યા
૧૪	બાપુ અમરજી			બાપુ અમરજી
૧૫	શ્રી અમરજી ડાહ્યા	ડાહ્યાજી		
૧૬	બાપુ અમરજી ડાહ્યા	ડાહ્યાજી		



**APPENDIX 7.3 (b)**  
**Consultation at Dhansura-Meghraj Corridor: Attendance Sheet**

**STAKEHOLDER CONSULTATION**  
 Project Preparatory Works Consultancy Services, Gujarat State Highway Project-II  
 Roads and Buildings Department, Government of Gujarat

**Dhansura-Meghraj Corridor**  
**Meghraj Taluka**

Sl.No.	Name	Designation/Address	Contact Number	Signature
1	પરજી સુભાષીભાઈ	EM (HIS)	991341 9297	
2	પરજી સુભાષીભાઈ	સુભાષીભાઈ		સુભાષીભાઈ
3	પરજી સુભાષીભાઈ	સુભાષીભાઈ		સુભાષીભાઈ
4	સુભાષીભાઈ	સુભાષીભાઈ		
5	સુભાષીભાઈ	સુભાષીભાઈ		સુભાષીભાઈ
6	Dr. Dimpalben N. Asani	Medical officer	9824762200	
7	સુભાષીભાઈ	સુભાષીભાઈ	99257666	સુભાષીભાઈ
8	સુભાષીભાઈ	સુભાષીભાઈ	99257666	સુભાષીભાઈ
9	સુભાષીભાઈ	સુભાષીભાઈ		
10	સુભાષીભાઈ	સુભાષીભાઈ		
11	સુભાષીભાઈ	સુભાષીભાઈ	660445555	
12	સુભાષીભાઈ	સુભાષીભાઈ	66240 65787	
13	સુભાષીભાઈ	સુભાષીભાઈ	660809308	સુભાષીભાઈ
14	સુભાષીભાઈ	સુભાષીભાઈ	9232553182	M.N.V. Vankar
15	સુભાષીભાઈ	સુભાષીભાઈ	66064 21202	
16	સુભાષીભાઈ	સુભાષીભાઈ	66064 21202	સુભાષીભાઈ

**APPENDIX 7.3 (b)**  
**Consultation at Dhansura-Meghraj Corridor: Attendance Sheet**

**STAKEHOLDER CONSULTATION**  
Project Preparatory Works Consultancy Services, Gujarat State Highway Project-II  
Roads and Buildings Department, Government of Gujarat

**Dhansura-Meghraj Corridor**  
**Meghraj Taluka**

Sl.No.	Name	Designation/Address	Contact Number	Signature
૧૪	અમીતભાઈ જી.જી.	ગા. જી. જી. ૧ અમીતભાઈ જી.જી.	૯૭૩૭૮૦૨૧૨	
૧૬	એ. કે. પ્રભુભાઈ	ખીસાલ	૯૮૨૨૨૨૦૨૭૩	
૧૭	સી. કે. જી. જી. જી. જી.	ખીસાલ	૯૮૭૯૬૩૨૦૯૯	
૨૦	પા. જી. જી. જી. જી. જી.	ખીસાલ	૫૮૩૭૭૭૮૮૨૨	
૨૧	પા. જી. જી. જી. જી. જી.	ખીસાલ	૯૭૩૭૨૦૦૮૦૦ ૯૭૩૭૨૦૦૮૦૦	
૨૨	કે. જી. જી. જી. જી. જી.	ખીસાલ	૯૭૩૮૧૦૮૫૭૦	
૨૩	કે. જી. જી. જી. જી. જી.	ખીસાલ	૯૯૨૫૫૭૫૯૭૭	
૨૪	કે. જી. જી. જી. જી. જી.	ખીસાલ	૯૯૭૯૮૨૭૦૪૨	
૨૫	કે. જી. જી. જી. જી. જી.	ખીસાલ	૯૯૦૯૨૯૫૫૩	
૨૬	કે. જી. જી. જી. જી. જી.	ખીસાલ	૯૮૩૮૭૭૫૩૭૮	
૨૭	કે. જી. જી. જી. જી. જી.	ખીસાલ	૯૫૪૮૦૭૨૫૫૧	
૨૮	કે. જી. જી. જી. જી. જી.	ખીસાલ		
૨૯	કે. જી. જી. જી. જી. જી.	ખીસાલ		
૩૦	કે. જી. જી. જી. જી. જી.	ખીસાલ		
૩૧	કે. જી. જી. જી. જી. જી.	ખીસાલ		
૩૨	કે. જી. જી. જી. જી. જી.	ખીસાલ		

**APPENDIX 7.3 (b)**  
**Consultation at Dhansura-Meghraj Corridor: Attendance Sheet**

**STAKEHOLDER CONSULTATION**  
Project Preparatory Works Consultancy Services, Gujarat State Highway Project-II  
Roads and Buildings Department, Government of Gujarat

Dhansura-Meghraj Corridor  
Meghraj Taluka

Sl.No.	Name	Designation/Address	Contact Number	Signature
33	સાચલ સર્કલેશન નંબર 202	કેમીસ્ટ	9825091700	
38	કોમોન સુલેવ thru	ઇન્જિનિયર	9726530777	
34	અમીતિયા વિનયજી ભાણવ	ઇન્જિનિયર ગ.પ. મોડી સુલેવ	9429476834	
35	ભાઈ સુભાષી	ઇન્જિનિયર		
39	અમીતિયા વિનયજી નિર્માતા	ઇન્જિનિયર		
35	અમીતિયા વિનયજી નિર્માતા	અસાઇન		
36	સિદ્ધાંત સુભાષી	ઇન્જિનિયર		
40	સુભાષી ભાણવ	ઇન્જિનિયર		
41	32	ઇન્જિનિયર		
42	32	અસાઇન		
43	33	અસાઇન		
44	34	ઇન્જિનિયર		
45	37	ઇન્જિનિયર		
46	38	ઇન્જિનિયર		
47	39	ઇન્જિનિયર		
48	34	ઇન્જિનિયર		

જામી સુભાષી  
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**APPENDIX 7.3 (c)**  
**Consultation at Dhansura-Meghraj Corridor: Attendance Sheet**

<b>STAKEHOLDER CONSULTATION</b>				
<b>PROJECT PREPARATORY WORKS CONSULTANCY SERVICES, GUJARAT STATE HIGHWAY PROJECT-II</b>				
<b>ROADS AND BUILDINGS DEPARTMENT, GOVT. OF GUJARAT</b>				
<b>Dabhoi-Bodeli Corridor</b>				
<b>Sankheda Taluka</b>				
Sl. No.	Name	Designation/Address	Contact Number	Signature
1	Abhasinbhai Tadi	M-L.A. Sankheda Desai Shri Sankheda	98257 97211	
2	K. N. Dadiya	T D O Sankheda	7874345915	
3	S. M. Raval	DEE R&B Deptt. Vadodra	9824014040	
3.	C. K. Pandya	Chitanish PA Office etc	9427545840	C. K. Pandya
4	A. V. Baria	President Taluka Panch	9825294419	
5	Vijay K. Tadi	Sanyal R.	9141215910	
6	Rakesh J. Solhija	Amul Pur.	9898740119	
7	સામીલ ગાંધી સ.સ.સ.સ.	સામીલ (સામીલ) સામીલ	9909118991	
8	સામીલ	સામીલ		
9	સામીલ	સામીલ		
10	Tadi Pratikbhai Chandrabhai	Sampark ch Sanyal	9909451838	
11	સામીલ સમીલ	સામીલ	સામીલ	
12	સામીલ સમીલ	સામીલ	8980197004	
13	સામીલ સમીલ	સામીલ	સામીલ	
	સામીલ સમીલ	સામીલ		

**APPENDIX 7.3 (c)**  
**Consultation at Dhansura-Meghraj Corridor: Attendance Sheet**

**STAKEHOLDER CONSULTATION**

PROJECT PREPARATORY WORKS CONSULTANCY SERVICES, GUJARAT STATE HIGHWAY PROJECT-II  
ROADS AND BUILDINGS DEPARTMENT, GOVT. OF GUJARAT  
Dabhoi-Bodeli Corridor  
Sankheda Taluka

Sl. No.	Name	Designation/Address	Contact Number	Signature
૩૬	મો.એચ. મરમર	ત.ક.મંત્રી ઘાટીયા	૯૪૨૬૨૫૫૦૯	
૩૭	પરમાર માર.સી.	પંચાયત, ડાહો	૯૮૨૬૬૩૩૫૧	પરમાર માર.સી.
૩૮	બાલુ. આર. જી.	પંચાયત, મોવડા	૯૯૦૦૩૯૨૯૨	Bhalu. R. S.
૩૯	પી. રમણ સિ.	ત.ક.મંત્રી ઘાટીયા	૯૪૨૫૫૫૩૦	
૧૯	શ્રી. સી.સી. મિસ્ત્રી	ત.ક.મંત્રી ઘાટીયા	૧૪૪૧૧૩૧૩૩૪	
૨૦	પરેલ. ગણેશભાઈ	ગામઘાટીયા મોવડા	૯૧૨૧૮૧૨૮૧૫	
૨૧	બી.કે. વાલા	ત.ક.મંત્રી ઘાટીયા	૯૧૯૨૨૭૩૫૫	
૨૨	વાઘેલા વ્યાજબી	ત.ક.મંત્રી ઘાટીયા	૯૭૨૬૬૬૫૬૦	
૨૩	સુબોદાબી પરમાર	ત.ક.મંત્રી ઘાટીયા	૯૭૫૬૨૬૦૨૯	
૨૪	બી.બી. પાઠી	ત.ક.મંત્રી ઘાટીયા	૧૬૬૬૧૨૨૦૩૬	
૨૫	ભાઈ જી. રામ	સરપંચ ઘાટીયા	૯૧૪૦૦૦૬૬૭૧	ભાઈ જી. રામ
૨૬	શ. જી. ભાઈ	ત.ક.મંત્રી ઘાટીયા	૯૭૨૬૭૪૧૧૧૦	શ. જી. ભાઈ
૨૭	શ્રી. કે.બી. પુલે	ત.ક.મંત્રી, ઘાટીયા	૯૭૬૬૪૪૦૬૦૦	
૨૮	સુભા. પી. સી.	સરપંચ સરપંચ	૯૨૫૬૫૪૬૬૬	
૨૯	શ્રી. એમ.ડી. બારીયા	ત.ક.મંત્રી ઘાટીયા	૧૪૨૬૬૬૦૦૧૧	

**APPENDIX 7.3 (c)**  
**Consultation at Dhansura-Meghraj Corridor: Attendance Sheet**

**STAKEHOLDER CONSULTATION**

PROJECT PREPARATORY WORKS CONSULTANCY SERVICES, GUJARAT STATE HIGHWAY PROJECT-II  
ROADS AND BUILDINGS DEPARTMENT, GOVT. OF GUJARAT  
Dabhoi-Bodeli Corridor  
Sankheda Taluka

Sl. No.	Name	Designation/Address	Contact Number	Signature
30	Shree H.K. Bhatta	T.C.M. memnab	8469669897	
31	A.R. Gramani	T.C.M. Tandallu	9727838371	
32	118466 B. S. S.	118466 B. S. S.	6693672692	
32	R.T. Rohil	T.C.M. Gramnab.	9979342928	
33	Patel Narendray Bhagavemil'bh'	Abhoi-memnab Tal. Sankheda	9925376260	
34	Sangadeu Sheklesh Kumar'P'	T.C.M. Sankheda	9908972231	
35	21.4.7501	21.4.7501	0926495000	21.4.7501
36	Taruw' Chhugam'bhui Sankheda		9757608005	
37	V.B. Solanki	T.C. memnab	960255597	
38	G. 2421 Y. S.	T.C. memnab	7874045 851	
39	R.s. Jhili	T.C. memnab	9924478873	
40	S.V. Rowat.	T.C. Luchhose	9909732736	
41	S.K. SHEKH	T.C.M. KANTESH WAK	9925978292	
42	J.C. Rathod	T.C.M. Bodeli	9824038867	
	Mr. Mallisood	Panelist. S.P.	9825065623	



## પરામર્શ સભા - કાર્યસુચિ

સ્થળ: તાલુકા પંચાયત કચેરી, સંતરામપુર

તારીખ: ૨૨ /૦૬/૨૦૧૨

સમય:૧૨:૦૦

૧	પ્રાસ્તવિક સંભાષણ અને આવકાર સંબોધન - પીપીડબલ્યુસીએસ સલાહકાર ના પ્રતિનિધિ દ્વારા	૧૦ મિનિટ
૨	ગુજરાત સરકાર ની પાંચમા સુચિ પત્ર પ્રદેશો માં પહેલ (સંતરામપુર ઉપર ખાસ કેંદ્રીત કરીને) - આદિવાસી વિકાસ વિભાગ અથવા તાલુકા વિકાસ કચેરી ના પ્રતિનિધિ દ્વારા	૧૦ મિનિટ
૩	ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ અને અનુસુચિત જાતિઓ - માર્ગ અને મકાન વિભાગના પ્રતિનિધિ દ્વારા	૧૦ મિનિટ
૪	લુણાવડા - ખેડખા રસ્તાનો વિકાસ - પ્રોજેક્ટ નું વર્ણન - પીપીડબલ્યુસીએસ સલાહકાર ના પ્રતિનિધિ દ્વારા	૧૦ મિનિટ
૫	રસ્તા ના સુચિત વિકાસ પર અને ગુજરાત સરકાર ની આ કોરીડોર પરની અન્ય વિકાસ પહેલો ઉપર ખુલ્લા મનની ચર્ચા - સભા માં ભાગ લેનાર સભ્યો દ્વારા - પીપીડબલ્યુસીએસ સલાહકાર દ્વારા સુવિધા કરવા માં આવશે	૧૫ મિનિટ
૬	સુચિત રસ્તા વિકાસ સંબંધિત જુથ ચર્ચા (ગ્રુપ ડિસ્કસન) - કેંદ્રીત જુથો (ફોકસ ગ્રુપ્સ) જાતિ / લિંગ, ગુજરાનના સાધનો, સામુહિક હક્કો વગેરે પર ચર્ચા કરશે - કેંદ્રીત જુથ (ફોકસ ગ્રુપ) દ્વારા	૧૫ મિનિટ
૭	જુથ ચર્ચા ના તારણો નું પ્રદર્શન (પ્રેઝન્ટેશન) - કેંદ્રીત જુથોના સુવિધાકારકો દ્વારા	૧૦ મિનિટ
૮	સારાંશ, આભાર દર્શન અને સમાપન - પીપીડબલ્યુસીએસ સલાહકાર ના પ્રતિનિધિ દ્વારા	૧૦ મિનિટ

## પ્રોજેક્ટ પ્રીપેરેટરી વર્કસ કંસલ્ટંસી સર્વીસીઝ, ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ - ૨

માર્ગ અને મકાન વિભાગ, ગુજરાત સરકાર

આદિવાસી વિસ્તાર માં પરામર્શ માટે પ્રોજેક્ટ નોંધ

### ૧ પ્રસ્તાવના

૧. ગુજરાત સરકારે રાજ્યના વિકાસ માટે હાઈ રૂપ રસ્તા જાળ (કોર રોડ નેટવર્ક) માં થી પસંદ કરેલ રસ્તાઓની ઉન્નતિ, મરામત અને સુધારણા ને આવરી લેતો [બીજો ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ] હાથ ધરવા વિચારણા કરી છે. આ માટે વિશ્વ બેંક ના મુલ્યાંકન માટે પ્રોજેક્ટ તૈયાર થઈ રહેલ છે. વિશ્વ બેંક ના મુલ્યાંકન ની પુર્વ જરૂરિયાત પ્રમાણે માર્ગ અને મકાન વિભાગે વિગતવાર પ્રાયોજના અહેવાલ બનાવવા માટે કુલ ૪૫૯.૭૧ કી.મી લંબાઈ ના દસ કોરીડોર (રસ્તાઓ) પસંદ કરેલ છે. ગુજરાત સરકારે વિગતવાર પ્રાયોજના અહેવાલ બનાવવા માટે મે. લી એસોસીએટ સાઉથ એશીઆ પ્રા. લી. ને રોકેલ છે. પ્રોજેક્ટ થવાથી હાઈ રૂપ રસ્તા જાળ (કોર રોડ નેટવર્ક) ની માર્ગ સલામતિ અને કાર્યક્ષમતા માં સુધારો થવા ની ધારણા છે. તથા સેવા વહેંચણી (સર્વીસ ડીલીવરી) માં સુધારણા અને નાણા વ્યવસ્થા ની વ્યુહ રચના (ફાઇનાન્સીંગ સ્ટ્રેટેજી) તરફ સંસ્થાકીય પ્રભાવને પ્રબલીત કરશે.

૨. પસંદ કરેલ દસ કોરીડોર માં થી ચાર કોરીડોર (અ) લુણાવડા - ખેડપ્પા (૫૬.૭૦ કી.મી.), (બ) ધનસુરા - મેઘરજ (૪૩.૦૫ કી.મી.), (ક) ડભોઈ - બોડેલી (૩૮.૬૦ કી.મી.) અને (ડ) બેડેલી - અલીરાજપુર (૬૫.૨૦ કી.મી.) પાંચમા સુચિ પત્ર માં જાહેર કરાયેલ વિસ્તારો માંથી પસાર થાય છે.

૩. પ્રોજેક્ટ અમલીકરણ ના વિવિધ તબક્કાઓ માં આદિવાસી સમુહો ની સહભાગીતા માટે આદિવાસી સમુહો, પંચાયતી રાજ્ય સંસ્થાઓ, આદિવાસી વિકાસ વિભાગ, સમુહ આધારીત સંસ્થાઓ (કોમ્યુનીટી બેઝડ ઓર્ગેનીશનસ), બીન સરકારી સંસ્થાઓ (નોન ગવર્નમેન્ટ ઓર્ગેનીશનસ) વગેરે સાથે પરામર્શ નું આયોજન કરવામાં આવેલ છે.

### ૨ સહભાગીતાથી વિકાસ નો અભીગમ

૪. આદિવાસી વિકાસ માટે ગુજરાત સરકારે પાસે એક અનોખો અને નમૂનારૂપ કાર્યક્રમ, મુખ્ય મંત્રીશ્રી નો દસ-મુદ્દાનો કાર્યક્રમ (ટીપીપી) - વન બંધુ કલ્યાણ યોજના કાર્યક્રમ છે. ટીપીપીના સાકલ્યવાદી અભીગમ ને આત્મસાત કરી, ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ દ્વારા રસ્તા આંતરમાળખાકીય સુવિધા ને ખાસ ભાર આપવા માં આવ્યો છે. ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ હેઠળ ઉન્નતિ માટે લેવામાં આવનાર

૪૫૯.૭૧ કી.મી પૈકી આશરે ૪૪% એટલેકે ૨૦૩.૫૫ કી.મી રસ્તાઓ પાંચમીસુચિ વિસ્તારો માંથી પસાર થાય છે. ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ દ્વારા સંભવિત આર્થિક લાભો નો સારાંશ નીચે જણાવેલ છે.

- લોકો અને સામાનની ઝડપી અવરજવર થતા સ્થાનિક અને રાજ્યના આર્થિક વિકાસ માં વૃદ્ધી
- રસ્તાઓની લંબાઇવાર વસાહતોના પરસ્પર જોડાણ માં સારો એવો વધારો થતા મુસાફરી સમયમાં અને મુસાફરીખર્ચમાં ઘટાડો
- ખેતી, વાણિજ્ય, શીક્ષણ, આરોગ્ય અને સામાજિક સુખમાં આવતા નિગ્રહો નું બજારો, રોજગારો, શીક્ષણ, આરોગ્યસેવાઓ સુધી પહોંચ દ્વારા શમન
- વધારે સારા આલેખન અને માર્ગ સલામતિ પગલાઓ થકી માર્ગ અકસ્માત દર માં ઘટાડો

૫. ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ આદીવાસી સમુહો ની પ્રોજેક્ટના પ્રત્યેક તબક્કે ખરેખરની સહભાગિતા સુનિશ્ચિતપણે ચાહે છે. ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ પંચાયતી રાજ્ય સંસ્થાઓ, સમુહ આધારીત સંસ્થાઓ (કોમ્યુનીટી બેઝડ ઓર્ગેનીશનસ), બીન સરકારી સંસ્થાઓ (નોન ગવર્નમેન્ટ ઓર્ગેનીશનસ) અને મૂળિયા સ્તરે કામ કરનારી સંસ્થાઓ ના કામની ભારે કિંમત આંકે છે તથા સુચિત પ્રોજેક્ટ સરળતાપૂર્ણ અમલીકરણ માટે તેઓના સહકાર ની આશા રાખે છે.

૬. ગુજરાત સરકાર આદીવાસીલોકોના રુઢિ આધારિત હક્કો તથા રોજગારો ને જરૂરી સન્માન આપે છે અને તેના સંરક્ષણ માટે કાયદા કાનૂન અંવયે આવશ્યક પગલા લે છે. ગુજરાત સરકારે આદીવાસીલોકોના રુઢિ આધારિત હક્કો તથા રોજગારો ના સંરક્ષણ માટે ખાસ સંભાળ લીધેલ છે. મોટાભાગે સુચિત રસ્તા વિકાસનું કાર્ય ઉપલબ્ધ જમીન માંજ કરવામાં આવશે અને આદીવાસી લોકોની જમીન અને મિલકત પર તેની ખાસ વિપરીત અસર નહી પડે. આદીવાસી લોકોના દ્રષ્ટિકોણ, સુચનો અને સંમતિઓ ને ધ્યાનમાં લેવામાં આવશે અને યોગ્ય રીતે પ્રોજેક્ટ ના આલેખનમાં સંમિલિત કરવામાં આવશે.

### ૩. આદીવાસી સમુહો સાથે પરામર્શ

૭. સુચિત રસ્તાની લંબાઇવાર તાલુકા સ્તરે સુમાહિતગાર પરામર્શ કરવામાં આવશે. આ પરામર્શમાં આદીવાસી લોકો, પંચાયતી રાજ્ય સંસ્થાઓ ના સ્થાનિક અગ્રણીઓ, આદીવાસી વિકાસ વિભાગના અધિકારીઓ, અને સમુહ આધારીત સંસ્થાઓ (કોમ્યુનીટી બેઝડ ઓર્ગેનીશનસ) તથા બીન સરકારી સંસ્થાઓ (નોન ગવર્નમેન્ટ ઓર્ગેનીશનસ) ના પ્રતિનિધિઓ ભાગ લેશે તેવી આશા છે. રસ્તાની લંબાઇવાર આવેલા ગામો માં રહેતા લોકો ને પરામર્શ સભા ના સ્થળ અને સમય અંગે જાણ કરવામાં આવશે. પરામર્શ સભા ને તાલુકા સ્તરના આદીવાસી વિકાસ અધિકારી સુવિધિત કરશે.



### ૩.૧ ચર્ચાના મુદ્દાઓ

- પ્રોજેક્ટ અંગે જાણકારી અને મંતવ્ય
- મુખ્ય મંત્રીશ્રી ના દસ મુદ્દાના કાર્યક્રમ - વનબંધુ કલ્યાણ કાર્યક્રમ અંગે જાણકારી
- આદીવાસી સમુહો દ્વારા નિભાવાતી વિશિષ્ટ રૂઢિઓ અને આર્થિક પ્રવૃત્તિઓ (જંગલ પેદાશ, માછીમારી, ગોચર જમીન, જલાઉ લાકડા વગેરે)
- રૂઢિગત શિષ્ટાચાર, આર્થિક તકો, રૂઢિગત સંસ્થાઓ, જીવનશૈલી વગેરે અંગે ચર્ચા
- જંગલની જમીન, સામુહિક જમીનો અથવા ખાનગી જમીન પર ના રૂઢિગત હક્કો
- રસ્તા વિકાસ પ્રોજેક્ટ માંથી ધારેલા લાભો અને પરિણામો
- રસ્તાની લંબાઇવાર માર્ગ સલામતિ મુદ્દાઓ (માર્ગ અકસ્માત /તેને બચાવવા/સુચનો વગેરે - ખાસ જગ્યાએ થતા અકસ્માતો ના ચોક્કસ દાખલા - આવા અકસ્માતો ના કારણો - અકસ્માત મા થતી વધ ઘટ)
- ધાર્મિક મિલકત / સહિયારી મિલકત સંશાધનો - આવી મિલકતો ની વૃદ્ધી, પંચાયતી રાજ્ય સંસ્થાઓ તથા આદીવાસી સામુહિક સંસ્થાઓ નો ટેકો અને તેઓની સમાવિષ્ટતા

## પરામર્શ સભા - કાર્યસુચિ

સ્થળ: તાલુકા પંચાયત કચેરી, મેઘરજ

તારીખ: ૨૫/૦૬/૨૦૧૨

સમય:૧૨:૦૦

૧	પ્રાસ્તવિક સંભાષણ અને આવકાર સંબોધન - પીપીડબલ્યુસીએસ સલાહકાર ના પ્રતિનિધિ દ્વારા	૧૦ મિનિટ
૨	ગુજરાત સરકાર ની પાંચમા સુચિ પત્ર પ્રદેશો માં પહેલ (મેઘરજ ઉપર ખાસ કેંદ્રીત કરીને) - આદિવાસી વિકાસ વિભાગ અથવા તાલુકા વિકાસ કચેરી ના પ્રતિનિધિ દ્વારા	૧૦ મિનિટ
૩	ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ અને અનુસુચિત જાતિઓ - માર્ગ અને મકાન વિભાગના પ્રતિનિધિ દ્વારા	૧૦ મિનિટ
૪	ધનસુરા - મેઘરજ રસ્તાનો વિકાસ - પ્રોજેક્ટ નું વર્ણન - પીપીડબલ્યુસીએસ સલાહકાર ના પ્રતિનિધિ દ્વારા	૧૦ મિનિટ
૫	રસ્તા ના સુચિત વિકાસ પર અને ગુજરાત સરકાર ની આ કોરીડોર પરની અન્ય વિકાસ પહેલો ઉપર ખુલ્લા મનની ચર્ચા - સભા માં ભાગ લેનાર સભ્યો દ્વારા - પીપીડબલ્યુસીએસ સલાહકાર દ્વારા સુવિધા કરવા માં આવશે	૧૫ મિનિટ
૬	સુચિત રસ્તા વિકાસ સંબંધિત જુથ ચર્ચા (ગ્રુપ ડિસ્કસન) - કેંદ્રીત જુથો (ફોકસ ગ્રુપ્સ) જાતિ / લિંગ, ગુજરાનના સાધનો, સામુહિક હક્કો વગેરે પર ચર્ચા કરશે - કેંદ્રીત જુથ (ફોકસ ગ્રુપ) દ્વારા	૧૫ મિનિટ
૭	જુથ ચર્ચા ના તારણો નું પ્રદર્શન (પ્રેઝન્ટેશન) - કેંદ્રીત જુથોના સુવિધાકારકો દ્વારા	૧૦ મિનિટ
૮	સારાંશ, આભાર દર્શન અને સમાપન - પીપીડબલ્યુસીએસ સલાહકાર ના પ્રતિનિધિ દ્વારા	૧૦ મિનિટ

## પ્રોજેક્ટ પ્રીપેરેટરી વર્કસ કંસલ્ટંસી સર્વીસીઝ, ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ - ૨

માર્ગ અને મકાન વિભાગ, ગુજરાત સરકાર

આદિવાસી વિસ્તાર માં પરામર્શ માટે પ્રોજેક્ટ નોંધ

### ૧ પ્રસ્તાવના

૧. ગુજરાત સરકારે રાજ્યના વિકાસ માટે હાઈ રૂપ રસ્તા જાળ (કોર રોડ નેટવર્ક) માં થી પસંદ કરેલ રસ્તાઓની ઉન્નતિ, મરામત અને સુધારણા ને આવરી લેતો [બીજો ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ] હાથ ધરવા વિચારણા કરી છે. આ માટે વિશ્વ બેંક ના મુલ્યાંકન માટે પ્રોજેક્ટ તૈયાર થઈ રહેલ છે. વિશ્વ બેંક ના મુલ્યાંકન ની પુર્વ જરૂરિયાત પ્રમાણે માર્ગ અને મકાન વિભાગે વિગતવાર પ્રાયોજના અહેવાલ બનાવવા માટે કુલ ૪૫૯.૭૧ કી.મી લંબાઈ ના દસ કોરીડોર (રસ્તાઓ) પસંદ કરેલ છે. ગુજરાત સરકારે વિગતવાર પ્રાયોજના અહેવાલ બનાવવા માટે મે. લી એસોસીએટ સાઉથ એશીઆ પ્રા. લી. ને રોકેલ છે. પ્રોજેક્ટ થવાથી હાઈ રૂપ રસ્તા જાળ (કોર રોડ નેટવર્ક) ની માર્ગ સલામતિ અને કાર્યક્ષમતા માં સુધારો થવા ની ધારણા છે. તથા સેવા વહેંચણી (સર્વીસ ડીલીવરી) માં સુધારણા અને નાણા વ્યવસ્થા ની વ્યુહ રચના (ફાઇનાન્સીંગ સ્ટ્રેટેજી) તરફ સંસ્થાકીય પ્રભાવને પ્રબલીત કરશે.

૨. પસંદ કરેલ દસ કોરીડોર માં થી ચાર કોરીડોર (અ) લુણાવડા - ખેડપ્પા (૫૬.૭૦ કી.મી.), (બ) ધનસુરા - મેઘરજ (૪૩.૦૫ કી.મી.), (ક) ડભોઈ - બોડેલી (૩૮.૬૦ કી.મી.) અને (ડ) બેડેલી - અલીરાજપુર (૬૫.૨૦ કી.મી.) પાંચમા સુચિ પત્ર માં જાહેર કરાયેલ વિસ્તારો માંથી પસાર થાય છે.

૩. પ્રોજેક્ટ અમલીકરણ ના વિવિધ તબક્કાઓ માં આદિવાસી સમુહો ની સહભાગીતા માટે આદિવાસી સમુહો, પંચાયતી રાજ્ય સંસ્થાઓ, આદિવાસી વિકાસ વિભાગ, સમુહ આધારીત સંસ્થાઓ (કોમ્યુનીટી બેઝડ ઓર્ગેનીશનસ), બીન સરકારી સંસ્થાઓ (નોન ગવર્નમેન્ટ ઓર્ગેનીશનસ) વગેરે સાથે પરામર્શ નું આયોજન કરવામાં આવેલ છે.

### ૨ સહભાગીતાથી વિકાસ નો અભીગમ

૪. આદિવાસી વિકાસ માટે ગુજરાત સરકારે પાસે એક અનોખો અને નમૂનારૂપ કાર્યક્રમ, મુખ્ય મંત્રીશ્રી નો દસ-મુદ્દાનો કાર્યક્રમ (ટીપીપી) - વન બંધુ કલ્યાણ યોજના કાર્યક્રમ છે. ટીપીપીના સાકલ્યવાદી અભીગમ ને આત્મસાત કરી, ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ દ્વારા રસ્તા આંતરમાળખાકીય સુવિધા ને ખાસ ભાર આપવા માં આવ્યો છે. ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ હેઠળ ઉન્નતિ માટે લેવામાં આવનાર

૪૫૯.૭૧ કી.મી પૈકી આશરે ૪૪% એટલેકે ૨૦૩.૫૫ કી.મી રસ્તાઓ પાંચમીસુચિ વિસ્તારો માંથી પસાર થાય છે. ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ દ્વારા સંભવિત આર્થિક લાભો નો સારાંશ નીચે જણાવેલ છે.

- લોકો અને સામાનની ઝડપી અવરજવર થતા સ્થાનિક અને રાજ્યના આર્થિક વિકાસ માં વૃદ્ધી
- રસ્તાઓની લંબાઇવાર વસાહતોના પરસ્પર જોડાણ માં સારો એવો વધારો થતા મુસાફરી સમયમાં અને મુસાફરીખર્ચમાં ઘટાડો
- ખેતી, વાણિજ્ય, શીક્ષણ, આરોગ્ય અને સામાજિક સુખમાં આવતા નિગ્રહો નું બજારો, રોજગારો, શીક્ષણ, આરોગ્યસેવાઓ સુધી પહોંચ દ્વારા શમન
- વધારે સારા આલેખન અને માર્ગ સલામતિ પગલાઓ થકી માર્ગ અકસ્માત દર માં ઘટાડો

૫. ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ આદીવાસી સમુહો ની પ્રોજેક્ટના પ્રત્યેક તબક્કે ખરેખરની સહભાગિતા સુનિશ્ચિતપણે ચાહે છે. ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ પંચાયતી રાજ્ય સંસ્થાઓ, સમુહ આધારીત સંસ્થાઓ (કોમ્યુનીટી બેઝડ ઓર્ગેનીશનસ), બીન સરકારી સંસ્થાઓ (નોન ગવર્નમેન્ટ ઓર્ગેનીશનસ) અને મૂળિયા સ્તરે કામ કરનારી સંસ્થાઓ ના કામની ભારે કિંમત આંકે છે તથા સુચિત પ્રોજેક્ટ સરળતાપૂર્ણ અમલીકરણ માટે તેઓના સહકાર ની આશા રાખે છે.

૬. ગુજરાત સરકાર આદીવાસીલોકોના રુઢિ આધારિત હક્કો તથા રોજગારો ને જરૂરી સન્માન આપે છે અને તેના સંરક્ષણ માટે કાયદા કાનૂન અંવયે આવશ્યક પગલા લે છે. ગુજરાત સરકારે આદીવાસીલોકોના રુઢિ આધારિત હક્કો તથા રોજગારો ના સંરક્ષણ માટે ખાસ સંભાળ લીધેલ છે. મોટાભાગે સુચિત રસ્તા વિકાસનું કાર્ય ઉપલબ્ધ જમીન માંજ કરવામાં આવશે અને આદીવાસી લોકોની જમીન અને મિલકત પર તેની ખાસ વિપરીત અસર નહી પડે. આદીવાસી લોકોના દ્રષ્ટિકોણ, સુચનો અને સંમતિઓ ને ધ્યાનમાં લેવામાં આવશે અને યોગ્ય રીતે પ્રોજેક્ટ ના આલેખનમાં સંમિલિત કરવામાં આવશે.

### ૩. આદીવાસી સમુહો સાથે પરામર્શ

૭. સુચિત રસ્તાની લંબાઇવાર તાલુકા સ્તરે સુમાહિતગાર પરામર્શ કરવામાં આવશે. આ પરામર્શમાં આદીવાસી લોકો, પંચાયતી રાજ્ય સંસ્થાઓ ના સ્થાનિક અગ્રણીઓ, આદીવાસી વિકાસ વિભાગના અધિકારીઓ, અને સમુહ આધારીત સંસ્થાઓ (કોમ્યુનીટી બેઝડ ઓર્ગેનીશનસ) તથા બીન સરકારી સંસ્થાઓ (નોન ગવર્નમેન્ટ ઓર્ગેનીશનસ) ના પ્રતિનિધિઓ ભાગ લેશે તેવી આશા છે. રસ્તાની લંબાઇવાર આવેલા ગામો માં રહેતા લોકો ને પરામર્શ સભા ના સ્થળ અને સમય અંગે જાણ કરવામાં આવશે. પરામર્શ સભા ને તાલુકા સ્તરના આદીવાસી વિકાસ અધિકારી સુવિધિત કરશે.

### ૩.૧ ચર્ચાના મુદ્દાઓ

- પ્રોજેક્ટ અંગે જાણકારી અને મંતવ્ય
- મુખ્ય મંત્રીશ્રી ના દસ મુદ્દાના કાર્યક્રમ - વનબંધુ કલ્યાણ કાર્યક્રમ અંગે જાણકારી
- આદીવાસી સમુહો દ્વારા નિભાવાતી વિશિષ્ટ રૂઢિઓ અને આર્થિક પ્રવૃત્તિઓ (જંગલ પેદાશ, માછીમારી, ગોચર જમીન, જલાઉ લાકડા વગેરે)
- રૂઢિગત શિષ્ટાચાર, આર્થિક તકો, રૂઢિગત સંસ્થાઓ, જીવનશૈલી વગેરે અંગે ચર્ચા
- જંગલની જમીન, સામુહિક જમીનો અથવા ખાનગી જમીન પર ના રૂઢિગત હક્કો
- રસ્તા વિકાસ પ્રોજેક્ટ માંથી ધારેલા લાભો અને પરિણામો
- રસ્તાની લંબાઇવાર માર્ગ સલામતિ મુદ્દાઓ (માર્ગ અકસ્માત /તેને બચાવવા/સુચનો વગેરે - ખાસ જગ્યાએ થતા અકસ્માતો ના ચોક્કસ દાખલા - આવા અકસ્માતો ના કારણો - અકસ્માત મા થતી વધ ઘટ)
- ધાર્મિક મિલકત / સહિયારી મિલકત સંશાધનો - આવી મિલકતો ની વૃદ્ધી, પંચાયતી રાજ્ય સંસ્થાઓ તથા આદીવાસી સામુહિક સંસ્થાઓ નો ટેકો અને તેઓની સમાવિષ્ટતા

## પરામર્શ સભા - કાર્યસુચિ

સ્થળ: તાલુકા પંચાયત કચેરી, ડભોઇ

તારીખ: ૦૫/૦૭/૨૦૧૨

સમય:૧૨:૦૦

૧	પ્રાસ્તવિક સંભાષણ અને આવકાર સંબોધન - પીપીડબલ્યુસીએસ સલાહકાર ના પ્રતિનિધિ દ્વારા	૧૦ મિનિટ
૨	ગુજરાત સરકાર ની પાંચમા સુચિ પત્ર પ્રદેશો માં પહેલ (સનખેડા ઉપર ખાસ કેંદ્રીત કરીને) - આદિવાસી વિકાસ વિભાગ અથવા તાલુકા વિકાસ કચેરી ના પ્રતિનિધિ દ્વારા	૧૦ મિનિટ
૩	ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ અને અનુસુચિત જાતિઓ - માર્ગ અને મકાન વિભાગના પ્રતિનિધિ દ્વારા	૧૦ મિનિટ
૪	ડભોઇ - બોડેલી રસ્તાનો વિકાસ - પ્રોજેક્ટ નું વર્ણન - પીપીડબલ્યુસીએસ સલાહકાર ના પ્રતિનિધિ દ્વારા	૧૦ મિનિટ
૫	રસ્તા ના સુચિત વિકાસ પર અને ગુજરાત સરકાર ની આ કોરીડોર પરની અન્ય વિકાસ પહેલો ઉપર ખુલ્લા મનની ચર્ચા - સભા માં ભાગ લેનાર સભ્યો દ્વારા - પીપીડબલ્યુસીએસ સલાહકાર દ્વારા સુવિધા કરવા માં આવશે	૧૫ મિનિટ
૬	સુચિત રસ્તા વિકાસ સંબંધિત જુથ ચર્ચા (ગ્રુપ ડિસ્કસન) - કેંદ્રીત જુથો (ફોકસ ગ્રુપ્સ) જાતિ / લિંગ, ગુજરાનના સાધનો, સામુહિક હક્કો વગેરે પર ચર્ચા કરશે - કેંદ્રીત જુથ (ફોકસ ગ્રુપ) દ્વારા	૧૫ મિનિટ
૭	જુથ ચર્ચા ના તારણો નું પ્રદર્શન (પ્રેઝન્ટેશન) - કેંદ્રીત જુથોના સુવિધાકારકો દ્વારા	૧૦ મિનિટ
૮	સારાંશ, આભાર દર્શન અને સમાપન - પીપીડબલ્યુસીએસ સલાહકાર ના પ્રતિનિધિ દ્વારા	૧૦ મિનિટ

## પ્રોજેક્ટ પ્રીપેરેટરી વર્કસ કંસલ્ટેન્સી સર્વીસીઝ, ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ - ૨

માર્ગ અને મકાન વિભાગ, ગુજરાત સરકાર

આદિવાસી વિસ્તાર માં પરામર્શ માટે પ્રોજેક્ટ નોંધ

### ૧ પ્રસ્તાવના

૧. ગુજરાત સરકારે રાજ્યના વિકાસ માટે હાઈ રૂપ રસ્તા જાળ (કોર રોડ નેટવર્ક) માં થી પસંદ કરેલ રસ્તાઓની ઉન્નતિ, મરામત અને સુધારણા ને આવરી લેતો [બીજો ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ] હાથ ધરવા વિચારણા કરી છે. આ માટે વિશ્વ બેંક ના મુલ્યાંકન માટે પ્રોજેક્ટ તૈયાર થઈ રહેલ છે. વિશ્વ બેંક ના મુલ્યાંકન ની પુર્વ જરૂરિયાત પ્રમાણે માર્ગ અને મકાન વિભાગે વિગતવાર પ્રાયોજના અહેવાલ બનાવવા માટે કુલ ૪૫૯.૭૧ કી.મી લંબાઈ ના દસ કોરીડોર (રસ્તાઓ) પસંદ કરેલ છે. ગુજરાત સરકારે વિગતવાર પ્રાયોજના અહેવાલ બનાવવા માટે મે. લી એસોસીએટ સાઉથ એશીઆ પ્રા. લી. ને રોકેલ છે. પ્રોજેક્ટ થવાથી હાઈ રૂપ રસ્તા જાળ (કોર રોડ નેટવર્ક) ની માર્ગ સલામતિ અને કાર્યક્ષમતા માં સુધારો થવા ની ધારણા છે. તથા સેવા વહેંચણી (સર્વીસ ડીલીવરી) માં સુધારણા અને નાણા વ્યવસ્થા ની વ્યુહ રચના (ફાઇનાન્સીંગ સ્ટ્રેટેજી) તરફ સંસ્થાકીય પ્રભાવને પ્રબલીત કરશે.

૨. પસંદ કરેલ દસ કોરીડોર માં થી ચાર કોરીડોર (અ) લુણાવડા - ખેડપ્પા (૫૬.૭૦ કી.મી.), (બ) ધનસુરા - મેઘરજ (૪૩.૦૫ કી.મી.), (ક) ડભોઈ - બોડેલી (૩૮.૬૦ કી.મી.) અને (ડ) બેડેલી - અલીરાજપુર (૬૫.૨૦ કી.મી.) પાંચમા સુચિ પત્ર માં જાહેર કરાયેલ વિસ્તારો માંથી પસાર થાય છે.

૩. પ્રોજેક્ટ અમલીકરણ ના વિવિધ તબક્કાઓ માં આદિવાસી સમુહો ની સહભાગીતા માટે આદિવાસી સમુહો, પંચાયતી રાજ્ય સંસ્થાઓ, આદિવાસી વિકાસ વિભાગ, સમુહ આધારીત સંસ્થાઓ (કોમ્યુનીટી બેઝડ ઓર્ગેનીશનસ), બીન સરકારી સંસ્થાઓ (નોન ગવર્નમેન્ટ ઓર્ગેનીશનસ) વગેરે સાથે પરામર્શ નું આયોજન કરવામાં આવેલ છે.

### ૨ સહભાગીતાથી વિકાસ નો અભીગમ

૪. આદિવાસી વિકાસ માટે ગુજરાત સરકારે પાસે એક અનોખો અને નમૂનારૂપ કાર્યક્રમ, મુખ્ય મંત્રીશ્રી નો દસ-મુદ્દાનો કાર્યક્રમ (ટીપીપી) - વન બંધુ કલ્યાણ યોજના કાર્યક્રમ છે. ટીપીપીના સાકલ્યવાદી અભીગમ ને આત્મસાત કરી, ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ દ્વારા રસ્તા આંતરમાળખાકીય સુવિધા ને ખાસ ભાર આપવા માં આવ્યો છે. ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ હેઠળ ઉન્નતિ માટે લેવામાં આવનાર

૪૫૯.૭૧ કી.મી પૈકી આશરે ૪૪% એટલેકે ૨૦૩.૫૫ કી.મી રસ્તાઓ પાંચમીસુચિ વિસ્તારો માંથી પસાર થાય છે. ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ દ્વારા સંભવિત આર્થિક લાભો નો સારાંશ નીચે જણાવેલ છે.

- લોકો અને સામાનની ઝડપી અવરજવર થતા સ્થાનિક અને રાજ્યના આર્થિક વિકાસ માં વૃદ્ધી
- રસ્તાઓની લંબાઇવાર વસાહતોના પરસ્પર જોડાણ માં સારો એવો વધારો થતા મુસાફરી સમયમાં અને મુસાફરીખર્ચમાં ઘટાડો
- ખેતી, વાણિજ્ય, શીક્ષણ, આરોગ્ય અને સામાજિક સુખમાં આવતા નિગ્રહો નું બજારો, રોજગારો, શીક્ષણ, આરોગ્યસેવાઓ સુધી પહોંચ દ્વારા શમન
- વધારે સારા આલેખન અને માર્ગ સલામતિ પગલાઓ થકી માર્ગ અકસ્માત દર માં ઘટાડો

૫. ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ આદીવાસી સમુહો ની પ્રોજેક્ટના પ્રત્યેક તબક્કે ખરેખરની સહભાગિતા સુનિશ્ચિતપણે ચાહે છે. ગુજરાત સ્ટેટ હાઇવે પ્રોજેક્ટ- ૨ પંચાયતી રાજ્ય સંસ્થાઓ, સમુહ આધારીત સંસ્થાઓ (કોમ્યુનીટી બેઝડ ઓર્ગેનીશનસ), બીન સરકારી સંસ્થાઓ (નોન ગવર્નમેન્ટ ઓર્ગેનીશનસ) અને મૂળિયા સ્તરે કામ કરનારી સંસ્થાઓ ના કામની ભારે કિંમત આંકે છે તથા સુચિત પ્રોજેક્ટ સરળતાપૂર્ણ અમલીકરણ માટે તેઓના સહકાર ની આશા રાખે છે.

૬. ગુજરાત સરકાર આદીવાસીલોકોના રુઢિ આધારિત હક્કો તથા રોજગારો ને જરૂરી સન્માન આપે છે અને તેના સંરક્ષણ માટે કાયદા કાનૂન અંવયે આવશ્યક પગલા લે છે. ગુજરાત સરકારે આદીવાસીલોકોના રુઢિ આધારિત હક્કો તથા રોજગારો ના સંરક્ષણ માટે ખાસ સંભાળ લીધેલ છે. મોટાભાગે સુચિત રસ્તા વિકાસનું કાર્ય ઉપલબ્ધ જમીન માંજ કરવામાં આવશે અને આદીવાસી લોકોની જમીન અને મિલકત પર તેની ખાસ વિપરીત અસર નહી પડે. આદીવાસી લોકોના દ્રષ્ટિકોણ, સુચનો અને સંમતિઓ ને ધ્યાનમાં લેવામાં આવશે અને યોગ્ય રીતે પ્રોજેક્ટ ના આલેખનમાં સંમિલિત કરવામાં આવશે.

### ૩. આદીવાસી સમુહો સાથે પરામર્શ

૭. સુચિત રસ્તાની લંબાઇવાર તાલુકા સ્તરે સુમાહિતગાર પરામર્શ કરવામાં આવશે. આ પરામર્શમાં આદીવાસી લોકો, પંચાયતી રાજ્ય સંસ્થાઓ ના સ્થાનિક અગ્રણીઓ, આદીવાસી વિકાસ વિભાગના અધિકારીઓ, અને સમુહ આધારીત સંસ્થાઓ (કોમ્યુનીટી બેઝડ ઓર્ગેનીશનસ) તથા બીન સરકારી સંસ્થાઓ (નોન ગવર્નમેન્ટ ઓર્ગેનીશનસ) ના પ્રતિનિધિઓ ભાગ લેશે તેવી આશા છે. રસ્તાની લંબાઇવાર આવેલા ગામો માં રહેતા લોકો ને પરામર્શ સભા ના સ્થળ અને સમય અંગે જાણ કરવામાં આવશે. પરામર્શ સભા ને તાલુકા સ્તરના આદીવાસી વિકાસ અધિકારી સુવિધિત કરશે.



### ૩.૧ ચર્ચાના મુદ્દાઓ

- પ્રોજેક્ટ અંગે જાણકારી અને મંતવ્ય
- મુખ્ય મંત્રીશ્રી ના દસ મુદ્દાના કાર્યક્રમ - વનબંધુ કલ્યાણ કાર્યક્રમ અંગે જાણકારી
- આદીવાસી સમુહો દ્વારા નિભાવાતી વિશિષ્ટ રૂઢિઓ અને આર્થિક પ્રવૃત્તિઓ (જંગલ પેદાશ, માછીમારી, ગોચર જમીન, જલાઉ લાકડા વગેરે)
- રૂઢિગત શિષ્ટાચાર, આર્થિક તકો, રૂઢિગત સંસ્થાઓ, જીવનશૈલી વગેરે અંગે ચર્ચા
- જંગલની જમીન, સામુહિક જમીનો અથવા ખાનગી જમીન પર ના રૂઢિગત હક્કો
- રસ્તા વિકાસ પ્રોજેક્ટ માંથી ધારેલા લાભો અને પરિણામો
- રસ્તાની લંબાઇવાર માર્ગ સલામતિ મુદ્દાઓ (માર્ગ અકસ્માત /તેને બચાવવા/સુચનો વગેરે - ખાસ જગ્યાએ થતા અકસ્માતો ના ચોક્કસ દાખલા - આવા અકસ્માતો ના કારણો - અકસ્માત મા થતી વધ ઘટ)
- ધાર્મિક મિલકત / સહિયારી મિલકત સંશાધનો - આવી મિલકતો ની વૃદ્ધી, પંચાયતી રાજ્ય સંસ્થાઓ તથા આદીવાસી સામુહિક સંસ્થાઓ નો ટેકો અને તેઓની સમાવિષ્ટતા

**APPENDIX 7.4**  
**Minutes of Meeting**  
**Free, Prior and Informed Consultation in Scheduled Areas**

**Project Corridor: Lunawada-Khedapa**

**Date: 22nd June 2012**

**Venue: Conference Hall, Taluka Office, Santrampur**

The meeting was chaired by Taluka Development Officer, Santrampur Taluka.

**Participant Details**

Category	Number of Participants
Village community (excluding women)	26
Taluka Office	3
R&BD	1
PPWCS Consultant	3
Women	6
<b>Total</b>	<b>39</b>

**Consultation Summary**

Participants were supportive for the proposed road improvement and opined that road development will bring many benefits to the villages located alongside the road. Majority of the participants suggested removing structures encroached into the government land and the community will support those poor households who lose livelihood consequent to the road development.

The participants informed during the open discussion that project sun shine in the agriculture sector and dairy development schemes are being implemented in the region under Vanbandhu Kalyan Yojana. In a bid to improve the transport facilities, 14 mini buses are provided for the villages under the Santrampur taluka. Apart from these, drinking water facilities, free treatment for pregnant women, computer education centres etc. are being provided under VKY. Majority of the villagers depend upon agriculture for their livelihood. During off-season a huge chunk of the population migrates to urban areas in search of works. Mostly the migrant labourers get their livelihood in construction industry in nearby towns and cities

Discussion on Forest rights granted to the STs under Forest Rights Act, 2006 revealed that there are no forest dwellers with traditional forest rights and there are no recognized forest rights of the ST communities which will be affected due to the project corridor. Key issues discussed by the participants are summarised in **Table 1**.

**Table 1: Key Issues Discussed and Responses: Santrampur**

Key Issues Discussed	Responses / Integration into Project Design
The participants wanted to know the width of the proposed carriageway and impacts on road side structures	The proposed carriageway width is 7 m with hard shoulder. 4 kiosks owned by non-ST households will be affected.
The proposed improvements should be carried out within the available Government land, avoiding land acquisition	The improvements are proposed within the available RoW of 24 m. Land acquisition has been avoided in Scheduled Areas.
The unevenness of the road at certain locations should be improved. Loaded trucks stop or go in reverse at some steep locations.	Measures included in the design to reduce the vertical unevenness at identified locations.
Available forest land should be considered instead of private land, especially in the road section from Simaliya to Khedapa.	Impacts on private land have been avoided and developments are planned within RoW.
Places of religious importance like temples and mosques should be saved to the extent possible.	The project will not affect any religious structures. Chavdi mata temple and Dargah at Santrampur have been saved by way of shift in alignment.
Roadside trees should be protected as far as possible. Planting of trees should be carried out	The proposed road development will facilitate safe overtaking and crossing of vehicles and hence

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**Minutes of Meeting**  
**Free, Prior and Informed Consultation in Scheduled Areas**

<b>Key Issues Discussed</b>	<b>Responses / Integration into Project Design</b>
alongside the road.	facilitate better modes of transport
Newly constructed private properties on encroached government lands should be removed in consultation with the local people; The leaders among participants opined that the community support will be provided to affected poor households squatting for home or business alongside the roads.	Public consultations have been conducted at various locations to disseminate information regarding the project and details of impact on structures. Provision of assistance included in the Resettlement Policy Framework of the project.
The affected persons losing properties should be duly compensated before the start of civil works.	Compensation for affected properties will be provided before the start of civil works.

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**Project Corridor: Lunawada-Khedapa**

**Date: 22nd June 2012**

**Venue: Conference Hall, Taluka Office, Kadana**

The meeting was chaired by Deputy Taluka Development Officer, Kadana Taluka.

**Participant Details**

Category	Number of Participants
Village Community	17
Taluka Office	2
R&BD	1
PPWCS Consultant	3
Women	0
<b>Total</b>	<b>23</b>

**Consultation Summary**

Participants enquired in detail about the nature and type of impacts. Consultant along with R&BD representative visited the site with Road Design drawings and it was confirmed on site that the properties will not have any impact. Kadana being a dairy potential area, the proposed road development will benefit the region by way of facilitating for development of chilling plants and improved veterinary services. On-site observation and Discussion on Forest rights granted to the STs under Forest Rights Act, 2006 revealed that there are no forest dwellers with traditional forest rights and there are no recognized forest rights of the ST communities which will be affected due to the project corridor. Key issues discussed by the participants are summarised in **Table 2**.

**Table 2: Key Issues Discussed and Responses: Kadana**

<b>Key Issues Discussed</b>	<b>Responses and Integration into Project Design</b>
Details about proposed widening of the corridor and the impacts on road side properties were enquired.	The proposed treatment is of two-lane with hard shoulder. The project will not affect land or structures in Kadana, though it will affect 4 kiosks located in Scheduled Areas.
Some of the villagers had to part with their agricultural lands for the Kadana dam construction during 1971-72 and had not received any compensation. The compensation for land and structures, if affected due to the proposed improvements, should be paid to the affected persons at prevailing market rates and it should be settled within a reasonable time frame	The proposed improvement will not affect any private land. Compensation for any affected properties will be disbursed before the start of the civil works.
Since there is very less transaction of land among ST people, the transaction of lands among non-tribal people living in tribal villages should be considered while determining the market rates.	Acquisition of land has been completely avoided in Scheduled Areas. Road development will be carried out within the RoW. Entitlement provisions for affected land of ST household include cash compensation based on the latest Jantri values.
Places of religious importance like temples and mosques should be saved.	Design modification (shift in alignment and reduction in formation width) has been done in order to save structures of religious importance Chavdi-Mata temple near Lunawada and Dargha near Santrampur).

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**Project Corridor: Dhansura-Meghraj**

**Date: 25<sup>th</sup> June 2012**

**Venue: Gram Panchayat Office, Iploda, Meghraj Taluka**

The meeting was chaired by Deputy Taluka Development Officer, Meghraj.

**Participant Details**

Category	Number of Participants
Villager Community (excluding women)	49
Taluka Office	2
R&BD	1
PPWCS Consultant	3
Women	1
<b>Total</b>	<b>56</b>

**Consultation Summary**

Community supports the proposed project and suggested expediting the construction works. Meghraj taluka comprises 129 villages, of which 70 are declared as Fifth Schedule Area. The proposed road in Meghraj taluka passes through 6 villages (Iploda, Kamroda, Jashvantpura, Vasna, Meghraj and Prathipura). Of these 6 villages, only Meghraj village is part of Scheduled Area. The tribal hamlets within Meghraj taluka are located alongside Shamlaji-Godhra corridor and are about 5 km away from the project corridor.

The Talati from the village Kasana informed that Vanbandhu Kalyan Yojana is being implemented in all the 70 ST villages under Meghraj taluka and the villages of the taluka located along the corridor are not covered under Vanbandhu Kalyan Yojana as these villages do not have any presence of STs. People belonging to ST community usually engage as agricultural labourers in the villages through which the corridor passes. Participants said that these agricultural labourers are largely from Rajasthan border villages and during lean season they migrate to other occupation. Majority of the villagers depend upon agriculture for their livelihood.

Medical Officer who participated in the Consultation observed that PHCs under Meghraj taluka do not have sufficient number of doctors to attend to the patients, and the issue will be resolved with better connectivity of Meghraj with important urban areas like Himatnagar, Dhansura, Kapadvanj etc. Key issues discussed by the participants are summarised in Table 3.

**Table 3: Key Issues Discussed and Responses: Meghraj**

<b>Key Issues Discussed</b>	<b>Responses and Integration into Project Design</b>
The participants requested to give details of the proposed improvements- proposed formation width, carriageway width, length etc.	The proposed improvement is of two lane with 7 m carriageway, 2.5 m of hard shoulder and the total length is 43.05 km.
The proposed improvements should be carried out within the available RoW, avoiding land acquisition.	24 m of RoW is available for the proposed improvement. The proposed improvements will be carried out within the existing RoW for the road section falling under Maghraj Taluka.
Places of religious importance like temples and mosques should be saved to the extent possible.	The project will not affect any religious structures.
Road side trees should be protected as far as possible.	Trees will be saved to the extent possible. If the impacts on trees are unavoidable due to poor geometry, safety concerns the same will be compensated after getting clearances from Forest Department.

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<b>Key Issues Discussed</b>	<b>Responses and Integration into Project Design</b>
Transportation facilities should be improved with the road improvement.	The proposed road improvement will facilitate better transport facilities.
Road design should give priority to road safety issues, especially near Pruthvipura village. [participants explained about a major accident occurred near the location: eight people died as the tempo in which they were travelling collided head-on with a truck coming from opposite side near Pruthvipura village on Malpur-Megharaj section on 23rd May 2012].	Road safety measures like humps, cautionary signboards, curve warning signs etc. have been included in the design. The up-gradation will facilitate safe overtaking and crossing.
Compensation for affected properties should be provided at prevailing market rates and should be settled in a reasonable time frame.	Land acquisition is avoided in Scheduled Areas. Road development will be carried out within the RoW. Entitlement provisions for affected land of ST household include cash compensation based on the latest Jantri values. Compensation and assistances as per RPF will be disbursed before the initiation of civil works.
Tentative implementation schedule and notice period for removal of affected structures, if any	The proposed construction activities are likely to be initiated from November 2013 onwards.

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**Project Corridor: Dabhoi-Bodeli**

**Date: 5<sup>th</sup> July 2012**

**Venue: Conference Hall, Taluka Office, Sankheda**

The meeting was chaired by Member of Legislative Assembly, Sankheda.

**Participant Details**

<b>Category</b>	<b>Number of Participants</b>
Village Community (excluding women)	38
Tribal Development Department	1
Taluka Office	3
R&BD	1
PPWCS Consultant	3
Women	4
<b>Total</b>	<b>49</b>

**Consultation Summary**

Villagers from 11 villages namely Sankheda, Kherva, Salpura, Bamroli, Peetha, Suryaghoda, Bhadrali, Bhulvan, Lotiya, Golagamdi and Kanteshwar attended the meeting. Seven affected persons were present in the meeting. The participants are mostly farmers and merchants engaged in petty trades. Participating in the discussion the MLA, Sankheda gave a detailed account of the GoG's initiatives for the development of Scheduled Areas of the state of Gujarat. MLA observed that Vanbandhu KalyanYojana is successful tribal development programme which made tremendous progress in sectors of agriculture, dairy and education within a period of five years.

Speaking on the occasion the TDO, Sankheda and the Chitanish to the Project Administrator, ChotaUdepur welcomed the GoG's initiative to up-grade the Dabhoi-Bodeli corridor to state highway and appealed to the participants to extend all possible cooperation for the timely completion of the project. Chitanish announced the names of villages located along the corridor in order to make the participants aware about the project influence area as well as to ensure support from the villagers.

Key issues discussed by the participants are summarised in Table 4.

**Table 4: Key Issues Discussed and Responses: Sankheda**

<b>Key Issues Discussed</b>	<b>Responses and Integration into Project Design</b>
Participants enquired about the impact on private land and other properties due to the proposed road improvement.	There will not be any impact on private land. 3 kiosks owned by STs and 10 kiosks owned by non-STs will be affected. These structures are squatted into the government land.
Livelihood of kiosks owners (shops) will be affected and the affected persons asked about whether the project provides any assistance.	Training assistance for taking up income-generation activities will be provided for those who lose livelihood. Training cost of upto Rs.15000 shall be borne from the project.
Dividers should be provided all along the corridor.	Dividers all along the corridor are not advisable as it may cause safety hazard and restrict movement of the traffic. However provision for dividers has been included in the design for urban sections as per IRC norms.
Whether the proposed road design include any separate provisions for passenger shelters.	Provisions for sufficient numbers of passenger shelters have been included in the design. Those passenger shelters which are in good condition and which are not affected due to the proposed

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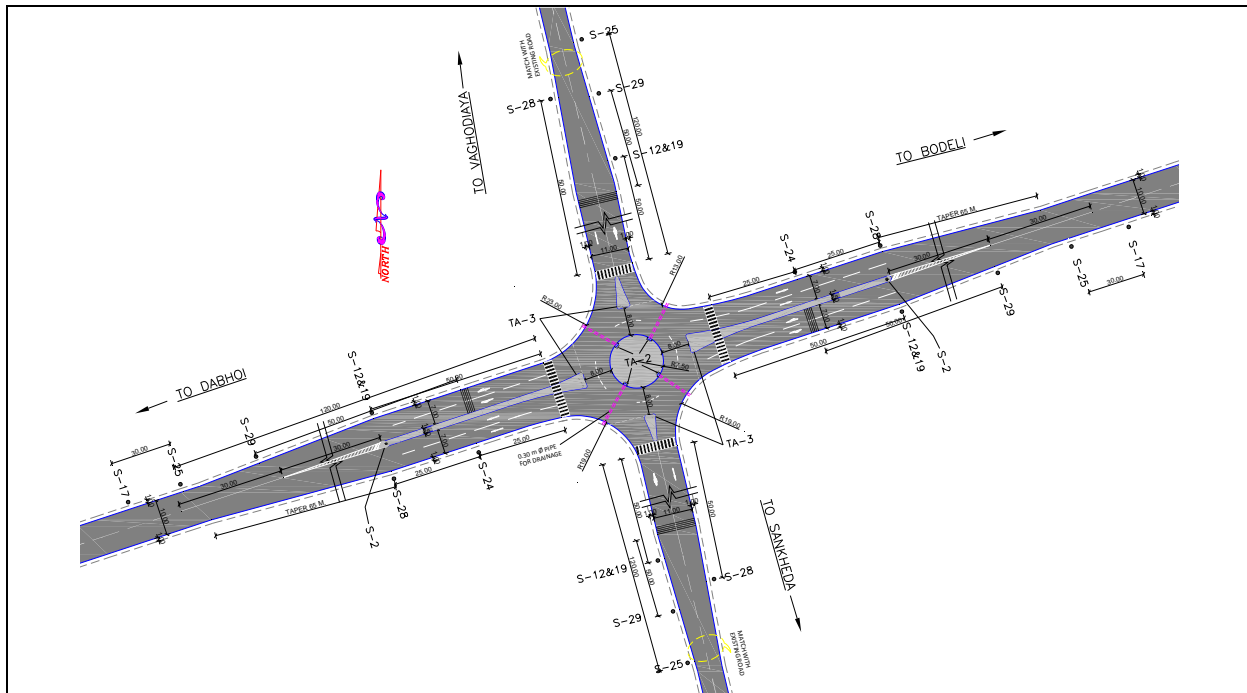
<b>Key Issues Discussed</b>	<b>Responses and Integration into Project Design</b>
	improvement will be retained.
Adequate space on road side should be provided near passenger shelters, as it is seen in Cities. This will ensure safety of passengers as well as ensure uninterrupted flow of traffic in main road.	Suggested space near passenger shelters will be provided in the form of Bus-bays, where ever required. To address the road safety issues in the project, a separate study has been conducted by the Road Safety Expert and recommendations have been incorporated in to the design.
Road side trees should be protected as far as possible.	Trees will be saved as far as possible; if impacts on any tree become unavoidable, compensatory tree plantation will be carried out in the ratio of 1:3.
Transportation facilities should be improved with the road improvement;	The proposed road improvement will facilitate better transport facilities. The proposed up-gradation will facilitate safe overtaking and crossing of vehicles. It will also facilitate smooth plying of heavy vehicles like buses and trucks. Better road condition is the pre-requisite for better communication.
Provision for parking spaces at major junctions like Vega junction, Golagamdi and Bodeli should be included in the design. Separate stands for pick up/ goods vans should be provided at major junction points to facilitate smooth loading/unloading and transportation of goods particularly agricultural produces.	Provisions for parking spaces and lay-byes at major spots where necessary have been included in the design.
Provision for lighting at junctions should be made as majority of the accidents occur at night due to lack of proper light.	Provisions for lighting at major junctions have been included in the design.
Golagamdi junction is an accident zone along the corridor. Poor line of sight for the vehicle users is identified by the participants as the major cause of accidents. Necessary measures should be taken to improve the existing condition of the junction.	The existing condition of the junction will be improved. The safety of the road users will be given due consideration while finalising the road design. Road safety measures like humps, cautionary signboards, curve warning signs etc. have been included in the design.
Whether the users of the Dabhoi-Bodeli road have to pay toll after its up-gradation to state highway.	Government has no inclination to introduce toll collection for the said corridor at this stage.
Foot paths should be provided in urban stretches of Vega and Bodeli.	Provision for foot paths included in the design.
A separate lane should be provided for two wheelers.	Provision for service lanes has been included in the design and it will serve the purpose for suggested provision.
Proper drains should be provided to avoid the problem of water logging during monsoon.	Provision for drains included in the design.
Compensation for affected structures should be provided at prevailing market rates. Compensation for affected structures should include cost of renovation, interior works, extension works, etc.	Compensation and assistance for affected properties will be provided as per RPF adopted for the project. Compensation for affected structures will be estimated based on R&BD Schedule of Rates without factoring for depreciation.
Tentative implementation schedule and notice period for removal of affected structures.	The proposed construction activities are likely to be initiated from November 2013 onwards. Advance notice of 4 months will be given to the



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<b>Key Issues Discussed</b>	<b>Responses and Integration into Project Design</b>
	affected persons.





**Figure Error! No text of specified style in document..2: Junction Design at Ch 46+725**

<p>2.</p>	<p>Pedestrian Safety</p>	<ul style="list-style-type: none"> <li>• To reduce the speed and subsequently to increase the pedestrian safety, rumble strips and raised pedestrian crossings are proposed at major intersections / junctions and at entry &amp; exit of settlements.</li> <li>• The locations of Rumble strips are:             <ol style="list-style-type: none"> <li>1. DarulUmaum Vega, Ch31+260, 31+440</li> <li>2. Pansoli, Ch36+120, 36+280, 36+605</li> <li>3. PansoliVasahat, Ch37+615, 37+745</li> <li>4. Simaliya, Ch39+345, 39+635</li> <li>5. Motipura, Ch41+470</li> <li>6. Gopalpura, Ch41+845, 42+090, 42+205</li> <li>7. Kali Talavdi, Ch43+285, 43+475</li> <li>8. GolaGamadi: Ch 45+280, 45+410, 46+535, 46+910</li> <li>9. Lotiya: Ch48+660, 48+860,</li> <li>10. Paniya: Ch 49+605, 49+715</li> <li>11. Paniya Vasahat: Ch50+565, 50+820</li> <li>12. Chuchapura: Ch52+020, 52+190</li> <li>13. School Near Bhadrli</li> <li>14. Vasahat: Ch53+945, 54+110</li> <li>15. Dormar: Ch55+190, 55+290</li> <li>16. Patra / Kurdi Junction: Ch56+445, 56+580</li> <li>17. Surya: Ch58+235, 58+345</li> <li>18. Surya Ghoda: Ch58+630, 58+755</li> <li>19. Hospital Nera Surya Ghoda Village: Ch58+995, 59+120</li> <li>20. Jojava: Ch59+710, 59+815</li> <li>21. Pitha: Ch60+740, 60+860</li> <li>22. Garol: Ch 61+210</li> <li>23. Patna / Sandhi Junction: Ch62+165, 62+330</li> <li>24. Bamroli: Ch63+850, 64+055</li> <li>25. Kadila: Ch64+270, 65+380</li> <li>26. Charola: Ch65+610, 65+685</li> <li>27. Bodeli Near VishramGruh: Ch 67+570, 67+655</li> <li>28. Bodeli Near Shop (LHS): Ch68+005, 68+105</li> </ol> </li> <li>• The locations of Zebra crossings are at:</li> </ul>
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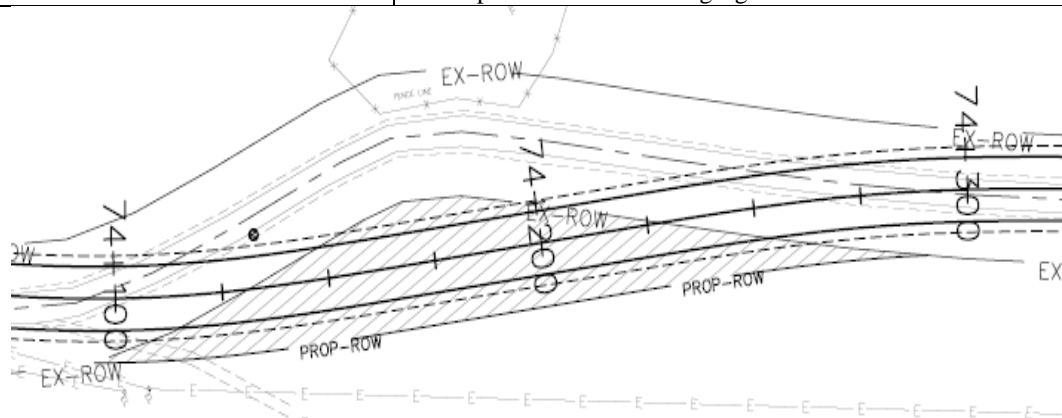
		<ol style="list-style-type: none"> <li>1. Pansoli:Ch 36+510</li> <li>2. Motipura: Ch41+530</li> <li>3. Paniva: Ch49+680</li> <li>4. Dormar: Ch55+240</li> <li>5. Joiava: Ch59+760</li> <li>6. Bamroli:Ch 64+000</li> <li>7. Kadila: Ch65+330</li> <li>8. CharolaCh65+645</li> <li>9. Bodeli near VishramGruh: Ch67+620</li> </ol> <ul style="list-style-type: none"> <li>• The locations of raised pedestrian crossings are at: <ol style="list-style-type: none"> <li>1. DarulUmaum Vega: Ch31+350</li> <li>2. Pansoli36+190</li> <li>3. PansoliVasahat: Ch37+690</li> <li>4. Simaliya: Ch39+495</li> <li>5. Gopalpura School: Ch41+930</li> <li>6. Narmada Vasahat School: Ch42+160</li> <li>7. Kali Talavdi: Ch43+380</li> <li>8. GolaGamadi: Ch45+330, 46+620,46+825</li> <li>9. Lotiya: Ch48+770</li> <li>10. PaniyaVasahat: Ch50+705</li> <li>11. Chuchapura:Ch 52+120</li> <li>12. School Near BhadraliVasahat: Ch54+030</li> <li>13. Patra / Kurdi Junction: Ch56+490</li> <li>14. Surya: Ch58+290</li> <li>15. Surya Ghoda: Ch58+690</li> <li>16. Hospital Nera Surya Ghoda Village: Ch59+070</li> <li>17. Pitha: Ch60+790</li> <li>18. Patna / Sandhi Junction:Ch 62+250</li> <li>19. Bamroli: Ch63+905</li> <li>20. Bodeli Near Shop: Ch68+060</li> </ol> </li> <li>• Locations of Footpath are detailed below</li> </ul> <table border="1" data-bbox="619 1254 1414 1848"> <thead> <tr> <th rowspan="2">Location</th> <th colspan="2">Chainage</th> </tr> <tr> <th>From</th> <th>To</th> </tr> </thead> <tbody> <tr><td>DarulUlaum School</td><td>31+255</td><td>31+440</td></tr> <tr><td>Lotiya/Dabhoi Junction</td><td>32+600</td><td>32+875</td></tr> <tr><td>Pansoli</td><td>36+125</td><td>36+285</td></tr> <tr><td>PansoliVasahat</td><td>37+600</td><td>37+700</td></tr> <tr><td>Simaliya</td><td>39+375</td><td>39+635</td></tr> <tr><td>Gopalpura</td><td>41+875</td><td>42+200</td></tr> <tr><td>Kali Talavdi</td><td>43+290</td><td>43+475</td></tr> <tr><td>GolaGamdi</td><td>45+325</td><td>45+410</td></tr> <tr><td>GolaGamdi</td><td>46+590</td><td>46+695</td></tr> <tr><td>GolaGamdi</td><td>46+735</td><td>46+850</td></tr> <tr><td>Lotiya/Bandharpur</td><td>48+660</td><td>48+865</td></tr> <tr><td>PaniyaVasahat</td><td>50+565</td><td>50+820</td></tr> <tr><td>Chuchapura</td><td>52+025</td><td>52+200</td></tr> <tr><td>BhadraliVasahat</td><td>53+945</td><td>54+115</td></tr> <tr><td>Kurdi/Patra</td><td>56+475</td><td>56+550</td></tr> <tr><td>Surya</td><td>58+250</td><td>58+700</td></tr> <tr><td>Surya Ghoda</td><td>58+975</td><td>59+125</td></tr> <tr><td>Patna/Sandhi</td><td>62+160</td><td>62+325</td></tr> <tr><td>Bamroli</td><td>63+900</td><td>64+025</td></tr> </tbody> </table>	Location	Chainage		From	To	DarulUlaum School	31+255	31+440	Lotiya/Dabhoi Junction	32+600	32+875	Pansoli	36+125	36+285	PansoliVasahat	37+600	37+700	Simaliya	39+375	39+635	Gopalpura	41+875	42+200	Kali Talavdi	43+290	43+475	GolaGamdi	45+325	45+410	GolaGamdi	46+590	46+695	GolaGamdi	46+735	46+850	Lotiya/Bandharpur	48+660	48+865	PaniyaVasahat	50+565	50+820	Chuchapura	52+025	52+200	BhadraliVasahat	53+945	54+115	Kurdi/Patra	56+475	56+550	Surya	58+250	58+700	Surya Ghoda	58+975	59+125	Patna/Sandhi	62+160	62+325	Bamroli	63+900	64+025
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3.	Crash barrier	<ul style="list-style-type: none"> <li>• Guard rails on both sides are provided at sharp curves along with signage's to provide necessary safety while crossing such curves. The locations are at</li> </ul>																																																														

LHS			RHS																																																																					
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Pond	30+450	30+525	Lotiya/ Dabhoi Junction	32+875	33+000																																																																			
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Near Simaliya	39+900	40+150	Green Tunnel	43+900	45+275																																																																			
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Green Tunnel	62+350	62+525	Green Tunnel	62+350	63+700																																																																			
Green Tunnel	62+575	63+320	Green Tunnel	62+600	63+600																																																																			
Near Patna Junction	62+600	63+600	Green Tunnel	63+750	63+900																																																																			
Green Tunnel	63+440	63+700	Green Tunnel	65+500	65+636																																																																			
Green Tunnel	63+750	63+900	Green Tunnel	66+450	67+300																																																																			
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Narmada Main Canal	66+450	67+300																																																																						
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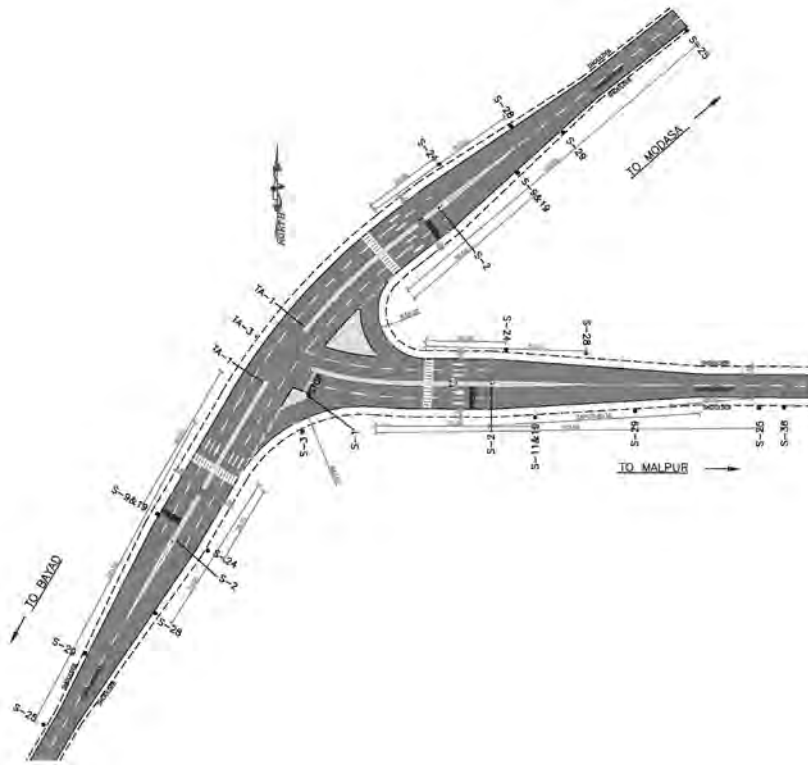
		45+315	Virnarnad university	LHS	New
		46+575	GolGamdi	RHS	New
		46+870		LHS	New
		48+700	Lotiya / Bandarpur	RHS	Only bus bay
		48+830		LHS	New
		49+660	Paniya	RHS	Only bus bay
		50+590	PaniyaVasahat	RHS	New
		50+790		LHS	New
		52+050	Chuchapura	RHS	Only bus bay
		52+170		LHS	New
		53+975	School near Bhadravivasahat	RHS	New
		54+080		LHS	New
		55+230	Dormar	RHS	Only bus bay
		56+535	Kundi	LHS	Only bus bay
		58+325	Surya	LHS	Only bus bay
		58+720	Surya	RHS	Only bus bay
		59+025	Hospital near Surya ghoda village	RHS	New
		59+760	Jojava	LHS	Only bus bay
		60+825	Pitha	LHS	Only bus bay
		62+200	Patna / Sandhi junction	LHS	Only bus bay
		62+275	Patna / Sandhi junction	RHS	New
		63+950	Bamroli	LHS	Only bus bay
		63+960		RHS	Only bus bay
		65+305	Kadila	RHS	Only bus bay
		65+655	Charola	RHS	Only bus bay

### Road Safety Measures Proposed at various locations along Dhansura-Meghraj corridor

1.	Safety issues needs to be addressed in the proposed design	<ul style="list-style-type: none"> <li>Road safety audit had been performed for the corridor and the outcome of the report and the public consultation has been taken as a base to provide road safety measures in the design. The safety measures includes provision of safety measures near settlements, Junction improvements, street lights etc. Due care has been taken at the social sensitive locations like schools and temples.</li> <li>The project corridor has been designed as suggested by the local communities to reduce the curve. Illustration of the design is depicted in the following figures.</li> </ul>
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Curve Improvement at Ch 74+100



**Junction improvement at Dhansura Ch.38+501**

2.	Pedestrian Safety	<ul style="list-style-type: none"> <li>• To reduce the speed and subsequently to increase the pedestrian safety, rumble strips and raised pedestrian crossings are proposed at major intersections / junctions and at entry &amp; exit of settlements.</li> <li>• The locations of raised pedestrian crossings are:  <u>Dhansura-Malpur</u> <ol style="list-style-type: none"> <li>1. Shaktinagar (40+310)</li> <li>2. AdalpurKampa (41+560)</li> <li>3. RampirKampa bus stop (44+365)</li> <li>4. Bilvaniya bus stop(45+295)</li> <li>5. Sherdikampa bus stop(47+700)</li> <li>6. KamaliyaKampa(49+385)</li> <li>7. Aniyor (53+115)</li> <li>8. Aniyorkampa (55+810)</li> <li>9. Mahiyapur Bus Stop (63+590)</li> </ol> <u>Malpur-Meghraj</u> <ol style="list-style-type: none"> <li>1. Near school in Malpur (67+910)</li> <li>2. Bus stop Sonikpur / MediTimba(70+090)</li> <li>3. Nanavada(71+560)</li> <li>4. Parsoda(73+565)</li> <li>5. School near Parsoda (74+330)</li> <li>6. Kamroda bus stop(79+350)</li> <li>7. Vasna bus stop(83+440)</li> <li>8. Near ITI Meghraj(84+205)</li> <li>9. Near school at Meghraj (84+730)</li> </ol> </li> <li>• The locations of Rumble strips are at:  <u>Dhansura-Malpur:</u> </li> </ul>
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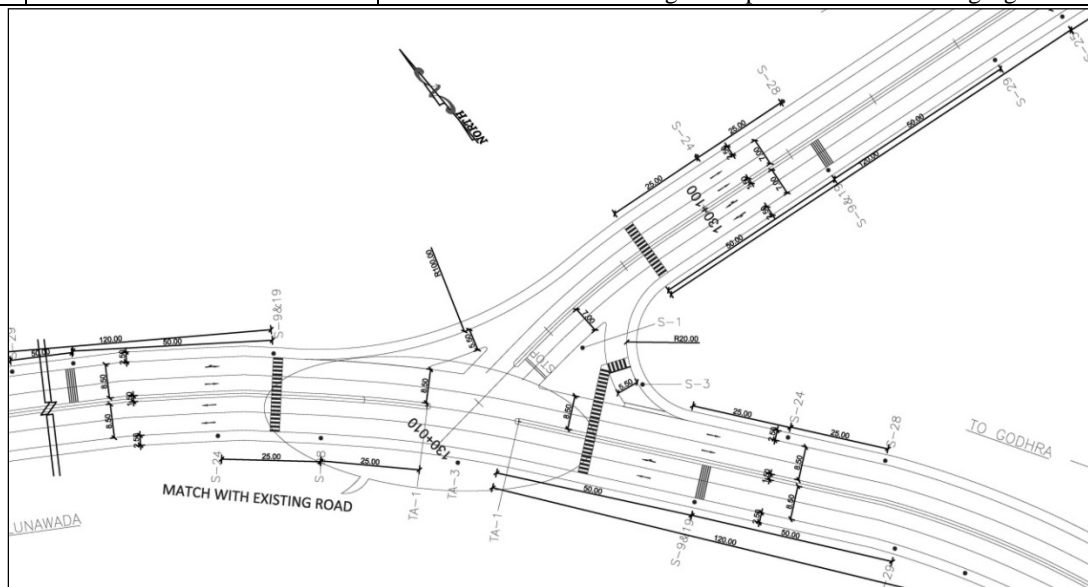
		<ol style="list-style-type: none"> <li>1. Near Dhansura: Ch.38+665</li> <li>2. Shaktinagar: Ch. 40+160, 40+280,40+425</li> <li>3. Adalpurkampa: Ch. 41+460, 41+650,</li> <li>4. Near RampirKampaBus Stop: Ch. 44+280, 44+490</li> <li>5. Near Bilvaniya bus stop: Ch. 45+090, 45+340,</li> <li>6. Near SherdiKampaBus Stop: Ch. 47+630, 47+815</li> <li>7. Kamaliyakampa: Ch. 49+290, 49+510</li> <li>8. Aniyor: Ch. 52+960, 53+200</li> <li>9. Aniyorkampa: Ch. 55+725, 55+920</li> <li>10. Near curvature: Ch. 57+610, 57+790</li> <li>11. Near SuranaPahadiyaBus Stop: Ch. 60+035, 60+215</li> <li>12. LaljinaPahadiya: Ch. 61+600, 61+705</li> <li>13. Near Vavdi bus stop: Ch. 62+235, 62+415</li> <li>14. Near MahiyapurBus Stop: Ch. 63+505, 63+810</li> </ol> <p><u>Malpur-Meghraj:</u></p> <ol style="list-style-type: none"> <li>15. Malpur near Schools: Ch. 67+850, 67+950</li> <li>16. Near Bus Stop Sonikpur / MediTimba: Ch. 69+940, 70+190.</li> <li>17. Nanavada: Ch. 71+325, 71+610</li> <li>18. Parsoda: Ch. 73+475, 73+660, 73+910</li> <li>19. School near at Parsoda: Ch. 74+285, 74+370,</li> <li>20. Eploda: Ch. 77+540, 77+785</li> <li>21. Near KamrodaBus Stop: Ch. 79+295, 79+550</li> <li>22. Near VasnaBus Stop: Ch. 83+350, 83+510</li> <li>23. Near ITIMeghraj: Ch. 84+160, 84+245</li> <li>24. Near school At Meghraj: Ch. 84+675, 84+770</li> </ol>																																																																					
3.	Crash barrier	<ul style="list-style-type: none"> <li>• Guard rails on both sides are provided at sharp curves along with signage's to provide necessary safety while crossing such curves. The locations are at</li> </ul> <table border="1"> <thead> <tr> <th>From (km)</th> <th>To (km)</th> <th>Side</th> </tr> </thead> <tbody> <tr><td>39+950</td><td>40+425</td><td>RHS</td></tr> <tr><td>42+600</td><td>42+900</td><td>Both</td></tr> <tr><td>43+200</td><td>43+400</td><td>Both</td></tr> <tr><td>44+960</td><td>44+000</td><td>LHS</td></tr> <tr><td>48+000</td><td>48+300</td><td>Both</td></tr> <tr><td>49+150</td><td>49+350</td><td>Both</td></tr> <tr><td>51+750</td><td>52+050</td><td>Both</td></tr> <tr><td>52+700</td><td>52+950</td><td>Both</td></tr> <tr><td>53+755</td><td>53+790</td><td>LHS</td></tr> <tr><td>57+600</td><td>58+100</td><td>Both</td></tr> <tr><td>68+115</td><td>68+140</td><td>LHS</td></tr> <tr><td>69+790</td><td>69+900</td><td>LHS</td></tr> <tr><td>71+850</td><td>71+870</td><td>RHS</td></tr> <tr><td>72+690</td><td>72+660</td><td>RHS</td></tr> <tr><td>72+900</td><td>73+200</td><td>Both</td></tr> <tr><td>73+125</td><td>73+360</td><td>Both</td></tr> <tr><td>77+750</td><td>77+415</td><td>RHS</td></tr> <tr><td>78+195</td><td>78+215</td><td>LHS</td></tr> <tr><td>78+460</td><td>78+490</td><td>LHS</td></tr> <tr><td>82+000</td><td>82+500</td><td>both</td></tr> <tr><td>82+700</td><td>82+900</td><td>RHS</td></tr> <tr><td>83+150</td><td>83+250</td><td>Both</td></tr> </tbody> </table>	From (km)	To (km)	Side	39+950	40+425	RHS	42+600	42+900	Both	43+200	43+400	Both	44+960	44+000	LHS	48+000	48+300	Both	49+150	49+350	Both	51+750	52+050	Both	52+700	52+950	Both	53+755	53+790	LHS	57+600	58+100	Both	68+115	68+140	LHS	69+790	69+900	LHS	71+850	71+870	RHS	72+690	72+660	RHS	72+900	73+200	Both	73+125	73+360	Both	77+750	77+415	RHS	78+195	78+215	LHS	78+460	78+490	LHS	82+000	82+500	both	82+700	82+900	RHS	83+150	83+250	Both
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		(km)			
		40+200	RHS	Shaktinagar	Use existing bus stop
		41+450	RHS	Adalpur	Use existing bus stop
		44+375	RHS	Rampirkampa	Existing demolished
		45+225	RHS	Bilvaniya	Existing demolished
		47+775	RHS	Sherdikampa	Existing demolished
		55+775	RHS	AniyorKampa	Use existing bus stop
		60+190	RHS	Suranapahadiya	Existing demolished
		61+630	LHS	LaljinaPahadiya	Use existing bus stop
		62+400	LHS	Vavdi	Use existing bus stop
		63+680	LHS	Mahiyapur	Existing demolished
		67+825	RHS	Malpur	Use existing bus stop
		70+050	RHS	MediTimba/Son ikpur	Existing demolished
		71+380	LHS	Nanavada	Use existing bus stop
		77+650	RHS	Iploda	Existing demolished
		79+335	RHS	Kamroda	Use existing bus stop
		83+390	RHS	Vasna	Existing demolished

### Road Safety Measures Proposed at various locations along Lunawada-Khedapa corridor

1.	Safety issues need to be addressed in the proposed design	<ul style="list-style-type: none"> <li>Road safety audit had been performed for the corridor and the outcome of the report and the public consultation has been taken as a base to provide road safety measures in the design. The safety measures includes provision of safety measures near settlements, Junction improvements, street lights etc. Due care has been taken at the social sensitive locations like schools and temples.</li> <li>Road design has been done as suggested by the local communities. Illustration of the design is depicted in the following figures.</li> </ul>
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**Figure Error! No text of specified style in document..3: Intersection design at Lunawada (Ch.130+010)**

2.	Pedestrian Safety	<ul style="list-style-type: none"> <li>To reduce the speed and subsequently to increase the pedestrian safety, rumble strips and raised pedestrian crossings are proposed at major intersections / junctions and at entry &amp; exit of settlements.</li> <li>The locations of Rumble strips are at:</li> </ul>
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		<p><b>Lunawada-Santrampur Section</b></p> <ul style="list-style-type: none"> <li>• P.d.pandya college: Ch130+250,130+320</li> <li>• Chanakya school:Ch132+765, 132+865</li> <li>• Kankatalav bus stop:Ch133+460, 133+565</li> <li>• Chavadiya:Ch134+525,134+680,134+895</li> <li>• Mudjiniukerdi bus stop:Ch135+280,135+770</li> <li>• Sakaliya bus stop:Ch135+660,135+770</li> <li>• Ukerdi bus stop:Ch136+360,136+465</li> <li>• Denavada bus stop:Ch136+920,137+035</li> <li>• Godnamuvada bus stop:Ch138+620,138+730</li> <li>• Ram patelnamuvada:Ch139+115,139+370</li> <li>• Barela bus stop:Ch140+835,140+955</li> <li>• Nasikpur bus stop:Ch141+570,141+675</li> <li>• Boidiyabariya bus stop:Ch142+225,142+330</li> <li>• Rafai bus stop:Ch143+260,143+375</li> <li>• Harigarnamuvada:Ch144+580,144+705</li> <li>• Suthanamuvada:Ch145+130,145+285</li> <li>• Ambaliyad bus stop:Ch146+355,146+455</li> <li>• Godhar:Ch146+995,147+250,147+405,147+915,148+010</li> <li>• Padhariya:Ch148+620,148+720</li> <li>• Mohila bus stop:Ch149+525,149+655</li> <li>• Nani saran school:Ch149+880,149+980</li> <li>• Nanisarar bus stop: Ch150+325</li> <li>• Motisarsan:Ch151+685,151+855,152+130,152+240</li> <li>• Limdamuvadi bus stop:Ch152+995,153+155</li> <li>• Shriramkrishna school: Ch153+930,154+020</li> <li>• Zalapadedi bus stop:Ch154+825,155+000</li> <li>• Rajninipadedi bus stop:Ch156+220,156+305</li> <li>• Lalakpur bus stop:Ch156+930,157+000</li> <li>• Zab bus stop:Ch158+920,159+010</li> <li>• Kadana bus stop:Ch160+245,160+430</li> <li>• Kadana colony:Ch161+295,161+415</li> <li>• Santrampur bus stop:Ch161+950,162+050</li> <li>• Santrampur:Ch163+260,163+330,163+540,163+605</li> </ul> <p><b>Santrampur-Khedapa</b></p> <ul style="list-style-type: none"> <li>• Santrampur:Ch0+315</li> <li>• Malanpur school:Ch1+000,1+095</li> <li>• Sangwada:Ch2+085,2+250,2+980,3+045</li> <li>• Dotavada bus stop: Ch4+740+815</li> <li>• Ukhareli:Ch6+825,6+945,7+175,8+080,8+165</li> <li>• Navaghara bus stop:Ch9+410</li> <li>• Batakwada bus stop:Ch11+625,11+705</li> <li>• Ghatiya school:Ch12+695,12+795</li> <li>• Simaliya bus stop:Ch13+180,13+365,13+805,13+895</li> <li>• Chokimovad bus stop:Ch15+105,15+220</li> <li>• Sarmi-1 bus stop:Ch16+645,16+720</li> <li>• Sarmi-2 bus stop:Ch18+220,18+305</li> </ul> <ul style="list-style-type: none"> <li>• The locations of raised pedestrian crossings are at:</li> </ul> <p><b>Lunawada-Santrampur</b></p> <ul style="list-style-type: none"> <li>• P.d.pandya college:Ch130+280</li> <li>• Chanakya school: Ch132+815</li> <li>• Chavadiya:Ch134+780</li> <li>• Ram patelnamuvada:Ch139+230</li> <li>• Harigharnamuvada:Ch144+620</li> </ul>
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		<ul style="list-style-type: none"> <li>• Suthanamuvada:Ch145+245</li> <li>• Godhar:Ch147+100,147+300</li> <li>• Mohila bus stop:Ch149+610</li> <li>• Nani saran school:Ch149+925</li> <li>• Motisarsan:Ch151+810</li> <li>• Santrampur:Ch163+295,163+570</li> </ul> <p><b>Santrampur-Khedapa</b></p> <ul style="list-style-type: none"> <li>• Santrampur:Ch0+225</li> <li>• Malanpur school:Ch1+045</li> <li>• Sangwada:Ch2+190</li> <li>• Ukhareli:Ch7+005</li> <li>• Navaghara bus stop:Ch9+495</li> <li>• Ghatiya school:Ch12+740</li> <li>• Simaliya bus stop:Ch13+275</li> <li>• Simaliya school:Ch13+845</li> </ul>																																																																																																																																																								
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9	139+320	RHS	Rampatelnamuvada	Demolish	10	139+325	RHS	New bus stop																																																																																																																																																		
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10	140+920	RHS	Barela	Retain	12	140+920	RHS	Only bus bye																																																																																																																																																		
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14	144+650	RHS	Harigharnamuvada	Retain	16	144+650	RHS	Only bus bye
15	145+205	LHS	Suthanamuvada	Retain	17	145+205	LHS	Only bus bye
16	146+420	LHS	Ambaliyat	Retain	18	146+420	LHS	Only bus bye
17	147+325	RHS	Godhar	Retain	19	147+325	RHS	Only bus bye
18	147+970	LHS	Godhar	Demolish	20	147+970	LHS	New bus stop
19	148+665	RHS	Padhariya	Retain	21	148+665	RHS	Only bus bye
20	149+560	RHS	Mohila	Retain	22	149+560	RHS	Only bus bye
21	150+250	RHS	Nanisarasan	Retain	23	150+250		Only bus bye
22	151+775	RHS	Motisarsan	Retain	24	151+775	RHS	Only bus bye
23	152+200	LHS	Motisarsan	Retain	25	152+200	LHS	Only bus bye
24	153+035	RHS	Limdamuvadi	Retain	26	153+035	RHS	Only bus bye
25	153+050	LHS	Limdamuvadi (van kutir)	Retain	27	153+050	LHS	Only bus bye
26	154+890	LHS	Zalapadedi	Retain	28	154+890	LHS	Only bus bye
27	156+270	RHS	Rajninipadedi	Retain	29	156+270	RHS	Only bus bye
28	156+995	LHS	Lalakpur	Retain	30	156+995	LHS	Only bus bye
29	158+835	RHS	Zab (kanawada)	Demolish	31	158+955	RHS	New bus stop
30	160+395	LHS	Kadana dam	Retain	32	160+395	LHS	Only bus bye
					33	160+285	RHS	New bus stop
31	161+350	LHS	Kadana colony (van kutir)	Retain	34	161+350	LHS	Only bus bye
32	162+005	RHS	Santrampur	Retain	35	162+005	RHS	Only bus bye
<b>Santrampur-Khedapa</b>								
No existing bus stop					36	0+175	LHS	New bus stop
					37	0+280	RHS	New bus stop
33	2+170	RHS	Sangwada	Retain	38	2+170	RHS	Only bus bye
34	3+010	LHS	Sangwada	Retain	39	3+010	LHS	Only bus bye
35	4+800	RHS	Dotawada	Demolish	40	4+775	RHS	New bus stop
36	8+115	RHS	Ukhareli	Retain	41	7+050	LHS	New bus stop
					42	8+115	RHS	Only bus bye
37	9+645	LHS	Navadhara	Demolish	43	9+445	RHS	New bus stop
					44	9+550	LHS	New bus stop
38	11+680	LHS	Batakwada	Retain	45	11+680	LHS	Only bus bye
39	13+225	RHS	Simaliya	Retain	46	13+225	RHS	Only bus bye
					47	13+325	LHS	New bus stop
40	15+155	LHS	Chokimovad	Retain	48	15+155	LHS	Only bus bye
41	16+720	RHS	Sarmi-1	Demolish	49	16+675	RHS	New bus stop
42	18+270	LHS	Sarmi-2	Retain	50	18+270	LHS	Only bus bye